VILLAGE OF ESTERO
PLANNING ZONING AND DESIGN BOARD MEETING
PACKET
JUNE 16, 2026, 04:30 PM

www.Estero-fl.gov

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

AGENDA

PLANNING ZONING AND DESIGN BOARD MEETING

9401 Corkscrew Palms Circle, Estero, Florida

June 16, 2026, 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 May 19, 2026 meeting minutes**

      Attachment: 05192026_PZDB Minutes.pdf

      ii. **Selection of Vice-Chairman**

6. **PUBLIC INFORMATION MEETING**

   (No votes are taken at Public Information Meetings)

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

   a. **Capital Improvement Plan (CIP) Overview -- Presentation by Public Works Director**

      See attachments

      Attachment: 1. Capital Improvement Program - Summary Sheet.pdf
      Attachment: 2. Capital Improvement Program - 5-Year CIP 26-27.pdf
      Attachment: 3. Capital Improvement Program Update - Presentation.pdf

7. PUBLIC HEARINGS (Quasi-Judicial)

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

a. Eco Historic Study Prepared by LandDesign Inc.

Village of Estero was awarded a CDBG-DR grant to evaluate a 1,000-acre area within Estero.

The study updates were presented to the PZDB on November 18, 2025 and March 10, 2026.

See attachments

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

Attachment: 1. Eco-Historic Planning Study - Summary Sheet.pdf
Attachment: 2. Eco-Historic Planning Study - Presentation.pdf
Attachment: 3. Eco-Historic Planning Study - Estero Study Report.pdf
Attachment: 4. Eco-Historic Planning Study - Estero Study Appendix.pdf

8. Board Communications

a. Reminder - Board member financial statements must be completed online.

b. Next meeting --July 21, 2026

9. Adjourn

General Attachments

- Transcipt.pdf

PLANNING ZONING AND DESIGN BOARD MEETING
TUESDAY, JUNE 16, 2026, 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.

4:31:29PM [SOUNDING GAVEL]
4:31:31PM >>Anthony Gargano: I WOULD LIKE TO CALL TO ORDER THE MEETING
4:31:33PM OF THE VILLAGE OF ESTERO PLANNING ZONING AND DESIGN BOARD.
4:31:35PM WOULD EVERYONE PLEASE RISE FOR THE PLEDGE OF ALLEGIANCE.
4:31:41PM [PLEDGE OF ALLEGIANCE]
4:31:59PM >>Anthony Gargano: TAMMY, CAN WE HAVE A CALL OF THE ROLL,
4:32:01PM PLEASE?
4:32:02PM >>Kristin Jeannin: HERE.
4:32:04PM >>Tammy Duran: BOARD MEMBER JONES IS NOT HERE.
4:32:06PM BOARD MEMBER PAIVANDY IS NOT HERE.
4:32:09PM VICE-CHAIRMAN SHEELEY?
4:32:11PM >>Michael Sheeley: HERE.
4:32:11PM >>James Tatooles: HERE.
4:32:13PM >>Jim Wallace: HERE.
4:32:15PM >>Dan Williams: HERE.
4:32:16PM >>Anthony Gargano: HERE.
4:32:17PM I'LL ENTERTAIN A MOTION FOR APPROVAL OF THE AGENDA.
4:32:26PM >>Michael Sheeley: SO MOVED.

4:32:28PM >> SECOND.
4:32:29PM >>Anthony Gargano: ANY DISCUSSION?
4:32:30PM ALL IN FAVOR?
4:32:33PM AYE.
4:32:34PM ANY OPPOSED?
4:32:35PM THE AGENDA IS APPROVED.
4:32:36PM OKAY.
4:32:40PM LADIES AND GENTLEMEN, TONIGHT, WE HAVE TWO MATTERS BEFORE
4:32:43PM THE BOARD.
4:32:44PM THE FIRST IS A PUBLIC INFORMATION MEETING.
4:32:48PM I JUST WANT TO LET EVERYONE KNOW THAT AT A PUBLIC
4:32:51PM INFORMATION MEETING, THERE IS NO VOTE.
4:32:54PM THE PURPOSE OF A PUBLIC INFORMATION MEETING IS JUST THAT.
4:32:58PM IT'S INFORMATION FOR THE PUBLIC, AND THE PUBLIC CAN COMMENT
4:33:04PM AND ASK QUESTIONS.
4:33:08PM AND THE BOARD CAN DO THE SAME.
4:33:10PM THE OTHER MATTER BEFORE THE BOARD IS A PUBLIC HEARING ON THE
4:33:21PM HISTORIC STUDY.

4:33:23PM THAT WILL BE THE SECOND MATTER BEFORE THE BOARD.
4:33:27PM >>Mary Gibbs: MR. CHAIR, I THINK YOU FORGOT THE ITEM OF
4:33:30PM SELECTION OF THE VICE-CHAIR, WHICH IS AFTER THE CONSENT
4:33:33PM AGENDA.
4:33:38PM >>Anthony Gargano: OKAY.
4:33:39PM >>Michael Sheeley: IN THE CONSENT AGENDA.
4:33:43PM >>Anthony Gargano: ONE OF THE ITEMS ON OUR AGENDA THIS

4:33:45PM EVENING IS SELECTION OF A VICE-CHAIRMAN FOR THE BOARD.
4:33:49PM I'M GOING TO REQUEST NOMINATIONS.
4:33:54PM I'M GOING TO START THE NOMINATING PROCESS BY NOMINATING OUR
4:34:00PM CURRENT VICE-CHAIRMAN, MR. SHEELEY.
4:34:04PM >> SECOND.
4:34:05PM >> SECOND.
4:34:06PM >>Anthony Gargano: OKAY.
4:34:06PM MIKE HAS BEEN NOMINATED.
4:34:10PM DO WE HAVE ANY OTHER NOMINATIONS?
4:34:12PM >> MR. CHAIRMAN, I MOVE THAT THE NOMINATIONS BE CLOSED.
4:34:16PM >>Anthony Gargano: OKAY.
4:34:16PM A MOTION TO CLOSE NOMINATIONS.
4:34:18PM ALL IN FAVOR?
4:34:19PM ANY OPPOSED?
4:34:24PM >>Michael Sheeley: THANK YOU.
4:34:24PM >>Anthony Gargano: THE CHAIR WILL CAST A VOTE FOR MR.
4:34:27PM SHEELEY.
4:34:28PM AND CONGRATULATIONS.
4:34:30PM YOU'RE STUCK AGAIN.
4:34:32PM >>Michael Sheeley: ONCE AGAIN.
4:34:36PM >>Erica Augello: DOES ANYONE OPPOSE THAT VOTE?
4:34:37PM JUST FOR THE RECORD.
4:34:38PM JUST MAKING SURE.
4:34:40PM WE WANT TO SOLIDIFY YOUR VICE-CHAIRMANSHIP.
4:34:45PM >>Dan Williams: MR. CHAIRMAN, AS FAR AS LAST MONTH'S MEETING

4:34:48PM MINUTES, I DO HAVE ONE SLIGHT MODIFICATION TO THAT.
4:34:52PM >>Anthony Gargano: PLEASE.
4:34:52PM >>Dan Williams: I'M LISTED BOTH AS PRESENT AND ABSENT.
4:34:57PM I WAS ABSENT.
4:34:59PM >>Anthony Gargano: HOW DID YOU DO THAT?
4:35:00PM OKAY.
4:35:04PM SO THE MINUTES WILL BE AMENDED TO SO REFLECT YOUR ABSENCE.
4:35:15PM THANK YOU.
4:35:15PM ANYTHING ELSE?
4:35:18PM >>Michael Sheeley: WE HAVE A MOTION FOR THE CONSENT AGENDA,
4:35:20PM MR. CHAIRMAN.
4:35:22PM >>Anthony Gargano: WE'LL ENTERTAIN A MOTION FOR APPROVAL OF
4:35:24PM THE CONSENT AGENDA.
4:35:26PM >>Michael Sheeley: SO MOVED.

4:35:28PM >>Dan Williams: SECOND.
4:35:30PM >>Anthony Gargano: ANY DISCUSSION ON THE MOTION?
4:35:31PM ALL IN FAVOR?
4:35:34PM >> AYE.
4:35:34PM >>Anthony Gargano: ANY OPPOSED?
4:35:35PM OKAY.
4:35:37PM THE CONSENT AGENDA IS APPROVED.
4:35:38PM MARY, DO YOU WANT TO KICK OFF THE PUBLIC INFORMATION
4:35:43PM MEETING?
4:35:44PM >>Mary Gibbs: SURE.
4:35:45PM JUST TO REMIND THE BOARD THAT THE PAST FEW YEARS WE'VE COME

4:35:53PM FORWARD WITH AN ORDINANCE THAT ONCE THE COUNCIL ADOPTS OUR
4:35:56PM CAPITAL IMPROVEMENTS PLAN, THE STATE LAW REQUIRES US TO
4:36:00PM ADOPT AN ORDINANCE THAT SAYS THIS IS THE CAPITAL IMPROVEMENT
4:36:03PM SCHEDULE.
4:36:04PM IT USED TO BE REQUIRED TO DO A COMPREHENSIVE PLAN AMENDMENT
4:36:06PM AND THEY STREAMLINED THAT PROCESS.
4:36:08PM SO EVERY YEAR WHEN WE COME FORWARD WITH THAT ORDINANCE, THE
4:36:11PM BOARD HAS ALWAYS ASKED US FOR INFORMATION ABOUT THE PROJECTS
4:36:14PM IN THE C.I.P.
4:36:15PM SO LAST YEAR WHEN WE CAME FORWARD, WE SAID WHEN WE COME
4:36:18PM FORWARD NEXT YEAR, WE'LL HAVE SOMEBODY DO A QUICK OVERVIEW
4:36:21PM OF THE C.I.P. SO YOU CAN BE FAMILIAR WITH THE PROJECTS.
4:36:24PM DAVID WILLEMS, OUR PUBLIC WORKS DIRECTOR, IS HERE TO KIND OF
4:36:28PM GIVE US AN OVERVIEW BECAUSE I KNOW THAT BOARD MEMBER JONES
4:36:30PM ALWAYS HAS MANY QUESTIONS ABOUT THE C.I.P. PROJECTS.
4:36:33PM THIS IS FOR EVERYBODY, IN PARTICULAR BOARD MEMBER JONES.
4:36:39PM DAVID WILLEMS IS GOING TO RUN THROUGH HIS PowerPoint.
4:36:42PM >>Anthony Gargano: THANK YOU.
4:36:42PM MINUTES WILL REFLECT THAT BARRY HAS JOINED THE MEETING.
4:36:46PM GOOD EVENING.
4:36:52PM >>David Willems: GOOD EVENING.
4:36:53PM DAVID WILLEMS, PUBLIC WORKS DIRECTOR, VILLAGE OF ESTERO.
4:36:57PM I BELIEVE IN YOUR PACKET YOU HAVE THE C.I.P. THAT THE
4:37:00PM VILLAGE COUNCIL -- YOU HAVE THE C.I.P. THAT THE VILLAGE
4:37:05PM COUNCIL REVIEWED AT THE LAST MEETING AND WILL LIKELY APPROVE

4:37:09PM IT AT THE NEXT MEETING, WHICH IS TOMORROW.
4:37:12PM BUT INSTEAD OF JUST GOING THROUGH THAT ENTIRE DOCUMENT, I
4:37:15PM WAS JUST GOING TO THROUGH SPECIFICALLY SOME OF THE PROJECTS
4:37:18PM THAT WE'RE WORKING ON, KIND OF SHOW WHERE THOSE ARE LOCATED
4:37:22PM AND JUST KIND OF DESCRIBE WHAT THOSE PROJECTS ARE.
4:37:25PM AND I CAN ANSWER ANY QUESTIONS YOU MIGHT HAVE ON ANY OF
4:37:27PM THOSE PROJECTS.
4:37:28PM IF YOU HAVE SOMETHING SPECIFIC ON THE ACTUAL CAPITAL
4:37:32PM IMPROVEMENT PLAN THAT THE COUNCIL IS GOING TO APPROVE
4:37:35PM TOMORROW, I CAN ANSWER THOSE AT THE END OF THE PRESENTATION,

4:37:38PM IF YOU'D LIKE.
4:37:39PM SO THESE ARE THE PROJECTS, THE MOST ACTIVE PROJECTS THAT
4:37:44PM WE'RE WORKING ON RIGHT NOW.
4:37:46PM AND TYPICALLY THE ONES THAT WE GET ASKED ABOUT FROM THE
4:37:49PM PUBLIC.
4:37:50PM SO I'M GOING TO GO THROUGH -- KIND OF THE TRANSPORTATION
4:37:53PM PROJECTS FIRST AND THEN SOME OF THE PARK PROJECTS.
4:37:56PM IF YOU'VE BEEN OUT ON EAST CORKSCREW, YOU'LL SEE THAT THAT'S
4:38:00PM BEEN UNDER CONSTRUCTION FOR ABOUT A YEAR AND A HALF.
4:38:02PM THEY HAVE THE SIDEWALKS IN, ALL OF THE LIGHTS ARE IN.
4:38:07PM THEY ARE NOT POWERED UP YET, BUT THEY ARE ALL INSTALLED.
4:38:09PM THE ONE THING THAT THEY ARE WAITING ON IS THE LANDSCAPING.
4:38:13PM THE REASON THEY ARE WAITING IS THAT WE'VE HAD SOME
4:38:16PM COORDINATION THAT WE'VE HAD TO DO OVER THE LAST YEAR TO TRY
4:38:19PM TO GET RECLAIMED WATER TO THE SITE.

4:38:21PM IT'S BEEN A LITTLE BIT OF AN ORDEAL.
4:38:25PM THE COUNTY IS GETTING TO THE POINT WHERE THEY DON'T HAVE A
4:38:28PM WHOLE LOT OF REUSE WATER AVAILABLE AT THE PLANT.
4:38:31PM SO IT TOOK US SIX OR EIGHT MONTHS TO COORDINATE WITH THEM TO
4:38:34PM GET THEM TO DETERMINE THAT THEY DO HAVE WATER AVAILABLE.
4:38:39PM SO IT WILL BE IRRIGATED WITH RECLAIMED WATER.
4:38:43PM THE PLAN FROM THE CONTRACTOR STANDPOINT WOULD HAVE BEEN TO
4:38:45PM HAVE STARTED INSTALLING THE LANDSCAPING PROBABLY LIKE SIX
4:38:48PM MONTHS AGO, BUT BECAUSE THEY DIDN'T HAVE WATER YET, THEY
4:38:52PM HAVEN'T BEEN ABLE TO.
4:38:53PM WE JUST GOT THE FINAL APPROVAL FROM THE COUNTY ACTUALLY
4:38:57PM TODAY FOR THE RECLAIMED WATER CONNECTION.
4:39:00PM SO WE'LL BE ABLE TO DO THAT AND SHOULD SEE IN THE NEXT
4:39:03PM COUPLE OF DAYS THE LANDSCAPING WILL START GOING IN.
4:39:06PM THEY ALREADY STARTED CLEARING AWAY SOME OF THE DIRT SO THEY
4:39:09PM CAN PUT IN THE LANDSCAPING.
4:39:10PM SO THAT'S GOING FORWARD.
4:39:12PM A LITTLE BIT OF A BACKGROUND, SO IF YOU HAVEN'T BEEN
4:39:15PM FOLLOWING THE PROJECT, IT'S TEN FOOT SIDEWALKS ON BOTH SIDES
4:39:18PM OF THE ROAD.
4:39:19PM WE WORKED WITH A LOT OF THE ADJACENT COMMUNITIES IN ORDER TO
4:39:22PM GET EASEMENTS SO THAT THE SIDEWALKS ARE NOT CONSTRAINED TO
4:39:26PM THE RIGHT-OF-WAY.
4:39:27PM THEY ARE ABLE TO MEANDER OUT A LITTLE BIT, ESPECIALLY ON THE
4:39:31PM NORTH SIDE OF THE ROAD, THERE'S GOING TO BE AREAS WHERE IT'S

4:39:34PM 50, 60 MORE FEET FROM THE ROADWAY IS WHERE THE PATH IS GOING
4:39:37PM TO BE.
4:39:38PM SO IT'S REALLY -- ESPECIALLY THE NORTH SIDE IS GOING TO FEEL
4:39:40PM MORE LIKE A LINEAR PATH.
4:39:43PM WE HAVE SEATING AREAS SO PEOPLE CAN SIT DOWN, AND THERE IS
4:39:46PM GOING TO BE AN EXTENSIVE AMOUNT OF LANDSCAPING.

4:39:49PM IT'S GOING TO BE A LITTLE LESS THAN WHAT YOU WOULD SEE ON
4:39:52PM ESTERO PARKWAY.
4:39:54PM PART OF THAT IS BECAUSE SOME THINK THAT ESTERO PARKWAY MAYBE
4:39:58PM WAS A LITTLE BIT TOO MANY PLANTS.
4:40:00PM AND THEN THE OTHER IS THERE ARE A LOT OF UTILITIES IN THIS
4:40:03PM AREA BECAUSE OF THE WATER TREATMENT PLANT AND THE RECLAIMED
4:40:06PM WATER LINE, SO THERE'S LIMITED SPACE AVAILABLE FOR THE
4:40:11PM TREES.
4:40:11PM BUT IT'S STILL GOING TO BE HEAVILY VEGETATED AND IT'S GOING
4:40:14PM ALL THE WAY FROM BEN HILL GRIFFIN PARKWAY ALL THE WAY OUT TO
4:40:18PM BELLA TERRA.
4:40:19PM THE STREETLIGHTS ARE GOING TO BE ALMOST IDENTICAL TO WHAT IS
4:40:23PM ON ESTERO PARKWAY.
4:40:25PM ANY QUESTIONS?
4:40:25PM THIS IS SCHEDULED TO BE FINISHED IN THE FALL.
4:40:31PM BECAUSE OF THE DELAYS FOR LEE COUNTY UTILITIES, THE
4:40:33PM CONTRACTOR MAY BE ASKING FOR A MONTH OR TWO EXTENSION.
4:40:36PM SO IT WILL BE DONE SOMETIME THIS YEAR, BUT MAYBE A MONTH OR
4:40:40PM TWO LATER THAN WHAT WAS ORIGINALLY SCHEDULED.

4:40:45PM >>Jim Wallace: WHAT HAPPENS DOWN THE ROAD WHEN THE ROADS GET
4:40:48PM WIDENED AGAIN?
4:40:50PM >>David Willems: INTERNAL, ALL THE EXPANSION WILL BE
4:40:54PM INTERNAL, AND THERE ARE NO TREES IN THERE.
4:40:56PM WE PURPOSEFULLY PUT THE TREES.
4:40:58PM I MEAN, THERE WILL BE SOD AND SHRUBS THAT WILL HAVE TO BE
4:41:02PM REMOVED.
4:41:03PM BUT WE HIRED THE SAME FIRM THAT DESIGNED THE ROADWAY TO
4:41:06PM ACTUALLY DO THE LANDSCAPING AND THAT WAS PART OF THE REASON.
4:41:12PM >>Barry Jones: HOW FAR BETWEEN PEDESTRIAN CROSSINGS?
4:41:15PM >>David Willems: HOW FAR BETWEEN?
4:41:16PM THEY ARE JUST AT THE ROAD.
4:41:17PM IT'S GOING TO BE WHEN YOU -- RIGHT NOW YOU'RE GOING TO HAVE
4:41:21PM STONEYBROOK GOLF DRIVE ALL THE WAY TO BELLA TERRA.
4:41:30PM RIGHT NOW.
4:41:31PM >>Barry Jones: TWO MILES?
4:41:32PM >>David Willems: PROBABLY NOT QUITE TWO MILES.
4:41:34PM PROBABLY CLOSER TO A MILE.
4:41:36PM BUT THERE ARE PLANS IN THE FUTURE, MAYBE NEAR FUTURE THAT
4:41:41PM THERE COULD BE A TRAFFIC SIGNAL AT WILDCAT RUN WHICH WOULD
4:41:44PM PROVIDE A CROSSING AT THAT LOCATION.
4:41:45PM AND THERE WILL LIKELY BE, ONCE THEY FIGURE OUT THE COST AND
4:41:49PM THE FINANCING FOR IT, THERE WILL BE ONE AT WILD BLUE.
4:41:53PM SO THAT'S GOING TO CUT IT INTO MORE REASONABLE SEGMENTS.
4:41:57PM >>Barry Jones: ANY SHADE SHELTERS ALONG THE PATH?

4:42:01PM >>David Willems: THERE ARE NOT SHADE SHELTERS, BUT THE HOPE
4:42:04PM IS THAT IN A COUPLE OF YEARS THE TREES WILL BE LARGE ENOUGH

4:42:07PM TO PROVIDE THE SHADE.
4:42:08PM IN THE SHORT-TERM, IT WILL BE -- THERE WILL BE AREAS THAT
4:42:13PM ARE A LOT OF SUN.
4:42:14PM IT'S GOING TO BE DIFFICULT ON THE NORTH SIDE.
4:42:17PM BUT ON THE SOUTH SIDE, WE'RE ALREADY GOING TO GET SHADE
4:42:20PM BECAUSE OF THE ADJACENT DEVELOPMENT.
4:42:21PM SO WHEN YOU'RE ALONG STONEYBROOK, THERE'S ALREADY GOING TO
4:42:24PM BE SHADE PROVIDED BECAUSE OF THE TREES THERE.
4:42:26PM THE SAME THING WITH BELLA TERRA AND WITH THE PRESERVE AT
4:42:31PM CORKSCREW.
4:42:32PM >>Barry Jones: ONE LAST QUESTION, IF I MAY, ANY OPPORTUNITY
4:42:34PM TO PROVIDE POTABLE WATER FOR DRINKING WATER OR DOG BOWLS OR
4:42:38PM ANYTHING LIKE THAT ALONG CORRIDORS LIKE THIS?
4:42:41PM >>David Willems: POTENTIALLY.
4:42:44PM WE HAD DISCUSSED THAT.
4:42:44PM IT'S NOT SOMETHING WE HAVE PUT IN YET BUT SOMETHING WE
4:42:47PM DISCUSSED.
4:42:49PM THERE ARE WATER MAINS THERE, SO THAT'S POSSIBLE.
4:42:51PM >>Barry Jones: THANK YOU.
4:42:53PM >>Jim Wallace: DAVE, I THINK YOU GUYS DID AN INCREDIBLE JOB
4:42:56PM ON ESTERO PARKWAY.
4:42:58PM I SEE A LOT OF PEOPLE USING IT.
4:43:00PM YOU SAY IT'S GOING TO BE LESS THAN ESTERO PARKWAY.

4:43:03PM HOW MUCH LESS?
4:43:03PM A LITTLE BIT LESS?
4:43:04PM A LOT LESS?
4:43:06PM >>David Willems: JUST THE LANDSCAPING.
4:43:08PM FROM A PEDESTRIAN STANDPOINT, THIS IS GOING TO BE FAR BETTER
4:43:11PM THAN WHAT IS ON ESTERO PARKWAY.
4:43:13PM YOU'RE GOING TO BE FURTHER AWAY FROM THE ROAD.
4:43:15PM THE PATHS ARE MUCH WIDER.
4:43:17PM >>Jim Wallace: WHERE?
4:43:17PM WHERE ARE THEY FURTHER AWAY FROM THE ROAD?
4:43:23PM >>David Willems: MOSTLY ON THE NORTH SIDE, EVEN THE SOUTH
4:43:25PM SIDE.
4:43:26PM IF YOU GO OUT THERE NOW, THE PATHS ARE ALL IN.
4:43:28PM YOU CAN SEE WHERE THEY ARE LOCATED.
4:43:30PM THERE'S CURB IN MOST OF IT, SO THAT SEPARATES YOU EVEN
4:43:33PM FURTHER.
4:43:34PM AS FAR AS LANDSCAPING, THE MEDIANS WILL BE SOMEWHAT SIMILAR
4:43:36PM BECAUSE WE DIDN'T HAVE THE SAME CONSTRAINTS.
4:43:38PM IT'S REALLY ON THE SIDE, ESPECIALLY THE NORTH SIDE BECAUSE
4:43:41PM THERE IS A LOT OF UTILITIES.
4:43:45PM >>Barry Jones: ANY PHOTOMETRICS ON THE TRAIL?
4:43:48PM ANY LIGHTING ON THE TRAIL?
4:43:54PM >>Mary Gibbs: CAN I ASK BOARD MEMBER JONES TO SPEAK INTO THE
4:43:56PM MICROPHONE?

4:43:57PM PEOPLE IN THE AUDIENCE CAN'T HEAR YOU.

4:43:59PM >>Barry Jones: I'M SORRY.
4:44:00PM THE QUESTION WAS ABOUT LIGHTING FOR THE TRAIL AT NIGHT.
4:44:03PM WILL THE STREETLIGHTS ILLUMINATE IT OR SECONDARY LIGHTING OR
4:44:06PM DID THEY RUN PHOTOMETRICS WITH THE --
4:44:09PM >>David Willems: THEY DEFINITELY RAN PHOTOMETRICS.
4:44:12PM DEPENDING ON WHERE THE PATH IS, IN SOME SECTIONS, THE PATH
4:44:17PM IS CLOSE ENOUGH TO THE ROAD THAT THE STREETLIGHTS WERE
4:44:19PM SUFFICIENT.
4:44:19PM BUT ESPECIALLY ON THE NORTH SIDE OF THE ROAD WHERE WE
4:44:22PM MEANDERED 50, 60 FEET OFF, WE ACTUALLY HAVE A WHOLE RUN OF
4:44:26PM SECONDARY LIGHTING, WHICH YOU BASICALLY HAVE THE SAME LIGHT
4:44:29PM FIXTURE ABOUT A QUARTER OF THE HEIGHT TO ILLUMINATE THE PATH
4:44:32PM SO THAT IT DOES MEET LIGHTING STANDARDS.
4:44:35PM IF YOU GO OUT THERE, YOU'LL SEE THEM.
4:44:37PM IN FRONT, YOU HAVE THE ROADWAY LIGHTING WHICH IS 30 OR 40
4:44:41PM FEET TALL.
4:44:42PM BEHIND THAT, I THINK THERE ARE LIKE 15 FEET TALL.
4:44:46PM >>Barry Jones: THEY DID DO SECONDARY LIGHTING FOR THE
4:44:48PM PATHWAYS.
4:44:49PM >>David Willems: YES.
4:44:50PM >>Barry Jones: GOOD.
4:44:51PM >>David Willems: SECOND PROJECT, THIS IS SOMEWHAT OF A NEW
4:44:54PM PROJECT.
4:44:55PM IT'S BEEN IN CONCEPT FOR A LITTLE WHILE.
4:45:00PM WE RECEIVED GRANT FUNDING TO COVER THIS ENTIRE PROJECT.

4:45:03PM WE HAVE $15 MILLION TO DO ROADWAY AND SIDEWALK IMPROVEMENTS
4:45:08PM ALONG BROADWAY AVENUE WEST.
4:45:10PM THAT'S THE ENTIRE SECTION.
4:45:13PM COUNCIL ABOUT A MONTH AGO HAD A PRESENTATION FROM THE
4:45:16PM DESIGNER.
4:45:16PM AND THIS IS SOME OF WHAT WAS SHOWN AT THE PRESENTATION.
4:45:20PM WE'RE PROBABLY 90% THERE AS FAR AS WHAT THE CONCEPTS ARE.
4:45:26PM BECAUSE OF THE GRANT, IT'S A REALLY SHORT TIME FRAME.
4:45:29PM SO WE'RE REALLY PUSHING THE DESIGNER TO HAVE THIS READY FOR
4:45:33PM CONSTRUCTION EARLY NEXT YEAR SO THAT THEY ARE ABLE TO MEET
4:45:36PM THE GRANT REQUIREMENTS.
4:45:38PM WHERE ON CORKSCREW ROAD WE HAD TIME TO WORK WITH THE
4:45:43PM ADJACENT PROPERTIES TO REALLY MAKE THE SIDEWALKS PULL THEM
4:45:46PM OFF THE ROAD, MEANDER THEM AND MAKE THEM A LITTLE BIT MORE
4:45:49PM IMPACTFUL BECAUSE OF THE GRANT AND THE AMOUNT OF TIME THAT
4:45:52PM WE HAVE TO GET THIS DONE, YOU'RE NOT GOING TO SEE SOME OF
4:45:54PM THAT HERE.
4:45:55PM WE'RE GOING TO DO AS MUCH AS WE CAN BUT WE HAVE TO KEEP
4:45:58PM EVERYTHING IN THE RIGHT-OF-WAY AND WE'RE NOT ABLE TO DO SOME
4:46:00PM OF THE THINGS.

4:46:01PM IT'S GOING TO BE STILL A HUGE IMPROVEMENT.
4:46:03PM IF YOU HAVE DRIVEN DOWN BROADWAY, THERE ARE DEEP DITCHES ON
4:46:06PM BOTH SIDES OF THE ROAD.
4:46:07PM THERE'S NO SHOULDER.
4:46:08PM WE'RE GOING TO GET RID OF ALL OF THAT.

4:46:10PM THE SIDEWALK IS FIVE FEET WIDE.
4:46:13PM THE BEST WE CAN DO IS SIX.
4:46:15PM IT'S A LITTLE BIT BETTER, NOT WHERE WE WOULD NORMALLY WANT
4:46:17PM TO BE, EIGHT FEET.
4:46:19PM RIGHT NOW, THE SIDEWALKS ARE NOT PROTECTED FROM THE ROADWAY.
4:46:22PM SO THERE'S NO CURB.
4:46:24PM I MEAN, IT'S BASICALLY YOU HAVE THE ROAD.
4:46:26PM YOU HAVE MAYBE A TWO-FOOT GRASS AREA AND THEN YOU HAVE THE
4:46:30PM SIDEWALK.
4:46:30PM WE'RE GOING TO ADD CURB TO INCREASE THE PROTECTION FOR THE
4:46:36PM --
4:46:37PM >>Kristin Jeannin: SORRY --
4:46:38PM >>David Willems: NO, GO AHEAD.
4:46:41PM >>Kristin Jeannin: ESSENTIALLY YOU ARE WIDENING THE SIDEWALK
4:46:43PM A LITTLE BIT.
4:46:45PM WHAT ELSE?
4:46:45PM AND ADDING --
4:46:47PM >>Barry Jones: PUTTING IN A DITCH --
4:46:49PM >>David Willems: GETTING RID OF THE DITCHES SO THAT THEY ARE
4:46:54PM CLOSED, PIPES.
4:46:56PM IMPROVING THE DRAINAGE.
4:46:57PM >>Barry Jones: YOU'LL PIPE ALL OF THAT STUFF ON THE WEST END
4:47:01PM OF BROADWAY TO GET IT OUT?
4:47:02PM >>David Willems: YES.
4:47:03PM >>Barry Jones: YOU HAVE ENOUGH FALL TO GET IT THAT LENGTH.

4:47:06PM >>David Willems: WHAT'S INTERESTING, NORMALLY WHEN YOU GO
4:47:09PM FROM RURAL TO URBAN, YOU HAVE A REAL PROBLEM BECAUSE OF THE
4:47:13PM UP AND DOWN, BUT THERE IS A NICE LITTLE SLOPE FROM 41 TO THE
4:47:16PM WEST, SO IT'S NOT AS ABRUPT AS YOU WOULD EXPECT ON MOST
4:47:20PM PROJECTS.
4:47:23PM >>Barry Jones: CLOSING BOTH SIDES OR JUST ONE SIDE?
4:47:25PM >>David Willems: IN SOME AREAS IT WILL STAY OPEN THAT THERE
4:47:28PM IS ENOUGH ROOM.
4:47:30PM WE ALREADY HAVE FLAT SLOPES AND IT'S FINE.
4:47:33PM OTHER AREAS BOTH SIDES, SOME AREAS WILL BE ONE-SIDED, JUST
4:47:36PM VARIOUS -- WHEN YOU GO THROUGH THE CORRIDOR, SOME AREAS WE
4:47:39PM HAVE ABOUT 80-FOOT RIGHT-OF-WAY.
4:47:40PM SOME PLACES WE ONLY HAVE 50 FEET.
4:47:42PM WHERE WE HAVE 50 FEET IT'S GOING TO BE ENCLOSED ON BOTH
4:47:45PM SIDES.
4:47:46PM >>Barry Jones: THE UTILITY EXPANSION PLANNED DOWN THAT ROAD,

4:47:48PM IS THERE A FOURTH MAIN UPSIZING OR WATER MAIN TO GO IN THE
4:47:52PM SAME CORRIDOR?
4:47:53PM >>David Willems: SO THERE'S NO WATER MAIN OR FORCE MAIN
4:47:56PM UPSIZING, BUT THERE ARE FORCE MAIN AND WATER MAIN
4:48:00PM IMPROVEMENTS, AND THERE IS ACTUALLY GRAVITY SEWER DOWN THE
4:48:05PM MIDDLE OF BROADWAY.
4:48:06PM SO WHAT WE'RE DOING IS WE'RE TAKING THE PLANS THAT WOULD
4:48:09PM NORMALLY JUST BE DONE WITH THE UEP AND PULLING THE UTILITY
4:48:13PM PART OF THAT INTO THIS PROJECT SO THAT THE UNDERGROUND IS

4:48:17PM BUILT WITH THIS PROJECT, NOT THE UEP.
4:48:20PM AND THEN THE UEP WILL CONNECT INTO THIS PROJECT.
4:48:23PM >>Barry Jones: IN FUTURE PROJECTS THAT HAVE TO STUB OUT TO
4:48:25PM THAT UEP, YOU'RE DOING THE STUFF UNDERNEATH THE ROAD AND
4:48:28PM PUTTING THE STUB-OUTS TO THE SOUTH SIDE?
4:48:31PM >>David Willems: YES.
4:48:32PM AND WE'LL TALK ABOUT THAT A LITTLE BIT LATER BECAUSE THE
4:48:34PM LAST PROJECTS WE'LL TALK ABOUT IS THE UEP SPECIFICALLY IN
4:48:38PM THIS AREA.
4:48:39PM IT'S A GOOD POINT TO MAKE, THAT WE ARE NOT FORGETTING ABOUT
4:48:42PM IT.
4:48:43PM BECAUSE THEY WILL OVERLAP, IT WILL BE COMPLICATED HOW WE DO
4:48:46PM IT, BUT WE'RE PUTTING THE UTILITIES IN THIS PROJECT.
4:48:49PM SO THIS IS THE VERY WEST END OF THE PROJECT.
4:48:53PM YOU'LL NOTICE WHEN YOU LOOK AT THE CROSS SECTIONS, THIS WEST
4:48:57PM END, THIS IS THE ONLY AREA THAT WE'RE NOT DOING CURB AND
4:49:01PM GUTTER.
4:49:01PM THERE ARE A COUPLE OF REASONS FOR THAT.
4:49:03PM ONE IS THIS IS AN AREA THAT WE HAVE A LITTLE BIT WIDER
4:49:06PM RIGHT-OF-WAY, SO THERE IS ROOM FOR THE SWALES AND THE RURAL
4:49:11PM SECTION.
4:49:12PM BUT REALLY, THE MAIN REASON WE'RE DOING IT IS THIS IS RIGHT
4:49:15PM NEXT TO THE STATE PRESERVE AND THERE IS A WHOLE LOT OF
4:49:18PM GOPHER TORTOISES AT THE END OF THE ROAD.
4:49:22PM IN ORDER TO KEEP THEM GOING ACROSS THE ROAD AND NOT GET

4:49:25PM STUCK WHERE THERE IS A CURB, THAT IS GOING TO STAY A RURAL
4:49:28PM SECTION.
4:49:29PM WE ARE GOING TO ADD A SIDEWALK ON THE NORTH SIDE OF THE ROAD
4:49:32PM SO THAT PEOPLE THAT ARE USING THE SIDEWALK CAN GET TO THAT
4:49:36PM PARK WITHOUT HAVING TO WALK IN THE ROADWAY.
4:49:38PM RIGHT NOW, THE SIDEWALK ENDS AND TO GET TO THE PARK, YOU
4:49:41PM HAVE TO WALK IN THE ROADWAY.
4:49:43PM SO WE'LL HAVE -- AND THIS IS WHAT THE REST OF THE CROSS
4:49:47PM SECTIONS LOOK LIKE.
4:49:49PM >>Kristin Jeannin: WHAT IS THE GRANT SOURCE?
4:49:52PM >>David Willems: THAT IS THE DR, FEDERAL.
4:49:55PM THROUGH THE STATE.

4:49:58PM >>Barry Jones: HURRICANE RECOVERY MONEY?
4:50:00PM >>David Willems: YES, HURRICANE RECOVERY --
4:50:01PM >>Barry Jones: THAT'S WHY YOU HAVE A SHORT FUSE.
4:50:04PM CAN YOU DO DESIGN-BUILD ON IT?
4:50:06PM >>David Willems: NO.
4:50:07PM THAT IS EXCLUDED BECAUSE OF THE SOURCE.
4:50:09PM WE ACTUALLY -- THAT WAS ONE OF THE WAYS WE WERE GOING TO GO
4:50:12PM TO EXPEDITE SOME OF THESE PROJECTS BECAUSE OF THE FUNDING
4:50:15PM SOURCE WE CAN'T.
4:50:17PM >>Kristin Jeannin: HAPPY TO SEE SOME IMPROVEMENTS HERE
4:50:21PM BECAUSE -- I THINK THAT, YOU KNOW, AND MAYBE IT'S COMING UP
4:50:23PM IN WHAT WE'RE TALKING ABOUT ALSO TODAY, BUT THERE IS A HUGE
4:50:27PM ASSET FOR ESTERO AT THE END OF THE STREET WITH THE STATE

4:50:30PM PARK.
4:50:30PM IT'S JUST SO UNDERUTILIZED.
4:50:33PM >>David Willems: WELL, THIS IS A STREET THAT WAS BUILT
4:50:35PM PROBABLY IN THE 1920s.
4:50:37PM IT WAS ORIGINALLY JUST TO ACCESS AG FIELDS OUT FURTHER WEST.
4:50:42PM AND IT REALLY HASN'T BEEN IMPROVED MUCH.
4:50:45PM ASPHALT ON THE TOP OF IT AND THAT'S IT.
4:50:47PM SO THIS WAS THE FIRST TIME THEY REALLY WILL GET THOSE
4:50:50PM IMPROVEMENTS.
4:50:50PM ONE COMPLAINT THAT WE GET A LOT IS THE SPEEDING OUT THERE.
4:50:54PM AND WE HAVE AT THE END RIVERWOODS PLANTATION.
4:50:58PM THEY ACTUALLY OWN PROPERTY ON THE SOUTH SIDE OF THE ROAD
4:51:01PM WHICH IS THE MARINA, AND THEY HAVE A LOT OF RESIDENTS THAT
4:51:04PM WE DID SOME PEDESTRIAN COUNTS.
4:51:07PM THEY HAVE A LARGE NUMBER OF PEOPLE THAT CROSS THE ROAD WITH
4:51:09PM NO CROSSING.
4:51:10PM SO WE ARE ACTUALLY LOOKING -- THERE WILL LIKELY BE TWO
4:51:15PM PLACES THAT WE DO A RAISED MID BLOCK CROSS WALK.
4:51:18PM >>Barry Jones: LIKE A TABLETOP.
4:51:21PM >>David Willems: TWO REASONS, ONE, PEDESTRIAN SAFETY,
4:51:23PM ESPECIALLY AT RIVERWOODS BECAUSE THERE ARE PEOPLE ALREADY
4:51:25PM CROSSING THERE AND IT'S REALLY NOT SAFE BECAUSE THERE ARE
4:51:29PM PEOPLE THAT SPEED.
4:51:30PM AND THE SECOND IS THE RAISED CROSSWALKS SLOW PEOPLE DOWN.
4:51:35PM YOU CAN GO OVER IT COMFORTABLY AT 15, 20 MILES AN HOUR.

4:51:38PM IF YOU ARE GOING OVER IT AT 40, 45, 50 MILES AN HOUR, IT'S
4:51:41PM NOT GOING TO BE COMFORTABLE.
4:51:43PM THE WAY THAT IT'S PROPOSED IS THEY ARE KIND OF A QUARTER OF
4:51:46PM THE ROAD AND THEN QUARTER, SO IT SPLITS IT UP SO THAT PEOPLE
4:51:50PM AREN'T GOING TO GET THAT LONG RUN DOWN THE STREET.
4:51:56PM >>Jim Wallace: ARE THERE CURRENTLY STOP SIGNS AT THE
4:51:59PM CROSSWALKS?
4:52:00PM >>David Willems: THERE ARE NO CROSSWALKS.

4:52:01PM PEOPLE ARE CROSSING THE ROAD.
4:52:03PM PEOPLE JUST CROSS THE ROAD.
4:52:04PM >>Barry Jones: NO BIKE LANES, 11-FOOT ROAD, CLOSED.
4:52:11PM SO BIKES HAVE GOT TO BE ON THE SIDE.
4:52:13PM >>David Willems: BIKES ARE IN THE LANE.
4:52:15PM THOSE MID BLOCK CROSSINGS WILL HAVE THE FLASHING BEACON
4:52:21PM LIGHTS THERE A SOMEBODY WILL PRESS A BUTTON AND IT WILL
4:52:24PM BLINK SO PEOPLE SLOW DOWN.
4:52:25PM ANY OTHER QUESTIONS ON THAT ONE?
4:52:27PM WILLIAMS-ATLANTIC GULF DRIVE.
4:52:31PM THIS IS ONE WE'VE BEEN WORKING ON FOR A VERY LONG TIME.
4:52:38PM WE WERE AT DESIGN, READY TO GO.
4:52:40PM WE WERE TALKING TO THE LOCAL PEOPLE FOR THE LIFE CARE
4:52:43PM CENTER.
4:52:43PM THEY WERE ALL ON BOARD.
4:52:46PM THEN WE TRIED TO -- WE GOT BUMPED UP TO THEIR CORPORATE.
4:52:50PM THEY BASICALLY SAID THERE'S NO WAY THEY CAN ALLOW US TO DO

4:52:54PM ANY WORK ON THEIR PROPERTY.
4:52:55PM AND IT RELATED TO SOME OF THE GRANT FUNDING THEY HAVE GOTTEN
4:53:01PM FROM THE FEDERAL GOVERNMENT THAT THEY CAN'T CHANGE WHAT
4:53:03PM THEIR OWNERSHIP IS.
4:53:05PM THAT'S REALLY WHAT DELAYED THE PROJECT, SO WE WENT BACK TO
4:53:12PM THE DRAWING BOARD AND CAME UP WITH A REVISED DESIGN.
4:53:15PM IT'S GOING TO FUNCTION JUST AS WELL AS IT DID BEFORE.
4:53:19PM THE MAIN NEGATIVE IS WE'LL IMPACT A LOT MORE -- NOT A LOT
4:53:22PM MORE -- MORE OF THE WETLAND ON THE SOUTH SIDE OF THE ROAD.
4:53:25PM WE WERE TRYING TO LIMIT THAT AS MUCH AS WE COULD.
4:53:27PM BECAUSE WE CAN'T GO INTO THE LIFE CARE CENTER, WE'LL HAVE TO
4:53:30PM MOVE IT FURTHER SOUTH.
4:53:32PM THIS WILL NOT REQUIRE US TO GET ANY APPROVALS FROM THE LIFE
4:53:36PM CARE CENTER WHICH SHOULD HELP US MOVE IT FORWARD.
4:53:39PM THE ENGINEER IS JUST ABOUT FINISHED WITH THE DESIGN.
4:53:43PM MIDSUMMER THEY SHOULD BE SUBMITTING FOR PERMITS.
4:53:49PM WE WENT THROUGH MOST OF THE PERMITTING PROCESS.
4:53:50PM WE EXPECT THAT TO GO MOSTLY SMOOTHLY BECAUSE WE WORKED
4:53:53PM THROUGH A LOT OF THE ISSUES.
4:53:55PM HOPING TO START CONSTRUCTION ON THIS END OF THE YEAR,
4:53:57PM BEGINNING OF NEXT YEAR.
4:53:58PM BASICALLY WHAT THIS DOES IS IT IMPROVES SOME OF THE SAFETY
4:54:03PM ISSUES THAT ARE IN THAT LOCATION.
4:54:04PM PEOPLE ARE NOT SUPPOSED TO BE TURNING LEFT WHEN THEY COME
4:54:07PM OUT OF THE WALGREENS ON THE NORTH SIDE OF THE ROAD, BUT

4:54:11PM PROBABLY 75% OF THE PEOPLE DO.
4:54:14PM AND THE REASON THEY SHOULDN'T BE IS BECAUSE PEOPLE ARE
4:54:16PM COMING ACROSS THE ROAD OR TURNING RIGHT FROM U.S. 41, IT'S
4:54:20PM VERY CLOSE TO THE INTERSECTION.

4:54:21PM SO WHAT THIS IS GOING TO DO IS PREVENT THAT TURNING
4:54:24PM MOVEMENT.
4:54:24PM THERE'S GOING TO BE A CONCRETE BARRIER THAT'S GOING TO
4:54:27PM PREVENT THAT.
4:54:27PM >>Jim Wallace: THEY HAVE BARRICADES UP THERE NOW.
4:54:29PM >>David Willems: YEAH, BUT PEOPLE STILL GET AROUND IT.
4:54:32PM >>Barry Jones: DON'T DRIVE THROUGH THE BIG ONES ANYMORE.
4:54:35PM >>David Willems: YEAH, WHAT THEY DO IS THEY GO OUT ON THE
4:54:38PM ROAD -- THEY GO INTO THE GRASS AND THEN COME AROUND.
4:54:42PM >>Kristin Jeannin: I'LL SHOW YOU HOW IT'S DONE.
4:54:45PM >>Barry Jones: SHE HAS A JEEP.
4:54:46PM [LAUGHTER]
4:54:50PM >>David Willems: WAIT FOR ABOUT FIVE MINUTES AND YOU'LL SEE
4:54:52PM SOMEBODY DO IT.
4:54:53PM THEY DO IT ALL THE TIME.
4:54:54PM THIS WILL PREVENT THAT.
4:54:56PM AND IT WILL ALSO ALLOW PEOPLE TO DO A U-TURN AT THE
4:54:59PM ROUNDABOUT.
4:55:00PM THE PEOPLE THAT ACTUALLY FOLLOW THE LAW, WHAT THEY END UP
4:55:03PM DOING IS THEY DO A U-TURN IN THE LIFE CARE CENTER DRIVEWAY
4:55:07PM WHICH ISN'T IDEAL EITHER.

4:55:10PM >>Michael Sheeley: DO YOU HAVE TO MITIGATE YOUR IMPACTS IN
4:55:12PM THE WETLAND?
4:55:13PM >>David Willems: YES.
4:55:14PM THAT WILL BE ANOTHER COST INCREASE FOR THE PROJECT.
4:55:15PM >>Barry Jones: ARE THOSE ARMY CORPS?
4:55:19PM >>David Willems: NO, ISOLATED WETLAND I BELIEVE.
4:55:21PM >>Barry Jones: WENT TO FOUNTAIN LANES WITH A NEW PLAN YET?
4:55:24PM >>David Willems: YES, WELL, IN CONCEPT.
4:55:26PM >>Barry Jones: I LIVE THERE, SO THEY ARE GOING TO ASK ME A
4:55:29PM SLEW OF QUESTIONS.
4:55:33PM >>Jim Wallace: CAN WE GO BACK TO THE LAST ONE?
4:55:35PM OBVIOUSLY, THE ISSUE RIGHT NOW IS NOT WHERE THIS IS, NOT
4:55:38PM WHERE THE ROUNDABOUT IS.
4:55:39PM THE ISSUE CURRENTLY IS RIGHT NEAR THE WALMART FURTHER TO THE
4:55:42PM EAST.
4:55:42PM >>David Willems: YES.
4:55:43PM >>Jim Wallace: SO HAVE YOU SOLVED THAT PROBLEM THAT PEOPLE
4:55:47PM COMING OUT OF THERE MAKING A RIGHT-HAND TURN?
4:55:51PM >>Barry Jones: YES.
4:55:53PM >>David Willems: YOU MEAN WITH THIS DESIGN?
4:55:54PM >>Jim Wallace: WILL THEY DO THAT?
4:55:57PM >>David Willems: THEY CAN'T.
4:55:58PM A CONCRETE BARRIER FROM U.S. 41 ALL THE WAY TO THE
4:56:01PM ROUNDABOUT.
4:56:01PM THEY'LL HAVE TO GO OVER -- IF YOU HAVE A JEEP, YOU MIGHT BE

4:56:04PM ABLE TO GO OVER THE SIX-INCH CURB.
4:56:08PM >>Kristin Jeannin: THERE IS A NICE TURNAROUND THERE.
4:56:10PM WHAT DOES THE RED STAND FOR?
4:56:12PM >>David Willems: A LARGE SEMITRUCK WILL NOT BE ABLE TO MAKE
4:56:16PM THAT TURN.
4:56:17PM YOU'RE NOT GOING TO WANT TO DO IT IN YOUR CAR BECAUSE IT
4:56:20PM WILL BE ROUGH.
4:56:21PM BUT IF A TRUCK GOES OVER SLOWLY, THEY WILL ACTUALLY JUST GO
4:56:24PM OVER THAT RED PART OF IT.
4:56:27PM >>Kristin Jeannin: JUST LIKE PAVERS OR SOMETHING.
4:56:28PM >>David Willems: IT'S AN APRON SO BIG TRUCKS CAN GO AROUND
4:56:32PM IT.
4:56:33PM IT CANNOT DO A U-TURN.
4:56:39PM >>Barry Jones: THE 50 CAN'T.
4:56:40PM >>David Willems: NO.
4:56:41PM THEY CAN'T DO IT NOW SO WE AREN'T MAKING IT ANY WORSE.
4:56:44PM DELIVERY VEHICLES SHOULD BE ABLE TO, YES.
4:56:47PM >>Barry Jones: THE DELIVERY VEHICLES COMING OUT OF THAT
4:56:50PM SHOPPING CENTER, THEY'LL FIGURE IT OUT.
4:56:53PM >>David Willems: THEY SHOULD GO OUT ON 41 DIRECTLY.
4:56:56PM >>Barry Jones: TURN AND GO OUT TO 41.
4:56:58PM >>David Willems: WHATEVER WE PUT HERE IS BETTER THAN WHAT
4:57:00PM WAS THERE BEFORE.
4:57:01PM >>Barry Jones: THEY USE THE SERVICE DRIVE AND MAKE A LEFT
4:57:05PM OUT OF THERE.

4:57:06PM >>David Willems: RIGHT.
4:57:07PM AND THE OTHER ADVANTAGE OF THIS IS RIGHT NOW IF YOU LOOK AT
4:57:09PM THE LEFT-TURN LANE AT U.S. 41, IT'S VERY SHORT.
4:57:13PM THIS IS GOING TO MAKE IT, I THINK IT'S LIKE FIVE OR SIX
4:57:17PM TIMES THAT LENGTH.
4:57:17PM WHAT IT SHOULD DO IS STOP THAT LEFT TURN FROM BACKING UP THE
4:57:22PM STRAIGHT AND THE RIGHT TURN.
4:57:23PM IT WILL GET MORE PEOPLE THROUGH THAT INTERSECTION.
4:57:25PM IF YOU LIVE IN THAT AREA, YOU PROBABLY NOTICED THAT WE GOT
4:57:30PM THE STATE TO CHANGE THE TRAFFIC SIGNAL ON U.S. 41.
4:57:33PM IT USED TO ALLOW A LEFT TURN BECAUSE IT HAD THE FLASHING --
4:57:38PM OR IT HAD THE SOLID GREEN LIGHT.
4:57:41PM IT DOESN'T HAVE THAT ANYMORE.
4:57:42PM YOU CAN ONLY TAKE A PROTECTED LEFT TURN WHEN YOU ARE ON U.S.
4:57:46PM 41.
4:57:47PM AND THAT'S BECAUSE OF THE SAFETY ISSUES AT THAT
4:57:49PM INTERSECTION.
4:57:51PM >>Barry Jones: THAT WILL GET CHANGED AND YOU'LL HAVE A
4:57:53PM PERMISSIVE LEFT AFTER THE FACT.
4:57:56PM NO?
4:57:57PM >>David Willems: NO.
4:57:58PM EAST-WEST THERE IS A PERMISSIVE.

4:58:00PM NORTH-SOUTH, THAT'S GONE.
4:58:02PM THERE'S BEEN THREE OR FOUR ACCIDENTS AND MULTIPLE
4:58:06PM FATALITIES.

4:58:07PM PEOPLE TRYING TO MAKE THAT LEFT.
4:58:11PM >>Barry Jones: OKAY.
4:58:12PM THANK YOU.
4:58:12PM >>David Willems: ANOTHER ONE, SAME GENERAL AREA.
4:58:15PM ONE OF THE RESULTS OF THE TRAFFIC STUDY WAS THAT THEY
4:58:18PM INDICATED THAT THERE MAY NEED TO BE A TRAFFIC SIGNAL AT ONE
4:58:21PM OF THESE INTERSECTIONS.
4:58:22PM I THINK EVERYBODY THINKS IT SHOULD BE AT FOUNTAIN LAKES BUT
4:58:25PM ACTUALLY THE TRAFFIC COUNTS THAT THEY ANALYZED IN THE
4:58:28PM TRAFFIC STUDY SAID IT SHOULD BE THE NEXT INTERSECTION NORTH.
4:58:31PM SO WE'VE HIRED AN ENGINEERING FIRM TO LOOK AT THAT.
4:58:36PM PRELIMINARILY, THEY AGREE THAT THERE NEEDS TO BE ONE TRAFFIC
4:58:39PM SIGNAL IN THIS LOCATION.
4:58:41PM WE'RE GOING TO BE WORKING THROUGH SOME RECOMMENDATIONS AND
4:58:45PM PRELIMINARY DESIGN THAT WE'LL PROBABLY BE BRINGING TO
4:58:48PM COUNCIL IN THE NEXT MONTH OR SO.
4:58:49PM ONE OF THE THINGS THAT WE'VE DISCUSSED THAT IF WE DO PUT A
4:58:52PM TRAFFIC SIGNAL AT ONE OF THOSE LOCATIONS, THE BEST RESULT
4:58:57PM WOULD BE IF WE COULD GET THE FRONTAGE ROAD BEHIND THE FORD
4:59:01PM DEALERSHIP TO CONNECT TO FOUNTAIN LAKES SO THAT EVERYBODY ON
4:59:03PM BOTH SIDES OF THE ROAD COULD GET TO THAT TRAFFIC SIGNAL NO
4:59:07PM MATTER WHERE WE PUT IT.
4:59:08PM SO THAT'S SOMETHING WE'RE GOING TO BE WORKING TOWARD.
4:59:11PM THIS IS SOMETHING WE'VE HEARD REGULARLY, BUT UNTIL THAT
4:59:14PM SHOPPING PLAZA ON THE EAST SIDE OF THE ROAD, DIDN'T HAVE THE

4:59:20PM TRAFFIC NUMBERS, BUT WITH THE PLAZA, IT HAS THE NUMBERS TO
4:59:24PM WARRANT A TRAFFIC SIGNAL HERE.
4:59:25PM >>Barry Jones: GETTING THE FRONTAGE ROAD ACROSS THAT
4:59:27PM PROPERTY, GOOD LUCK.
4:59:29PM ARE YOU LOOKING AT ALSO INCLUDING THE HOTEL AND STUFF THAT'S
4:59:33PM BOOKED NEXT TO THE FIRE DEPARTMENT?
4:59:34PM OR ARE YOU JUST SHOWING WHAT'S ALREADY APPROVED --
4:59:38PM >>David Willems: I DON'T THINK WE NEED TO BECAUSE WE ARE
4:59:39PM THERE.
4:59:40PM THE PRELIMINARY ANALYSIS SHOWS THAT IT IS WARRANTED.
4:59:42PM IT'S WARRANTED, SO WE'LL COME UP WITH, FIGURE OUT WHAT THE
4:59:46PM DESIGN IS.
4:59:47PM >>Barry Jones: I THINK TWO FATALITIES AT THAT INTERSECTION
4:59:50PM ALREADY FROM PEDESTRIANS TRYING TO CROSS OUT OF FOUNTAIN
4:59:52PM LAKES.
4:59:52PM SO NOT ONLY LOOK AT THE TRAFFIC, BUT LOOK AT THE PEDESTRIAN
4:59:55PM VOLUMES.
4:59:56PM >>David Willems: WE'RE ALREADY THERE.

4:59:57PM IT'S WARRANTED.
4:59:58PM IT'S JUST WORKING ON THE DETAILS.
5:00:00PM >>Barry Jones: WHICH ONE?
5:00:01PM >>David Willems: RIGHT.
5:00:02PM WHERE IT IS, WHICH ONE, AND HOW DOES IT RELATE.
5:00:05PM >>Barry Jones: I THINK THERE'S --
5:00:07PM >>David Willems: WHAT YOU'RE SAYING IS YOU ARE PUSHING FOR

5:00:09PM THE ONE AT FOUNTAIN LAKES.
5:00:11PM >>Barry Jones: YEAH, THERE ARE A THOUSAND UNITS IN FOUNTAIN
5:00:14PM LAKES.
5:00:15PM THERE IS A GIRL THREE UNITS DOWN FROM ME THAT WAS KILLED.
5:00:19PM I'M ATTACHED TO IT.
5:00:20PM RAISE MY HAND.
5:00:21PM WHAT YOU GET IS PEOPLE IN FOUNTAIN LAKES THAT CROSS GOING
5:00:24PM ACROSS TO THE -- THE MALL ACROSS.
5:00:27PM THE MALL ON THIS SIDE AND MAYBE THAT WILL CHANGE THE
5:00:30PM BEHAVIOR AND MORE PEOPLE GO BOTH WAYS.
5:00:32PM I'M JUST TELLING YOU WHAT'S HAPPENED SINCE I'VE BEEN THERE.
5:00:37PM >>David Willems: THAT IS MOVING FORWARD.
5:00:39PM RIVER RANCH ROAD IS ONE OF THE PROJECTS THAT WE HAVE IT
5:00:41PM DESIGNED.
5:00:45PM IT HAD SIDEWALKS ON BOTH SIDES OF THE ROAD.
5:00:47PM IMPROVED DRAINAGE, INTERSECTION IMPROVEMENTS.
5:00:50PM BUT BECAUSE OF SOME OF THE OPPORTUNITIES OF THE SPORTS PARK
5:00:52PM AND THE COST OF THAT PROJECT, IT'S BEEN DELAYED.
5:00:53PM BUT THERE ARE STILL TRAFFIC ISSUES OUT THERE THAT WE WOULD
5:00:56PM LIKE TO RESOLVE.
5:00:57PM SO WE'RE LOOKING AT MOVING FORWARD WITH SOME INTERIM PLANS
5:01:02PM THAT AREN'T THAT EXPENSIVE, THAT IN FIVE OR TEN YEARS WHEN
5:01:06PM THE ULTIMATE PLAN COMES THROUGH, IT WON'T BE THAT PAINFUL TO
5:01:10PM TAKE THEM OUT.
5:01:11PM WE WORKED WITH A TRAFFIC CONSULTANT AND THE COUPLE OF THINGS

5:01:18PM THEY RECOMMENDED WAS A COUPLE OF RAISED MID BLOCK CROSSINGS
5:01:21PM WHICH IS SIMILAR TO WHAT'S ON BROADWAY.
5:01:24PM THERE IS A LOT OF CUT-THRU TRAFFIC ON THIS ROADWAY THAT DOES
5:01:29PM SPEED.
5:01:29PM WE DID A TRAFFIC SPEED STUDY, AND PEOPLE ARE GOING WELL OVER
5:01:33PM THE POSTED 30-MILE AN HOUR SPEED LIMIT.
5:01:37PM ADD TWO RAISED CROSSWALKS TO HELP IMPROVE THE SAFETY OF
5:01:41PM PEDESTRIANS CROSSING THE ROAD BUT ALSO SLOW PEOPLE DOWN.
5:01:45PM >>Jim Wallace: WHAT IS THE BENEFIT OF A RAISED CROSS WALK
5:01:52PM VERSUS A STOP SIGN?
5:01:55PM >>Barry Jones: PEOPLE DON'T BLOW THROUGH RAISED CROSSWALKS.
5:01:57PM >>David Willems: YEAH, YOU ARE FORCED TO STOP.
5:01:59PM YOU ARE FORCED TO SLOW DOWN.
5:02:01PM YOU CAN'T GO THROUGH IT AT FULL SPEED.

5:02:03PM THERE ARE A LOT OF PEOPLE THAT DO NOT STOP AT STOP SIGNS.
5:02:08PM >>Barry Jones: GOING 50 DOWN THE STREET DON'T HAVE A LOT OF
5:02:11PM RESPECT --
5:02:12PM >>David Willems: ESPECIALLY WHEN IT IS IN A SITUATION THAT
5:02:14PM YOU DON'T EXPECT IT.
5:02:16PM STOP SIGNS IN THESE LOCATIONS YOU WOULD NOT EXPECT IT THERE,
5:02:20PM SO THERE'S GOING TO BE A LOT OF PEOPLE THAT GO RIGHT THROUGH
5:02:23PM THEM.
5:02:23PM THESE ARE MID BLOCK CROSSINGS.
5:02:25PM THEY ARE NOT AT INTERSECTIONS.
5:02:28PM THERE'S NO REASON TO PUT A STOP SIGN THERE.

5:02:31PM IT'S FOR PEDESTRIAN CROSSING, NOT FOR VEHICLES.
5:02:34PM TWO RAISED CROSS WALKS.
5:02:38PM ONE OF THE OTHER ISSUES THAT JUST CREATES GRIDLOCK IN THAT
5:02:42PM AREA IS WHEN STUDENTS ARE PICKED UP AND DROPPED OFF, THEIR
5:02:45PM PARENTS -- WE FORCE EVERYBODY TO GO SOUTH.
5:02:47PM AND WHAT THAT ENDS UP DOING IS BACKING EVERYBODY AT
5:02:50PM WILLIAMS.
5:02:50PM SO ONCE SOMEBODY WANTS TO TAKE A LEFT, EVERYBODY BEHIND THEM
5:02:54PM HAS TO WAIT BECAUSE THERE'S NO TURN LANE.
5:02:57PM SO WE WOULD ADD A TURN LANE SO THAT ONE PERSON DOESN'T BACK
5:03:01PM UP THE WHOLE ROADWAY.
5:03:02PM IT WILL HELP US GET PEOPLE OUT OF THE AREA A LOT FASTER.
5:03:07PM >>Barry Jones: IS THE SCHOOL GOING TO GIVE US COMPENSATING
5:03:10PM RIGHT-OF-WAY FOR THAT?
5:03:10PM ARE YOU FITTING IT IN THE RIGHT-OF-WAY?
5:03:12PM >>David Willems: I THINK WE'LL BE THE FIT IT IN THE
5:03:14PM RIGHT-OF-WAY.
5:03:14PM IT'S PRETTY FLAT THERE.
5:03:16PM WE'VE BEEN WORKING WITH THE SCHOOL.
5:03:17PM IT ACTUALLY STARTED WITH THE SCHOOL.
5:03:21PM SOME DISCUSSIONS WITH THE SCHOOL.
5:03:22PM WE HADN'T REALIZED HOW MANY MORE STUDENTS THEY'VE HAD.
5:03:26PM OVER THE LAST THREE, FOUR YEARS, I THINK THEY ADDED THREE OR
5:03:28PM FOUR HUNDRED MORE STUDENTS.
5:03:30PM SO THE TRAFFIC HAS PICKED UP SINCE LAST TIME WE LOOKED AT

5:03:33PM THE TRAFFIC.
5:03:34PM >>Barry Jones: I CAN'T TELL FROM THAT IMAGE, THAT PED PATH,
5:03:38PM DOES IT RUN OUTSIDE THE BIKE LANE OR THE PEDESTRIAN PATH, IS
5:03:41PM IT OFF THE ROAD?
5:03:44PM >>David Willems: YES.
5:03:45PM THERE IS A SIDEWALK ON THE SIDE OF THE ROAD SEPARATED FROM
5:03:47PM THE ROAD.
5:03:49PM >>Barry Jones: IT WILL GET MOVED OUTSIDE THE TURN LANE OR
5:03:52PM WHATEVER.
5:03:52PM >>David Willems: THERE'S NO SIDEWALK THERE.

5:03:54PM THERE'S NO SIDEWALK SOUTH OF THE ENTRANCE HERE TO THE
5:03:56PM SCHOOL.
5:03:56PM >>Barry Jones: IS THERE ANY INTENT TO EXTEND THAT PEDESTRIAN
5:04:00PM PATH DOWN TO WILLIAMS ROAD?
5:04:02PM >>David Willems: THE ULTIMATE DESIGN THAT WILL REDO THE
5:04:05PM WHOLE AREA WILL HAVE SIDEWALKS ON BOTH SIDES OF THE ROAD.
5:04:07PM IT WILL EXTEND TURN LANES, ADD LANDSCAPING, POTENTIALLY ADD
5:04:11PM STREET LIGHTING.
5:04:12PM ALL OF THAT, BUT THAT WAS -- I THINK IT IS AN 8
5:04:14PM MILLION-DOLLAR PROJECT AND WITH THE SPORTS PARK, WE JUST
5:04:19PM DON'T HAVE THAT FUNDING RIGHT NOW.
5:04:20PM >>Barry Jones: IT'S ABOUT 700 FEET OR SO FROM THE ENTRY DOWN
5:04:23PM TO WILLIAMS ROAD TO COMPLETE THAT PEDESTRIAN?
5:04:27PM THERE'S NO SAFE TO SCHOOLS MONEY OR ANYTHING LIKE THAT?
5:04:32PM >>David Willems: I THINK IT'S USUALLY SAFE ROUTES TO SCHOOL

5:04:35PM IS SOMEBODY IS USING IT TO GET TO SCHOOL.
5:04:37PM THERE'S NOBODY THAT GETS TO SCHOOL THAT WAY.
5:04:42PM >>Barry Jones: OKAY.
5:04:43PM I GUESS WILLIAMS ROAD CAN ACCESS ELSEWHERE.
5:04:45PM IT SEEMED LIKE AN EASY BOLT ON TO SOLVE A PROBLEM THAT MIGHT
5:04:50PM GET KICKED DOWN THE ROAD FOR A LONG TIME.
5:04:52PM I DON'T KNOW WHEN RIVER RANCH WILL GET FUNDED.
5:04:55PM THAT'S ALL.
5:04:57PM >>David Willems: I DON'T KNOW THAT ANSWER EITHER.
5:04:59PM THIS IS THE BIG ONE THAT WE'RE WORKING ON.
5:05:02PM IF YOU HAVE DRIVEN BY, IT'S UNDER CONSTRUCTION RIGHT NOW.
5:05:04PM THIS IS THE OVERALL CONCEPT BUILD-OUT PLAN.
5:05:09PM IT'S NOT GOING TO BE BUILT IN THE NEXT COUPLE OF YEARS.
5:05:11PM WE'RE GOING TO BE DOING IT IN PHASES.
5:05:13PM A COUPLE OF THINGS TO POINT OUT, THERE ARE THREE LONG
5:05:17PM FIELDS, AND IF YOU LOOK AT THE SIZE OF THOSE THREE LONG
5:05:20PM FIELDS AT THE NORTH SIDE OF THE SITE AND COMPARE THAT TO
5:05:23PM WHAT THE FOOTBALL FIELDS LOOK LIKE, YOU'LL NOTICE THEY ARE A
5:05:25PM LOT BIGGER.
5:05:26PM AND THE REASON FOR THAT IS THEY ACTUALLY CAN BE USED AS
5:05:30PM LITTLE LEAGUE FIELDS.
5:05:31PM SO EACH OF THOSE LONG FIELDS CAN ACTUALLY BE TWO LITTLE
5:05:34PM LEAGUE FIELDS.
5:05:37PM >>Kristin Jeannin: LOOK LIKE SOCCER FIELDS AT THE TOP OF THE
5:05:39PM SCREEN?

5:05:41PM >> TURN THEM SIDEWAYS AND MAKE THEM LITTLE LEAGUE.
5:05:44PM >>David Willems: YEP.
5:05:45PM THE CORNERS WILL HAVE DUGOUTS.
5:05:47PM THIS HAS BEEN DONE IN OTHER AREAS.
5:05:49PM PANAMA CITY HAS A SIMILAR CONCEPT WHERE THEY HAVE THESE TYPE
5:05:52PM OF FIELDS WITH THE BASEBALL IN THE CORNER.

5:05:55PM IT WILL NOT -- IT'S NOT A FULL SIZE.
5:05:58PM IT IS THE 200 FEET.
5:06:00PM IT'S THE 12, 13 AND YOUNGER.
5:06:03PM THERE IS A GATHERING LAWN AREA THROUGH THE MIDDLE OF THE
5:06:08PM SITE.
5:06:09PM THAT'S KIND OF WHERE WE WOULD ENVISION DIFFERENT
5:06:11PM CELEBRATIONS.
5:06:12PM THE VETERANS CELEBRATION COULD MOVE THERE IN THE FUTURE.
5:06:15PM RESTROOM FACILITIES.
5:06:16PM THE LONG NORTH-SOUTH THERE IS THE DRIVING RANGE.
5:06:21PM AND THEN BASEBALL AND SOFTBALL WILL GENERALLY BE IN THE SAME
5:06:24PM AREA, BUT BE IMPROVED AND REORIENTED A LITTLE BIT.
5:06:29PM >>Jim Wallace: SO THE -- BESIDES HIGH 5, THERE WAS ONE TIME
5:06:35PM CHICKEN AND PICKLE, THOSE ARE GONE.
5:06:38PM >>David Willems: CORRECT.
5:06:39PM WITH THE CHICKEN AND PICKLE, BASICALLY WHAT HAPPENED IS THAT
5:06:43PM CONCEPT GOT ABSORBED INTO HIGH 5.
5:06:47PM >>Jim Wallace: THERE WAS A THIRD ONE.
5:06:48PM THAT'S GONE?

5:06:50PM >>David Willems: THERE'S A LOT OF BACK AND FORTH.
5:06:53PM >>Jim Wallace: THERE WAS ANOTHER PARTIAL.
5:06:55PM THERE'S NO EMPTY, UNUSED PARCEL HERE.
5:06:57PM >>David Willems: OH, THERE ARE.
5:06:59PM THERE ARE THREE.
5:06:59PM THERE'S ONE UP HERE.
5:07:03PM THIS ONE COULD BE A PARTNER.
5:07:04PM THERE'S ONE RIGHT HERE.
5:07:06PM AND THEN THERE IS ONE RIGHT HERE.
5:07:07PM ALL OF THOSE ARE SPACED TO DO SOMETHING ELSE IN THE FUTURE.
5:07:14PM >>Jim Wallace: IT WILL ALL BE SHARED PARKING.
5:07:16PM >>David Willems: YEAH, ALL OF THE PARKING IS SHARED
5:07:18PM THROUGHOUT THE FACILITY.
5:07:20PM >>Kristin Jeannin: YOU HAVE THE HIGH SCHOOL LOGO ON SEVERAL
5:07:24PM OF THESE FIELDS.
5:07:26PM ARE THEY GOING TO BE SPECIFIC TO THE HIGH SCHOOL OR WHAT IS
5:07:28PM SPECIFIC TO THE HIGH SCHOOL VERSUS PUBLIC?
5:07:30PM >>David Willems: NOTHING IS SPECIFIC TO THE HIGH SCHOOL.
5:07:33PM EVEN THE STADIUM AND THE TENNIS COURTS, THE FOOTBALL STADIUM
5:07:39PM IS OWNED BY THE VILLAGE.
5:07:40PM WHAT WE'RE DOING IS A LOT OF THIS LAND IS OWNED BY THE
5:07:46PM SCHOOL DISTRICT.
5:07:47PM THEY GAVE THE VILLAGE A 99-YEAR LEASE AT NO COST.
5:07:52PM THE AGREEMENT IS THAT THEY GIVE US THE FACILITIES, BUT WE
5:07:56PM HAVE TO PROVIDE WHAT THEY WOULD OTHERWISE PROVIDE TO THEIR

5:08:00PM STUDENTS.
5:08:00PM AND THE IDEA, IT'S REALLY A PARTNERSHIP.

5:08:04PM THEY GIVE US THE LAND.
5:08:05PM SO WHAT WE WANT TO DO IS ON THE FIELDS THEY ARE GOING TO BE
5:08:07PM USING, WE WANT TO COBRAND ALL OF THEM.
5:08:10PM SO THE IDEA IS THAT FOOTBALL STADIUM FROM A HIGH SCHOOL
5:08:13PM STANDPOINT, ONCE THIS IS BUILT OUT, WILL ONLY BE USED FOR
5:08:16PM FOOTBALL.
5:08:17PM THE MIDDLE FIELD UP THERE ON THE NORTH WILL BE USED FOR
5:08:20PM LACROSSE, SOCCER, FLAG FOOTBALL.
5:08:23PM AND THEY SHOW SOCCER STRIPING ON IT, BUT IT ACTUALLY WON'T
5:08:28PM HAVE ANY LINES ON IT WHEN IT'S BUILT.
5:08:30PM AND WE HAVE A LINING MACHINE THAT'S GOING TO LINE THOSE FOR
5:08:35PM WHATEVER SPORT SEASON IT'S IN.
5:08:38PM >>Kristin Jeannin: OKAY.
5:08:39PM THANK YOU.
5:08:40PM >>David Willems: THIS IS WHAT'S UNDER CONSTRUCTION RIGHT
5:08:42PM NOW.
5:08:43PM IF YOU GO OUT THERE, THE LAKE IS IN.
5:08:45PM THEY FILLED THAT LARGE AREA ON THE NORTH SIDE OF THE SITE.
5:08:48PM IF YOU GO OUT THERE, YOU CAN ACTUALLY SEE THE PARKING LOTS
5:08:51PM AND THE ROADWAYS HAVE BEEN ROUGHED IN.
5:08:53PM AND THEN THEY ARE WORKING ON TWO PRACTICE FIELDS JUST NORTH
5:08:58PM OF THE STADIUM.
5:08:59PM THOSE ARE SUPPOSED TO BE OPEN IN AUGUST-SEPTEMBER.

5:09:05PM SO ONCE THAT HAPPENS, THE POP WARNER FIELDS WILL BE
5:09:08PM DEMOLISHED AND ALL OF THE YOUTH SPORTS ACTIVITIES WILL BE
5:09:11PM OVER ON THE STADIUM AND THOSE TWO PRACTICE FIELDS.
5:09:14PM THEY'LL HAVE LIGHTS AND EVERYTHING OVER THERE.
5:09:19PM AND THEN SHORTLY WE WILL BE WORKING ON THE PHASE TWO DESIGN,
5:09:24PM AND THAT'S WHERE WE START TO GET INTO A LOT OF THE SPORTS
5:09:27PM PARK FACILITIES.
5:09:28PM TWO OF THOSE LONG FIELDS WILL BE BUILT AND BUILDING THE
5:09:31PM DRIVING RANGE.
5:09:32PM THE IDEA IS THERE'S GOING TO BE STILL A LOT OF EXISTING
5:09:35PM GOING ON.
5:09:36PM WE'RE GOING TO WORK TO MAKE SURE WHAT WE'RE DOING IN PHASE
5:09:39PM TWO INTEGRATES WITH THAT.
5:09:41PM AND THEN THAT, I THINK THIS PICTURE IS PROBABLY FROM MAYBE
5:09:47PM THREE WEEKS AGO.
5:09:49PM THAT'S WHAT THE SITE LOOKS LIKE RIGHT NOW.
5:09:52PM YOU CAN ACTUALLY SEE THE PAD THERE FOR HIGH 5.
5:09:55PM THEY STARTED TO ROUGH IN THE PARKING HERE.
5:09:57PM THIS IS THE AREA THAT WAS FILLED.
5:09:59PM THE PONDS ARE DONE.
5:10:01PM THEY ARE INSTALLING A LOT OF THE UNDERGROUND PIPES RIGHT
5:10:04PM NOW.
5:10:05PM IF YOU GO OUT THERE, THEY ARE DOING A LOT OF THE UTILITIES
5:10:07PM AND THE STORM PIPE.

5:10:11PM >>Jim Wallace: QUESTION, REALLY MORE INTERESTING THAN

5:10:13PM ANYTHING ELSE.
5:10:14PM I LOOK AT ACROSS THE STREET AND THEY HAVE FOUR STORIES UP
5:10:18PM THERE.
5:10:19PM WHY IS THE VERTICAL TAKING SO LONG ON HIGH 5?
5:10:26PM >>David Willems: I CAN'T ANSWER THAT.
5:10:28PM >>Barry Jones: HAS THERE BEEN ANY ARCHITECTURE CHANGES TO
5:10:31PM THE BUILDING?
5:10:32PM >>Jim Wallace: IT SEEMS LIKE IT WAS APPROVED BEFORE THE ONES
5:10:34PM ACROSS THE STREET WERE.
5:10:35PM AND NOW HAVE ROOFS ON THE ONES ACROSS THE STREET.
5:10:39PM >>Mary Gibbs: HIGH 5 HAS DONE A FEW ARCHITECTURAL
5:10:43PM MODIFICATIONS SINCE YOU SAW IT.
5:10:45PM WE HAD QUITE A FEW MEETINGS AND WE ENDED UP WITH KIND OF A
5:10:48PM PLAN THAT WAS DIFFERENT FROM WHAT YOU SAW, BUT NOT WHAT THEY
5:10:52PM WANTED.
5:10:53PM WE WANTED SOMETHING BETTER.
5:10:54PM WE ENDED UP WITH A COMPROMISE POSITION ON THE ARCHITECTURE.
5:10:57PM I THINK IT LOOKS PRETTY GOOD.
5:10:58PM THEY HAVE BEEN -- THEY HAD SOME DELAYS ON GETTING THE
5:11:01PM PROJECT DONE SO THEY CAME IN.
5:11:03PM GOT A FOUNDATION PERMIT SO THEY COULD GET STARTED ON THAT.
5:11:07PM THEY HAVE BEEN WORKING ON THAT.
5:11:08PM THEY'LL PICK UP THEIR BUILDING PERMIT SHORTLY I'M TOLD TO
5:11:11PM START THE VERTICAL CONSTRUCTION.
5:11:12PM I THINK THEY WILL UPDATE THE COUNCIL TOMORROW ON THE

5:11:15PM PROGRESS THEY ARE MAKING.
5:11:16PM >>David Willems: ACTUALLY THAT WOULD PROBABLY BE THE BEST
5:11:18PM FOR YOU IS JUST LISTEN TO THE COUNCIL MEETING TOMORROW.
5:11:25PM >>Mary Gibbs: THE HIGH 5, REMEMBER, IT WAS GOING TO BE
5:11:28PM CHICKEN AND PICKLE, BUT THEY SAID THE HIGH 5 CONCEPT WILL
5:11:32PM ABSORB THE PICKLEBALL.
5:11:34PM THEY'LL HAVE INDOOR AND OUTDOOR PICKLEBALL.
5:11:36PM AND THEN THE HIGH 5 MINIATURE GOLF AND ARCADES AND A SCRATCH
5:11:42PM RESTAURANT.
5:11:43PM SUPPOSED TO HAVE ALL THE SAME FEATURES WE TALKED ABOUT
5:11:46PM BEFORE.
5:11:47PM BUT IT'S BEEN A LITTLE SLOW GOING FOR THEM.
5:11:49PM >>Jim Wallace: MY CURIOSITY.
5:11:50PM THERE IS NO SIGNIFICANT CHANGE TO WHAT HIGH 5 IS GOING TO
5:11:55PM BE.
5:11:55PM >>Mary Gibbs: RIGHT.
5:11:56PM IT'S THE SAME.
5:11:59PM >>Jim Wallace: I THOUGHT IT WAS A LEADING QUESTION.
5:12:01PM IT WASN'T.
5:12:02PM >>David Willems: I JUST DIDN'T HAVE THE ANSWER.

5:12:05PM >>Anthony Gargano: QUESTION ON THE TIMELINE FOR THE OVERALL
5:12:09PM PROJECT.
5:12:09PM IS IT PRETTY MUCH ON SCHEDULE?
5:12:13PM >>David Willems: DEPENDS ON WHAT DO YOU MEAN BY THAT?
5:12:16PM FOR PHASE ONE, YES.

5:12:19PM THAT'S REALLY THE ONE THAT'S SOLIDIFIED.
5:12:22PM THE DESIGN IS DONE.
5:12:23PM THE CONTRACTOR IS OUT THERE BUILDING IT.
5:12:25PM I DON'T KNOW OF ANY DELAYS.
5:12:27PM PHASE TWO, IT'S NOT DESIGNED YET.
5:12:31PM SO HOPEFULLY THE PLAN IS HERE IN THE NEXT MONTH OR SO WE'LL
5:12:34PM HAVE SOMEBODY SIGNED UP TO DESIGN IT.
5:12:37PM GET THAT FINISHED BY THE END OF THE YEAR AND THEN START
5:12:39PM CONSTRUCTION EARLY NEXT YEAR IS KIND OF THE PLAN RIGHT NOW.
5:12:43PM >>Mary Gibbs: IF I COULD ADD, TOO, ON THE HIGH 5, I THINK
5:12:46PM THEY WERE ORIGINALLY HOPING THEY WOULD HAVE IT OPENED BY
5:12:50PM NOVEMBER/DECEMBER.
5:12:51PM NOW WHAT THEY'LL TELL COUNCIL TOMORROW IS I THINK WE'RE
5:12:53PM LOOKING AROUND FEBRUARY.
5:12:54PM ANYBODY THAT'S ANXIOUS FOR PICKLEBALL MIGHT HAVE TO WAIT A
5:12:59PM LITTLE BIT LONGER.
5:13:00PM BUT THERE ARE SOME PICKLEBALL COURTS BEHIND THE SCHOOL IF
5:13:03PM PEOPLE ARE INTERESTED.
5:13:07PM >>David Willems: GOOD?
5:13:08PM ALL RIGHT.
5:13:08PM NEXT PROJECT, THE RIVER PARK.
5:13:11PM IT'S DONE.
5:13:12PM CONSTRUCTION IS FINISHED.
5:13:13PM IT HAS NOT OFFICIALLY BEEN OPENED YET.
5:13:15PM BUT THE ENTIRE FACILITY IS COMPLETE.

5:13:18PM EVERYTHING THAT YOU SEE HERE, THIS NORTH-SOUTH TRAIL AND
5:13:23PM BASICALLY EVERYTHING TO THE WEST IS DONE.
5:13:25PM WE HAVEN'T DONE THE EAGLE OBSERVATION AREA YET, BUT
5:13:29PM EVERYTHING ELSE OVER THERE IS DONE.
5:13:30PM THE TRAILS, THE BRIDGE OVER THE RIVER, THE RESTROOM
5:13:35PM FACILITY.
5:13:36PM AND THEN THIS IS JUST KIND OF AN AERIAL VIEW OF WHAT IT WAS.
5:13:40PM IT WAS ABOUT A MONTH AGO.
5:13:42PM IT DOESN'T EXACTLY LOOK AT THIS.
5:13:43PM THE LANDSCAPING HAS GROWN IN A LITTLE MORE.
5:13:46PM IF YOU LOOK AT THE DETENTION AREA, THERE IS ACTUALLY A LOT
5:13:49PM MORE GRASS IN THERE NOW.
5:13:51PM THIS IS WHAT IT LOOKS LIKE.
5:13:53PM THE RESTROOM IS FINISHED.
5:13:55PM THIS IS THE BRIDGE OVER THE RIVER NOW.
5:13:59PM THERE ARE TWO BOARDWALKS ON THE SITE THAT EITHER GO OVER

5:14:04PM WETLANDS OR KIND OF OLD HISTORIC AREA THAT THE KORESHANS
5:14:08PM USED BACK A HUNDRED YEARS AGO.
5:14:10PM I DON'T HAVE AN OPENING DAY YET, BUT IT'S READY TO GO
5:14:15PM WHENEVER COUNCIL AND THE VILLAGE MANAGER TELL US TO OPEN THE
5:14:19PM GATES.
5:14:20PM >>Jim Wallace: ORIGINALLY IN MY MIND --
5:14:23PM >> LOUDER, PLEASE.
5:14:24PM >>Jim Wallace: I THOUGHT THIS WAS GOING TO BE A WOOD PLANK
5:14:29PM SLIGHTLY RAISED BOARDWALK.

5:14:30PM I UNDERSTAND IT'S NOT.
5:14:32PM IT'S MULCH.
5:14:34PM IS IT MULCH?
5:14:35PM >>David Willems: THE PATH IS MOSTLY DIRT.
5:14:39PM MAYBE THERE'S SOME THAT IS MULCH, BUT GENERALLY IT'S A DIRT
5:14:42PM PATH.
5:14:42PM >>Jim Wallace: BUT MULCH FLOATS.
5:14:45PM >>David Willems: IT'S GENERALLY DIRT.
5:14:50PM >>Kristin Jeannin: IN OTHER WORDS, IT'S A TRAIL.
5:14:52PM >>Jim Wallace: MOSTLY DIRT PATH.
5:14:53PM >>David Willems: YES.
5:14:54PM THE REASON COUNCIL STAYED WITH THE DIRT PATH, IT KIND OF
5:14:59PM STAYS WITH WHAT WE'RE TRYING TO DO ON THE SOUTH SIDE OF THE
5:15:02PM RIVER.
5:15:04PM >>Jim Wallace: [INAUDIBLE]
5:15:05PM >>David Willems: PARTS OF IT ARE RAISED.
5:15:07PM WE DID TAKE THAT INTO ACCOUNT.
5:15:08PM THERE ARE A FEW AREAS OF THE PROPOSED PATH THAT WERE IN
5:15:12PM AREAS --
5:15:12PM >>Kristin Jeannin: DOES IT LOOK LIKE WHAT WE SEE ON THE
5:15:14PM SCREEN AT THE TOP OF THE IMAGE AT THE END OF THE BOARDWALK?
5:15:19PM >>David Willems: YEAH.
5:15:20PM THAT'S THE PATH.
5:15:20PM >>Kristin Jeannin: IT LOOKS KIND OF LIKE A DIRT ROAD.
5:15:25PM >>David Willems: YES.

5:15:25PM EXACTLY.
5:15:26PM >>Barry Jones: YOU BASICALLY FOLLOWED EXISTING PATHS AND
5:15:28PM EXISTING PATHS FOLLOW THE DRYEST ROUTE.
5:15:31PM >>David Willems: MAYBE.
5:15:32PM THERE IS A WETLAND FROM THE CENTER OF THE SITE TO U.S. 41,
5:15:39PM WE HAD TO CROSS THAT WETLAND.
5:15:41PM BUT IN THAT AREA, IT IS FILLED.
5:15:43PM THERE ARE SOME PARTS OF THE PATH THAT IT'S JUST NATIVE
5:15:47PM GROUND.
5:15:47PM THERE ARE OTHER PARTS THAT IT'S A FOOT, SIX INCHES.
5:15:52PM >>Jim Wallace: REALLY, REALLY WET SIX MONTHS A YEAR?
5:15:55PM >>David Willems: THE PATH SHOULD NOT.

5:15:58PM THIS IS ONE OF THOSE THINGS BECAUSE IT IS A DIRT PATH, IT IS
5:16:01PM A MAINTENANCE.
5:16:02PM THAT'S THE ONE NEGATIVE ABOUT DIRT IS THAT WE WILL BE OUT
5:16:05PM THERE EVERY YEAR, TWO YEARS TO MAINTAIN IT.
5:16:07PM AND IF THERE ARE AREAS THAT WE SEE THAT ARE LOWER, WE'LL BE
5:16:11PM BRINGING IN DIRT TO MAKE SURE IT DOESN'T STAY THAT WAY.
5:16:15PM >>Jim Wallace: THE VILLAGE IS SPENDING A LOT OF MONEY ON
5:16:16PM THIS OR HAS ALREADY AND SPENDING MORE.
5:16:20PM OBVIOUSLY UTILIZATION BY THE PUBLIC IS ONE OF THE THINGS, IF
5:16:23PM THAT DOESN'T HAPPEN, THEN IT'S WASTED MONEY.
5:16:26PM THAT'S THE ONLY REASON I'M BRINGING IT UP.
5:16:28PM IN MY MIND, I THOUGHT IT WOULD BE MORE LIKE CORKSCREW
5:16:31PM SANCTUARY.

5:16:32PM IT'S NOT GOING TO BE.
5:16:33PM SO THE QUESTION IS, THAT'S PRETTY WET AREA.
5:16:36PM I'VE SEEN THE WETLAND PLANS FOR THAT AREA.
5:16:41PM THERE ARE A LOT OF WET AREAS.
5:16:43PM >>David Willems: THE AREA WHERE IT IS WET IS WHERE WE HAVE A
5:16:45PM BOARDWALK.
5:16:45PM >>Jim Wallace: THERE ARE A LOT OF WETLANDS THERE.
5:16:48PM >>David Willems: IT'S JUST THE SOUTH SIDE THAT THERE IS A
5:16:52PM WETLAND, RIGHT THERE.
5:16:53PM YOU NOTICE OUR PATH IS AWAY FROM THAT AREA.
5:16:56PM >>Jim Wallace: I HAVE SEEN PLANS THAT SHOW FOUR TIMES THAT
5:16:59PM MUCH WETLANDS.
5:17:00PM >>Barry Jones: IT DEPENDS ON WHAT YOU DESCRIBE AS A WETLAND.
5:17:02PM >>Jim Wallace: EXACTLY.
5:17:03PM >>Barry Jones: SHOW THAT OUT AS WETLANDS.
5:17:08PM THE GOOD PART, JIM, MOST OF THOSE PEOPLE AREN'T HERE DURING
5:17:12PM THE SUMMERTIME ANYWAY WHEN IT'S WET.
5:17:15PM YOU ARE NOT USUALLY OUT WALKING TRAILS DURING THE SUMMER IN
5:17:19PM AUGUST.
5:17:20PM >>Kristin Jeannin: UNLESS YOU ARE ME.
5:17:22PM >>Michael Sheeley: DARKER TRAIL IS MULCH AND LIGHTER DIRT?
5:17:25PM >>David Willems: NO THEY ARE ALL DIRT.
5:17:27PM >>Michael Sheeley: WHERE IT SAYS MULCH --
5:17:29PM >>David Willems: CHANGED.
5:17:31PM THIS WAS THE ORIGINAL DESIGN.

5:17:34PM WHEN WE WENT TO VILLAGE COUNCIL WITH THE CONSTRUCTION
5:17:38PM CONTRACT, THEY DECIDED TO GO BACK TO DIRT.
5:17:40PM WHICH IS A BETTER DECISION.
5:17:43PM IT'S EASIER TO WALK ON DIRT THAN IT IS MULCH.
5:17:48PM >>Barry Jones: YOU CAN DO A BLEND.
5:17:49PM CRUSHED SHELL, DRIVE THE TRAIL AND BLEND IT AND IT TIGHTENS
5:17:53PM UP REAL GOOD.
5:17:53PM >>David Willems: YEAH.

5:17:55PM RIVER OAKS, I DON'T HAVE THE PRETTY PICTURE TO SHARE ON THIS
5:18:03PM YET.
5:18:03PM THIS IS ANOTHER ONE WE GOT A $2.5 MILLION GRANT FOR THIS
5:18:06PM FROM THE STATE.
5:18:07PM IT'S GOING TO BE TRAILS BUT OBVIOUSLY A LOT SMALLER THAN
5:18:14PM WHAT IS ON THE RIVER PARK.
5:18:16PM ALSO, THE NATIVE PLANT SOCIETY HERE LOCALLY USES THAT AREA
5:18:20PM TO GROW PLANTS AND WOULD LIKE TO USE IT AS A NURSERY IN THE
5:18:24PM FUTURE.
5:18:25PM SO PART OF THE GRANT IS GOING TO COVER A CONSULTATION AREA
5:18:30PM WITH RESTROOMS AND THEN A GARAGE TO STORE EQUIPMENT AND
5:18:34PM DIFFERENT ITEMS IN.
5:18:35PM AND THERE WILL BE A LITTLE PARKING AREA, MUCH SMALLER THAN
5:18:39PM WHAT WE HAD ON THE RIVER PARK.
5:18:40PM ONLY HAVE LIKE TEN PARKING SPACES.
5:18:43PM BECAUSE OF THE SIZE, THIS IS ONLY TEN ACRES, YOU'RE NOT
5:18:47PM GOING TO GET A WHOLE LOT OF VISITORS, BUT IT IS A NICE AREA.

5:18:50PM THERE ARE A LOT OF MATURE TREES, LARGE OAKS IN THE AREA.
5:18:54PM AND NORTH BRANCH OF THE ESTERO RIVER RUNS RIGHT THROUGH THE
5:18:57PM MIDDLE OF IT.
5:18:58PM THERE WILL ALSO BE A BRIDGE CROSSING THERE.
5:19:01PM >>Kristin Jeannin: CAN YOU GO BACK ONE?
5:19:02PM I'M SORRY.
5:19:04PM THE RIVER PARK I REMEMBER WHEN THIS FIRST CAME THROUGH
5:19:06PM DESIGN REVIEW BOARD BACK WHEN WE HAD THAT, I THINK THAT'S
5:19:10PM WHEN IT WAS WHEN IT CAME THROUGH ANYWAY, I REMEMBER SEEING
5:19:14PM IMAGES FOR LIKE EXTERIOR WALL ON THE CORNER OF CORKSCREW AND
5:19:18PM 41.
5:19:19PM THAT WAS SORT OF A DECORATIVE WALL.
5:19:23PM DID THAT GET SCRATCHED?
5:19:25PM DO YOU KNOW?
5:19:27PM >>David Willems: YES.
5:19:28PM THAT DECISION HAS NOT BEEN MADE BY COUNCIL.
5:19:31PM WE'VE GONE THROUGH SEVERAL ITERATIONS OF WHAT THAT COULD BE,
5:19:34PM BUT IT'S A VERY EXPENSIVE ENDEAVOR.
5:19:37PM SO THEY HAVE KIND OF HELD OFF ON THAT DECISION FOR NOW.
5:19:41PM >>Kristin Jeannin: IS THERE GOOD SIGNAGE FOR THE PARK?
5:19:46PM >>David Willems: THERE IS NOT CURRENTLY.
5:19:47PM WE DO HAVE SIGNS UPSTAIRS THAT WILL BE OUT THERE WITHIN THE
5:19:50PM NEXT WEEK OR TWO.
5:19:52PM WE'RE NOT GOING HUGE SIGN.
5:19:54PM THEY ARE GOING TO BE BLUE SIGNS AS THE VILLAGE LOGO, LOOK

5:19:58PM MORE LIKE A REGULAR STREET SIGN TO DIRECT PEOPLE THERE.
5:20:03PM THEY LOOK NICE, BUT WE'RE ABLE TO DEPLOY THEM QUICKER.
5:20:06PM ONCE A BIGGER SIGN, WE CAN TAKE THESE OFF, RELATIVELY
5:20:09PM INEXPENSIVE.

5:20:11PM >>Jim Wallace: THIS IS PART OF A BIG OVERALL PLAN COMING
5:20:14PM DOWN THE ROAD SOMETIME.
5:20:15PM I'M SURE THERE'S GOING TO BE SIGNAGE THERE THAT WILL
5:20:20PM INCORPORATE ALL OF THAT THAT'S COMING.
5:20:22PM >>David Willems: YEAH, THAT IS PART OF THE OVERALL FENCE
5:20:24PM SIGNAGE AND EVERYTHING.
5:20:27PM >>Barry Jones: FACE SIMILAR CHANGES ON A DESIGN-BUILD I DID
5:20:30PM AT LAKES PARK.
5:20:33PM IT WAS A SPLIT RAIL FENCING AND INTERMITTENT SIGNAGE AND
5:20:37PM CLUSTER STUFF.
5:20:38PM ABLE TO CUT THE COST OF TRYING TO PUT A BARRIER ACROSS
5:20:41PM THERE.
5:20:42PM STILL EFFECTIVELY CREATE ARCHITECTURAL ELEMENT THAT ENHANCED
5:20:45PM THE AREA.
5:20:46PM MAYBE LOOK AT LAKES PARK.
5:20:50PM IT WAS JUST --
5:20:51PM >>David Willems: I DON'T THINK WE'RE LOOKING FOR CHEAP,
5:20:53PM THOUGH.
5:20:57PM >>Barry Jones: MOST ECONOMICAL MAY BE A BETTER TERM.
5:21:03PM >>David Willems: SOME OF THE INPUT WE GOT IS IT NEEDS TO BE
5:21:06PM MORE SECURE AND I DON'T THINK THAT'S MORE SECURE.

5:21:08PM >>Barry Jones: I DON'T KNOW THAT YOU CAN FENCE OFF A PIECE
5:21:10PM OF PROPERTY LIKE THAT WITH A RIVER RUNNING THROUGH IT.
5:21:13PM I THINK YOU ARE SPITTING IN THE WIND.
5:21:16PM IF SOMEBODY WANTS TO GET IN THERE WITH ILL INTENT, WHOLE LOT
5:21:18PM OF WASTE OF RESOURCES.
5:21:20PM >>Kristin Jeannin: MORE IMPORTANT TO ME THAT IT IS
5:21:22PM ATTRACTIVE.
5:21:22PM THAT IT ATTRACTS PEOPLE.
5:21:25PM >>David Willems: OF COURSE.
5:21:25PM RIVER OAKS, IT'S GOING TO BE MORE PASSIVE, BUT THERE WILL BE
5:21:31PM A NURSERY THERE.
5:21:32PM THERE WILL BE A SMALL BRIDGE OVER THE RIVER JUST TO GET TO
5:21:35PM THE OTHER SIDE AND A LOOP TRAIL ON THE EAST SIDE.
5:21:39PM >>Barry Jones: ANY SITTING OR SHELTER AREAS AT EITHER ONE OF
5:21:42PM THESE BESIDES THE RESTROOM FACILITY?
5:21:44PM >>David Willems: YES.
5:21:46PM >>Barry Jones: SOMEWHERE OUT ON THE PATH, A STORM BLOWS UP,
5:21:49PM THEY HAVE A SHELTER OR SOMETHING.
5:21:51PM >>David Willems: FIRST, IT'S NOT THAT BIG OF A PROPERTY.
5:21:56PM IT'S NOT THAT HARD TO GET THERE.
5:21:58PM THE BIGGER THING IS THERE WILL BE LIKE STORAGE SHELTERS THAT
5:22:02PM WILL HAVE LIKE AN OVERHANG THAT YOU COULD USE FOR THAT.
5:22:08PM >>Barry Jones: THANK YOU.
5:22:08PM >>David Willems: REGIONAL POND.
5:22:10PM WITH HURRICANE IRMA THERE WAS A LOT OF FLOODING ON THE NORTH

5:22:15PM BRANCH OF THE ESTERO RIVER.
5:22:16PM VILLAGE PURCHASED THIS PROPERTY FROM THE SCHOOL DISTRICT.
5:22:20PM WE GOT A GRANT FOR THIS.
5:22:22PM THIS WAS APPROVED.
5:22:23PM SO WE ARE MOVING FORWARD WITH THE PROJECT.
5:22:25PM IT'S GOING TO BE FUNDED THROUGH FEDERAL GRANTS.
5:22:29PM BASICALLY IT REDIRECTS SOME OF THE WATER FROM THE NORTH
5:22:32PM BRANCH OF THE ESTERO RIVER INTO THIS POND, AND THEN IT
5:22:36PM SLOWLY RELEASED INTO THE DITCH ON THE NORTH SIDE OF
5:22:38PM CORKSCREW ROAD WHICH GOES INTO THE SOUTH BRANCH OF THE
5:22:41PM RIVER.
5:22:41PM PART OF WHAT'S BEHIND THIS CONCEPT IS THAT IF YOU LOOK
5:22:46PM HISTORICALLY WHAT THE DRAINAGE PATTERNS THROUGH ESTERO WERE,
5:22:48PM THERE WAS A MUCH LARGER AREA THAT DRAINED TO THE SOUTH
5:22:51PM BRANCH OF THE ESTERO RIVER AND SMALLER AREA THAT DRAINED TO
5:22:53PM THE NORTH BRANCH.
5:22:55PM WHAT THIS DOES IS PUTS SOME OF THAT WATER BACK PROBABLY
5:22:58PM WHERE IT HAD GONE HISTORICALLY.
5:23:00PM >>Barry Jones: DEFINE HISTORICAL?
5:23:02PM PAST THE JOHNSON REPORTS?
5:23:05PM >>David Willems: TALKING BEFORE WHEN CORKSCREW ROAD WAS A
5:23:08PM ROAD.
5:23:09PM THERE IS A WHOLE SLEW OF WETLANDS THAT KIND OF WENT THROUGH
5:23:12PM LIKE WHERE MIROMAR OUTLETS IS AND CONNECTED INTO THE SOUTH
5:23:16PM BRANCH.

5:23:16PM ALL OF THAT.
5:23:21PM >>Barry Jones: IS THERE OPPORTUNITY TO DO LITTORAL SHELVES
5:23:24PM AND CLEANSING ALONG THE WAY?
5:23:27PM >>David Willems: VILLAGE REQUIRES SIX TO ONE SLOPE.
5:23:29PM YOU'LL HAVE THAT.
5:23:35PM >>Barry Jones: [INAUDIBLE]
5:23:37PM >>David Willems: THIS IS NOT PLANNED TO BE A DEEP LAKE
5:23:40PM BECAUSE WE DON'T NEED THE FILL FOR ANYTHING.
5:23:42PM IT'S JUST A POND.
5:23:44PM SO IT IS GOING TO BE A LITTLE BIT SHALLOWER THAN WHAT SOME
5:23:47PM OTHERS WOULD BE.
5:23:48PM >>Kristin Jeannin: WHAT IS THIS ONE CALLED AGAIN?
5:23:50PM >>David Willems: THE REGIONAL POND.
5:23:53PM >>Kristin Jeannin: RIGHT NOW, THERE'S NO POND THERE AT ALL,
5:23:55PM RIGHT?
5:23:55PM OR IS THERE?
5:24:00PM >>David Willems: NO, IT IS NOT ALL UPLANDS.
5:24:02PM >>Barry Jones: THIS IMPACTS WETLANDS THEN.
5:24:04PM >>David Willems: BUT IT'S WETLANDS ALREADY APPROVED FOR
5:24:07PM IMPACT AS PART OF THE SCHOOL DISTRICT PROPERTY.
5:24:11PM >>Barry Jones: UNDERSTOOD.
5:24:11PM >>Kristin Jeannin: ANY IDEA WHAT THE DISTANCES AROUND THAT?

5:24:16PM I SEE THERE'S A BEAUTIFUL PATH.
5:24:20PM >>David Willems: CLOSE TO A MILE.
5:24:23PM >>Jim Wallace: DAVE, I WAS TOLD, DIDN'T SEEM TO MAKE SENSE

5:24:27PM TO ME, BUT I WAS TOLD THAT THIS LAKE WOULD HELP THE DRAINAGE
5:24:33PM IN COUNTRY CREEK.
5:24:35PM IF THE LAND IS LOW AND THE BUILDING AND HOUSES ARE LOW, THE
5:24:39PM WATER DOESN'T FLOW UPHILL.
5:24:41PM HOW DOES THIS HELP OR DOES IT NOT?
5:24:45PM >>David Willems: NO.
5:24:47PM IT WILL HELP COUNTRY CREEK.
5:24:48PM COUNTRY CREEK HAS THE NORTH BRANCH OF THE ESTERO RIVER THAT
5:24:51PM RUNS THROUGH IT.
5:24:52PM WHAT THIS DOES IS TAKES A PERCENTAGE OF THE WATER THAT WOULD
5:24:55PM OTHERWISE HAVE TO GO THROUGH COUNTRY CREEK AND ALLOWS IT TO
5:24:57PM FLOW THROUGH THIS POND INSTEAD OF GOING THROUGH COUNTRY
5:25:03PM CREEK.
5:25:03PM >>Barry Jones: SO THE ASSUMPTION IS ON THE DOWNSTREAM SOUTH
5:25:05PM FORK, HAVE THOSE BEEN CONFIRMED OR IS THERE MITIGATION TO BE
5:25:08PM DONE?
5:25:09PM >>David Willems: NO, IT'S BEEN MODELED.
5:25:10PM THE IDEA RIGHT NOW IS THIS POND GETS LOWERED IN ANTICIPATION
5:25:15PM OF A LARGE STORM SO THAT THERE'S ROOM FOR IT TO STORE IN
5:25:18PM HERE SO THAT IT CAN BE RELEASED AT A SLOWER RATE RATHER THAN
5:25:22PM IT HAVING TO BE AN IN AND OUT.
5:25:30PM >>Barry Jones: HOW IS THAT GOING TO WORK WITH YOUR WETLANDS?
5:25:34PM >>David Willems: WHAT WETLANDS?
5:25:35PM WHEN THIS WHOLE AREA IS DEVELOPED, THERE WON'T BE WETLANDS
5:25:41PM WITHIN THIS PROJECT AREA.

5:25:43PM >>Barry Jones: GOT IT.
5:25:46PM >>Jim Wallace: I STILL DON'T UNDERSTAND.
5:25:48PM GROUNDWATER TABLE IS GROUNDWATER TABLE.
5:25:54PM IF COUNTRY CREEK IS LOW, THE WATER IS GOING TO FLOW THERE
5:25:58PM FROM HIGHER DEVELOPMENTS.
5:26:00PM >>Barry Jones: IT'S CROWDING AROUND COUNTRY CREEK SO THE
5:26:03PM TAIL WATER AT COUNTRY CREEK IS LOWER SO COUNTRY CREEK CAN
5:26:06PM DISCHARGE EASIER.
5:26:07PM TAKING WATER OFF THE NORTH FORK, TAKING IT TO THE SOUTH
5:26:11PM FORK.
5:26:12PM SO COUNTRY CREEK CAN GET OUT.
5:26:13PM >>Jim Wallace: NOTHING IS FLOWING THROUGH COUNTRY CREEK.
5:26:17PM >>David Willems: LET'S JUST SAY THE FLOW IS 100 CFS.
5:26:22PM WE'RE GOING TO TAKE 20 OFF HERE, SO NOW IT'S ONLY 80.
5:26:26PM >>Jim Wallace: I GOT IT.
5:26:27PM OKAY.
5:26:29PM >>David Willems: LAST PROJECTS, UEP.
5:26:31PM TWO OF THESE ARE ALREADY UNDERWAY.

5:26:34PM CYPRESS BEND, WHICH IS THE ONE ON THE NORTH THERE.
5:26:36PM THE ACTUAL PLAN IS ACTUALLY NOT IN SERVICE ANYMORE.
5:26:40PM THEY ARE ACTUALLY OUT THERE TAKING OUT THE SEDIMENT FROM
5:26:45PM THEIR TREATMENT PLANT AND WITHIN THE NEXT COUPLE OF WEEKS,
5:26:47PM THEY WILL ACTUALLY BE DEMOLISHED IT.
5:26:50PM THAT ONE IS A LITTLE BIT FURTHER AHEAD.
5:26:53PM FOR THAT ONE, THERE IS NO MORE WASTEWATER TREATMENT PLANT.

5:26:57PM ALL OF THEIR SEWAGE IS GOING TO LEE COUNTY'S FACILITY.
5:27:00PM SUNNY GROVE, THEY ARE A LITTLE BIT FURTHER BEHIND.
5:27:04PM THEY ARE STILL WORKING ON IT, BUT THEY ARE EXPECTING TO GET
5:27:07PM THAT ONE ONLINE WITHIN THE NEXT WEEK OR TWO.
5:27:10PM SO THEY WILL ALSO BE CONNECTED TO THE COUNTY'S FACILITY HERE
5:27:14PM WITHIN THE NEXT WEEK OR TWO.
5:27:15PM AND THEN THEY'LL WORK ON DEMOLISHING THE PLANT.
5:27:19PM ANY QUESTIONS?
5:27:20PM ESTERO BAY VILLAGE IS A LITTLE BIT FURTHER OFF.
5:27:24PM THAT ONE IS NOT UNDER CONSTRUCTION OR ANYTHING RIGHT NOW.
5:27:29PM >>Barry Jones: WHAT IS THE FUNDING POTENTIAL HELPING WITH
5:27:33PM ESTERO BAY VILLAGE?
5:27:35PM >>David Willems: NOT THAT I'M AWARE OF.
5:27:36PM WE TRIED THREE OR FOUR TIMES WITH THESE AND WE WERE ONLY
5:27:40PM SUCCESSFUL ONCE.
5:27:41PM >>Barry Jones: CYPRESS BEND AND SUNNY GROVE, EITHER ONE
5:27:45PM RECEIVE GRANT FUNDING.
5:27:46PM >>David Willems: YES.
5:27:47PM >>Barry Jones: THEY BOTH DID?
5:27:49PM >>David Willems: YES.
5:27:50PM RELATIVELY SMALL FOR THE OVERALL PROJECT.
5:27:53PM BROADWAY AVENUE WEST.
5:27:56PM SO THIS IS REALLY THE BIGGER ONE.
5:27:58PM A LOT OF SEPTIC TANKS REALLY CLOSE TO THE RIVER.
5:28:02PM ACTUALLY, TODAY, THE LEE COUNTY JUST APPROVED THE LAST GRANT

5:28:06PM ON THIS PROJECT.
5:28:07PM SO ALL THE GRANTS THAT WE WERE WORKING TOWARD AND WE'VE
5:28:11PM REALLY BEEN DELAYING THE PROJECT, THEY ARE MOVING FORWARD,
5:28:14PM WE KNOW THAT WE'LL GET ALL OF THEM.
5:28:16PM SO WHAT THAT MEANS IS WE'RE GOING TO START WORKING TOWARDS
5:28:20PM ACTUALLY DOING ALL THE FINAL PERMITTING SO THAT WE'RE MAYBE
5:28:23PM READY TO START CONSTRUCTION ON THIS PROJECT THE BEGINNING OF
5:28:28PM NEXT YEAR.
5:28:28PM SO THIS IS GOING TO TAKE ALL OF THE SEPTIC TANKS AT THE END
5:28:33PM OF BROADWAY OFF LINE.
5:28:36PM AND THIS PROJECT AND THE ROADWAY PROJECT FROM A CONSTRUCTION
5:28:40PM STANDPOINT ARE GOING TO OVERLAP.
5:28:42PM SO THERE'S GOING TO BE A LOT OF COORDINATION JUST TO MAKE
5:28:44PM SURE THAT THEY CONNECT UP AS THEY --

5:28:47PM >>Barry Jones: GRANT FUNDING?
5:28:50PM SO THREE OF THE FOUR HAVE GRANT FUNDING.
5:28:53PM >>David Willems: OF THE PROJECTS WE'VE TALKED ABOUT, YES.
5:28:57PM >>Barry Jones: WHAT MAKES THE FOURTH ONE DIFFERENT OR WHY?
5:29:02PM WHAT QUALIFIED THE OTHER THREE BUT THE FOURTH ONE DIDN'T?
5:29:06PM >>David Willems: I DON'T KNOW.
5:29:07PM YOU'D HAVE TO ASK THE GRANT AGENCIES.
5:29:10PM >>Barry Jones: JUST CURIOUS WHY.
5:29:11PM >>David Willems: I DON'T KNOW.
5:29:12PM THAT WAS THE LAST ONE.
5:29:17PM >>Barry Jones: CAN I ASK ONE MORE QUESTION ABOUT THE MID

5:29:20PM LAKE THING AND MAKE A SUGGESTION?
5:29:22PM >>David Willems: WHICH ONE?
5:29:24PM >>Barry Jones: THE POND.
5:29:25PM BONITA SPRINGS, THEY'VE GOT THEIR FILTERS TUNED DOWN WHERE
5:29:32PM THEY HAVE THEIR BIO MEDIA THEY PUT IN AND THEY ABSORB A LOT
5:29:35PM OF NITRATES.
5:29:37PM THEY DO OKAY WITH THE OTHER NUTRIENTS.
5:29:43PM BUT HAVE YOU TALKED TO -- WHAT'S HIS NAME?
5:29:47PM >>David Willems: MATT?
5:29:49PM >>Barry Jones: MATT.
5:29:50PM >>David Willems: I THINK THAT'S TYPICALLY FOR A CERTAIN TYPE
5:29:53PM OF RUNOFF.
5:29:54PM IT'S MOSTLY AGRICULTURE THAT WOULD WORK FOR.
5:29:58PM >>Barry Jones: WORKING FAIRLY WELL ON THE IMPERIAL RIVER.
5:30:01PM HEAD LOSS BETWEEN THE NORTH AND SOUTH AND IT CAN FLOW
5:30:03PM NATURAL IT WOULD BE REAL EASY TO DAISY CHAIN THOSE IN.
5:30:08PM >>David Willems: ONLY TAKES NITRATES OUT.
5:30:10PM IF YOUR TOTAL NITROGEN IS NOT HIGH IN NITRATES, IT'S NOT
5:30:14PM VERY EFFICIENT.
5:30:15PM IT HAS TO BE A WATER HIGH IN NITRATES.
5:30:18PM >>Barry Jones: I KNOW -- WAS TALKING WITH HIM LAST WEEK.
5:30:21PM THEY HAVE TUNED IT.
5:30:24PM >>David Willems: WE LOOKED AT THAT PREVIOUSLY.
5:30:25PM I THINK WHAT WE LOOKED AT, THE NITRATES WERE PRETTY LOW IN
5:30:29PM WHAT WE'RE WORKING WITH.

5:30:32PM >>Barry Jones: THANK YOU.
5:30:34PM >>Anthony Gargano: I'M GOING TO PAUSE THE BOARD QUESTIONS
5:30:37PM FOR NOW AND OPEN TO THE PUBLIC.
5:30:38PM TAMMY, CARDS?
5:30:42PM >>Tammy Duran: DON'T HAVE ANYTHING FOR THIS ONE.
5:30:46PM >>Anthony Gargano: IS THERE ANYONE IN THE PUBLIC THAT WISHES
5:30:48PM TO BE HEARD ON THIS OR HAVE ANY QUESTIONS?
5:30:51PM YES, MA'AM.
5:30:55PM >>Tammy Duran: WHEN YOU FINISH, I NEED A CARD FOR THIS ONE
5:30:57PM AS WELL.

5:30:58PM >> NORA, BIOLOGIST.
5:31:00PM I JUST WANTED TO COMMEND YOU AND THE STAFF.
5:31:05PM REALLY IMPRESSIVE WHAT YOU'RE DOING.
5:31:08PM THE WALKS, RAISING THE CROSSWALKS TO SLOW DOWN TRAFFIC AND
5:31:11PM MAKE IT SAFER FOR PEOPLE AND ALL OF THESE PROJECTS.
5:31:15PM I'M IMPRESSED.
5:31:15PM GOOD JOB.
5:31:16PM THANK YOU.
5:31:18PM >>Anthony Gargano: THANK YOU.
5:31:19PM ANYONE ELSE?
5:31:24PM >> HI, GOOD EVENING.
5:31:26PM PLANNING BOARD.
5:31:28PM I JUST WANT TO ADDRESS --
5:31:30PM >>Tammy Duran: PATTI, CAN YOU SAY YOUR NAME?
5:31:33PM >> PATTI WHITEHEAD, FOR THE RECORD.

5:31:34PM I WANT TO ADDRESS SOME OF THE THINGS MR. WALLACE SAID
5:31:37PM REGARDING RIVER PARK AND THE WETLANDS.
5:31:40PM YEAH, DEFINITELY PREEXISTING WETLANDS THERE, BUT THE PROBLEM
5:31:43PM IS, WHEN YOU LIVE IN AN AREA WHERE THE TOPOGRAPHY HASN'T
5:31:46PM BEEN CHANGED THAT MUCH AND YOU HAVE IN YOUR OWN ISOLATED
5:31:52PM AREA, BUT THE SURROUNDING TOPOGRAPHY HAS CHANGED THROUGH
5:31:55PM LAND CONVERSION, THROUGH DEVELOPMENT IT ALMOST CONVERTS WHAT
5:31:59PM YOU HAVE INTO A WETLAND.
5:32:00PM SO I EXPERIENCE THAT.
5:32:02PM I LIVE AT THE END OF TANGLEWOOD LANE AND I HAVE COUNTRY
5:32:05PM CREEK BEHIND ME.
5:32:06PM RECENTLY THEY RENOVATED THE GOLF COURSE AND PUT THESE, I
5:32:08PM DON'T KNOW WHAT YOU CALL THEM, LIKE HILLS OR MOGULS, LIKE
5:32:11PM SKI MOGULS AND WE GET A LOT MORE WATER, A LOT, LOT MORE
5:32:15PM WATER WHEN WE HAVE A SEVERE RAINSTORM AND A HURRICANE.
5:32:18PM SO THAT'S TO BE TAKEN FOR GRANTED, RIGHT?
5:32:21PM WHEN YOU CAUSE LAND CONVERSION, YOU'RE GOING TO FLOOD YOUR
5:32:24PM NEIGHBOR.
5:32:25PM IF YOUR NEIGHBOR HAS THE ORIGINAL NATURAL TOPOGRAPHY.
5:32:28PM THAT'S ALL I WANTED TO SAY.
5:32:29PM THANK YOU.
5:32:30PM >>Anthony Gargano: THANK YOU.
5:32:31PM ANYONE ELSE FROM THE PUBLIC?
5:32:33PM >>Tammy Duran: NO.
5:32:34PM >>Anthony Gargano: I'M GOING TO CLOSE THE PUBLIC PORTION.

5:32:36PM BACK TO THE BOARD.
5:32:38PM BARRY, YOU HAD SOMETHING?
5:32:39PM >>Barry Jones: I WAS GOING TO SAY, YOU MAY WANT TO CHECK THE
5:32:41PM WATER MANAGEMENT DISTRICT PERMIT.
5:32:43PM THEY SHOULD HAVE -- THEY BUILD BIG MOUNDS AROUND THE
5:32:46PM PERIMETER, THEY SHOULD HAVE A DIVERSION SWELL AT THE BASE OF

5:32:50PM THE MOUND THAT COLLECTS IT.
5:32:52PM >>Tammy Duran: WE CAN'T TALK BACK AND FORTH.
5:32:55PM PATTI, YOU CAN COME UP AND TALK.
5:32:59PM >> THERE IS A SWALE THERE.
5:33:02PM THE SWALE ALSO GETS FLOODED WHEN THERE IS A SEVERE STORM.
5:33:06PM I THINK AT ONE POINT THERE WAS A PROPOSAL TO DO SOME
5:33:09PM DRAINAGE IMPROVEMENTS THAT ACTUALLY INVOLVE THAT NORTH-SOUTH
5:33:14PM SWALE THAT WENT FROM THE END OF EAST BROADWAY ALL THE WAY
5:33:17PM DOWN TO THE RIVER.
5:33:18PM THE INTENT I THINK WAS PART OF RELIEVING THE FLOODING THAT
5:33:25PM OCCURRED ON ESTERO PARKWAY.
5:33:28PM PART OF THE ISSUE WAS THEY COULDN'T GET EQUIPMENT INTO THAT
5:33:32PM SWALE BECAUSE COUNTRY CREEK CONTROLS THAT SWALE AND THEY
5:33:36PM DIDN'T WANT TO ALLOW THE EQUIPMENT.
5:33:38PM I WAS EVEN APPROACHED AT ONE POINT, HEY, WOULD YOU ALLOW THE
5:33:41PM EQUIPMENT TO COME ON YOUR PROPERTY?
5:33:42PM YEAH, I WOULD ALLOW IT, BUT I ALSO WANT A WATER HOOK-UP FROM
5:33:46PM COUNTRY CREEK BECAUSE I KNOW THERE IS A WATER STUB-OUT.
5:33:50PM THERE IS A TERMINUS WATER LINE IN THE CUL-DE-SAC.

5:33:54PM I THINK RIVER FORD IS THE NAME OF THE ROAD.
5:33:57PM >>Barry Jones: BONITA SPRINGS --
5:33:59PM >> NO, SIR.
5:34:00PM LEE COUNTY UTILITIES.
5:34:02PM >>Barry Jones: THAT'S NOT THE VILLAGE.
5:34:03PM IF YOU HAVE FLOODING COMING OFF YOUR NEIGHBOR PROPERTY, TAKE
5:34:06PM A VIDEO OF IT AND REPORT IT TO SOUTH FLORIDA WATER
5:34:08PM MANAGEMENT DISTRICT.
5:34:11PM WHAT WILL THEY DO?
5:34:12PM FIND THEM IN VIOLATION AND MAKE THEM DO A REMEDIATION AND
5:34:16PM PREVENT OFF-SITE RUNOFF.
5:34:18PM >> EVEN IF IT IS DUE TO A HURRICANE?
5:34:22PM >>Barry Jones: THEY PROBABLY HAVE A HUNDRED-YEAR PERIMETER
5:34:24PM BERM REQUIREMENT.
5:34:26PM BEYOND A HUNDRED-YEAR STORM YOU PROBABLY SHOULDN'T BE OUT
5:34:29PM THERE TAKING A VIDEO ANYWAY.
5:34:32PM >> I HAVE A TWO-STORY HOUSE.
5:34:34PM I CAN TAKE IT FROM --
5:34:36PM >>Barry Jones: THEN WE'RE ALL UNDER THE SAME UMBRELLA.
5:34:39PM I'M SORRY.
5:34:40PM >>Anthony Gargano: BEFORE WE CONCLUDE THAT MATTER, ANY OTHER
5:34:43PM COMMENTS OR QUESTIONS FROM THE MEMBERS OF THE BOARD?
5:34:45PM OKAY.
5:34:47PM WE'RE GOING TO MOVE ON TO THE NEXT, WHICH IS THE LAND DESIGN
5:34:50PM HISTORIC STUDY.

5:35:02PM >>Mary Gibbs: I WANTED TO THANK DAVID.
5:35:03PM HE DID A GREAT JOB.

5:35:05PM EVEN THOUGH HE JUST LEFT.
5:35:07PM WE'LL TELL HIM TOMORROW.
5:35:08PM WE'RE HERE TO TALK ABOUT THE ECO-HISTORIC STUDY.
5:35:17PM ON THE AGENDA, FOR SOME REASON, WE SHOWED IT AS A
5:35:21PM QUASI-JUDICIAL HEARING.
5:35:22PM IT'S NOT.
5:35:22PM IT'S JUST A PUBLIC HEARING.
5:35:24PM IT'S A REGULAR PUBLIC HEARING.
5:35:25PM JUST TO REMIND YOU, IT'S FREEZING IN HERE, I THINK.
5:35:29PM I WAS FREEZING, TOO.
5:35:38PM WE RECEIVED COMMUNITY DEVELOPMENT BLOCK GRANT, ONE OF THOSE
5:35:41PM DR DISASTER RECOVERY BLOCK GRANTS TO DO THE PROJECT.
5:35:45PM WE'RE EVALUATING THE THOUSAND ACRE AREA THAT IS A SUBAREA OF
5:35:49PM THE VILLAGE, WHICH IS ON THIS -- WE HAVE A LITTLE MAP HERE
5:35:51PM THAT SHOWS THE GENERAL LOCATION.
5:35:53PM IT'S KIND OF AN ECLECTIC MIX OF AN AREA THAT INCLUDES SOME
5:35:58PM NEW AREAS, SOME GREEN FIELDS AND THEN WHAT WE CALL OLD
5:36:02PM ESTERO, WHICH IS THE OLDEST PART OF THE VILLAGE THAT HAS
5:36:07PM KIND OF BEEN NEGLECTED OVER THE YEARS AND REALLY HASN'T HAD
5:36:10PM A LOT OF PLANNING.
5:36:11PM SO WE THOUGHT IT WOULD BE USEFUL TO INCLUDE THAT AND SEE IF
5:36:14PM WE COULD GET SOME RECOMMENDATIONS FOR SUSTAINABILITY OR
5:36:17PM FUTURE PLANNING.

5:36:17PM WE SELECTED THE CONSULTANTS LAND DESIGN FROM ORLANDO, AND
5:36:22PM THEY HAD SOME SUBCONSULTANTS AS WELL.
5:36:24PM WE CAME I THINK BACK TO YOU GUYS IN MARCH.
5:36:29PM WE CAME IN NOVEMBER AND WE CAME IN MARCH TO DO SOME UPDATES
5:36:33PM FOR YOU ALL.
5:36:34PM YOU SUGGESTED WE DO A SURVEY TO GET SOME BETTER FEEDBACK
5:36:37PM FROM COMMUNITY MEETINGS.
5:36:38PM SO WE DID THAT.
5:36:40PM WE HAVE BASICALLY THE FINAL DRAFT STUDY IS HERE.
5:36:44PM WE INCLUDED THAT IN YOUR PACKET.
5:36:46PM I'LL HAVE THE CONSULTANTS DO A KIND OF PowerPoint OVERVIEW
5:36:49PM OF SOME OF THE RECOMMENDATIONS.
5:36:52PM AND THEN WE HAVE THIS ALSO SCHEDULED FOR COUNCIL TO REVIEW
5:36:57PM TOMORROW SINCE THE CONSULTANTS ARE HERE AS WELL.
5:36:59PM I WILL TURN IT OVER TO I THINK ANNIE DELGADO WILL BE THE
5:37:04PM FIRST.
5:37:04PM THERE ARE TWO SPEAKERS.
5:37:06PM GO AHEAD, IF YOU WANT TO LOAD IT UP.
5:37:10PM USUALLY YOU HAVE CARRIE HERE FROM LAND DESIGN.
5:37:13PM SHE'S NOT HERE.
5:37:14PM WE'LL HAVE A TAG TEAM OF ANNIE AND PHILIP TO GIVE YOU THE
5:37:17PM QUICK OVERVIEW.
5:37:18PM I KNOW WE'LL HAVE SOME PUBLIC INPUT.
5:37:21PM SO I MAY WANT TO JUMP IN WITH SOME COMMENTS AS WELL.

5:37:34PM >> HI, EVERYONE.

5:37:35PM GOOD EVENING.
5:37:35PM GOOD TO SEE YOU ALL AGAIN.
5:37:37PM I'M ANNIE DELGADO.
5:37:38PM I'M JOINED BY PHILIP BRYANT.
5:37:41PM WE'RE FROM LAND DESIGN, AND WE HAVE BEEN WORKING WITH THE
5:37:43PM VILLAGE ON THIS ECO-HISTORIC PLANNING STUDY FOR THE LAST
5:37:46PM YEAR.
5:37:46PM THIS IS THE THIRD PRESENTATION.
5:37:49PM WE'RE BACK AGAIN WITH AN UPDATE AND REALLY TRYING TO
5:37:51PM SHOWCASE A CULMINATION OF ALL THE WORK WE'VE PUT IN WITH THE
5:37:56PM VILLAGE ON THIS EFFORT.
5:37:57PM WE'LL GIVE YOU AN OVERVIEW OF THE PROJECT AND SOME
5:38:02PM BACKGROUND INFORMATION.
5:38:03PM JUST A REMINDER, SINCE WE HAVEN'T SEEN YOU ALL SINCE MARCH,
5:38:06PM WE'LL ALSO GO OVER THE REPORT AND HOW IT'S SET UP, INCLUDING
5:38:09PM THE EXECUTIVE SUMMARY AND ESSENTIALLY HOW TO READ THE
5:38:13PM REPORT.
5:38:13PM WE'LL GO THROUGH SOME RECOMMENDATIONS AND STRATEGIES THAT
5:38:16PM MARY MENTIONED WILL ALSO BE PRESENTED TO THE VILLAGE
5:38:19PM TOMORROW, THE VILLAGE COUNCIL.
5:38:21PM WE'LL GO THROUGH THE CATALYST SITE CONCEPT.
5:38:23PM THOSE ARE THE ONES THAT ARE REALLY GOING TO SPUR DEVELOPMENT
5:38:27PM AND SOME EXCITING THINGS FOR THE VILLAGE AND THEN FINALLY
5:38:30PM ADDRESS ANY QUESTIONS THAT YOU ALL HAVE.
5:38:32PM I'LL TURN IT OVER TO PHIL AND HE'LL GIVE A BACKGROUND AND

5:38:36PM OVERVIEW OF THE REPORT.
5:38:42PM >> AS MARY MENTIONED, THIS IS THE STUDY AREA.
5:38:46PM IT ENCOMPASSES --
5:38:48PM >>Mary Gibbs: CAN YOU TALK A LITTLE LOUDER?
5:38:50PM WE HAVE A HARD TIME HEARING IN THE BACK.
5:38:52PM >> YES.
5:38:53PM SO THIS IS THE STUDY AREA, AS MARY JUST MENTIONED.
5:38:57PM IT'S ON THE SCREEN, BUT IT ENCOMPASSES JUST OVER A THOUSAND
5:39:01PM ACRES.
5:39:02PM IT INCLUDES THE ESTERO RIVER.
5:39:04PM IT HAS SOME DISTINCTIVE HISTORICAL AND CULTURAL SITES AS
5:39:11PM WELL AS THE PUBLICLY OWNED LAND WHICH IS HIGHLIGHTED THERE
5:39:14PM AS THE VILLAGE CENTER.
5:39:16PM IT ALSO HAS RUNNING NORTH TO SOUTH THE SEMINOLE GULF RAILWAY
5:39:24PM WHICH WILL SOON BE POTENTIALLY THE BERT CORRIDOR.
5:39:27PM SO THIS HAS BEEN A CULMINATION OF A YEARLONG EFFORT.
5:39:34PM IT BEGAN IN MAY OF 2025.
5:39:37PM AND WE JUST FINISHED UP THE REPORT IN MAY.
5:39:39PM WE MET THE GRANT DEADLINE.
5:39:45PM OVER THE COURSE OF THE YEAR, WE'VE HAD TWO PUBLIC OPEN

5:39:47PM HOUSES.
5:39:48PM WE'VE HAD PRETTY EXTENSIVE ONLINE SURVEY THAT KICKED OFF IN
5:39:51PM JANUARY OF 2026.
5:39:54PM AND WE ARE AT OUR THIRD PZD MEETING.
5:40:00PM THIS PROJECT IS SORT OF FORMED BY THREE RESILIENCY

5:40:06PM FRAMEWORKS WHICH IS ENVIRONMENTAL, SOCIAL, GENERATIONAL, AND
5:40:11PM ECONOMIC RESILIENCE.
5:40:13PM THESE SORT OF OVERLAP TO CREATE OUR PRIORITY OPPORTUNITY
5:40:17PM AREAS WHICH HELPED GUIDE THIS REPORT.
5:40:19PM THE ONLINE SURVEY THAT I MENTIONED KICKED OFF IN JANUARY OF
5:40:26PM 2026.
5:40:30PM THIS WAS SORT OF BROKEN UP INTO THREE CATEGORIES OF THOSE
5:40:32PM RESILIENCY FRAMEWORK.
5:40:34PM AND WE HAD SOME GREAT FEEDBACK AND IT HELPED SHAPE THE
5:40:41PM REPORT.
5:40:41PM GOING THROUGH SOME OF THE RESPONSES HERE, SO JUST OVER 50%
5:40:49PM OF RESPONDENTS ACTUALLY ACKNOWLEDGE THAT ENVIRONMENTAL
5:40:53PM STEWARDSHIP SHOULD GUIDE THE DECISION MAKING PROCESS IN
5:40:56PM ESTERO.
5:40:56PM WHEN WE ASKED WHAT WAS MISSING IN ESTERO, 62% SAID WALKING
5:41:02PM AND BIKING TRAILS.
5:41:04PM 54% SAID PARKS AND GREENSPACE, AND 46% SAID RIVERFRONT
5:41:10PM ACCESS.
5:41:11PM WHEN WE ASKED HOW MANY PEOPLE HAVE ACTUALLY SPENT TIME AT
5:41:14PM THE ESTERO RIVER, 49% RESPONDED THAT THEY HAVE NEVER
5:41:20PM ACCESSED THE ESTERO RIVER.
5:41:21PM SO HOW DO PEOPLE WANT TO EXPERIENCE NATURE IN ESTERO?
5:41:26PM TRAILS, ACTIVE RECREATION STOOD OUT AS SOME OF THE TOP
5:41:31PM ANSWERS.
5:41:32PM AND THEN WHEN WE GET ON THE CATEGORY OF ECONOMIC RESILIENCE,

5:41:37PM WE HAD PEOPLE WANT LOCAL SERVING WALKABLE DESTINATIONS
5:41:41PM RATHER THAN CAR ORIENTED COMMERCIAL STRIPS.
5:41:45PM SO 67% OF RESPONDENTS SAID THAT DEVELOPMENT IN ESTERO IS
5:41:49PM HAPPENING TOO FAST, AND IN THE WRONG AREAS.
5:41:53PM SO WE ALSO ASKED WHAT WOULD MAKE YOU SPEND MORE TIME AND
5:41:58PM MONEY IN ESTERO, WATERFRONT ACCESS, WATERFRONT PLACES CAME
5:42:03PM OUT AS NUMBER ONE.
5:42:05PM AND ARTS, MUSIC, AND CULTURE, 40% FOLLOWED BY MORE
5:42:10PM RESTAURANTS, CAFES, WALKABLE AREAS, SHOPS TO GATHER AND SO
5:42:17PM ON.
5:42:17PM THEN THE SOCIAL AND GENERATIONAL RESILIENCY CATEGORY.
5:42:23PM THIS IS A BIG ONE.
5:42:24PM TRAFFIC AND CONGESTION ARE DOMINANT CHALLENGE IN THIS AREA.
5:42:28PM 92% OF RESPONDENTS SAID THAT IS THE MAJOR CHALLENGE.
5:42:32PM WHAT DO PEOPLE THINK WILL HAVE THE GREATEST IMPACT IN
5:42:35PM IMPROVING QUALITY OF LIFE IN ESTERO?

5:42:37PM IT WAS IMPROVING TRAILS, WALKING, BIKING, WALKABLE
5:42:43PM DEVELOPMENT.
5:42:45PM THIS WAS EMERGING AS A COMMON THEME IN OUR PUBLIC ENGAGEMENT
5:42:49PM PROCESS.
5:42:49PM SO WHEN YOU TAKE OUR RESILIENCY FRAMEWORK, THIS SORT OF CAN
5:42:57PM GET TRANSLATED INTO PROJECT GOALS.
5:43:02PM AND SO WITHIN THE ENVIRONMENTAL RESILIENCE FRAMEWORK
5:43:07PM CATEGORY, WE DEVELOPED THE PROJECT GOAL PROTECT
5:43:10PM IRREPLACEABLE ENVIRONMENTAL SYSTEMS WHICH MEANS TO SAFEGUARD

5:43:14PM THE ESTERO RIVER, THE WETLANDS AND THE COASTAL SYSTEMS.
5:43:20PM IN TERMS OF ECONOMIC RESILIENCE, THAT MEANT TO GUIDE THE
5:43:23PM RESPONSIBLE GROWTH.
5:43:25PM SO THIS ALIGNS WITH THE ENVIRONMENTAL SYSTEM CONSTRAINTS AND
5:43:28PM INFRASTRUCTURE CAPACITY.
5:43:30PM AND THEN WHEN IT COMES TO SOCIAL AND GENERATIONAL
5:43:34PM RESILIENCE, IT MEANS TO STRENGTHEN COMMUNITY IDENTITY AND
5:43:39PM QUALITY OF LIFE, WHICH IS THOSE WALKING TRAILS, GATHERING
5:43:43PM SPACES AND ALSO AGING IN PLACE.
5:43:47PM NOW ANNIE WILL GO OVER THE REPORT OVERVIEW AND EXECUTIVE
5:43:52PM SUMMARY AND GIVE A SENSE OF HOW THE REPORT IS ACTUALLY LAID
5:43:55PM OUT.
5:43:58PM >> OKAY.
5:43:59PM SO WHAT WE'RE DOING SINCE THE REPORT IS PRETTY HEFTY.
5:44:02PM THERE'S A LOT OF INFORMATION.
5:44:04PM WE'RE JUST GIVING EVERYBODY AN OVERVIEW OF HOW TO ACTUALLY
5:44:06PM READ THE REPORT AND WHAT ALL THE COMPONENTS ARE.
5:44:08PM SO IN THE EXECUTIVE SUMMARY IT'S RIGHT UP FRONT, WE'RE
5:44:12PM SHOWCASING THIS WAS PART OF A GRANT EFFORT.
5:44:16PM WHY THIS SITE?
5:44:16PM WHY NOW?
5:44:17PM AGAIN, GETTING ON THOSE GOALS THAT PHIL JUST MENTIONED.
5:44:22PM HOW DO THEY ALL TIE INTO WHAT'S RECOMMENDED IN THE STUDY IN
5:44:25PM THE REPORT?
5:44:26PM SO WITH THAT, WE'VE ORGANIZED THIS INTO FOUR CATEGORIES, AND

5:44:32PM WE'LL TALK ABOUT THAT MORE.
5:44:33PM BUT THESE FOUR FOCUS AREAS REALLY WHAT'S GROUNDING THE PLAN
5:44:37PM AND THOSE RECOMMENDATIONS THAT ARE PUT FORWARD.
5:44:41PM WITH THAT, AN ACTION PLAN.
5:44:42PM IT'S REALLY TRYING TO BREAK THESE UP INTO SMALLER CHUNKS
5:44:47PM THAT THE VILLAGE CAN START TO ADDRESS OVER TIME.
5:44:50PM IT'S NOT MEANT TO BE SEVERAL QUICK THINGS AND THEN NOTHING
5:44:53PM HAPPENS.
5:44:53PM YOU'RE REALLY TRYING TO BUILD THE MOMENTUM TO HAVE A
5:44:56PM COHESIVE PLAN THAT ACTUALLY COMES TOGETHER IN THE END, EVEN
5:44:59PM IF IT MEANS IT IS 10, 20 YEARS OUT INTO THE FUTURE.
5:45:02PM WITH THAT, WE'RE TRYING TO THEN PROVIDE SOME RECOMMENDATIONS

5:45:07PM ON EITHER PROJECTS OR PLAN RECOMMENDATIONS.
5:45:11PM SO REALLY THINKING ABOUT PLANNING STRATEGY AND POTENTIALLY
5:45:14PM SOME SITES THROUGHOUT THE STUDY AREA THAT COULD REALLY START
5:45:17PM TO SHOWCASE SOME OF THESE THEMES THAT WE HAVE IN THE REPORT.
5:45:23PM SO WE'RE CALLING THOSE CATALYST PROJECTS.
5:45:25PM CATALYST PROJECTS ARE REALLY THOSE THAT ARE SPURRING THE
5:45:28PM DEVELOPMENT, SPURRING THOSE MOMENTS FOR PEOPLE TO GATHER,
5:45:32PM REALLY TYING IN TOGETHER THOSE THEMES.
5:45:35PM SO AS AN EXAMPLE, THE VILLAGE CENTER, WHICH WE'LL TALK ABOUT
5:45:38PM ALL OF THESE, SO IT'S REALLY THE HEART OF THE PROJECT
5:45:42PM CENTER.
5:45:42PM IT'S OWNED BY THE VILLAGE.
5:45:44PM SO IT COULD REALLY BE A SPUR AND A FOUNDATION FOR THE

5:45:50PM ECONOMIC DEVELOPMENT TO REALLY PROGRESS.
5:45:51PM THE OTHER IS THE BONITA ESTERO RAIL TRAIL.
5:45:56PM IF THE BERT CORRIDOR, IF AND WHEN, HOPEFULLY IT ALL COMES
5:45:59PM THROUGH, BUT THAT CORRIDOR CAN REALLY SERVE AS A GREEN
5:46:03PM SPINE.
5:46:03PM SO WE HAVE U.S. 41 THAT GOES THROUGH THE PROJECT SITE.
5:46:07PM IT'S REALLY THE VEHICULAR CORRIDOR.
5:46:09PM BUT BERT COULD SERVE AS THE PEDESTRIAN AND BICYCLIST
5:46:15PM CORRIDOR.
5:46:15PM SO IT'S AN ALTERNATIVE TO GET PEOPLE TO REALLY START TO
5:46:17PM CONNECT TO THOSE GREENSPACES.
5:46:19PM THEN AGAIN, ESTERO RIVER PARK.
5:46:23PM NOW WE'RE TALKING ABOUT THE EAST-WEST NATURE CORRIDOR AND
5:46:25PM HOW DO YOU GET REALLY PEOPLE TO START TO EMBRACE THAT
5:46:29PM NATURE.
5:46:30PM HOW DOES IT DIE INTO KORESHAN STATE PARK ON THE WEST SIDE,
5:46:34PM AGAIN, THINKING ABOUT THE NETWORK TO GET PEOPLE TO MOVE
5:46:37PM AROUND THE STUDY AREA.
5:46:38PM FINALLY, U.S. 41 AND ALL OF THOSE CORRIDOR IMPROVEMENTS TO
5:46:41PM MAKE IT SAFER, TO MAKE IT FRIENDLIER FOR BICYCLISTS AND
5:46:47PM PEDESTRIANS TO MOVE ABOUT THE SITE.
5:46:48PM AGAIN WITH THE ACTION PLAN, SO WE'RE REALLY THINKING ABOUT
5:46:51PM HOW WE CAN BREAK THIS UP INTO VERY EASY-TO-MANAGE STEPS.
5:46:57PM SO THE FOUNDATIONAL STEPS ARE EVERYTHING UNDER A YEAR.
5:47:01PM THIS IS TRYING TO SET THE FOUNDATION, SET THE FRAMEWORK FOR

5:47:04PM THESE LARGER PLANS TO TAKE HOLD.
5:47:07PM THEN YOU GET INTO YOUR EARLY ACTION SO THAT'S EVERYTHING,
5:47:10PM ZERO TO TWO YEARS.
5:47:11PM SO NOW YOU'RE REALLY TRYING TO GET THE BIG WINS.
5:47:15PM BUILDING THE MOMENTUM, GETTING PEOPLE EXCITED AND PEOPLE ARE
5:47:18PM STARTING TO SEE SOMETHING TAKE ROOT.
5:47:21PM IN THE SHORT-TERM ACTION, THIS IS EVERYTHING UP TILL FIVE
5:47:23PM YEARS, SO, AGAIN, LOW-HANGING FRUIT, BUT IT'S THOSE THINGS

5:47:27PM THAT PEOPLE ARE ACTUALLY SEEING THE SAFETY, THE
5:47:29PM CONNECTIVITY, THOSE ARE STARTING TO COME TOGETHER.
5:47:31PM WE'RE STARTING TO ADDRESS SOME OF THOSE ISSUES THAT WE'RE
5:47:34PM HEARING IN THE COMMUNITY.
5:47:35PM THEN THE MEDIUM TERM IS FIVE TO TEN YEARS.
5:47:38PM SO AT THIS POINT, YOU'RE STARTING TO REALLY GET THOSE
5:47:41PM PROJECTS THAT ARE CREATING YOUR LINKS IN THE SYSTEM.
5:47:45PM AND THEN FINALLY THE LONG-TERM ACTIONS, THESE ARE 10 TO 20
5:47:48PM YEARS OUT AND NOW YOU'VE GOT A FULL SYSTEMWIDE EXPERIENCE.
5:47:52PM AND PEOPLE ARE REALLY CONSIDERING -- I MEAN, ESTERO IS
5:47:54PM ALREADY A DESTINATION, BUT NOW IT'S GOT THIS IDENTITY OF A
5:47:58PM DIFFERENT TYPE OF DESTINATION THAT REALLY ENCOMPASSES WHAT
5:48:01PM WE'RE OUTLINING IN THE REPORT.
5:48:03PM AND WE'LL GET TO GO THROUGH THE RECOMMENDATIONS NOW.
5:48:07PM PHIL WILL COVER THEM AND THESE WILL ALSO BE PRESENTED
5:48:10PM TOMORROW FOR VILLAGE COUNCIL CONSIDERATION.
5:48:14PM >>Barry Jones: CAN I ASK YOU A COUPLE OF QUESTIONS ON THOSE?

5:48:16PM U.S. 41 PEDESTRIAN IMPROVEMENTS, THE BIKE LANES IN THE
5:48:21PM RIGHT-OF-WAY -- THE PATHWAYS, THEY CURRENTLY FLOOD REAL BAD.
5:48:25PM IS THAT PART OF THE IMPROVEMENT TO RAISE THOSE OR WAITING ON
5:48:29PM THE ADJACENT PROPERTY OWNER TO REDEVELOP?
5:48:31PM >> THAT'S A GOOD QUESTION.
5:48:33PM THIS REPORT, IT'S REALLY JUST A FRAMEWORK FOR PROJECTS.
5:48:37PM SO WE'RE NOT ACTUALLY SAYING THAT THE VILLAGE NEEDS TO DO X,
5:48:41PM Y AND Z.
5:48:42PM THEY ARE RECOMMENDATIONS.
5:48:42PM IT REALLY WOULD BE ON THE VILLAGE TO THEN SAY -- OKAY, WE
5:48:58PM NOW WANT TO CREATE INDIVIDUAL PROJECTS.
5:49:00PM SO MAYBE THAT IS A LOW-HANGING FRUIT OPPORTUNITY AND IT'S
5:49:04PM PART OF THE EARLIER ACTION ITEMS THAT WILL THEN TIE INTO THE
5:49:07PM FULL SYSTEM.
5:49:11PM >>Barry Jones: THAT'S KIND OF COUNTERINTUITIVE TO THE SLOW
5:49:14PM DOWN THE GROWTH PROCESS.
5:49:15PM THE ECONOMIC SPUR, ARE YOU PLANNING ON DOING STRUCTURES AND
5:49:20PM STUFF WITHIN THE VILLAGE CENTER TO COMPETE WITH WHAT THE
5:49:24PM PRIVATE MARKET IS ALREADY BUILDING?
5:49:25PM AND IS THAT TRULY GOVERNMENT-LIGHT THAT WE WERE SUPPOSED TO
5:49:30PM BE FOUNDED ON?
5:49:31PM I CAN UNDERSTAND THE PUBLIC IMPROVEMENTS TO ENHANCE THE
5:49:36PM QUALITY OF LIFE FOR PEOPLE WHO LIVE HERE, BUT TO TRY AND
5:49:38PM BUILD MORE BUILDINGS TO COMPETE WITH WHAT THE PRIVATE SECTOR
5:49:41PM IS ALREADY DOING, USING TAX DOLLARS, DOESN'T FEEL LIKE

5:49:46PM GOVERNMENT LIGHT TO ONE CITIZEN OF ESTERO.
5:49:49PM THE FPL CORRIDOR WEST OF U.S. 41, I WOULD HIGHLY ENCOURAGE
5:49:56PM YOU TO LOOK AT THAT AS FAR AS WHAT IT WOULD TAKE TO UTILIZE
5:49:59PM THAT AS A PEDESTRIAN CORRIDOR.

5:50:00PM BECAUSE YOU COULD TAKE PEOPLE EASILY FROM COCONUT ROAD ALL
5:50:06PM THE WAY UP TO THE BROADWAY, WHICH GIVES YOU ACCESS TO THE
5:50:11PM PARKS THAT ARE ON THE WEST END OF BROADWAY THAT ARE OWNED BY
5:50:14PM THE STATE.
5:50:17PM >>Jim Wallace: DON'T YOU HAVE CULVERTS WITH 60-FOOT
5:50:22PM OPENINGS.
5:50:22PM >>Barry Jones: BUILD A PED BRIDGE ACROSS THE RIVER.
5:50:24PM IT'S BEEN DONE BEFORE.
5:50:26PM THE PARK AT THE END OF WILLIAMS, IS THERE OPPORTUNITY TO
5:50:29PM COST SHARE AND IMPROVE THE THINGS THAT ARE DONE THERE AS FAR
5:50:32PM AS THE TRAILS AND STUFF THAT ARE OUT THERE?
5:50:35PM I USE THEM HALF THE TIME.
5:50:39PM HALF THE YEAR YOU CAN'T USE THEM BECAUSE THEY ARE SO SANDY
5:50:42PM AND SOFT.
5:50:43PM PEOPLE LIKE ME STILL SOMEWHAT MOBILE AND ACTIVE CAN GET OUT
5:50:47PM THERE AND USE THEM.
5:50:49PM BUT A LOT OF THE VILLAGE CANNOT USE THOSE -- I DON'T KNOW IF
5:50:51PM THERE ARE OPPORTUNITIES FOR IMPROVEMENT TO TAKE ADVANTAGE OF
5:50:54PM THINGS ALREADY DONE THERE.
5:50:56PM THE SOUTH SIDE OF THE RIVER, WE SPONSOR -- OUR COMPANY
5:51:01PM SPONSOR NAPLES BOTANICAL GARDEN.

5:51:04PM THEY DO A TREMENDOUS THING.
5:51:06PM I DON'T KNOW IF THERE'S OPPORTUNITIES TO COSHARE WITH EITHER
5:51:11PM FGCU OR SOME OF THE CORPORATE PARTNERS THAT ARE IN ESTERO TO
5:51:16PM TRY AND SPONSOR SOMETHING LIKE THAT, BUT WE'VE ALREADY GOT
5:51:19PM THE FRAMEWORK AND THE LAND AND THE CONCEPT.
5:51:22PM BUT THERE SEEMS TO BE AN OPPORTUNITY THERE TO CREATE
5:51:25PM SOMETHING.
5:51:26PM THAT CAN SPUR ECONOMIC DEVELOPMENT IF PEOPLE COME AND
5:51:29PM WITNESS IT AND THEY SHARE IT.
5:51:30PM I KNOW THE FOLKS DOWN AT THE BOTANICAL GARDENS, AND THEY
5:51:34PM WOULD LOVE TO HAVE A PARTNER IN THE AREA.
5:51:39PM >> THEY ARE NOT EVEN HALFWAY THROUGH WITH THE REPORT.
5:51:42PM IF THEY COULD DO THAT AND THEN WE CAN GET INTO DISCUSSION
5:51:45PM AND QUESTIONS AS THIS IS AN OPEN PUBLIC HEARING.
5:51:47PM >> THANK YOU.
5:51:47PM HOPEFULLY A LOT OF YOUR QUESTIONS AND COMMENTS ARE REALLY
5:51:50PM GREAT.
5:51:51PM THEY WILL BE ADDRESSED AND THEN WE CAN GO THROUGH --
5:51:53PM >>Barry Jones: I APOLOGIZE.
5:51:54PM >> NO WORRIES.
5:51:55PM THANK YOU FOR MENTIONING ALL THOSE.
5:52:00PM WE'RE GETTING INTO THE GOOD STUFF.
5:52:04PM >>Mary Gibbs: TRYING TO JUMP INTO HIS RECOMMENDATIONS WHICH
5:52:07PM ARE GOOD.
5:52:08PM >>Barry Jones: I THOUGHT SHE WAS WALKING AWAY.

5:52:10PM MY BAD.
5:52:11PM >> WE'RE JUST NOW GETTING INTO THE MEAT OF IT.
5:52:14PM SO THIS SLIDE HERE IS REALLY TALKS ABOUT THE FOCUS AREAS.
5:52:21PM SO IT GOES THROUGH THE ELEMENTS OF THE PLAN, THE REPORT.
5:52:24PM IT GOES THROUGH FOUR CHAPTERS.
5:52:25PM BUT WE'RE REALLY GOING TO HONE IN ON CHAPTER 2, WHICH IS THE
5:52:30PM VISION, AND THE FOCUS AREAS THAT WE SORT OF SHOWED PRIOR TO
5:52:38PM THIS.
5:52:38PM BUT THESE ARE ACTUALLY CATEGORIZED IN ORDER OF PRIORITY
5:52:42PM BASED ON WHAT THE PUBLIC ENGAGEMENT SAID.
5:52:45PM SO CONNECTIVITY AND TRANSPORTATION LEADS THE WAY.
5:52:49PM THIS IS A LOT OF TEXT.
5:52:52PM I'M NOT GOING TO GO THROUGH A LOT OF IT.
5:52:55PM I'LL HIGHLIGHT NOTABLE ONES.
5:52:57PM KEY TAKEAWAYS FROM CONNECTIVITY AND TRANSPORTATION.
5:52:59PM NUMBER ONE IS FIX SAFETY FIRST.
5:53:02PM SO THAT'S GOING THROUGH EVALUATING THE EXISTING
5:53:06PM IMPROVEMENTS.
5:53:07PM THAT MEANS SIDEWALKS, BIKE FACILITIES, THE CROSSINGS,
5:53:11PM IDENTIFYING THOSE AND FIXING THOSE FIRST AND FOREMOST.
5:53:14PM SECONDLY, TRANSFORM U.S. 41.
5:53:20PM PHASE IMPROVEMENTS HELPS TRANSFORM U.S. 41 FROM THE HIGH
5:53:24PM SPEED ROUTE TO A MORE SLOWED-DOWN, MULTIMODAL BOULEVARD THAT
5:53:30PM HAS SAFE CROSSINGS, WALKABLE NODES, WHICH IN TURN CREATES A
5:53:36PM COHESIVE PUBLIC REALM.

5:53:38PM IT'S ALSO IMPORTANT TO BE PROACTIVE AND NOT REACTIVE.
5:53:42PM SO THESE TRANSPORTATION IMPROVEMENTS SHOULD GUIDE WHERE THE
5:53:45PM REDEVELOPMENT OCCURS RATHER THAN RESPOND TO THE ONGOING
5:53:50PM GROWTH.
5:53:51PM SO THESE FOCUS AREAS ALSO INCLUDE THESE EARLY ACTION ITEMS.
5:53:58PM SO THIS IS SHOWING SOME OF THE JUST EARLY ACTION AND
5:54:03PM SHORT-TERM ACTIONS.
5:54:04PM IN THE REPORT IT ACTUALLY GOES INTO THE MEDIUM AND LONG-TERM
5:54:08PM ACTIONS.
5:54:08PM OBVIOUSLY, WE CAN'T SHOW YOU THE WHOLE REPORT.
5:54:11PM SO WE JUST HIGHLIGHTED SOME OF THE EARLY ACTIONS, AND THAT
5:54:16PM INCLUDES THE U.S. 41 WHICH I HAD JUST MENTIONED.
5:54:19PM AND THEN IMPLEMENTING THOSE PRIORITY CROSSINGS AT KEY
5:54:23PM INTERSECTIONS, WHICH WE'VE IDENTIFIED ON THAT MAP.
5:54:27PM SOME OF THOSE ONES THAT STOOD OUT FOR THE CROSSINGS, THERE
5:54:31PM HAVE BEEN SOME INCIDENTS IN THE PAST OR IT JUST COULD
5:54:35PM IMPROVE SAFETY.
5:54:37PM SO NOW WE GET INTO ENVIRONMENTAL SYSTEMS.
5:54:42PM AGAIN, PROTECT FIRST BEFORE GROWTH ACCELERATES.
5:54:46PM WE WANT TO PROPOSE A RIVER PROTECTION OVERLAY DISTRICT,
5:54:51PM WHICH I'LL GET INTO ON THE NEXT SLIDE.
5:54:54PM BUT IT'S REALLY ABOUT PRESERVING WHAT ECOLOGY IS THERE AND

5:54:59PM PROTECTING THE WATER QUALITY, FLOOD STORAGE CAPACITY WITH A
5:55:05PM SORT OF CORRIDOR AND A SETBACK TO PREVENT OR PROMOTE -- NOT
5:55:14PM PROMOTE, BUT CONTROL DEVELOPMENT IN THOSE AREAS.

5:55:18PM SO THIS IS THAT RIVER PROTECTION OVERLAY THAT IS PROPOSED
5:55:26PM RIGHT SOUTH OF THE VILLAGE CENTER.
5:55:31PM I JUST WENT THROUGH WHAT THAT SAID.
5:55:35PM PARKS, TRAILS, AND OPEN SPACE, WE WANT TO DEFINE IDENTITY
5:55:41PM EARLY.
5:55:41PM SO THAT MEANS CREATING CLEAR DESIGN GUIDELINES.
5:55:45PM ONCE THAT FOCUS ON MATERIALITY, SITE FURNISHINGS,
5:55:51PM ARCHITECTURAL ELEMENTS, SHADE STRUCTURES, AND EVEN PLANTING.
5:55:56PM SO THESE ARE -- ALL CREATE THE COHESIVENESS THAT CAN EXIST
5:56:00PM THROUGHOUT THE STUDY AREA.
5:56:02PM THE BERT ACTS AS A MAJOR CORRIDOR, A CONNECTION, FORM OF
5:56:14PM CONNECTION ACROSS THE WHOLE SITE.
5:56:15PM SO A LOT OF THESE CATALYST SITES, THESE OPPORTUNITY AREAS,
5:56:20PM THE BERT ACTUALLY ACTS AS THAT STRONG MOBILITY SPINE THAT IS
5:56:27PM SAFE.
5:56:27PM IT PROMOTES HEALTH AND WELLNESS, AND IT ACTS AS THIS
5:56:32PM CONNECTION AMONGST ALL THESE SITES, WHICH CAN ALSO FORM
5:56:37PM COMMUNITY AND ENHANCE ECONOMIC VIABILITY.
5:56:41PM ECONOMIC OPPORTUNITIES AND COMMUNITY, AGAIN, WE'RE TALKING
5:56:52PM ABOUT WALKABLE, LOCAL-SERVING ECONOMIC CORE.
5:56:57PM SO THE VILLAGE CENTER CAN SUPPORT ALL OF THESE NEEDS.
5:57:01PM IT CAN SUPPORT LOCAL BUSINESSES, COMMUNITY LIFE, AND
5:57:05PM ACTIVATE VILLAGE CENTER EARLY CAN BUILD IDENTITY CREATING A
5:57:09PM SENSE OF PLACE.
5:57:10PM AGAIN, DESIGN GUIDELINES CAN SORT OF HELP SHAPE THIS.

5:57:14PM SO YOU HAVE A SORT OF COHESIVE DESIGN GUIDELINE LAYOUT,
5:57:20PM WHICH ESTERO ALREADY HAS, BUT THIS VILLAGE CENTER COULD
5:57:24PM ACTUALLY HAVE ITS OWN HISTORIC DESIGN GUIDELINES TO CREATE A
5:57:29PM NEW SENSE OF COMMUNITY AND A NEW SENSE OF PLACE.
5:57:34PM THIS MAP IS IDENTIFYING THOSE OPPORTUNITY AREAS THAT ARE
5:57:42PM THROUGHOUT THE STUDY AREA.
5:57:45PM SOME OF WHICH ALREADY EXIST.
5:57:49PM THESE STRONG ENVIRONMENTAL ASSETS THAT EXIST HERE.
5:57:53PM IT'S ALL ACTUALLY LAID OUT IN A WAY THAT THE BERT TRAIL AND
5:57:57PM THE U.S. 41 SORT OF CREATE THIS VERY COHESIVE, POTENTIALLY
5:58:03PM VERY WALKABLE AREA.
5:58:07PM NOW ANNIE WILL GET INTO THOSE CATALYST SITES, WHICH WE'VE
5:58:12PM MENTIONED.
5:58:18PM >> VILLAGE CENTER.
5:58:20PM SO THIS IS VILLAGE-OWNED PROPERTY.
5:58:22PM AGAIN, WE MENTIONED THIS IS ONE OF THE CATALYST SITES
5:58:25PM BECAUSE IT'S SUPPOSED TO SPUR A NEW PLACE, A NEW
5:58:29PM DESTINATION, NOT TO SAY THAT WE HEARD.

5:58:32PM WE DIDN'T HEAR THAT PEOPLE WANTED NEW DEVELOPMENT OR
5:58:34PM AUTONOMOUS DEVELOPMENT.
5:58:36PM IT'S MORE ABOUT CREATING A PLACE THAT IS MORE WALKABLE,
5:58:39PM BEING ABLE TO PARK ONCE AND DO ALL SORTS OF ACTIVITIES
5:58:43PM THROUGHOUT THE DAY.
5:58:44PM FOR EXAMPLE, MULTIGENERATIONAL FAMILIES.
5:58:47PM YOU COME IN THE MORNING, THERE MIGHT BE SOMETHING LIKE YOGA,

5:58:50PM GO TO A COFFEE SHOP.
5:58:51PM THROUGHOUT THE AFTERNOON, YOU MIGHT GET LUNCH, MIGHT SHOP A
5:58:54PM LITTLE BIT AND THEN MIGHT STAY FOR AN EVENING OF STROLLING
5:58:57PM AROUND ALONG THE RIVER, GETTING DINNER TOGETHER AS A FAMILY.
5:59:00PM REALLY TRYING TO CREATE A DESTINATION AT THE HEART OF THE
5:59:03PM VILLAGE WHERE YOU CAN PARK ONCE AND EXPERIENCE MULTIPLE
5:59:06PM THINGS.
5:59:07PM THIS ALSO INCLUDES LIKE I MENTIONED, THE RETAIL INTEGRATION.
5:59:12PM SO THERE ARE QUITE A BIT OF -- THERE IS A LOT OF RETAIL IN
5:59:16PM ESTERO, BUT WE'RE MISSING THOSE KIND OF BOUTIQUE PLACES,
5:59:20PM MORE FAMILY-OWNED, ET CETERA.
5:59:25PM INTEGRATING THOSE INTO THE DEVELOPMENT.
5:59:26PM WATERFRONT DINING SO ACTUALLY FACING THE RIVER, EMBRACING
5:59:29PM THE RIVER, GETTING PEOPLE ABLE TO EXPERIENCE A LITTLE MORE.
5:59:32PM SO WATERFRONT DINING IS ALSO PROPOSED.
5:59:35PM AND A CENTRAL COMMONS GREENSPACE.
5:59:38PM GATHERING SPACE WHERE YOU COULD HAVE EVENTS, YOU COULD HAVE
5:59:41PM JUST PEOPLE OUT ON THE LAWN EXPERIENCING, ENJOYING IT.
5:59:44PM THIS IS JUST ONE CONCEPT.
5:59:46PM THERE'S PROBABLY A MILLION WAYS THAT YOU COULD DO ANYTHING
5:59:48PM ON THIS SITE.
5:59:49PM SO IT'S REALLY JUST TO SPUR IDEAS AND GET PEOPLE THINKING
5:59:53PM ABOUT WHAT IT COULD BE.
5:59:55PM BUT IN NO WAY, SHAPE OR FORM IS THIS ANYTHING FINAL.
5:59:58PM IT'S MORE TO GET THE DISCUSSION GOING.

5:59:59PM AGAIN, THINKING ABOUT ASPECTS OF THIS PLAN, PEDESTRIAN
6:00:03PM COURTYARDS, SO THINKING ABOUT MORE WALKABILITY, GETTING
6:00:08PM FOLKS TO AGAIN, PARK ONCE AND TRAVERSE THE SITE.
6:00:11PM THERE'S ALSO SEVERAL LINEAR PARKS INCORPORATED, ESPECIALLY
6:00:15PM UP INTO THE RESIDENTIAL AREA TO THE NORTH.
6:00:18PM THESE ARE NOT HUGE HOMES.
6:00:20PM MORE LIKE COTTAGE STYLE OR TOWNHOMES.
6:00:22PM VERY SMALL, AGAIN, THINKING ABOUT THE DEMOGRAPHIC AND WHAT
6:00:25PM TYPE OF HOUSING THEY MAY WANT.
6:00:27PM AGING IN PLACE AND WHAT COULD THAT LOOK LIKE AS FAR AS
6:00:30PM HOUSING GOES.
6:00:32PM AND THEN A VERY SMALL GROCERY ANCHOR, THINKING ABOUT
6:00:35PM AVAILABILITY OF FOOD, HOW THIS COULD BE EASILY ACCESSIBLE,
6:00:39PM AGAIN, PEOPLE PARK ONCE.

6:00:41PM GO GET A LUNCH AND THEN STOP AT THE GROCERY STORE ON YOUR
6:00:44PM WAY HOME.
6:00:45PM JUST THINKING OF ALL THE WAYS THAT WE CAN INCORPORATE
6:00:48PM DIFFERENT USES INTO THIS ONE SITE.
6:00:55PM >>Jim Wallace: WHERE THAT CENTRAL COMMONS IS, THERE IS A
6:00:58PM PARKING LOT THERE NOW.
6:01:00PM IT'S ALREADY BEEN BUILT.
6:01:01PM >> SURE.
6:01:05PM >>Jim Wallace: YOU'RE AWARE OF THAT.
6:01:07PM >> YES, WE'RE AWARE.
6:01:08PM NEXT, ESTERO RIVER PARK.

6:01:13PM I KNOW WE JUST HEARD FROM THE C.I.P. PRESENTATION, BUT THIS
6:01:18PM COULD BE A WAY TO RETHINK OR ADD TO THAT BECAUSE THERE IS AN
6:01:23PM EXISTING TRAIL SYSTEM.
6:01:24PM WE KNOW THAT FOLKS WANT IT TO BE VERY MUCH NATURE BASED.
6:01:29PM HOW CAN WE PRESERVE THAT AS MUCH AS POSSIBLE WITH VERY
6:01:32PM STRATEGIC ACTIVATIONS.
6:01:35PM SO WHAT WE WOULD SAY IS A RIVERFRONT NATURE PLACE.
6:01:39PM JUST AN ACTIVITY FOR KIDS.
6:01:40PM PLAYGROUNDS, BUT THINK VERY NATURE BASED TYPE OF PLAY.
6:01:44PM OF COURSE, SHADED GATHERING SPACES.
6:01:46PM SO PICNIC TABLES, SMALL PAVILIONS INTEGRATED INTO NATURE.
6:01:51PM AND THEN, OF COURSE, THERE IS THE EXISTING RESTROOM
6:01:54PM FACILITY.
6:01:54PM THERE'S THINKING OF THOSE TYPES OF AMENITIES, NOT TO
6:01:56PM OVERSHINE WHAT'S ALREADY HAPPENING IN MAINTAINING THIS
6:02:00PM NATURAL ENVIRONMENT AS MUCH AS POSSIBLE.
6:02:02PM HOW CAN WE CONTINUE TO EXPAND UPON THE EXISTING TRAIL
6:02:06PM SYSTEM, HAVE THAT CONNECTION TO THE NORTH SIDE OF THE
6:02:08PM VILLAGE CENTER, AND THEN CONNECT TO THE BERT TRAIL.
6:02:11PM SO THINKING ABOUT A TRAILHEAD AND AMENITIES FOR PEDESTRIANS
6:02:16PM OR BICYCLISTS THAT COULD STOP OFF OF THE BERT TRAIL, DO SOME
6:02:20PM THINGS IN ESTERO RIVER PARK, MAYBE GO TO THE NORTH SIDE,
6:02:23PM GRAB LUNCH AND COME BACK.
6:02:25PM HOW DOES THAT ALL TIE INTO THE TWO SIDES?
6:02:28PM HOW DO YOU GET THE SYNERGY BETWEEN THE TWO SITES?

6:02:31PM AGAIN, WITH BERT, VERY CRITICAL BECAUSE IT COULD BE THAT
6:02:37PM GREEN SPINE FOR PEDESTRIANS AND BICYCLISTS.
6:02:41PM HOW DO YOU GET THE PEDS AND BICYCLISTS OFF OF U.S. 41?
6:02:46PM SO IT COULD HAVE THE CONNECTION THROUGHOUT THE ENTIRE CITY
6:02:49PM AREA AND BEYOND BECAUSE IT IS THE BONITA ESTERO TRAIL.
6:02:53PM IT IS QUITE LONG.
6:02:54PM HOW DO YOU ENHANCE THE PEDESTRIAN ACTIVITY?
6:02:56PM WE'RE TALKING ABOUT SAFE CROSSINGS, ESPECIALLY WHERE YOU'RE
6:02:59PM TRAVERSING THOSE LARGER, MORE CAR-FOCUSED ROADWAYS.
6:03:04PM HOW DO YOU ALSO CREATE WAYFINDING AND SIGNAGE SO PEOPLE KNOW

6:03:08PM WHERE THEY ARE?
6:03:09PM LIKE REALLY CREATING A TRAIL NETWORK THAT TIES INTO THE
6:03:12PM OTHER GREEN AREAS WITHIN THE VILLAGE.
6:03:16PM ALSO, BOLLARD LIGHTING, ALL THOSE CONVENIENCES AND THINGS
6:03:20PM THAT MAKE IT SAFER FOR PEDESTRIANS.
6:03:22PM SO WE'RE ALSO PROPOSING THESE TYPES OF ENHANCEMENTS.
6:03:25PM YOU CAN SEE ON THE MAP IT IS A LITTLE SMALL, BUT, OF COURSE,
6:03:28PM THE REPORT HAS THE FULL SIZE MAP OF HOW THAT GREEN SPINE
6:03:32PM STARTS TO CONNECT INTO THE OTHER GREENSPACES WITHIN THE
6:03:35PM VILLAGE IN THIS STUDY AREA.
6:03:37PM >>Jim Wallace: WHEN YOU SAY LIGHTING, SIGNALS, YOU MEAN JUST
6:03:42PM FLASHING OR RED LIGHTS AND GREEN LIGHTS?
6:03:45PM WHAT ARE YOU PROPOSING HERE?
6:03:47PM >> YEAH, IT COULD BE ANY OF THAT.
6:03:49PM FOR SURE PEDESTRIAN ACTIVATED CROSSING LIGHTS.

6:03:55PM RAPID FLASHING.
6:03:56PM OBVIOUSLY, IT WOULD HAVE TO BE SOMETHING THAT YOU ALL
6:03:58PM DISCUSS AND PROPOSE AS A PROJECT.
6:04:01PM >>Jim Wallace: MAJOR ROADS.
6:04:03PM >> RIGHT.
6:04:03PM OF COURSE.
6:04:03PM SOMETHING THAT IS PEDESTRIAN ACTIVATED.
6:04:05PM WE'RE ALSO TALKING ABOUT IT COULD BE MORE TRAFFIC SIGNALS IF
6:04:09PM THAT'S WHAT THE PREFERRED IS, IF IT'S APPROPRIATE FOR THAT
6:04:13PM LOCATION.
6:04:14PM ALSO, JUST LIGHTING FOR NIGHTTIME SECURITY.
6:04:16PM SO THOSE TYPES OF ASPECTS.
6:04:18PM SO ALL OF THE ABOVE.
6:04:20PM I THINK IT DEPENDS ON WHERE ALONG THE TRAIL IT IS.
6:04:22PM AND THEN THE BOOMER PROPERTY, WHICH IS ANOTHER INTERESTING
6:04:28PM ONE.
6:04:28PM SO FOR THIS AGAIN MAINTAINING THAT OPEN SPACE, THE
6:04:33PM GREENSPACE AS MUCH AS POSSIBLE, BUT NOW GIVING ANOTHER
6:04:36PM OPPORTUNITY FOR THE VILLAGE TO GET ANOTHER DESTINATION.
6:04:40PM SO A WEDDING OR EVENT VENUE.
6:04:43PM AMENITIES FOR PEOPLE WHO MIGHT BE OUT THERE CAMPING OR
6:04:46PM GLAMPING.
6:04:47PM SO, AGAIN, THINKING OF WAYS TO SPUR A LITTLE BIT OF ECONOMIC
6:04:52PM VITALITY BUT ALSO HAVING PEOPLE BE IMMERSED IN THE NATURE
6:04:56PM THAT'S ALREADY PRESENT.

6:04:57PM AGAIN, OPPORTUNITIES TO REALLY INTERACT WITH THE RIVER
6:05:01PM BECAUSE OFF OF THIS TO THE SOUTH, THAT'S WHERE THE RIVER IS
6:05:04PM COMING IN AND TOUCHING THE SITE.
6:05:06PM SO IT COULD BE A REALLY BEAUTIFUL OPPORTUNITY TO HAVE PEOPLE
6:05:08PM TO EXPERIENCE IT IN A DIFFERENT WAY.
6:05:10PM THIS ALSO INCLUDES AN EVENT PLAZA.

6:05:14PM AGAIN, THE WATERFRONT OVERLOOK, AND HISTORIC -- THE HISTORIC
6:05:19PM BOOMER RESIDENCE WOULD BE RENOVATED TO ACCOMMODATE THIS AS
6:05:23PM WELL.
6:05:23PM TRAILSIDE DRIVE.
6:05:29PM THIS USED TO BE THE ORIGINAL RETAIL CORRIDOR FOR ESTERO.
6:05:37PM WHEN U.S. 41 WASN'T WHAT IT WAS, IT WAS THE TRAILSIDE DRIVE.
6:05:43PM THIS IS MORE OF THE MAIN STREET DISTRICT.
6:05:45PM YOU'D HAVE, AGAIN, A PLACE FOR FOLKS TO PARK ONCE AND
6:05:48PM EXPERIENCE RETAIL.
6:05:51PM SOME LIGHT RESIDENTIAL, AND THEN AGAIN, SOME GREENSPACES.
6:05:57PM POCKET PARKS CONNECTING THE TWO ENDS.
6:06:00PM AGAIN, ANOTHER WAY TO BRING BACK THAT MAIN STREET AND PAY
6:06:03PM HOMAGE TO WHAT WAS ONCE THE MAIN STREET, WHICH IS NOW U.S.
6:06:08PM 41, BUT BRING THAT BACK, BUT IT'S IN THE FORM OF TRAILSIDE
6:06:10PM DRIVE.
6:06:11PM SO WITH THAT, WE'LL TAKE ANY QUESTIONS.
6:06:18PM HOPEFULLY WE'VE ANSWERED SOME OF THEM, AND WE CAN EITHER GO
6:06:21PM BACK TO DISCUSS OR JUST TAKE --
6:06:25PM >>Jim Wallace: [INAUDIBLE]

6:06:26PM I'M IGNORANT ABOUT WHERE IT IS.
6:06:29PM >>Mary Gibbs: TRAILSIDE IS AT THE NORTH END OF ESTERO, LIKE
6:06:34PM OLD ESTERO.
6:06:35PM THERE WAS LIKE AN OLD GAS STATION THAT USED TO BE LIKE A
6:06:40PM GRANITE STORE.
6:06:41PM >>Jim Wallace: OKAY.
6:06:43PM THANK YOU.
6:06:45PM >> IT'S ON THE NORTH SIDE.
6:06:47PM THIS RIGHT HERE.
6:06:51PM ON THE NORTH EDGE.
6:06:53PM >>Barry Jones: HOW MANY OF THESE ARE PRIVATELY OWNED?
6:06:56PM AND HOW MANY PUBLICLY OWNED?
6:06:59PM IS ALL THE GREEN PUBLICLY OWNED AND THE RED PRIVATELY OWNED?
6:07:05PM >> LET ME GO BACK.
6:07:07PM >>Mary Gibbs: ARE YOU TALKING ABOUT ALL THE PROPERTIES,
6:07:10PM BARRY?
6:07:11PM >>Barry Jones: YEAH, LIKE THE HERTZ PROPERTY.
6:07:14PM >>Mary Gibbs: HERTZ IS PRIVATELY OWNED.
6:07:16PM BUT WHAT WE DID IS WE ASKED THE CONSULTANTS, LOOK AT SOME OF
6:07:20PM THESE PROPERTIES AND GIVE US SOME SKETCHES OF WHAT YOU THINK
6:07:24PM MIGHT BE SOME POTENTIAL --
6:07:28PM >>Barry Jones: -- BEST USE.
6:07:30PM >>Mary Gibbs: THAT'S PRIVATELY OWNED.
6:07:31PM TRAILSIDE, TOO.
6:07:34PM WHEN THEY PROPOSED THE TRAILSIDE DISTRICT, WOW, REALLY

6:07:38PM THINKING BIG HERE.
6:07:39PM TALKING 20-YEAR VISION TYPE THINGS.

6:07:41PM THOSE ARE NOT THE THINGS YOU CAN REDEVELOP QUICKLY.
6:07:44PM A LOT OF THAT PROPERTY IS PRIVATELY OWNED.
6:07:46PM IT'S NOT LIKELY IT'S GOING TO HAPPEN.
6:07:49PM BUT WE WANTED TO SEE SOME CONCEPTS FOR SOME OF THE AREAS.
6:07:52PM >>Barry Jones: WHAT IS THE INTENT TO ENCOURAGE THE PROPOSED
6:07:55PM END USE?
6:07:55PM MATCH EXISTING LAND COMP PLAN OR WHAT IS THE GOAL?
6:08:00PM BUY THOSE PROPERTIES AND REDEVELOP THEM?
6:08:04PM >>Mary Gibbs: I THINK THE GOAL WAS TO SEE WHAT IDEAS THE
6:08:08PM COUNCIL WANTS TO PURSUE.
6:08:10PM LIKE A POTPOURRI OF DIFFERENT IDEAS AND WHAT KIND OF THINGS
6:08:14PM IS COUNCIL INTERESTED IN.
6:08:16PM I KNOW PARTICULARLY NORTH SIDE OF THE RIVER, EVEN THOUGH
6:08:18PM SOME OF THE ENVIRONMENTAL PEOPLE WOULD LIKE TO PRESERVE IT
6:08:20PM ALL, THE IDEA AND WHAT WE HAD THEM SKETCH UP A CONCEPT TO
6:08:26PM START WITH OR IDEA, WHAT COULD HAPPEN ON THE NORTH SIDE OF
6:08:30PM THE RIVER BECAUSE I KNOW THE COUNCIL WOULD -- IT IS NOT
6:08:33PM ENVIRONMENTALLY SENSITIVE.
6:08:34PM THE SOUTH SIDE OF THE RIVER IS THE ENVIRONMENTALLY
6:08:36PM SENSITIVE.
6:08:36PM SO LET'S LOOK AT THE NORTH SIDE OF THE RIVER AND SEE IF
6:08:39PM THERE IS AN OPPORTUNITY TO DO SOME KIND OF DEVELOPMENT SO WE
6:08:41PM CAN -- SO THE COUNCIL CAN MAKE -- WE CAN RECUPERATE SOME OF

6:08:45PM THE FUNDS WE SPENT, THE 24 MILLION TO BUY THE PROPERTY AND
6:08:49PM THEN USE SOME OF THAT MONEY AND PUT IT BACK INTO THE SOUTH
6:08:52PM SIDE, WHICH WOULD BE THE PARK AND MAYBE ACTIVATE THE PARK
6:08:56PM LIKE THEY SAID IN LIMITED WAYS.
6:08:57PM SO I THINK -- SO THE WHOLE CONCEPT OF THE NORTH SIDE, WHICH
6:09:01PM YOU'RE SAYING, COMPETING WITH THE PRIVATE SECTOR, WE'RE
6:09:05PM LOOKING AT DOING A P-3 OR SOMETHING SIMILAR TO P-3.
6:09:11PM SENT OUT SOLICITATION DOCUMENTS AND WE'RE GETTING PEOPLE --
6:09:15PM PEOPLE HAVE GOT SOME TIME TO RESPOND.
6:09:18PM THOSE ARE THE KINDS OF THINGS WE'RE LOOKING AT.
6:09:20PM EVERYBODY IS LOOKING AT THIS GOING, NO, THIS IS AN IDEA.
6:09:24PM THIS IS ONE CONCEPT WE ASKED LAND DESIGN TO DRAW UP.
6:09:27PM IT DOESN'T MEAN THIS WILL BE THE CONCEPT.
6:09:28PM IT'S TO STIMULATE THAT DISCUSSION AND GET DIRECTION FROM THE
6:09:33PM COUNCIL POLICY-WISE WHERE YOU WANT TO GO.
6:09:35PM >>Barry Jones: ARE THERE DISCUSSIONS TO OFFER ANY OF THE
6:09:38PM TRACTS, LIKE I'M DOING STUFF IN THE TOWN OF BIG CYPRESS.
6:09:41PM AND THEY OFFER THE TRACTS TO AFFORDABLE HOUSING GROUPS TO DO
6:09:47PM A PROPOSAL TO TRY AND CREATE SOMETHING THAT IS WORKFORCE
6:09:50PM HOUSING OR AFFORDABLE HOUSING CAN BE SUBSIDIZED BY THE
6:09:52PM PUBLIC LAND THAT THEY BASICALLY HAD TO GIVE UP IN ORDER TO
6:09:57PM FORM THE TOWN.
6:09:58PM IS THERE ANY AFFORDABLE HOUSING COMPONENTS TO ANY OF THIS
6:10:01PM THAT'S BEING STUDIED OR INCENTIVES?

6:10:05PM >>Mary Gibbs: THAT CAN BE ONE OF THE PROPOSALS.

6:10:06PM WE'VE LEFT IT PRETTY OPEN-ENDED FOR PEOPLE.
6:10:09PM SO YOU CAN PROPOSE WORKFORCE HOUSING.
6:10:13PM YOU CAN PROPOSE SOMETHING ELSE.
6:10:16PM >>Barry Jones: IT'S A SITUATION WHERE THE GOVERNMENT, IN
6:10:18PM THAT CASE, TOWN OF BIG CYPRESS HAD TO UNDERWRITE THE COST OF
6:10:22PM LAND TO MAKE IT AT A CERTAIN RATE THAT PEOPLE COULD AFFORD
6:10:24PM TO COME IN AND GUARANTEE A CERTAIN RATE ON THE RENTALS.
6:10:32PM >>Jim Wallace: THIS IS INTENDED, MY UNDERSTANDING, I MAY BE
6:10:36PM WRONG, BUT I UNDERSTAND THIS IS INTENDED ANY RESIDENTIAL IS
6:10:39PM INTENDED TO BE LOW DENSITY SINGLE-FAMILY.
6:10:42PM SO ALL OF A SUDDEN 500,000 AN ACRE, TALKING ABOUT HUNDRED
6:10:47PM THOUSAND -- JUST FOR RAW LAND COST.
6:10:51PM >>Barry Jones: THAT'S NOT LOW DENSITY SINGLE-FAMILY I'M
6:10:53PM LOOKING AT.
6:10:54PM >>Jim Wallace: NO.
6:10:55PM I'M SAYING, LOW DENSITY.
6:10:57PM TALKING LOW DENSITY, TIER ONE IS SIX.
6:11:00PM LOW DENSITY MUST BE FOUR OR FIVE.
6:11:01PM ALL OF A SUDDEN THE LAND COST IS 125 A UNIT.
6:11:04PM PRETTY HARD TO DO AFFORDABLE.
6:11:07PM >>Barry Jones: YOU CAN'T.
6:11:07PM THAT'S THE ONLY WAY YOU CAN REALLY DO AFFORDABLE NOW IS TO
6:11:10PM SUBSIDIZE THE LAND BASIS.
6:11:12PM AND I DON'T KNOW IF THE VILLAGE IS CONCERNED ABOUT THAT OR
6:11:17PM NOT.

6:11:17PM I'M JUST TALKING OUT LOUD.
6:11:19PM TRANSPORTATION IMPROVEMENTS, AS SOMEBODY WHO HAS DONE A
6:11:25PM LITTLE BIT OF THAT, SPLIT GRADE INTERSECTIONS, I WOULD
6:11:29PM ENCOURAGE YOU TO LOOK AT SUMMERLIN AND GLADIOLAS, 41 AND
6:11:37PM COCONUT POINT.
6:11:38PM SUMMERLIN AND COLLEGE PARKWAY.
6:11:41PM I'VE DONE SO MANY.
6:11:43PM SUMMERLIN AND GLADIOLAS, YOU LOOK AT THAT AS THE SPLIT LEFT
6:11:48PM AND SAME OPTION COULD BE UTILIZED AT COCONUT.
6:11:52PM BUT THERE ARE OPTIONS TO DO SPLIT GRADE INTERSECTIONS TO
6:11:55PM STILL MAKE TRAFFIC MOVE.
6:11:59PM BUT IT'S LONG TERM.
6:12:00PM WHEN I LOOK AT COCONUT AND 41, IT'S SET UP PERFECT FOR A
6:12:04PM SPLIT GRADE INTERSECTION, AND SOMEBODY HAS TO DRIVE THAT
6:12:08PM EVERY DAY, I SIT IN THE TRAFFIC AT TIMES.
6:12:09PM >>Mary Gibbs: BARRY, ARE YOU TALKING ABOUT COLLEGE AND
6:12:12PM SUMMERLIN?
6:12:14PM >>Barry Jones: YEAH, COLLEGE AND SUMMERLIN FOR LIKE COCONUT
6:12:18PM AND 41.
6:12:19PM WE DID FOUR OVER AND TWO UNDER AND AROUND.

6:12:23PM AND IT WORKS VERY WELL.
6:12:25PM THAT INTERSECTION FLOWS GREAT.
6:12:27PM AND THEN ESTERO PARKWAY PEDESTRIAN CROSSINGS.
6:12:34PM WHEN THAT ROAD WAS DONE, I HAD AN ISSUE WITH IT, BUT IT'S
6:12:38PM STILL TWO MILES OF NO NORTH-SOUTH CONNECTIVITY WITH A SAFE

6:12:42PM PEDESTRIAN CROSSING.
6:12:43PM I DON'T KNOW IF A SPEED TABLE OF A CERTAIN DESIGN OR
6:12:47PM SOMETHING, IF YOU'RE LOOKING AT PEDESTRIAN AREAS.
6:12:51PM THEY'VE GOT GREAT TRAILS ON BOTH SIDES BUT DON'T HAVE A SAFE
6:12:54PM PEDESTRIAN CROSSING BETWEEN 41 BECAUSE WE DIDN'T WANT TO DO
6:12:58PM ROUNDABOUTS.
6:12:59PM IT'S JUST A MATTER OF TIME.
6:13:03PM THAT'S ALL.
6:13:03PM THANK YOU.
6:13:04PM >> I THINK YOU'VE HIGHLIGHTED SOME GOOD ONES.
6:13:07PM AGAIN, WITH THE RECOMMENDATIONS, IT'S JUST RECOMMENDATIONS.
6:13:10PM SO WE WOULD EXPECT THE VILLAGE TO GO THROUGH AND REALLY
6:13:13PM START TO THINK ABOUT HOW IN THE SHORT-TERM ALL THE WAY TO
6:13:17PM LONG YOU CAN START TO ADDRESS SOME OF THESE.
6:13:18PM BUT WE RECOMMENDED CONNECTIVITY AND TRANSPORTATION IS THE
6:13:22PM NUMBER ONE PRIORITY TO ADDRESS.
6:13:24PM YOU MIGHT FIND THOSE OPPORTUNITIES WHERE THERE IS A
6:13:27PM PARTICULAR PLACE, A LOCATION, WHERE YOUR CONNECTION IS
6:13:30PM BROKEN OR IT'S NOT AS SAFE AS IT COULD BE AND THEN YOU'RE
6:13:33PM RECOMMENDING, OKAY, A FIRST PROJECT IS TO CORRECT THOSE.
6:13:36PM >>Barry Jones: SPEAKING OF BROKEN CONNECTIONS, FRONTAGE
6:13:40PM ROADS, LIKE WHERE THE NEW DEVELOPMENT IS GOING IN ALONG U.S.
6:13:43PM 41 AND THERE'S TEN FEET OF PEOPLE THAT DON'T ALLOW FRONTAGE,
6:13:47PM THEY HAVE TO COME OUT.
6:13:48PM THEY HAVE TO CROSS 41 TO GO LEFT.

6:13:52PM TEN FEET OF FRONTAGE ROAD THEY COULD COME DOWN TO A TRAFFIC
6:13:55PM SIGNAL AT ESTERO PARKWAY.
6:13:58PM SO THE CONNECTION OF FRONTAGE ROADS AND STUFF, AND WHO IS
6:14:02PM GOING TO PAY FOR IT, ALWAYS COMES UP.
6:14:04PM BUT THAT'S ONE THAT IS BEING BUILT RIGHT NOW THAT WILL HAVE
6:14:07PM A SHORT GAP.
6:14:08PM ALL THOSE PEOPLE COULD USE THAT FRONTAGE ROAD TO COME DOWN
6:14:11PM IN ALL THAT COMMERCIAL AND ACCESS THE TRAFFIC SIGNAL.
6:14:15PM BUT SOMEBODY HAS TO DRIVE THAT TRAIN.
6:14:17PM >>Mary Gibbs: BRECKENRIDGE ONE?
6:14:20PM >>Barry Jones: YES.
6:14:21PM >>Anthony Gargano: MARY, FUNDAMENTALLY THE TAKEAWAY I SEE
6:14:26PM HERE, THESE ARE CONCEPTS TO KEEP IN MIND AS WE MAKE
6:14:30PM DECISIONS, DEVELOPMENT DECISIONS.
6:14:35PM GOING DOWN A FUTURE PATH.
6:14:37PM >>Mary Gibbs: THIS IS LIKE A -- THIS IS KIND OF THE VISION

6:14:41PM AND THEY HAVE A LOT OF RECOMMENDATIONS FOR EITHER FURTHER
6:14:43PM STUDY LATER OR FUTURE PLANNING BECAUSE IF YOU LOOKED AT ALL
6:14:47PM THE THINGS THEY RECOMMENDED, IT'S PROBABLY BIGGER THAN OUR
6:14:50PM C.I.P. THAT DAVID WAS JUST TALKING ABOUT.
6:14:52PM IT'S LIKE A THINK BIG, WHAT ARE THE THINGS YOU CAN DO AND
6:14:57PM THEN WE BITE OFF LITTLE BITS, SEE WHAT THE COUNCIL WANTS TO
6:15:02PM PURSUE OR WHAT YOU ALL THINK IS IMPORTANT.
6:15:04PM I'D LIKE TO KNOW WHAT YOU ALL WHAT YOU THINK IS REALLY
6:15:07PM IMPORTANT TO FOCUS ON AND ALSO WE HAVE PUBLIC INPUT.

6:15:10PM IF YOU HAVE ANYTHING IN PARTICULAR THAT YOU THINK IS
6:15:13PM IMPORTANT OR MORE IMPORTANT, I THINK THE COUNCIL WOULD LIKE
6:15:17PM TO HEAR THAT.
6:15:19PM >>Kristin Jeannin: NORTH SIDE OF THE RIVER.
6:15:22PM >>Mary Gibbs: YOU LOVE IT.
6:15:23PM >>Kristin Jeannin: I THINK THE CONCEPT IS A GREAT START.
6:15:27PM I COULD GIVE OR TAKE THE HOUSING, BUT I GET THAT MIGHT BE
6:15:30PM PART OF WHAT MIGHT HELP FUND IT.
6:15:33PM I DON'T KNOW.
6:15:33PM DID YOU SAY THAT THIS IS ALL ESTERO-OWNED PROPERTY RIGHT
6:15:36PM NOW?
6:15:38PM >>Mary Gibbs: NORTH SIDE OF THE RIVER, YES.
6:15:41PM EVERYTHING IN HERE IS OWNED BY THE VILLAGE.
6:15:44PM >>Jim Wallace: EVERYTHING HERE WHAT?
6:15:46PM >>Kristin Jeannin: OWNED BY THE VILLAGE.
6:15:48PM I WANTED TO CONFIRM THAT.
6:15:49PM I THOUGHT SO.
6:15:50PM I WANTED TO CONFIRM THAT.
6:15:51PM ONE OF MY QUESTIONS, THOUGH, WITH THIS IS WOULD IT -- AND
6:15:57PM THIS IS LIKE, I DON'T KNOW, A BASIC QUESTION.
6:16:01PM WOULD THE VILLAGE SEE LIKE SELLING OFF FOR DEVELOPMENT OR
6:16:08PM WOULD THEY SEE BUILDING AND LEASING, PARTICULARLY SOME OF
6:16:13PM THE COMMERCIAL PARTS?
6:16:16PM I'M WONDERING HOW YOU -- HOW DO YOU CONTROL THIS STAYS A
6:16:21PM QUAINT VILLAGE FEEL AND DOESN'T BECOME THAT YOU'VE GOT A

6:16:27PM STARBUCKS AND A TACO BELL AND WHATEVER GOING IN HERE THAT IT
6:16:32PM FEELS MUCH MORE -- HAS THE FABRIC OF A COMMUNITY.
6:16:37PM >>Mary Gibbs: WE KIND OF WANT A NICHE CONCEPT.
6:16:41PM WE DON'T WANT ALL THE FAST FOOD.
6:16:43PM WE DON'T WANT THE SAME OLD THING.
6:16:45PM WE WANT SOMETHING A LITTLE DIFFERENT.
6:16:46PM WE WOULD CONTROL IT THROUGH LIKE SOME KIND OF DEVELOPMENT
6:16:49PM AGREEMENT OR WHATEVER WE DO WITH THE PEOPLE.
6:16:51PM LIKE, WE INITIALLY THOUGHT WE WOULD LEASE THE PROPERTIES
6:16:55PM BECAUSE THAT WAY WE CAN RETAIN CONTROL.
6:16:57PM BUT THAT MAY NOT WORK IN EVERY SITUATION.
6:16:59PM SO THE COMMERCIAL AND THE RESIDENTIAL MAY BE PART -- MAYBE

6:17:03PM PART OF IT WOULD BE SOLD.
6:17:04PM IF WE SOLD IT, IT WOULD HAVE TO BE WITH THE STRICT, YOU
6:17:08PM KNOW, WE HAVE THE RIGHTS TO APPROVE EVERYTHING THAT GOES ON
6:17:10PM IT.
6:17:10PM SO I THINK WE WANT TO KEEP THAT CONTROL.
6:17:13PM WE HAD THE SAME SITUATION WHEN WE HAD THE HIGH 5 THING.
6:17:17PM THEY WANTED TO BUY THE PARCEL AND WE WANT TO CONTROL WHAT
6:17:19PM GOES AROUND IT AND WHAT GOES ON IT.
6:17:21PM SO WE TRIED TO DO THAT AS LIKE LONG-TERM LEASES.
6:17:26PM BUT IT COULD END UP -- WE'LL HAVE TO SEE WHAT COMES OUT OF
6:17:29PM THE PROPOSALS, TOO.
6:17:30PM I THINK WHEN WE WORK IT OUT WITH ALL THE PEOPLE THAT
6:17:32PM PROPOSE, WE HAVE TO SEE WHAT WE GET AND WHAT WE THINK FITS

6:17:36PM BEST.
6:17:36PM AND HOW YOU STRUCTURE THE DEAL IS ANOTHER WHOLE OTHER TOPIC.
6:17:42PM >>Kristin Jeannin: AND REALLY SUPPORTING BERT HAPPENING.
6:17:44PM THAT'S HUGE AND WOULD BE INCREDIBLE, BUT I THINK THAT THESE
6:17:47PM ARE GREAT OPPORTUNITIES TO MAKE A STRONGER IDENTITY FOR
6:17:54PM ESTERO.
6:17:57PM >>Jim Wallace: THE DIFFICULTY ALWAYS IN DOING SOMETHING IS
6:18:01PM THAT YOU HAVE TO BUILD SOMETHING THAT PEOPLE WANT TO GO TO,
6:18:06PM UNFORTUNATELY.
6:18:06PM AND IF PEOPLE -- IF PEOPLE WANT TO DRINK STARBUCKS COFFEE,
6:18:12PM IT'S HARD TO NOT RENT THEM A SPACE.
6:18:15PM SO THERE IS THIS PARADOX.
6:18:17PM IT'S SORT OF LIKE CARS AND PEDESTRIAN.
6:18:20PM WE WANT THE CARS TO SLOW DOWN SO PEDESTRIANS WILL BE SAFE,
6:18:23PM BUT THE PEOPLE DRIVING CARS WANT TO GO FASTER AND --
6:18:28PM >>Michael Sheeley: KRISTIN WANTS TO GO FAST.
6:18:31PM >>Jim Wallace: WE WANT IT TO BE NICE AND CUTE AND FRIENDLY
6:18:35PM --
6:18:35PM >>Kristin Jeannin: I THINK WE CAN GET A GREAT COFFEE SHOP.
6:18:40PM I THINK WE CAN GET A GREAT PIZZA PLACE THAT'S NOT A
6:18:45PM DOMINO'S.
6:18:50PM >>Michael Sheeley: I THINK THE PRIORITIES YOU DETERMINED
6:18:54PM FROM YOUR SURVEYS, ET CETERA, SEEMS SPOT ON TO ME.
6:18:57PM AND ALL OF US THAT WORK PROJECTS EVERY DAY AND WE'RE STUCK
6:19:02PM IN THE WEEDS, ESPECIALLY BARRY GETS VERY STUCK IN THE WEEDS,

6:19:08PM THIS IS A BIG-PICTURE CONCEPTUAL EXERCISE, RIGHT.
6:19:12PM AND I THINK YOUR DELINEATION OF 41 TO BERT IN THAT CORRIDOR
6:19:19PM I THINK IS REALLY, REALLY WELL DONE.
6:19:21PM AND I THINK YOU HAVE THROWN OUT A LOT OF GREAT IDEAS THAT
6:19:24PM ARE THERE FOR CONSIDERATION FOR FUTURE.
6:19:27PM AND HOW THOSE SPECIFICS WORK, WHO KNOWS.
6:19:30PM THAT'S NOT WHAT YOUR -- THAT'S NOT WHAT YOU'RE HIRED TO DO.
6:19:34PM YOU'RE HIRED TO GIVE US CONCEPTS.

6:19:36PM I THINK YOU'VE DONE A VERY GOOD JOB WITH IT.
6:19:41PM >>Anthony Gargano: I THINK WE'VE HAD SOME PEOPLE VERY
6:19:43PM PATIENT IN THE PUBLIC HERE THAT WOULD LIKE TO BE HEARD.
6:19:46PM I'M GOING TO OPEN THE PUBLIC PORTION.
6:19:48PM TAMMY, I KNOW YOU HAVE SOME CARDS.
6:19:50PM >>Tammy Duran: NORA IS FIRST.
6:20:05PM >> GREETINGS.
6:20:06PM MY NAME IS NORA DEMERS.
6:20:08PM I'M A 30-YEAR RESIDENT OF LEE COUNTY AND A PROFESSOR OF
6:20:12PM BIOLOGY AT FLORIDA GULF COAST UNIVERSITY.
6:20:14PM I'M HERE TODAY BECAUSE THE HAPPEHATCHEE CENTER, HAPPEHATCHEE
6:20:17PM MEANS HAPPY RIVER.
6:20:19PM ITS HISTORY, ITS ECOLOGY, AND ITS VITAL ROLE IN ESTERO'S
6:20:23PM IDENTITY HAS BEEN EGREGIOUSLY OMITTED FROM THE PLAN BEFORE
6:20:27PM YOU.
6:20:28PM FORGIVE ME IN ADVANCE IF I GET EMOTIONAL.
6:20:30PM I'VE INVESTED THE LAST 30 YEARS TO HELPING OUR REGION

6:20:32PM MAINTAIN THE ECOSYSTEM AND HISTORICAL FEATURES THAT MAKE
6:20:34PM THIS SUCH A SPECIAL PLACE.
6:20:36PM THIS NEARLY FIVE-ACRE OASIS IS THE HEART OF THE ESTERO RIVER
6:20:40PM PARK AND A RARE REMNANT OF OLD FLORIDA.
6:20:43PM IN 2019, IT WAS GIFTED TO THE VILLAGE BY THE HAPPEHATCHEE
6:20:48PM CENTER FOR THE VILLAGE'S STEWARDSHIP.
6:20:50PM YET THE VILLAGE DOCUMENTS DO NOT ACKNOWLEDGE HAPPEHATCHEE AS
6:20:54PM THE UNIQUE ASSET THAT IT IS.
6:20:56PM ON PAGE 54 OF PAGE 368 IN YOUR PACKET, YOU CAN SEE THE
6:21:02PM EXISTING BUILDINGS.
6:21:04PM BUT THE BOUNDARIES AND IDENTITY OF THE HAPPEHATCHEE CENTER
6:21:06PM IS NOWHERE TO BE FOUND.
6:21:08PM THE VILLAGE HAS NOT LIVED UP TO THE SPIRIT OR THE TERMS OF
6:21:12PM THE AGREEMENT, AGREEMENTS THAT MIRROR EXACTLY WHAT THE
6:21:16PM ESTERO RESIDENTS SAY THEY WANT.
6:21:18PM FOR MORE THAN 25 YEARS, I'VE ORGANIZED SERVICE LEARNING
6:21:23PM ACTIVITIES FOR FLORIDA GULF COAST UNIVERSITY AT THE
6:21:25PM HAPPEHATCHEE CENTER.
6:21:26PM OUR STUDENTS HAVE HELPED MAINTAIN THE PROPERTY, IMPROVE ITS
6:21:30PM ECOLOGICAL HEALTH, AND IN THE PROCESS LEARNED FIRSTHAND
6:21:34PM ABOUT LAND STEWARDSHIP, CONSERVATION, AND THE PHYSICAL AND
6:21:43PM MENTAL HEALTH BENEFITS OF BEING IN NATURE.
6:21:45PM HUNDREDS OF YOUNG PEOPLE HAVE BEEN SHAPED BY THEIR TIME ON
6:21:50PM THAT LAND.
6:21:50PM THE HAPPEHATCHEE AND ITS HISTORIC BUILDINGS ARE OFFICIALLY

6:21:55PM RECOGNIZED AS LEE COUNTY HISTORIC RESOURCES, HDC 201200005.
6:22:03PM YET IN THIS VISION FOR ESTERO, HAPPEHATCHEE IS NOT MERELY
6:22:07PM DOWN PLAYED, IT IS EFFECTIVELY ERASED.
6:22:10PM AFTER THE PASSING OF HAPPEHATCHEE'S FOUNDER ELLEN PETERSON

6:22:13PM IN 2014, I SERVED ON THE HAPPEHATCHEE CENTER ADVISORY BOARD.
6:22:18PM UNDER OUR STEWARDSHIP WE SECURED HISTORIC DESIGNATION FOR
6:22:23PM THE PROPERTY, INCLUDING THE THREE WORLD WAR II BARRACKS
6:22:27PM MOVED FROM BUCKINGHAM AIRFIELD.
6:22:30PM WE HONORED THE LEGACY OF THE GIRL SCOUT CAMP THAT WAS THERE
6:22:34PM FROM 1947 UNTIL 1962.
6:22:38PM AND MOST IMPORTANTLY IN MY OPINION, FOR WHAT THE VILLAGE
6:22:42PM RESIDENTS NEED AND WANT IS IMPROVING ACCESSIBILITY
6:22:45PM THROUGHOUT THE SITE BY CREATING ADA ACCESSIBLE PATHWAYS,
6:22:50PM RESTROOMS, PARKING, AND ACCESS TO THE BUILDING SO THAT MORE
6:22:54PM MEMBERS OF OUR COMMUNITY COULD EXPERIENCE THIS PLACE.
6:22:57PM THAT'S WHAT ELLEN ALWAYS WANTED WAS TO PUT PEOPLE ON THE
6:23:00PM LAND.
6:23:00PM I'M UTTERLY BEWILDERED THAT SUCH AN IMPORTANT HISTORICAL,
6:23:05PM CULTURAL, AND ENVIRONMENTAL RESOURCE RECEIVES NO MEANINGFUL
6:23:09PM RECOGNITION IN A PLANNING EFFORT THAT COSTS $450,000 OF MY
6:23:14PM PUBLIC FUNDS.
6:23:15PM A STUDY INTENDED TO CELEBRATE AND PRESERVE OLD ESTERO'S
6:23:20PM HERITAGE MUST ACKNOWLEDGE AND INCORPORATE THE HISTORIC
6:23:23PM EDUCATIONAL, ENVIRONMENTAL, AND CULTURAL RESOURCES THAT
6:23:27PM STILL ACTIVELY SHAPE THIS COMMUNITY'S IDENTITY AND SENSE OF

6:23:31PM PLACE.
6:23:31PM I URGE YOU TO REQUIRE THE AUTHORS OF THIS REPORT TO CORRECT
6:23:36PM THESE SERIOUS OMISSIONS.
6:23:38PM THE PROPOSAL SHOULD BE REVISED TO FULLY INTEGRATE AND
6:23:41PM HIGHLIGHT THE ECOHISTORY AND ONGOING COMMUNITY VALUE OF THE
6:23:45PM HAPPEHATCHEE CENTER, NOT ASSIST IN ITS QUIET DEMISE.
6:23:50PM I'VE E-MAILED YOU SEVERAL SUPPORTING DOCUMENTS, INCLUDING
6:23:53PM THE 2019 MEMORANDUM OF AGREEMENT FOR THE LAND DONATION.
6:23:57PM IT IS A LEGALLY BINDING DOCUMENT THAT THE VILLAGE IS
6:24:01PM ESSENTIALLY IGNORING.
6:24:01PM I ASK YOU TO STAND WITH ME, WITH MY STUDENTS, AND WITH THE
6:24:06PM MANY RESIDENTS OF SOUTHWEST FLORIDA WHO WANT TO SEE THE
6:24:09PM REMNANTS OF OLD FLORIDA NURTURED, HONORED, AND PROTECTED.
6:24:13PM PLEASE EMBRACE HAPPEHATCHEE, NOT ERASE IT.
6:24:16PM ASK THE CONSULTANTS OF THIS REPORT TO INCLUDE THE HISTORICAL
6:24:21PM ASSETS AND PROVIDE A STRATEGY TO PROTECT AND ENHANCE THEM.
6:24:24PM THIS IS ON TOMORROW'S CONSENT AGENDA.
6:24:27PM CONSENT AGENDA.
6:24:28PM THE CIP PROPOSAL BEFORE YOU HAS A GOOD BIT OF MONEY TO PUT
6:24:34PM THAT PARK, PLAYGROUND ALMOST WHERE ELLEN'S HOUSE IS NOW.
6:24:42PM I'D RATHER YOU ASK FOR SOME OF THAT MONEY TO TAKE CARE OF
6:24:46PM THE FLOORING AND FOOTING OF THAT HISTORIC BUILDING SO IT
6:24:49PM DOES NOT HAVE TO BE -- SPEND MORE MONEY ON LATER BECAUSE IN
6:24:53PM THE AGREEMENT, YOU HAVE AGREED TO MAINTAIN IT.
6:24:58PM THANK YOU FOR THE OPPORTUNITY TO SPEAK.

6:24:59PM I'M AVAILABLE TO ASSIST IN ANY WAY AS YOU MOVE FORWARD.
6:25:04PM >>Anthony Gargano: THANK YOU.
6:25:05PM >> VERY GOOD POINTS.
6:25:06PM >>Tammy Duran: SHARON IS NEXT.
6:25:12PM >> I'D LIKE TO DECLINE COMMENTS.
6:25:16PM >>Tammy Duran: CATHERINE.
6:25:17PM THAT HAS TO BE APPROVED BY THE CHAIRMAN --
6:25:23PM >>Mary Gibbs: TAMMY, WE CAN'T HEAR --
6:25:25PM >>Tammy Duran: SHE DOESN'T WANT TO SPEAK.
6:25:27PM SHE WANTS TO GIVE HER TIME TO PATTI.
6:25:30PM EXTRA TIME SO PATTI WOULD HAVE TEN MINUTES INSTEAD OF FIVE.
6:25:34PM IT'S FIVE MINUTES.
6:25:41PM THAT IS THE BOARD'S DISCRETION.
6:25:44PM >>Anthony Gargano: OKAY.
6:25:45PM WE'LL ALLOW IT.
6:25:47PM >>Tammy Duran: CATHERINE WILL GO FIRST, PATTI, THEN YOU.
6:25:56PM >> I'M CATHERINE BACKOS.
6:26:02PM I'M PATTI'S MOM.
6:26:04PM I'VE LIVED HERE IN THIS AREA FOR CLOSE TO 30 YEARS NOW.
6:26:08PM WHEN I LOOK -- I MET ELLEN PETERSON, AND I VIEWED THAT WHOLE
6:26:14PM PARK.
6:26:15PM I SEE THIS VERY INTENSE DEVELOPMENT FOR THE NORTH SIDE OF
6:26:17PM THE RIVER WHERE WE'RE GOING TO MAKE A WHOLE LITTLE TOWN WITH
6:26:20PM A SUPERMARKET.
6:26:22PM I'VE DONE COMMERCIAL LEASING FOR AT LEAST 20 YEARS OF MY

6:26:27PM LIFE.
6:26:28PM I HAVE TO TELL YOU, WE HAVE A WALMART LESS THAN A HALF A
6:26:30PM MILE AWAY FROM THERE.
6:26:31PM WE HAVE A SPROUTS.
6:26:33PM WE HAVE AN ALDI'S ON THE CORNER OF CORKSCREW AND 41 WE HAVE
6:26:37PM A PUBLIX.
6:26:37PM WHEN YOU LOOK AT THIS AREA, I THINK THAT NORTH SIDE, AND I
6:26:43PM KNOW THE VILLAGE HAS PAID $24 MILLION FOR THE LAND OR HAS IT
6:26:47PM UNDER AGREEMENT.
6:26:48PM WE NEED TO DEVISE A WAY TO KEEP THAT AS PART OF THE PARK.
6:26:51PM YOU'VE ALREADY GOT THE RESTROOMS IN THERE.
6:26:53PM YOU'VE GOT PARKING.
6:26:54PM YOU NEED TO OPEN THAT BRIDGE AND LET PEOPLE START COMING IN.
6:26:57PM YOU COULD HOLD PUBLIC EVENTS THERE.
6:26:59PM YOU COULD DO OTHER RECREATIONAL THINGS, BUT I DON'T SEE A
6:27:03PM LITTLE TOWN THERE.
6:27:04PM I DON'T SEE COMMERCIAL DEVELOPMENT THERE.
6:27:05PM WE HAVE ENOUGH COMMERCIAL DEVELOPMENT IN OUR AREA AND ENOUGH
6:27:08PM COFFEE SHOPS.
6:27:09PM THANK YOU.
6:27:13PM >>Tammy Duran: AND THEN PATTI.
6:27:17PM >> THANK YOU, AGAIN.

6:27:18PM THANK YOU.
6:27:19PM GOOD EVENING, PATTI WHITEHEAD FOR THE RECORD.
6:27:22PM SPEAKING ON BEHALF OF AN ORGANIZATION.

6:27:24PM I'M A BOARD MEMBER OF THE RESPONSIBLE GROWTH MANAGEMENT
6:27:26PM COALITION.
6:27:27PM THIS LETTER WAS SUBMITTED TO YOU EARLIER IN THE DAY VIA
6:27:29PM E-MAIL.
6:27:30PM THE RGMC WAS FOUNDED IN 1988 TO PROMOTE RESPONSIBLE GROWTH
6:27:35PM MANAGEMENT IN SOUTHWEST FLORIDA THROUGH INFORMED CITIZEN
6:27:37PM PARTICIPATION AND ADHERENCE TO THE PRINCIPLES EMBODY IN
6:27:40PM FLORIDA LAW.
6:27:41PM FOR OVER FOUR DECADES, RGMC HAS SUPPORTED PLANNING EFFORTS
6:27:44PM TO PROTECT ENVIRONMENTAL RESOURCES, PRESERVE COMMUNITY
6:27:48PM CHARACTER, STRENGTHEN NATURAL, HISTORIC AND CULTURAL ASSETS
6:27:52PM AND IMPROVE QUALITY OF LIFE FOR CURRENT AND FUTURE
6:27:55PM RESIDENTS.
6:27:55PM IT IS IN THAT SPIRIT THAT WE EXPRESS OUR CONCERNS REGARDING
6:27:58PM THE PROPOSED ECO-HISTORIC PLANNING STUDY FOR OLD ESTERO AND
6:28:01PM OFFER SOME ALTERNATIVE DEVELOPMENT STRATEGIES THAT BETTER
6:28:04PM PRESERVE AND ENHANCE THE ECOHISTORICAL CHARACTER AND
6:28:06PM RESOURCES OF ESTERO.
6:28:08PM RGMC SUPPORTS THE STATED GOALS OF HISTORIC PRESERVATION
6:28:12PM ENVIRONMENTAL, RESILIENCE, WALKABILITY, COMMUNITY IDENTITY.
6:28:15PM OUR CONCERN IS THAT THE DEVELOPMENT CONCEPTS PRESENTED OFTEN
6:28:18PM APPEAR INCONSISTENT, INCONGRUENT WITH THOSE GOALS.
6:28:21PM IN SEVERAL INSTANCES REFLECT DEVELOPMENT PATTERNS THAT ARE
6:28:24PM THE OPPOSITE OF CONTEMPORARY, SMART GROWTH PLANNING
6:28:28PM PRINCIPLES.

6:28:28PM ONE OF THE MOST TROUBLING ASPECTS OF THE PLAN IS A NEW
6:28:31PM DEVELOPMENT PROPOSED DIRECTLY NORTH OF THE ESTERO RIVER
6:28:33PM WITHIN THE PRESUMPTIVE VILLAGE CENTER.
6:28:35PM PAGE 29 OF 35 SHOWS EXPANSIVE PARKING LOTS SEPARATING THE
6:28:40PM GROCERY ANCHOR AND FAR MORE ADDITIONAL INTENSIVE
6:28:43PM RESIDENTIAL.
6:28:44PM FURTHERMORE, PEDESTRIAN TRAILS APPEAR ON THAT SIDE TO BE
6:28:46PM ROUTED THROUGH PARKING LOTS RATHER THAN THROUGH COHESIVE
6:28:49PM PUBLIC SPACES.
6:28:50PM THESE ARE CHARACTERISTICS OF SUBURBAN SPRAWL, NOT SMART
6:28:53PM GROWTH.
6:28:54PM SUBSTANTIAL DEVELOPMENT TENDS TO BE NEAR THE ESTERO RIVER
6:28:58PM CORRIDOR INCLUDING RESIDENTIAL BLOCKS, RETAIL AND GROCERY
6:29:00PM ORIENTED USES AND POTENTIAL TRAFFIC SIGNALS, IMPERVIOUS
6:29:03PM COMMERCIAL ADJACENT PARKING AREAS RUNS COUNTER TO THE STATED
6:29:06PM MISSION OF THE ECO-HISTORIC PLANNING STUDY WHICH IS INTENDED
6:29:09PM TO HONOR OLD ESTERO'S HISTORY AND ECOLOGY AS ITS PRIMARY AND
6:29:13PM OVERARCHING PRIORITY.

6:29:14PM THE PLAN SHOULD CLEARLY SHOW PRESERVATION FOREMOST.
6:29:18PM IT SHOULD NOT USE ECO-HISTORIC LANGUAGE, CODE SPEAK WHILE
6:29:23PM ADVANCING A CONVENTIONAL DEVELOPMENT PATTERN OF MORE
6:29:25PM PAVEMENT, MORE PARKING, MORE TRAFFIC, AND MORE COMMERCIAL
6:29:28PM AND RESIDENTIAL INTENSITY.
6:29:29PM PLACING ADDITIONAL COMMERCIAL INTENSITY ADJACENT TO BERT
6:29:34PM NEAR ENVIRONMENTALLY SENSITIVE LANDS AND FLOOD-PRONE AREAS

6:29:37PM AFTER ALL ONE OF THE MAPS SHOWED THAT THAT NORTH SIDE OF THE
6:29:40PM RIVER WHERE YOU INTEND DEVELOPMENT, ESPECIALLY ON THE SIDE
6:29:45PM SOUTH OF THE INTERSECTION OF COUNTY ROAD AND HIGHLANDS,
6:29:48PM THAT'S IN A FLOODPLAIN.
6:29:50PM ENVIRONMENTALLY SENSITIVE LANDS AND FLOOD-PRONE AREAS
6:29:54PM APPEARS INCONSISTENT WITH THE STUDY'S STATED GOALS OF
6:29:56PM RESILIENCE, ENVIRONMENTAL STEWARDSHIP AND PROTECTION OF
6:29:58PM COMMUNITY CHARACTER.
6:29:59PM A SIGNIFICANT CONCERN IS NONEXISTENT RECOGNITION OF
6:30:02PM IMPORTANT HISTORIC AND CULTURAL RESOURCES WITHIN THE
6:30:04PM PLANNING FRAMEWORK, MOST NOTABLY THE HAPPEHATCHEE CENTER AND
6:30:08PM HISTORIC BUILDINGS AT THE ESTERO REGIONAL PARK.
6:30:10PM AS CURRENTLY PRESENTED, THERE APPEARS TO BE A DISCONNECT
6:30:13PM BETWEEN THE REPORT'S VISION AND ITS IMPLEMENTATION
6:30:15PM STRATEGIES.
6:30:15PM THE NARRATIVE EMPHASIZES CULTURE, HISTORY, ENVIRONMENT,
6:30:18PM STEWARDSHIP, RESILIENCE, AND COMMUNITY GATHERING SPACES,
6:30:20PM WHILE THE ILLUSTRATIONS EMPHASIZE ADDITIONAL DEVELOPMENT
6:30:23PM INTENSITY, PARKING INFRASTRUCTURE, RESIDENTIAL AND
6:30:25PM COMMERCIAL ACTIVITY SEPARATED BY PARKING RATHER THAN
6:30:27PM INTEGRATED AS A REAL MIXED USE NEW URBANISM.
6:30:30PM RGMC RESPECTFULLY URGES THE VILLAGE AND ITS CONSULTANTS TO
6:30:36PM REVISIT THE PROPOSED CONCEPTS AND DEVELOP RECOMMENDATIONS
6:30:38PM THAT MORE CLEARLY ALIGN MAPS, IMPLEMENTATION STRATEGIES, AND
6:30:42PM FUNDING PRIORITIES WITH COMMUNITY VISION EXPRESSED BY

6:30:45PM RESIDENTS.
6:30:46PM PUBLIC INVESTMENTS SHOULD PRIORITIZE PROTECTING, RESTORING
6:30:49PM AND INTERPRETING AND ENHANCING OLD ESTERO'S HISTORY,
6:30:52PM CULTURE, AND ENVIRONMENTAL RESOURCES BEFORE SUBSTANTIAL
6:30:55PM PUBLIC FUNDS ARE COMMITTED TO PROJECTS PRIMARILY TO
6:30:58PM FACILITATE ADDITIONAL DEVELOPMENT.
6:30:59PM RESPONSIBLE GROWTH IS NOT MEASURED BY THE AMOUNT OF
6:31:01PM DEVELOPMENT THAT CAN BE ACCOMMODATED, CAN BE SQUEEZED IN.
6:31:04PM IT IS MEASURED BY HOW EFFECTIVELY A COMMUNITY PROTECTS ITS
6:31:07PM NATURAL SYSTEMS, PRESERVE ITS HISTORIC RESOURCES, ENHANCES
6:31:10PM ITS SENSE OF PLACE, AND DIRECTS PUBLIC INVESTMENT TOWARD
6:31:14PM LONG-TERM COMMUNITY INTEGRATION, SUSTAINABLE BENEFITS, AND
6:31:18PM NATURAL INFRASTRUCTURE.
6:31:18PM WE ENCOURAGE THE VILLAGE AND CONSULTANTS TO RETURN WITH A

6:31:21PM PLAN THAT MORE CLEARLY DEMONSTRATES THOSE PRINCIPLES.
6:31:23PM YEAH, I'M JUST REALLY CONCERNED THAT THAT IS A FLOODPLAIN
6:31:30PM AND YOU'RE LOOKING TO ADD DEVELOPMENT THERE TO A HIGH
6:31:33PM INTENSITY.
6:31:33PM PEOPLE LIVING ON SANDY LANE POTENTIALLY FLOODED BY THE
6:31:37PM RAISED ELEVATIONS OF THOSE NEW TRACTS OF LAND.
6:31:39PM THOSE NEW DEVELOPMENT TRACTS.
6:31:41PM YOU CAN SEE WHAT THEY ALREADY DID.
6:31:45PM YOU ALL REALLY NEED TO VISIT THE NORTH SIDE OF THAT PARK TO
6:31:49PM UNDERSTAND WHAT'S GOING ON.
6:31:50PM IF YOU HAVEN'T DONE IT, YOU CAN'T SPEAK FROM A POSITION OF

6:31:54PM GROUND TRUTHING IT.
6:31:55PM YOU HAVEN'T GROUND TRUTH IT.
6:31:58PM YOU HAVE TO VISIT IT FIRST.
6:31:59PM I CERTAINLY HOPE THE COUNCIL HAS.
6:32:01PM THANK YOU.
6:32:05PM >>Tammy Duran: THAT'S THE LAST CARD.
6:32:09PM >>Mary Gibbs: MAY I MAKE A COMMENT?
6:32:10PM I HAVE A COUPLE OF COMMENTS.
6:32:12PM I APPRECIATE EVERYBODY'S PASSION.
6:32:15PM IT'S GREAT THAT PEOPLE COME REALLY EXCITED AND INTERESTED
6:32:18PM ABOUT THIS.
6:32:19PM I THINK THAT -- I JUST WANT YOU ALL TO KNOW, THERE'S NO
6:32:23PM INTENT TO ERASE HAPPEHATCHEE.
6:32:27PM I KNOW I HAD A LITTLE CONVERSATION WITH NORA.
6:32:29PM I WAS AT THE COUNTY, ACTUALLY I WORKED AT THE COUNTY WHEN WE
6:32:32PM DESIGNATED THAT AS A HISTORIC RESOURCE.
6:32:35PM SO I'M VERY FAMILIAR WITH THAT.
6:32:37PM I'M VERY FAMILIAR WITH -- I KNOW ELLEN PETERSON.
6:32:40PM GOD REST HER SOUL.
6:32:41PM I'VE KNOWN HER FOR YEARS.
6:32:43PM I UNDERSTAND THE WHOLE HAPPEHATCHEE THING.
6:32:47PM IT WASN'T MENTIONED SPECIFICALLY IN THERE BECAUSE IT'S PART
6:32:50PM OF THE BIGGER 30 ACRES SOUTH OF THE RIVER, WE CAN MENTION
6:32:54PM IT, IF IT WOULD MAKE PEOPLE FEEL BETTER.
6:32:57PM I'M HAPPY TO DO THAT.

6:32:59PM BUT THERE WAS NO INTENT TO ERASE IT OR CAUSE ITS DEMISE.
6:33:02PM THE CONCEPTS ARE GOOD.
6:33:04PM EVERYTHING WE'VE DONE WE'VE SAID IS ECO-HISTORIC FITS IN
6:33:07PM WITH WHAT HAPPEHATCHEE'S GOALS.
6:33:11PM I WANTED TO MAKE THAT CLEAR.
6:33:12PM AGAIN, THE PLANS, THE ILLUSTRATIONS DONE ARE LIKE CONCEPT
6:33:18PM PLANS.
6:33:19PM IT WASN'T INTENDED TO SAY HAPPEHATCHEE WILL BE WIPED OUT AND
6:33:22PM BECOME A PLAYGROUND.
6:33:23PM THE POTENTIAL PLAYGROUND WAS LIKE AT THE FARTHEST CORNER

6:33:27PM AWAY.
6:33:27PM IT WAS A CONCEPT PLAN, AND THEN ALSO FOR YOU ALL FOR
6:33:32PM TOMORROW, YOU SAID THIS ITEM IS NOT ON THE CONSENT AGENDA.
6:33:36PM THIS IS ON FOR ACTION ITEM.
6:33:38PM SO THERE IS AN OPPORTUNITY FOR SPEAKING TOMORROW.
6:33:41PM WE DON'T HAVE THAT ON THE CONSENT AGENDA.
6:33:43PM SO YOU DO HAVE AN OPPORTUNITY TO COME AND TALK.
6:33:47PM THE FLOODPLAIN ISSUE, WE KNOW WE CAN'T DEVELOP IN THE
6:33:52PM FLOODPLAIN AND WE WANT TO HAVE BIGGER SETBACKS.
6:33:54PM SO THAT'S A GIVEN.
6:33:56PM I JUST WANTED TO MAKE SURE THAT YOU ALL UNDERSTOOD THAT.
6:33:59PM SOMEBODY MENTIONED IN THE C.I.P. THAT THE PLAYGROUND WAS IN
6:34:04PM THE C.I.P.
6:34:05PM NO, THAT PLAYGROUND IS NOT IN THE C.I.P.
6:34:08PM THAT NATURE PLAY AREA WAS JUST THE CONCEPT FOR FUTURE

6:34:12PM DISCUSSION.
6:34:12PM WHAT IS IN THE C.I.P. FOR PHASE TWO THAT I THINK DAVID HAD
6:34:15PM EARLIER WAS MORE PATHS AND THAT FENCE, FENCE, WALL, WHATEVER
6:34:21PM IT'S GOING TO BE.
6:34:22PM THAT IS THE PHASE TWO.
6:34:23PM I WANTED TO CLARIFY THAT FOR EVERYBODY.
6:34:25PM >>Jim Wallace: MARY, DON'T YOU THINK WE NEED TO -- OR
6:34:28PM ANTHONY, DON'T YOU THINK WE NEED TO CLARIFY -- HAPPEHATCHEE,
6:34:36PM IT IS A HISTORIC SITE AND IT SHOULD BE PRESERVED.
6:34:38PM I THINK PART OF THE RECOMMENDATION THAT THIS COUNCIL OR THIS
6:34:44PM COMMITTEE OR BOARD SHOULD MAKE TO THE COUNCIL.
6:34:47PM IF IT ISN'T CLEAR IN THE REPORT, WE NEED TO MAKE IT CLEAR
6:34:51PM TONIGHT THAT I THINK THERE IS A TREMENDOUS OPPORTUNITY IN
6:34:53PM THERE FOR PEOPLE WHO WEREN'T BORN IN ESTERO.
6:34:58PM I'VE ONLY BEEN HERE 36 YEARS.
6:35:02PM IT'S A GREAT OPPORTUNITY.
6:35:04PM WE HAVE TO BE SURE THAT IT IS PRESERVED, AND IT IS MADE,
6:35:09PM INTERPRETED AS A SPECIAL PLACE THAT IT IS.
6:35:11PM I THINK WE NEED TO MAKE THAT PART OF OUR RECOMMENDATION TO
6:35:14PM THE COUNCIL.
6:35:18PM >>Anthony Gargano: I AGREE WITH YOU, JIM.
6:35:20PM IT SEEMS TO ME THAT IT'S A BIT INCONSISTENT WHEN WE'RE
6:35:25PM TALKING ABOUT AN ECOSTUDY, HISTORICAL ECOSTUDY.
6:35:34PM IT SEEMS TO ME TO BE A CLEAR OVERSIGHT.
6:35:38PM I AGREE.

6:35:40PM >>Jim Wallace: MAKE SURE WE CORRECT THAT TONIGHT.
6:35:44PM >>Anthony Gargano: WAS THERE ANYONE ELSE BEFORE I CLOSE THE
6:35:47PM PUBLIC --
6:35:47PM >>Tammy Duran: I HAVE ONE MORE.
6:35:49PM SHE WOULD LIKE TO SPEAK.
6:35:54PM >> MY NAME IS TISH REID --

6:35:58PM >>Anthony Gargano: WE JUST TOOK YOUR TIME AWAY.
6:36:00PM >>Tammy Duran: IT WASN'T HER.
6:36:02PM >>Anthony Gargano: IT'S OKAY.
6:36:03PM GO AHEAD.
6:36:04PM >> MY NAME IS TISH REID.
6:36:05PM I MOVED TO ESTERO A FEW YEARS AGO.
6:36:09PM WHEN I MOVED HERE, I LOVED ESTERO.
6:36:12PM IT FELT LIKE A TOWN AND I WOULD RUN INTO SOME OF THE SAME
6:36:15PM PEOPLE AND LIKE THE ESTERO FEST WHEN THAT FIRST STARTED, I
6:36:19PM RECOGNIZED.
6:36:19PM SO IT JUST DID HAVE A SENSE OF PLACE FOR ME.
6:36:22PM AND I LOVED THE LANDSCAPE.
6:36:24PM I LOVED JUST ALL OF THE RIVER.
6:36:27PM AND I STUMBLED UPON HAPPEHATCHEE ABOUT TWO YEARS AGO AS I
6:36:32PM WAS ON THE RIVER.
6:36:33PM AND I COULDN'T BELIEVE, I SAW THIS CABIN TO THE LEFT AND
6:36:36PM THEN BAMBOO TO THE RIGHT.
6:36:38PM AND I KIND OF SNUCK UP THERE.
6:36:40PM BUT I COULDN'T BELIEVE HOW BEAUTIFUL.

6:36:45PM THE PROPERTY IS JUST SO BEAUTIFUL.
6:36:46PM AND THERE'S NOTHING ELSE LIKE THAT.
6:36:48PM I'VE BEEN TO COSTA RICA.
6:36:50PM I'VE BEEN A LOT OF PLACES.
6:36:51PM IT'S SUCH A SPECIAL GEM.
6:36:54PM I SIGNED UP TO BE A VOLUNTEER.
6:36:55PM AND I'VE BEEN A VOLUNTEER THERE FOR A YEAR AND A HALF.
6:37:01PM OUR GOALS HAVE BEEN TO RESTORE THIS PLACE.
6:37:03PM THAT'S WHAT I'VE BEEN UNDER THE KIND OF DIRECTION OF.
6:37:07PM WE'VE BEEN WORKING ON A KIND OF MORE CONTEMPORARY VISION
6:37:12PM THAT IS MAYBE MORE CONTEMPORARY CLASSES.
6:37:16PM THERE'S SO MUCH RESEARCH OUT IN NATURE RIGHT NOW.
6:37:18PM NATURE IS NOW A NEW PILLAR.
6:37:20PM THERE'S SO MUCH TRENDING OF RETURNING BACK TO NATURE FOR OUR
6:37:24PM MENTAL HEALTH.
6:37:25PM IN OUR COUNTY AND ALL OVER, PEOPLE ARE SICK.
6:37:32PM 60, 70 PERCENT HAVE ONE CHRONIC DISEASE.
6:37:35PM THE SUICIDE RATE FOR TEENAGERS HAS QUADRUPLED.
6:37:38PM THE MENTAL HEALTH CRISES THAT I PERSONALLY KNOW SO MANY
6:37:42PM PEOPLE WHO ARE STRUGGLING PHYSICALLY.
6:37:44PM WHILE WE DO HAVE ALL OF THE NEW LEE HEALTH AND ALL THE
6:37:49PM MEDICAL SUPPORTS THEY HAVE, BUT WE ALSO NEED PLACES FOR
6:37:53PM PEOPLE TO GATHER AND HAVE A SENSE OF PLACE.
6:37:56PM AND I THINK THAT HAPPEHATCHEE OFFERS THAT.
6:37:59PM AND IT WELCOMES ALL KINDS OF PEOPLE.

6:38:02PM AND WE WANT TO RETURN TO SOME CLASSES, SOME EDUCATION,
6:38:07PM PRESERVATION.

6:38:08PM NORA AND I WORK TOGETHER WITH THE FGCU STUDENTS TO HAVE THEM
6:38:12PM COME OUT AND BE PART OF THIS LEARNING.
6:38:15PM AND THEY TEACH US.
6:38:16PM WHEN WE'RE TEACHING THEM, THEY TEACH US.
6:38:19PM IT'S A RECIPROCAL RELATIONSHIP.
6:38:22PM AND I THINK AS PEOPLE LIKE OLDER PEOPLE, IT'S LIKE WE DO
6:38:26PM HAVE A DUTY TO GIVE BACK TO THE YOUNGER GENERATION TO
6:38:30PM MENTOR, TO RAISE THEM UP TO BE ENVIRONMENTAL STEWARDS.
6:38:36PM AND, YOU KNOW, WE HAVE SO MANY TEENAGERS WHO ARE JUST
6:38:38PM ADDICTED TO THESE SCREENS.
6:38:40PM IT'S DEPLORABLE THE IMPACT THAT I'VE SEEN PERSONALLY IN MY
6:38:44PM OWN FAMILY BUT JUST ACROSS THE BOARD.
6:38:46PM RESEARCH NERD ABOUT NATURE AND HEALING AND THERE'S JUST SO
6:38:53PM MUCH NEW STUFF OUT THERE THAT'S ENCOURAGING.
6:38:57PM I AM SO GRATEFUL AND HONORED TO SERVE ON THE VOLUNTEER
6:39:02PM COMMITTEE.
6:39:03PM I'VE PRETTY MUCH BEEN THE ONLY ONE OUT THERE FOR A WHILE.
6:39:07PM BUT NORA HELPS.
6:39:08PM AND WE'VE JUST BEEN WORKING ON DEVELOPING A NEW VOLUNTEER
6:39:12PM TEAM.
6:39:13PM SOME OF THESE PEOPLE WANT TO TEACH.
6:39:14PM THEY ARE YOGA INSTRUCTORS.
6:39:17PM THEY ARE HEALTHY PEOPLE WHO WANT TO GIVE BACK.

6:39:20PM IT'S NOT ABOUT A PROFIT.
6:39:22PM IT'S ABOUT CREATING SPACE FOR PEOPLE TO HAVE A SENSE OF
6:39:25PM PLACE AND COMMUNITY.
6:39:26PM THAT'S MY LITTLE SPIEL.
6:39:28PM THANK YOU.
6:39:30PM >>Barry Jones: FGCU, ANY OPPORTUNITIES THERE FOR THEM TO
6:39:34PM HELP FUND A RESEARCH INSTITUTE OR ANYTHING THERE?
6:39:37PM >> NORA?
6:39:39PM >>Barry Jones: OBVIOUSLY, THE VILLAGE IS INTERESTED IN
6:39:41PM GENERATING REVENUE OFF THE SITE TO HELP COVER THE COST.
6:39:44PM WHATEVER OPPORTUNITIES THERE MAY BE THERE MAY HELP YOUR
6:39:51PM CAUSE OR GRANTS.
6:39:53PM WHOEVER IS DEALING WITH FGCU, THERE SEEMS TO HAVE TO BE A
6:39:59PM WAY TO GIVE AND GET.
6:40:01PM >> YES, EXACTLY.
6:40:02PM THANK YOU FOR YOUR TIME.
6:40:05PM >>Anthony Gargano: THANK YOU.
6:40:06PM ANYONE ELSE IN THE PUBLIC?
6:40:11PM NO.
6:40:12PM OKAY.
6:40:13PM WE'LL CLOSE THE PUBLIC PORTION.
6:40:15PM YOU'VE HEARD SOME COMMENTS HERE, AND I WAS WONDERING IF YOU
6:40:23PM HAVE ANY COMMENTS THAT YOU WANT TO MAKE.
6:40:32PM >> THANKS SO MUCH.

6:40:34PM WE REALLY APPRECIATE YOU ALL COMING AND SHARING YOUR

6:40:38PM THOUGHTS.
6:40:39PM THAT'S WHY WE DO THIS SO THAT YOU ALL CAN SHARE THAT.
6:40:42PM I THINK WE CAN WORK WITH THE VILLAGE, WORK WITH MARY AND
6:40:46PM MICHAEL ON WHAT YOU ALL THINK IS BEST BASED ON YOUR
6:40:48PM RECOMMENDATIONS.
6:40:50PM AGAIN, WHAT WAS PROPOSED IS JUST CONCEPTS.
6:40:54PM IT'S NOTHING SET IN STONE.
6:40:56PM WHAT WE'RE TRYING TO GET TO THE VILLAGE WITH THIS REPORT IS
6:40:59PM A FRAMEWORK.
6:41:00PM IT'S REALLY TO HELP SPUR THE IDEAS AND THE MECHANISMS TO
6:41:04PM HELP GET THESE THINGS IN PLACE OVER THE COURSE OF THE
6:41:08PM LONG-TERM.
6:41:09PM TRYING TO GET THOSE PIECES IN PLACE SO THAT THERE IS AN
6:41:13PM OVERARCHING GOAL THAT YOU ALL ARE ACHIEVING.
6:41:15PM IT'S JUST A FRAMEWORK.
6:41:16PM THERE'S NOTHING SET IN STONE.
6:41:19PM OF COURSE, THERE'S PLENTY OF WAYS TO GO ABOUT, THAT STRIKES
6:41:23PM A BALANCE FOR EVERYBODY.
6:41:24PM WE JUST WANT TO MAKE THAT CLEAR.
6:41:27PM IT'S JUST A FRAMEWORK, A ROAD MAP, BUT NOTHING IS SET IN
6:41:31PM STONE.
6:41:31PM >>Kristin Jeannin: IS THERE AN OPPORTUNITY, LIKE ON THE MAP
6:41:33PM ON PAGE 51 THAT DOESN'T SHOW HAPPEHATCHEE CENTER ON HERE IS
6:41:38PM THERE AN OPPORTUNITY TO JUST THROW THAT ON THERE?
6:41:40PM IT IS IMPORTANT.

6:41:42PM IF IT IS A FRAMEWORK, WE WANT TO MAKE SURE THE FRAMEWORK FOR
6:41:45PM ANYBODY THAT'S PLANNING HERE IN THE FUTURE HAS -- LIKE
6:41:49PM RECOGNIZES THAT IS AN IMPORTANT ELEMENT.
6:41:51PM >>Jim Wallace: VERY IMPORTANT ELEMENT.
6:41:53PM CLARITY.
6:41:53PM >> OF COURSE.
6:41:55PM >>Jim Wallace: ARE YOU PRESENTING TOMORROW?
6:41:57PM >> YES.
6:41:58PM THEN YOU HAVE A WONDERFUL OPPORTUNITY TO CLARIFY IT ALL.
6:42:02PM >> WILL DO.
6:42:03PM >>Barry Jones: HOW IS THIS FEEDBACK GOING TO BE INCORPORATED
6:42:07PM INTO THE PRESENTATION OR PROVIDED TO THE BOARD?
6:42:10PM >>Mary Gibbs: I THINK TOMORROW, SINCE IT'S TOMORROW MORNING,
6:42:13PM I THINK THEY ARE GOING TO DO LIKE A LITTLE SHORTER
6:42:16PM PRESENTATION I THINK TOMORROW.
6:42:17PM I'M GOING TO INTRODUCE IT, AND THEN I'M GOING TO EXPLAIN
6:42:20PM WHAT HAPPENED AT THE MEETING TONIGHT AND THEN WHATEVER
6:42:23PM RECOMMENDATIONS YOU HAVE.
6:42:25PM I ALREADY TALKED TO ANNIE EARLIER SINCE WE SAW THE COMMENTS
6:42:28PM COMING IN, LIKE, IS THERE SOME WAY WE CAN ADD SOMETHING TO

6:42:32PM THE REPORT THAT SHOWS HAPPEHATCHEE, EITHER WE SHOW IT ON THE
6:42:34PM MAP OR ADD VERBIAGE OR BOTH.
6:42:36PM WE'VE ALREADY HAD THAT DISCUSSION.
6:42:38PM I'M GOING TO VERBALIZE TO THE VILLAGE COUNCIL TOMORROW
6:42:45PM WHATEVER YOU WANT ME TO TAKE BACK TO THEM.

6:42:48PM >>Jim Wallace: MARY, THERE'S SUCH AN OPPORTUNITY HERE, IN MY
6:42:52PM HEAD ANYWAYS, THAT THIS SHOULD ALMOST BE A MAJOR FOCUS OF
6:42:56PM WHAT WE'RE DOING THERE, THAT THIS IS SO HISTORIC, IT'S
6:43:01PM ALMOST YOU WANT TO MAKE IT ALMOST -- I WOULDN'T SAY THAT THE
6:43:04PM JEWEL IN THE CROWN, BUT IT'S SOMETHING THAT ESTERO CAN CLAIM
6:43:08PM AND PRESENT AND BE PROUD OF THAT ATTRACTS PEOPLE TO THE
6:43:12PM OTHER THINGS THAT ARE PART OF THAT RIVER PARK.
6:43:17PM >>Kristin Jeannin: I WANT TO ADD, TOO.
6:43:19PM I KNOW I MADE A COMMENT ABOUT HOW IMPORTANT THE NORTH SIDE
6:43:22PM OF THE RIVER IS BUT IT'S ONLY STRENGTHENED BY THE SOUTH
6:43:24PM PART.
6:43:25PM I LOVE THE IDEA OF BEING ABLE TO GO THERE, PERHAPS GET A
6:43:29PM COFFEE OR A SLICE OF PIZZA AT SOME QUAINT LITTLE PROPERTY
6:43:36PM AND THEN -- OR FOR ANYBODY THAT'S THERE, TO BE ABLE TO HAVE
6:43:41PM THAT EXPERIENCE AND THEN WALK INTO THE NATURAL PART AND
6:43:45PM ENJOY THAT AND SEE ALL THAT THAT HAS TO OFFER.
6:43:48PM >> CORRECT.
6:43:49PM IT'S A SYNERGY.
6:43:51PM LIKE WE SAW FROM THE SURVEY, HALF OF THE PEOPLE THAT
6:43:55PM RESPONDED HAVEN'T EVEN GONE TO THE RIVER TO ENJOY IT.
6:43:58PM HOW DO YOU GET PEOPLE THERE?
6:44:00PM AND I THINK IT IS CHAMPIONING THINGS THAT ARE THERE BUT ALSO
6:44:05PM BRINGING IN NEW ACTIVITY, A NEW HUB FOR PEOPLE TO SAY, OKAY,
6:44:10PM WE CAN NOW GO TO THE RIVER, WE CAN NOW ENJOY IT, THE LOCAL
6:44:15PM MOM AND POP PIZZA PLACE, NOT THE DOMINO'S.

6:44:18PM WE SHOULD HAVE CONTROL OVER WHAT IS THERE, BUT GIVE PEOPLE A
6:44:21PM NEW ACTIVITY CENTER THAT'S WORKING WITH THE RIVER AND
6:44:23PM EVERYTHING THAT IS EXISTING.
6:44:26PM >>Barry Jones: COMPETING SCHOOL OF THOUGHT WAS WE HAVE
6:44:28PM THOUSANDS OF ACRES OF LAND IN ESTERO FOR PRIVATE DEVELOPMENT
6:44:32PM TO GIVE PEOPLE WHAT THEY WANT.
6:44:35PM WE HAVE A COUPLE HUNDRED ACRES OF LAND UNDER PUBLIC
6:44:40PM OWNERSHIP TO DEVELOP SOMETHING THAT PEOPLE WON'T PAY FOR BUT
6:44:46PM PEOPLE LIKE.
6:44:46PM ARE WE GOING TO DEVELOP SOMETHING FOR REVENUE OR ARE WE
6:44:50PM GOING TO DEVELOP SOMETHING FOR POSTERITY?
6:44:52PM A PERSONAL OPINION, I WOULD RATHER DEVELOP FOR POSTERITY AND
6:44:57PM SAVE FOR MY CHILDREN WHAT SOMEONE ELSE SAVED FOR ME RATHER
6:45:00PM THAN DEVELOP FOR REVENUE WHEN THERE'S SO MANY OTHER PIECES
6:45:04PM OF LAND THAT CAN MEET MARKET DEMAND.
6:45:08PM >>Kristin Jeannin: TO ME, THIS ISN'T ABOUT DEVELOPING FOR

6:45:11PM REVENUE.
6:45:11PM IT'S ABOUT DRAWING PEOPLE IN.
6:45:13PM I THINK JIM CONSTANTLY MAKES THE POINT.
6:45:17PM >>Jim Wallace: DESTINATION.
6:45:19PM >>Barry Jones: ISN'T COCONUT POINT A DESTINATION?
6:45:21PM ISN'T THE SHOPPING CENTER ACROSS THE STREET A DESTINATION?
6:45:23PM WHY SHOULD THE PUBLIC TAX DOLLARS BE DETERMINING OR
6:45:29PM COMPETING WITH THE PRIVATE SECTOR THAT'S TRYING TO PROVIDE
6:45:32PM THE MARKET DEMAND?

6:45:33PM >>Jim Wallace: BECAUSE THAT'S THE WAY IT IS.
6:45:36PM YOU'RE COMPETING FOR THE CONSUMERS.
6:45:39PM WHY DO WE WANT TO GET RID OF SCREENS?
6:45:41PM I AGREE WITH WHAT THEY ARE TALKING ABOUT.
6:45:47PM >>Anthony Gargano: CAN I SUGGEST THAT THE MESSAGE THAT WE
6:45:52PM DELIVER -- THE MESSAGE THAT'S DELIVERED TOMORROW, MARY, THAT
6:45:58PM REPRESENTS AN OPINION FROM THE BOARD IS THAT THIS IS A GREAT
6:46:04PM CONCEPTUAL PLAN WITH REGARD TO WHAT THE CONSULTANTS HAVE PUT
6:46:09PM TOGETHER.
6:46:09PM AS I SAID EARLIER, IT'S CONCEPTS TO BE KEPT IN MIND AS WE GO
6:46:19PM DOWN THE PATH OF FUTURE DEVELOPMENT.
6:46:22PM BUT AS PART OF THE VALUE OF ESTERO, THE HISTORY OF ESTERO,
6:46:31PM SOMETHING LIKE HAPPEHATCHEE I THINK THE PLAN NEEDS ANCHORS
6:46:38PM AND HAPPEHATCHEE WOULD BE AN ANCHOR, ONE OF THE ANCHORS TO A
6:46:43PM PLAN LIKE THIS.
6:46:44PM >> I AGREE.
6:46:45PM >> I AGREE WITH THAT, TOO.
6:46:48PM >>Jim Wallace: TO MAKE IT A DESTINATION.
6:46:50PM AND THEN IT WILL BE TOO CROWDED.
6:46:53PM YOU'LL BE COMPLAINING.
6:46:54PM >>Barry Jones: YOU CAN DO AN EDUCATIONAL CENTER AND BOY
6:46:57PM SCOUT, GIRL SCOUT CAMPGROUND CENTER.
6:47:00PM >>Jim Wallace: ALL KINDS OF OPPORTUNITIES.
6:47:05PM >>Anthony Gargano: ALL RIGHT.
6:47:07PM >>Jim Wallace: MENTIONING WORLD WAR II, THAT CAN BE PART OF

6:47:09PM THE STORY.
6:47:11PM >> THERE IS A BOMB SHELTER THERE.
6:47:13PM >>Jim Wallace: OH, WOW.
6:47:15PM >>Anthony Gargano: OKAY.
6:47:15PM I THINK THAT COMPLETES THIS PARTICULAR TOPIC.
6:47:23PM ARE WE GOOD?
6:47:26PM >>Dan Williams: I HAVE THREE QUESTIONS OR COMMENTS, IF I
6:47:27PM MAY.
6:47:28PM THIS MAY BE FOR MY OWN EDUCATION.
6:47:30PM BERT SEEMS TO BE A KEY TRANSPORTATION ATTRACTION, COMPONENT
6:47:35PM OF THIS.
6:47:36PM AM I CORRECT THAT THE LAST MAJOR PIECE TO MAKE BERT HAPPEN

6:47:41PM IS THE PUBLIC VOTE THAT'S -- FOR BONITA SPRINGS THAT'S TO
6:47:46PM COME UP FAIRLY SOON?
6:47:48PM >>Mary Gibbs: RIGHT.
6:47:49PM I THINK THE VOTE IS SCHEDULED FOR MAYBE AUGUST IN BONITA.
6:47:53PM >>Dan Williams: IF THAT FAILS TO PASS, IS THERE AN
6:47:57PM ALTERNATIVE?
6:47:59PM >>Mary Gibbs: EVEN THE VILLAGE HAS A DUE DILIGENCE PERIOD
6:48:02PM WHICH I THINK GOES UNTIL AROUND AUGUST OR SEPTEMBER OR
6:48:06PM OCTOBER.
6:48:07PM SO EVERYBODY HAS A DUE DILIGENCE PERIOD TO DO THE RESEARCH
6:48:11PM TO SEE IF THE DEAL IS ACTUALLY GOING TO HAPPEN.
6:48:14PM EVERYBODY IS LOOKING TO SEE WHAT BONITA IS DOING.
6:48:18PM IF BONITA DOESN'T DO IT, THERE IS STILL AN OPPORTUNITY.

6:48:21PM IT JUST WOULDN'T CONNECT TO BONITA.
6:48:24PM IT IS VERY MUCH HINGING ON BERT, WHICH WE HOPE IS GOING TO
6:48:28PM HAPPEN, BUT, YEAH.
6:48:29PM IT'S STILL A LITTLE BIT UP IN THE AIR.
6:48:32PM >>Dan Williams: THANK YOU.
6:48:32PM THAT WAS ONE.
6:48:33PM TWO, YOU ALL HAVE LAID OUT A GRAND SCOPE, AND I'M SURE THE
6:48:38PM VILLAGE COUNCIL WILL TAKE INTO CONSIDERATION THAT TO PULL
6:48:41PM OFF SOMETHING LIKE THIS YOU HAVE TO KEEP IN MIND THE AMOUNT
6:48:44PM OF MANPOWER AND EXPERTISE IT WOULD TAKE TO DO SOMETHING LIKE
6:48:48PM THIS.
6:48:48PM AND THE THIRD POINT IS TOWARDS THE END OF THE PACKET, PAGE
6:48:54PM 99, THEY MENTION THE IMPACT OF LEE COUNTY METROPOLITAN
6:48:59PM PLANNING ORGANIZATION.
6:48:59PM HOW KEY IS THAT TO MAKING THIS HAPPEN?
6:49:05PM >>Mary Gibbs: I THINK THEY SUGGESTED IN THE BACK LIKE SOME
6:49:08PM POTENTIAL GRANT OPPORTUNITIES.
6:49:10PM SO I THINK THE MPO IS JUST ONE OF THE THINGS THAT COULD BE A
6:49:14PM POTENTIAL GRANT OPPORTUNITY.
6:49:15PM IT JUST DEPENDS ON THE PROJECTS.
6:49:18PM IF YOU ACTUALLY LOOK AT -- IF WE DID EVERY SINGLE THING IN
6:49:22PM HERE WHICH, OF COURSE, ISN'T GOING TO HAPPEN, LIKE I
6:49:24PM MENTIONED BEFORE, IT PROBABLY WOULD BE MORE THAN OUR CURRENT
6:49:27PM C.I.P.
6:49:27PM OBVIOUSLY, THAT'S NOT GOING TO HAPPEN.

6:49:28PM BUT WE WANT, WHAT WE'RE HOPING TO GET WITH THE COUNCIL
6:49:32PM TOMORROW IS THEY ACCEPT THE REPORT WITH WHATEVER CHANGES,
6:49:35PM REVISIONS OR RECOMMENDATIONS YOU ALL HAVE THAT WILL MAKE IT
6:49:39PM MORE ELIGIBLE FOR US TO GET GRANT OPPORTUNITIES IF THE
6:49:42PM REPORT IS ACCEPTED.
6:49:43PM LIKE WE SAID, THIS IS KIND OF THE DREAM PLAN, BUT YOU HAVE
6:49:51PM TO THINK BIG, RIGHT?
6:49:53PM >>Dan Williams: THANK YOU.

6:49:54PM >>Anthony Gargano: OKAY.
6:49:54PM BEFORE I ASK FOR A MOTION TO ADJOURN, I HAVE TWO
6:50:01PM HOUSEKEEPING ITEMS.
6:50:05PM >>Erica Augello: YOU NEED A MOTION TO RECOMMEND ACCEPTANCE
6:50:07PM OF THE REPORT WITH CONDITIONS OR HOWEVER YOU WANT TO FRAME
6:50:10PM THAT MOTION TO THE VILLAGE COUNCIL FOR TOMORROW.
6:50:13PM >>Anthony Gargano: SO WE NEED A MOTION ON A RECOMMENDATION
6:50:18PM OF THE REPORT AND ANY ADDITIONS OR MODIFICATIONS TO THE
6:50:27PM REPORT THAT WE WOULD WANT TO INCLUDE IN THAT MOTION.
6:50:40PM >>Barry Jones: WHAT'S THE IMPORTANT ELEMENTS?
6:50:43PM HAPPEHATCHEE HISTORY IS PRESERVED AND ENHANCED.
6:50:46PM THAT THE NORTH PARK HAS SIMILAR INTENSITY, ADDITIONAL OPEN
6:50:53PM SPACE.
6:50:54PM WHAT IS THE THOUGHT PROCESS?
6:50:57PM >>Michael Sheeley: THAT IS JUST A CONCEPT.
6:50:59PM I DON'T THINK THAT IS SOMETHING WE SHOULD --
6:51:01PM >>Erica Augello: I WOULD SUGGEST NOT GETTING TOO

6:51:03PM NITTY-GRITTY CONSIDERING THE REPORT IS JUST A CONCEPTUAL
6:51:07PM REPORT AND NOTHING IN THERE IS CONCRETE.
6:51:07PM EVERYTHING WOULD HAVE TO COME BACK BEFORE THE VILLAGE TO BE
6:51:09PM APPROVED ON INDIVIDUAL PROJECTS ANYWAYS.
6:51:12PM >>Michael Sheeley: IT OUGHT TO JUST RECOGNIZE THE IMPORTANCE
6:51:13PM OF THE HAPPEHATCHEE CENTER AND ITS PLACE IN THE COMMUNITY.
6:51:19PM >>Jim Wallace: THAT'S REALLY KEY.
6:51:20PM >>Barry Jones: I WOULD LIKE TO MAKE A MOTION THAT THE BOARD
6:51:22PM MAKE A RECOMMENDATION TO ACCEPT THE REPORT IN ITS CURRENT
6:51:25PM FORM WITH THE EXCEPTION THAT IT NEEDS TO FOCUS AND DOCUMENT
6:51:30PM THE HAPPEHATCHEE HISTORY AND PRESERVE THE HISTORICAL
6:51:37PM BUILDINGS ON THE SITE.
6:51:38PM IS THAT FAIR?
6:51:41PM >> I'LL SECOND.
6:51:43PM >>Jim Wallace: FEATURE IT AS AN OPPORTUNITY.
6:51:45PM I THINK IT'S HUGE.
6:51:47PM >>Barry Jones: TO FEATURE THE HAPPEHATCHEE HISTORY AND
6:51:49PM TRAINING AS AN OPPORTUNITY ON THE NORTH SIDE OF THE RIVER --
6:51:53PM >> SOUTH SIDE.
6:51:54PM >>Barry Jones: SOUTH SIDE.
6:51:56PM >> SECOND.
6:52:00PM >>Anthony Gargano: DO WE HAVE THE WORDING, MARY?
6:52:04PM >>Mary Gibbs: ACCEPT THE REPORT BUT ADD THAT YOU WANT TO
6:52:07PM RECOGNIZE THE IMPORTANCE OF HAPPEHATCHEE AND PRESERVE THE
6:52:10PM HISTORIC BUILDING ON-SITE AND FEATURE THE HISTORY.

6:52:15PM >>Kristin Jeannin: CAN WE MAKE SURE IT IS ADDED BOTH IN
6:52:18PM LANGUAGE AND GRAPHICALLY.
6:52:26PM >>Erica Augello: THE PUBLIC PORTION OF THE MEETING IS OVER.
6:52:28PM WE HAVE AN OPEN MOTION ON THE FLOOR, SO THERE WILL BE NO

6:52:31PM MORE PUBLIC PARTICIPATION AT THIS TIME.
6:52:32PM YOU'RE NOT IN DISCUSSION.
6:52:37PM YOU HAVE A MOTION AND A SECOND.
6:52:38PM THERE NEEDS TO BE DISCUSSION AMONG THE BOARD ABOUT THE
6:52:40PM MOTION AND THEN VOTE.
6:52:41PM WE'RE PAST THAT PART ALREADY.
6:52:43PM >>Dan Williams: I WAS GOING TO ASK THE LADY --
6:52:45PM >>Tammy Duran: CAN YOU PLEASE MAKE SURE YOU ARE SPEAKING
6:52:47PM INTO THE MIKE?
6:52:48PM >>Dan Williams: I THOUGHT SHE MADE A COMMENT THERE'S ALREADY
6:52:52PM ESTABLISHED DOCUMENTATION OF WHAT HAS TO BE PRESERVED OR
6:52:56PM MAINTAINED IN THIS AREA.
6:53:00PM AND IF SUCH DOCUMENTATION EXISTS, I THINK IT'S SOMETHING WE
6:53:04PM WANT TO INCORPORATE INTO THE MOTION BECAUSE IT'S SOMETHING
6:53:07PM --
6:53:08PM >>Anthony Gargano: I THINK WE'RE GETTING A LITTLE BIT AFIELD
6:53:12PM HERE.
6:53:12PM BECAUSE THAT GOES TO THE AGREEMENT THAT WAS INVOLVED WITH
6:53:20PM THE DONATION OF THE LAND.
6:53:22PM I THINK OUR FOCUS HAS BEEN THIS REPORT AND WHAT WE THINK WAS
6:53:28PM AN OVERSIGHT IN THE REPORT.

6:53:30PM I THINK WE SHOULD LEAVE IT --
6:53:34PM >>Barry Jones: LEGALLY BOUND TO HONOR THAT AGREEMENT ANYWAY.
6:53:37PM THERE'S SOMETHING IN THAT AGREEMENT, EGREGIOUSLY AGAINST THE
6:53:42PM AGREEMENT, IT WOULDN'T SEEM TO BE THAT DIFFICULT TO STOP IT.
6:53:45PM WE COULD AMEND THE MOTION TO SAY WE WOULD EXPECT THEM TO
6:53:49PM HONOR THE --
6:53:51PM >>Erica Augello: THEY WILL BE REQUIRED TO DO SO ANYWAYS.
6:53:54PM IT'S LIKE STATING YOU HAVE TO ABIDE BY THE LAND DEVELOPMENT
6:53:58PM CODE.
6:53:58PM AGAIN, THESE ARE ALL CONCEPTUAL, JUST A REPORT ON
6:54:02PM OVERARCHING LONG RANGE PLANNING FOR GRANT FUNDS FOR
6:54:06PM RESILIENCY AND ECONOMIC AND ECO-HISTORIC GROWTH.
6:54:10PM >>Jim Wallace: THEY HAVE SAID THIS IS THE FRAMEWORK.
6:54:12PM SO WE WANT THAT INCLUDED IN THE FRAMEWORK.
6:54:17PM >>Erica Augello: KEEP IN MIND, WHEN THESE PLANS START TO BE
6:54:22PM PUT INTO PLACE, IF THE VILLAGE COUNCIL ACCEPTS THIS REPORT
6:54:24PM WITH YOUR RECOMMENDATIONS, WHEN THEY GET TO START BEING PUT
6:54:27PM INTO PLACE, INDIVIDUAL PROJECTS ARE GOING TO COME BEFORE THE
6:54:30PM BOARD.
6:54:31PM INDIVIDUAL DEVELOPMENTS ARE GOING TO COME BEFORE.
6:54:33PM AGAIN, THIS IS A LONG-RANGE PLANNING.
6:54:37PM YOU KNOW AS WELL AS ANYONE ELSE, YOU'RE TALKING ABOUT 0 TO
6:54:40PM 12 MONTHS, 0 TO 20 YEARS, LOTS OF THINGS CHANGE IN BETWEEN
6:54:44PM NOW AND THEN.
6:54:45PM FUNDING SOURCES DRY UP.

6:54:46PM THINGS CHANGE.
6:54:47PM HURRICANES COME.
6:54:48PM I THINK THE MOTION AS STATED FROM A LEGAL PERSPECTIVE I
6:54:56PM THINK IS SUFFICIENT.
6:54:57PM IF YOU GET ANY MORE SPECIFIC I THINK THAT YOU'RE GOING
6:54:59PM OUTSIDE THE CONCEPT OF WHAT THE REPORT --
6:55:02PM >>Anthony Gargano: I THINK THE MOTION MAKES THE POINT WE
6:55:04PM WANTED TO MAKE.
6:55:05PM >> CALL FOR THE QUESTION.
6:55:07PM >>James Tatooles: I DON'T WANT TO GET LOCKED INTO SOMETHING
6:55:09PM HERE WHEN WE TALKING ABOUT A CONCEPT.
6:55:12PM >>Erica Augello: THERE'S NO LOCKED IN.
6:55:13PM IT'S JUST ACCEPTING THE REPORT AS IT IS.
6:55:15PM AND NOT EXECUTING ANYTHING ON THE REPORT BUT ACCEPTING THE
6:55:21PM REPORT, THE REPORT SAYS WHAT IT IS AND IT IS A CONCEPTUAL
6:55:25PM FRAMEWORK FOR LONG-RANGE PLANNING IN THE FUTURE.
6:55:30PM >>Anthony Gargano: MARY, ARE WE GOOD WORDING-WISE?
6:55:34PM >>Erica Augello: IT IS THE PURPOSE OF THE REPORT.
6:55:36PM >>Anthony Gargano: WE HAVE A MOTION.
6:55:40PM WE'VE HAD THE DISCUSSION.
6:55:41PM THE MOTION HAS BEEN SECONDED.
6:55:43PM I'M GOING TO CALL FOR A ROLL CALL VOTE ON THE MOTION.
6:55:51PM >>Kristin Jeannin: SORRY.
6:55:52PM IT'S STILL THE MOTION IS RECOMMENDING APPROVAL OF THE STUDY
6:56:00PM REPORT WITH THE AMENDMENT --

6:56:02PM >>Mary Gibbs: IT'S NOT RECOMMENDING APPROVAL.
6:56:04PM IT'S ACTUALLY ACCEPTING THE REPORT BUT ADDING SOME VERBIAGE
6:56:08PM AND ON THE MAP THAT RECOGNIZES THE IMPORTANCE OF
6:56:12PM HAPPEHATCHEE AND PRESERVE THE HISTORIC BUILDING ON-SITE SO
6:56:16PM WE'RE FEATURING THE HISTORY.
6:56:17PM WE WOULD DO THAT IN THE VERBIAGE OF THE REPORT AND THE MAP.
6:56:23PM >>Anthony Gargano: TAMMY, ROLL CALL VOTE, PLEASE.
6:56:26PM >>Kristin Jeannin: YES.
6:56:28PM >>Barry Jones: YES.
6:56:30PM >>Michael Sheeley: YES.
6:56:31PM >>James Tatooles: YES.
6:56:33PM >>Jim Wallace: YES.
6:56:34PM >>Dan Williams: YES.
6:56:36PM >>Anthony Gargano: YES.
6:56:37PM THANK YOU.
6:56:41PM LET ME GET TO MY HOUSEKEEPING ITEMS.
6:56:44PM I HAVE TWO THINGS.
6:56:51PM >>Kristin Jeannin: CAN YOU ALSO SAY THANKS TO THE
6:56:52PM PROFESSIONALS WHO PREPARED THE REPORT?
6:56:55PM >> THANK YOU VERY MUCH TO EVERYBODY.
6:56:56PM >>Anthony Gargano: EVERYBODY IS REMINDED THAT YOU HAVE TO
6:57:00PM FILL OUT YOUR FINANCIAL FORMS BY JUNE 30th.

6:57:08PM >>Jim Wallace: FORGET IT.
6:57:09PM I'M NOT TELLING ANYBODY ANYTHING.
6:57:12PM >>Anthony Gargano: IT'S A QUICK ONLINE FORM.

6:57:14PM >>Mary Gibbs: IF YOU DON'T DO IT, JUST KEEP IN MIND IF YOU
6:57:17PM DON'T DO IT, I KNOW SOME OF YOU WERE LATE LAST YEAR, TAMMY
6:57:20PM WILL BE CONSTANTLY NAGGING YOU.
6:57:22PM IF YOU DON'T DO IT BY JULY 1, THERE ARE SANCTIONS, SO THERE
6:57:26PM ARE FINES.
6:57:27PM YOU COULD BE FINED $25 A DAY FOR EVERY DAY YOU DON'T GET IT
6:57:31PM DONE.
6:57:32PM >>Jim Wallace: IS IT AVAILABLE TO IRS OR MY EX-WIFE?
6:57:35PM [LAUGHTER]
6:57:38PM >>Mary Gibbs: WE WON'T TELL ANYONE IF YOU DON'T.
6:57:41PM >>Anthony Gargano: THE OTHER THING I WOULD REQUEST EACH OF
6:57:43PM THE BOARD MEMBERS TO DO IS TO TAKE A LOOK AT YOUR VACATION
6:57:46PM PLANS, LET MARY KNOW IF YOU WILL NOT BE ABLE TO MAKE ONE OF
6:57:51PM THE UPCOMING MEETINGS SO THAT WE CAN PLAN ACCORDINGLY WITH
6:57:56PM REGARD TO HAVING A QUORUM.
6:57:59PM LASTLY, I WANT TO CONGRATULATE MIKE ON ANOTHER TERM AS
6:58:04PM VICE-CHAIRMAN.
6:58:05PM >>Michael Sheeley: APPRECIATE THAT.
6:58:07PM THANK YOU.
6:58:07PM PLEASURE.
6:58:07PM >>Anthony Gargano: THANK YOU FOR ALL YOUR ASSISTANCE.
6:58:11PM >>Michael Sheeley: I'LL MAKE A MOTION TO ADJOURN.
6:58:13PM >>Anthony Gargano: MOTION TO ADJOURN.
6:58:15PM SECOND?
6:58:15PM DISCUSSION?
6:58:16PM ALL IN FAVOR?
6:58:17PM WE'RE ADJOURNED.

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 agendas, staff reports, resolutions, ordinances, and other documents related to the meetings can be viewed online at https://estero-fl.gov/agendas/ at the corresponding meeting date.

DRAFT MINUTES

Planning Zoning and Design Board Meeting

Village of Estero
9401 Corkscrew Palms Circle
Estero, FL 33928
May 19, 2026 4:30 p.m.

1. CALL TO ORDER: 4:33 p.m.

2. PLEDGE OF ALLEGIANCE:

3. ROLL CALL:

Present: Board Members James Tatooles, Kristin Jeannin, Al Paivandy, Barry Jones, Jim Wallace, Vice Chairman Sheeley. and Chairman Anthony Gargano. Absent: Board Member Dan Williams.

Also present: Community Development Director Mary Gibbs, Village Land Use Attorney Erica Augello, Planner Aymee Chavez, Development Review Manager Eric Wishart, Assistant Community Development Director/Assistant Village Manager Michael Manning, and Deputy Village Clerk Tammy Duran.

4. APPROVAL OF AGENDA:

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

5. BUSINESS:

(a) Consent Agenda

(1) Approval of April 14, 2026 meeting minutes

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

6. PUBLIC HEARING

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

(a) Henning RMS CPD – Rezoning (DCI2024-E007) (District 4)
Property is comprised of 2 parcels located at 20741 and 20771 S. Tamiami Trail, east of US 41 and south of Broadway and the Estero Methodist Church.

The applicant plans to remove the existing buildings and redevelop the site with a 16,000 square foot commercial building.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments
Mary Gibbs, Community Development Director
Erica Aguello, Village Land Use Attorney

Presentation/Information by
Wayne Arnold, Pape Dawson
Bob Dibacco, HLR Investments LP

Public Comment
None

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

Motion: Motion to recommend approval to Village Council with the staff conditions as revised: Estero Court be paved from the end of the existing pavement up through around the cul-de-sac and that road pavement cross section be consistent with the local road pavement cross sections, the applicant has agreed to install the dry line sewer to provide future service to their site to the end of the pavement that they are going to construct and that way future Estero could reach up and connect to that, the applicant would remove the billboard within 24 months of the time of the zoning ordinance becoming effective, and the buffer be constructed within six months of the time that the clearing starts on the site.

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

Action: Recommended a approval to Village Council with the staff conditions as revised: Estero Court be paved from the end of the existing pavement up through around the cul-de-sac and that road pavement cross section be consistent with the local road pavement cross sections, the applicant has

agreed to install the dry line sewer to provide future service to their site to the end of the pavement that they are going to construct and that way future Estero could reach up and connect to that, the applicant would remove the billboard within 24 months of the time of the zoning ordinance becoming effective, and the buffer be constructed within six months of the time that the clearing starts on the site.

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

(b) Benjamin S. MacFarland/SROA Corkscrew Village – Development Order (DOS2025-E008) (District 6)
Located at 8900 Commons Way, a ± 5-acre site in the South Estero Commercial Center, east of US 41, south of Corkscrew Road, and south of the Publix Shopping Center.

Applicant seeks a Development Order to construct a two-story, 75,910 square foot storage building as the final phase of a pre-existing self-storage facility.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments
Mary Gibbs, Community Development Director
Eric Wishart, Development Review Manager

Presentation/Information by
Beau Raich, SROA VP pf Real Estate
Shane Batchelor, Rapid Build
Sina Ebrahimi, P.E., Kimley-Horn

Public Comment
None

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

Motion: Motion to recommend approval of Development Order with staff conditions.

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

Action: Recommended approval of Development Order with staff conditions.

Vote:
Aye: Jeannin, Jones, Paivandy, Tatooles, Wallace , Vice Chairman Sheeley, and Chairman Gargano.
Nay:
Abstentions:

7. PUBLIC INFORMATION MEETING

(a) TRG Estero MPD (Pending Submittal) (District 3)
Property is comprised of 31.26 undeveloped acres located on the southwest corner of Estero Parkway & Three Oaks Parkway.

The applicant seeks to rezone the property from CPD - Commercial Planned Development to MPD - Mixed-Use Planned Development to allow for 370 residential units and 33,000 square feet of commercial uses.

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

Presentation/Information by
Stacy Ellis Hewitt, AICP, RVi Planning + Landscape Architecture
Chris Kacena, AIA, KJA Architecture
Sabrina McCabe, RVi Planning + Landscape Architecture

Public Comment
eComments
Christine Hamilton, Spring Run
Julie Melchiore, Cascades
Donna Habershaw, Cascades
Suzan Eisenberg, Cascades
Jennifer Bryan, Village of Country Creek
Theresa Maier, Cascades

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

8. BOARD COMMUNICATIONS

(a) Next meeting – June 16, 2026

9. ADJOURNMENT: 6:51 pm.

_____
Tammy Duran
Deputy Village Clerk

AGENDA ITEM SUMMARY SHEET
PLANNING ZONING & DESIGN BOARD
June 16, 2026

Presentation of proposed Capital Improvement Plan by Public Works Director

The Capital Improvement Program (CIP) will set the funding for the Village Capital Improvement project for Fiscal Year 2026-2027 and provide a plan of priorities for the next 5 years. The CIP includes roadways and intersections, landscaping, bicycle and pedestrian paths, parks and recreation, stormwater, utility, and land acquisition.

The detailed CIP is attached.

5- Year Capital Improvement Plan Assumptions

Funding Details/Assumptions:

Available funds includes $12.75 M loan
Available funds includes $69.0 M bond (net proceeds, actualy bond amount will be higher)
Available funds includes estimated bond payments starting in 2026-2027 Fiscal Year ($5.0 M/yr)
Additional bonds will be required for resident share of UEP

Fund Balance Available after FY 30-31:

Estero Road Impacts Fees	$	3,200,119
Estero Gas Tax	$	2,205,301
Estero General Fund	$	2,112,397
Park Impact Fee	$	1,936,887

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5- Year Capital Improvement Projects - 2026/05/07				
	Project Name	Project Cost	Funding Source	Total Cost
	Roadway Improvements			
3	Broadway W. Improvements (Road, Bike/Ped, Drainage)	$ 12,500,000	GT	$ -
			RIF	$ -
			Grant - Reimburse	$ (11,800,000)
			GF	$ 12,500,000
10	Via Coconut Point Railroad Crossing	$ 650,000	GF	$ 250,000
			GT	$ -
	Village of Estero Sub-total (all funding sources)			$ 12,840,000
	Intersection Improvements			
1	US-41 - Pelican Colony Traffic Signal	$ 1,280,000	Developer	$ 1,100,000
2	Williams Road-Atlantic Gulf Drive Intersection	$ 3,270,000	RIF	$ -
			GT	$ -
			GF	$ 4,000,000
			Grant - Reimburse	$ (800,000)
4	US 41 Via Rapallo/Fountain Lakes Traffic/Signal Study	$ 275,000	RIF	$ -
			GT	$ -
			GF	$ 150,000
5	US 41 Via Rapallo/Fountain Lakes Traffic Signal, Roadway & Intersection Improvements	$ 3,500,000	Other	$ 3,500,000
6	Wildcat Run Traffic Signal	$ 1,800,000	Other	$ 1,800,000
7	Wildblue/River Creek Traffic Signal	$ 2,800,000	Other	$ 2,800,000
8	River Ranch Road Improvements (Turn lanes at Williams Rd & Ped Crossings)	$ 1,350,000	RIF	$ -
			GT	$ 1,350,000
			GF	$ -
10	Estero Parkway-US 41 Turn Lanes (extend westbound left turn lanes)	$ 3,200,000	Other	$ -
			RIF	$ -
			GT	$ -
			GF	$ 350,000
	Village of Estero Sub-total (all funding sources)			$ 5,850,000

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	Project Name	Project Cost	Funding Source	Total Cost
	Bike-Pedestrian Improvements			
2	Sandy Lane Bike-Ped Improvements	$ 7,450,000	GF	$ 300,000
			RIF	$ -
			Grant - Reimburse	$ -
5	Coconut Rd Sidewalk (Oakwilde to Via Coconut)	$ 1,085,000	GF	$ -
			RIF	$ -
			FDOT	$ 830,000
9	Via Coconut Point Roundabouts Improvements	$ 1,675,000	GF	$ -
			RIF	$ -
			FDOT	$ 1,279,000
14	SUN Trail Estero Parkway South		GF	$ -
		$ 7,000,000	RIF	$ 7,000,000
			Grant - Reimbursed	$ (3,500,000)
	Village of Estero Sub-total (all funding sources)			$ 7,300,000
	Landscaping Improvements			
	Village of Estero Sub-total (all funding sources)			$ -
	Parks & Recreation			
1	Estero SportsPark Phase 2	$ 42,669,600	PIF	$ -
			GF	$ 26,900,000
7	Estero SportsPark Driving Range	$ 5,000,000	Partner	$ -
			PIF	$ -
			RIF	$ -
			GF	$ 5,000,000
8	Village Sports Park Future Partners	$ 10,000,000	Partner	$ -
			PIF	$ -
			RIF	$ -
			GF	$ 10,000,000
9	Estero RiverPark Phase 1 & 2 Improvements	$ 12,000,000	GF	$ 8,500,000
			RIF	$ -
			PIF	$ -
10	River Oaks Preserve	$ 2,950,000	GF	$ 2,500,000
			PIF	$ -
			Grant - Reimburse	$ (2,500,000)
11	Project Management	$ -	GF	$ 3,650,000
	Village of Estero Sub-total (all funding sources)			$ 56,550,000

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	Project Name	Project Cost	Funding Source	Total Cost
	Stormwater Improvements			
1	Estero River North Branch Drainage Improvements	$ 15,000,000	GF	$ 15,000,000
			Grant - Reimburse	$ (12,000,000)
	Village of Estero Sub-total (all funding sources)			$ 15,000,000
	Utility Improvements			
9	Sandy Ln UEP (Phase 1)	$ 3,500,000	Grant - Reimburse	$ (800,000)
	(Along Broadway Ave East)		PA	$ (750,000)
			MRM	$ 1,500,000
			GF	$ 2,000,000
12	See See Street UEP	$ 2,000,000	Grant - Reimburse	$ (800,000)
			PA	$ (900,000)
			MRM	$ 850,000
			GF	$ 1,150,000
				$ 5,500,000
	Building Facilities			
	Village of Estero Sub-total (all funding sources)			$ -
	Land Acquisition			
1	BERT	$ 19,000,000	GF	$ 19,000,000
			RIF	$ -
			Debt	$ -
	Village of Estero Sub-total (all funding sources)			$ 19,000,000
	Total			$ 95,849,000
	Village total			$ 122,040,000

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Projects Not In 5-year CIP - 2026/05/14				
	Project Name	Project Cost	Funding Source	Total Cost
	Roadway Improvements			
2	River Ranch Road Improvements (Drainage, Road, Bike/Ped)	$ 9,100,000	RIF	$ -
			GF	$ -
			GT	$ -
4	Williams Road Widening (US41 - Via Coconut)	$ 6,800,000	RIF	$ -
			GT	$ 90,000
10	Via Coconut Point Railroad Crossing	$ 650,000	GF	$ 250,000
			GT	$ -
	Intersection Improvements			
3	Corkscrew Rd-Three Oaks Pkwy. Intersection Improvements	$ 1,800,000	LDOT	$ -
	(add east & southbound turn lanes, & north bound righ turn lane)		GF	$ -
10	Estero Parkway-US 41 Turn Lanes (extend westbound left turn lanes)	$ 3,200,000	Other	$ -
			RIF	$ -
			GT	$ -
			GF	$ 350,000
11	Williams Rd-Three Oaks Parkway Turn Lanes	$ 1,500,000	RIF	$ -
	(extend eastbound left turn lane)		GT	$ -
			GF	$ -
12	Estero Parkway-Cascades/Reserve	$ 2,500,000	RIF	$ -
			GT	$ -
			GF	$ -
13	Stoneybrook Golf Blvd-Corkscrew Rd Turn Lane	$ 1,300,000	RIF	$ -
			GT	$ -
			GF	$ -
	Bike-Pedestrian Improvements			
1	Williams Road Bike-Ped Improvements (East of Via Coconut)	$ 6,250,000	GF	$ -
			RIF	$ -
2	Sandy Lane Bike-Ped Improvements	$ 7,450,000	GF	$ 300,000
			RIF	$ -
			Grant - Reimburse	$ -

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	Project Name	Project Cost	Funding Source	Total Cost
	Landscaping Improvements			
1	I-75 Monument Signs	$ 816,000	GF	$ -
3	Corkscrew Road Monument Sign	$ 160,000	GF	$ -
5	Ben Hill Griffin Pkwy Landscape Improvements	$ 3,150,000	GF	$ -
6	Corkscrew Rd Landscaping (Corkscrew Woodlands to Ben Hill Griffin	$ 2,800,000	GF	$ -
10	Estero Parkway Reuse Main - Phase 1 (Corkscrew Rd to Rookery Point)	$ 1,605,000	GF	$ -
			Grant - Reimbursed	$ -
11	Estero Parkway Reuse Main - Phase 2 (Rookery Point to Cascades)	$ 2,300,000	GF	$ -
			Grant - Reimbursed	$ -
12	Estero Parkway Reuse Main - Phase 3 (Cascades to east of railroad tracks)	$ 1,900,000	GF	$ -
			Grant - Reimbursed	$ -
	Parks & Recreation			
1	Estero SportsPark Phase 2	$ 42,669,600	PIF	$ -
			GF	$ 26,900,000
2	Estero SportsPark Phase 3	$ 15,000,000	PIF	$ -
			RIF	$ -
			GF	$ -
3	Estero SportsPark Phase 4	$ 6,000,000	PIF	$ -
			RIF	$ -
			GF	$ -
4	Estero SportsPark Phase 5	$ 15,000,000	PIF	$ -
			RIF	$ -
			GF	$ -
	Stormwater Improvements			
2	Estero River Sediment Removal (West of US 41)	$ 2,000,000	GF	$ -

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	Project Name	Project Cost	Funding Source	Total Cost
	Utility Improvements			
3	Estero Bay Village UEP	$ 2,425,200	Grant - Reimburse	$ -
			PA	$ -
			GF	$ -
4	Estero River Heights UEP	$ 13,680,000	Grant - Reimburse	$ -
			PA	$ -
			MRM	$ -
			GF	$ -
5	Charring Cross UEP	$ 6,840,000	Grant - Reimburse	$ -
			PA	$ -
			MRM	$ -
			GF	$ -
6	Sherrill & Luetich UEP	$ 9,287,502	Grant - Reimburse	$ -
			PA	$ -
			MRM	$ -
			GF	$ -
7	Trailside UEP	$ 6,840,000	Grant - Reimburse	$ -
			PA	$ -
			MRM	$ -
			GF	$ -
8	Broadway E-Highlands UEP	$ 4,200,000	Grant - Reimburse	$ -
			PA	$ -
			MRM	$ -
			GF	$ -
10	Groves UEP	$ 4,334,400	Grant - Reimburse	$ -
			PA	$ -
			MRM	$ -
			GF	$ -
11	Tanglewood UEP	$ 1,440,000	Grant - Reimburse	$ -
			PA	$ -
			MRM	$ -
			GF	$ -
	Building Facilities			
1	Village Hall	$ 4,914,000	GF	$ -
	Land Acquisition			

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5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
	Roadway Improvements								
1	Corkscrew Rd Paths, Landscaping & Street Lighting	$ 21,700,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
			LDOT-Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
2	River Ranch Road Improvements (Drainage, Road, Bike/Ped)	$ 9,100,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
3	Broadway W. Improvements (Road, Bike/Ped, Drainage)	$ 12,500,000	GT	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			Grant - Reimburse	$ (1,500,000)	$ (10,300,000)	$ -	$ -	$ -	$ (11,800,000)
			GF	$ 1,500,000	$ 11,000,000	$ -	$ -	$ -	$ 12,500,000
4	Williams Road Widening (US41 - Via Coconut)	$ 6,800,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ 90,000	$ -	$ -	$ -	$ -	$ 90,000
5	Corkscrew Rd Widening (US41-Ben Hill Griffin)		LDOT	$ -	$ -	$ -	$ -	$ -	$ -
6	Three Oaks Parkway Widening (Williams-Corkscrew)		LDOT	$ -	$ -	$ -	$ -	$ -	$ -
7	Ben Hill Griffin Parkway Widening (Estero Pkwy-Corkscrew Rd		LDOT	$ -	$ -	$ -	$ -	$ -	$ -
10	Via Coconut Point Railroad Crossing	$ 650,000	GF	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000
			GT	$ -	$ -	$ -	$ -	$ -	$ -
	Village of Estero Sub-total (all funding sources)			$ 1,840,000	$ 11,000,000	$ -	$ -	$ -	$ 12,840,000

5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
	Intersection Improvements								
1	US-41 - Pelican Colony Traffic Signal	$ 1,280,000	Developer	$ 1,100,000	$ -	$ -	$ -	$ -	$ 1,100,000
2	Williams Road-Atlantic Gulf Drive Intersection	$ 3,270,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ 2,500,000	$ 1,500,000	$ -	$ -	$ -	$ 4,000,000
			Grant - Reimburse	$ (800,000)	$ -	$ -	$ -	$ -	$ (800,000)
3	Corkscrew Rd-Three Oaks Pkwy. Intersection Improvements (add east & southbound turn lanes, & north bound righ turn lane)	$ 1,800,000	LDOT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
4	US 41 Via Rapallo/Fountain Lakes Traffic/Signal Study	$ 275,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ 150,000	$ -	$ -	$ -	$ -	$ 150,000
5	US 41 Via Rapallo/Fountain Lakes Traffic Signal, Roadway & Intersection Improvements	$ 3,500,000	Other	$ -	$ 1,750,000	$ 1,750,000	$ -	$ -	$ 3,500,000
6	Wildcat Run Traffic Signal	$ 1,800,000	Other	$ -	$ 1,800,000	$ -	$ -	$ -	$ 1,800,000
7	Wildblue/River Creek Traffic Signal	$ 2,800,000	Other	$ -	$ -	$ 2,800,000	$ -	$ -	$ 2,800,000
8	River Ranch Road Improvements (Turn lanes at Williams Rd & Ped Crossings)	$ 1,350,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ 1,350,000	$ -	$ -	$ -	$ -	$ 1,350,000
			GF	$ -	$ -	$ -	$ -	$ -	$ -
9	US41-Coconut Road Intersection Improvements (extend westbound left turn lanes)	$ 1,650,000	Other	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
10	Estero Parkway-US 41 Turn Lanes (extend westbound left turn lanes)	$ 3,200,000	Other	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ 350,000	$ -	$ -	$ -	$ 350,000

5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
11	Williams Rd-Three Oaks Parkway Turn Lanes	$ 1,500,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
	(extend eastbound left turn lane)		GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
12	Estero Parkway-Cascades/Reserve	$ 2,500,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
13	Stoneybrook Golf Blvd-Corkscrew Rd Turn Lane	$ 1,300,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ 1,300,000	$ -	$ -	$ -	$ -	$ -
14	Broadway Ave-US 41 Turn Lanes	$ 1,500,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
	(add east and westbound left turn lanes)		GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
15	Corkscrew Road-US 41 Turn Lanes	$ 1,900,000	LDOT	$ -	$ -	$ -	$ -	$ -	$ -
	(add dedicated westbound through lane)		FDOT	$ -	$ -	$ -	$ -	$ -	$ -
16	Williams Road-US 41 Turn Lanes	$ 600,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
	(add westbound right turn lane)		GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
17	Coconut Road - Coconut Shores Roundabout	$ 1,725,000	Other	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
18	US 41-Pelican Sound Intersection	$ 650,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
	(prevent eastbound left turn)		GT	$ -	$ -	$ -	$ -	$ -	$ -
19	Via Coconut Pt-Corkscrew Rd Turn Lane	$ 700,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
	(extend southbound left turn lane)		GT	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
20	US41-Pelican Sound Traffic Signal	$ 2,325,000	Developer	$ -	$ -	$ -	$ -	$ -	$ -
21	Coconut Road - Meadowbrook Roundabout	$ 1,625,000	Other	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
22	North Point Railroad Crossing	$ 450,000	RIF	$ -	$ -	$ -	$ -	$ -	$ -
23	Coconut Road - El Dorado Roundabout	$ 1,625,000	Other	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
	Village of Estero Sub-total (all funding sources)			$ 5,300,000	$ 1,850,000	$ -	$ -	$ -	$ 5,850,000

5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
	Bike-Pedestrian Improvements								
1	Williams Road Bike-Ped Improvements (East of Via Coconut)	$ 6,250,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
2	Sandy Lane Bike-Ped Improvements	$ 7,450,000	GF	$ 300,000	$ -	$ -	$ -	$ -	$ 300,000
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
3	Broadway Ave. East Bike-Ped Improvements	$ 6,250,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
4	Corkscrew Road Shared Use Path (Three Oaks-Sandy)	$ 10,300,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
5	Coconut Rd Sidewalk (Oakwilde to Via Coconut)	$ 1,085,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			FDOT	$ 330,000	$ 500,000	$ -	$ -	$ -	$ 830,000
6	Coconut Sidewalk (Via Coconut to U S41)	$ 815,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			FDOT	$ -	$ -	$ -	$ -	$ -	$ -
7	Corkscrew West Bike/Ped (Koreshan to U S 41)	$ 954,900	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			FDOT	$ -	$ -	$ -	$ -	$ -	$ -
8	Corkscrew Palms Blvd. Sidewalks	$ 300,000	County	$ -	$ -	$ -	$ -	$ -	$ -
9	Via Coconut Point Roundabouts Improvements	$ 1,675,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			FDOT	$ 524,000	$ 755,000	$ -	$ -		$ 1,279,000
10	Corkscrew Rd Bike-Ped Improvements (E of US41)	$ 19,250,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			Lee County	$ -	$ -	$ -	$ -	$ -	$ -
11	Coconut Rd Shared Use Path	$ 4,450,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
12	Williams Rd West Bike-Ped Improvements (West of US41)	$ 3,650,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -

5- Year Capital Improvement Plan - 2026/05/14									
	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
13	Broadway E. Shared Use Path (Sandy Ln to Three Oaks & Estero Pkwy)	$ 4,420,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
14	SUN Trail Estero Parkway South	$ 7,000,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ 3,500,000	$ 3,500,000	$ -	$ 7,000,000
			Grant - Reimbursed	$ -	$ -	$ (1,750,000)	$ (1,750,000)	$ -	$ (3,500,000)
15	SUN Trail Estero Parkway North	$ 4,820,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
16	FPL Shared Use Path (East I-75)	$ 4,940,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
17	Utility Shared Use Path (West US 41)	$ 10,621,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
	Village of Estero Sub-total (all funding sources)			$ 300,000	$ -	$ 3,500,000	$ 3,500,000	$ -	$ 7,300,000

5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
	Landscaping Improvements								
1	I-75 Monument Signs	$ 816,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
2	Ben Hill Griffin Monument Sign	$ 100,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
3	Corkscrew Road Monument Sign	$ 160,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
4	Via Coconut Point Landscape Improvements (Williams - Coconut)	$ 5,900,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
5	Ben Hill Griffin Pkwy Landscape Improvements	$ 3,150,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
6	Corkscrew Rd Landscaping (Corkscrew Woodlands to Ben Hill Griffin	$ 2,800,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
7	US41 Shoulder Landscape Improvements	$ 5,350,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
8	Three Oaks Parkway Landscape Improvements (Excluding Brooks)	$ 4,090,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
9	Corkscrew Road Landscape Improvements West (US-41 to I-75)	$ 4,360,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
10	Estero Parkway Reuse Main - Phase 1 (Corkscrew Rd to Rookery Point)	$ 1,605,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			Grant - Reimbursed	$ -	$ -	$ -	$ -	$ -	$ -
11	Estero Parkway Reuse Main - Phase 2 (Rookery Point to Cascades)	$ 2,300,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
			Grant - Reimbursed	$ -	$ -	$ -	$ -	$ -	$ -
12	Estero Parkway Reuse Main - Phase 3 (Cascades to east of railroad tracks)	$ 1,900,000	GF	$ -	$ -		$ -	$ -	$ -
			Grant - Reimbursed	$ -	$ -	$ -	$ -	$ -	$ -
	Village of Estero Sub-total (all funding sources)			$ -	$ -	$ -	$ -	$ -	$ -

5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
	Parks & Recreation								
1	Estero SportsPark Phase 1	$ 22,039,327	PIF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
1	Estero SportsPark Phase 2	$ 42,669,600	PIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ 26,900,000	$ -	$ -	$ -	$ -	$ 26,900,000
2	Estero SportsPark Phase 3	$ 15,000,000	PIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
3	Estero SportsPark Phase 4	$ 6,000,000	PIF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
4	Estero SportsPark Phase 5	$ 15,000,000	PIF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
5	Estero SportsPark Entertainment Site Work	$ 11,360,000	PIF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
6	Estero SportsPark High 5	$ 6,125,000	Partner	`	$ -	$ -	$ -	$ -	$ -
			PIF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
7	Estero SportsPark Driving Range	$ 5,000,000	Partner	$ -	$ -	$ -	$ -	$ -	$ -
			PIF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ 5,000,000	$ -	$ -	$ -	$ -	$ 5,000,000
8	Village Sports Park Future Partners	$ 10,000,000	Partner	$ -	$ -	$ -	$ -	$ -	$ -
			PIF	$ -	$ -	$ -	$ -	$ -	$ -
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ 5,000,000	$ 5,000,000	$ -	$ -	$ 10,000,000
9	Estero RiverPark Phase 1 & 2 Improvements	$ 12,000,000	GF	$ 8,500,000	$ -	$ -	$ -	$ -	$ 8,500,000
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			PIF	$ -	$ -	$ -	$ -	$ -	$ -
10	River Oaks Preserve	$ 2,950,000	GF	$ 2,500,000	$ -	$ -	$ -	$ -	$ 2,500,000
			PIF	$ -	$ -	$ -	$ -	$ -	$ -
			Grant - Reimburse	$ (2,500,000)	$ -	$ -	$ -	$ -	$ (2,500,000)
11	Project Management	$ -	GF	$ 730,000	$ 730,000	$ 730,000	$ 730,000	$ 730,000	$ 3,650,000
	Village of Estero Sub-total (all funding sources)			$ 43,630,000	$ 5,730,000	$ 5,730,000	$ 730,000	$ 730,000	$ 56,550,000

5- Year Capital Improvement Plan - 2026/05/14									
	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
	Stormwater Improvements								
1	Estero River North Branch Drainage Improvements	$ 15,000,000	GF	$ 350,000	$ 14,650,000	$ -	$ -	$ -	$ 15,000,000
			Grant - Reimburse	$ -	$ (12,000,000)	$ -	$ -	$ -	$ (12,000,000)
2	Estero River Sediment Removal (West of US 41)	$ 2,000,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
3	Estero River Sediment Removal (Railroad to Sandy Ln)	$ 1,415,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
	Village of Estero Sub-total (all funding sources)			$ 350,000	$ 14,650,000	$ -	$ -	$ -	$ 15,000,000

5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
	Utility Improvements								
1	Broadway W UEP Design & Permitting	$ 1,475,000	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
1	Broadway E UEP Design & Permitting	$ 1,550,000	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
2	Cypress Park UEP Design & Permitting	$ 311,650	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
3	Estero Bay Village UEP	$ 2,425,200	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
4	Estero River Heights UEP	$ 13,680,000	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			MRM	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
5	Charring Cross UEP	$ 6,840,000	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			MRM	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
6	Sherrill & Luetich UEP	$ 9,287,502	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			GT	$ -	$ -	$ -	$ -	$ -	$ -
			MRM	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -

5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
7	Trailside UEP	$ 6,840,000	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			MRM	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
8	Broadway E-Highlands UEP	$ 4,200,000	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			MRM	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
9	Sandy Ln UEP (Phase 1)	$ 3,500,000	Grant - Reimburse	$ (800,000)	$ -	$ -	$ -	$ -	$ (800,000)
	(Along Broadway Ave East)		PA	$ -	$ (750,000)	$ -	$ -	$ -	$ (750,000)
			MRM	$ 1,500,000	$ -	$ -	$ -	$ -	$ 1,500,000
			GF	$ 2,000,000	$ -	$ -	$ -	$ -	$ 2,000,000
10	Groves UEP	$ 4,334,400	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			MRM	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
11	Tanglewood UEP	$ 1,440,000	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			MRM	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
12	See See Street UEP	$ 2,000,000	Grant - Reimburse	$ (800,000)	$ -	$ -	$ -	$ -	$ (800,000)
			PA	$ -	$ (900,000)	$ -	$ -	$ -	$ (900,000)
			MRM	$ 850,000	$ -	$ -	$ -	$ -	$ 850,000
			GF	$ 1,150,000	$ -	$ -	$ -	$ -	$ 1,150,000
13	Cypress Park UEP	$ 1,820,000	Grant - Reimburse	$ -	$ -	$ -	$ -	$ -	$ -
			PA	$ -	$ -	$ -	$ -	$ -	$ -
			MRM	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
				$ 5,500,000	$ -	$ -	$ -	$ -	$ 5,500,000

5- Year Capital Improvement Plan - 2026/05/14

	Project Name	Project Cost	Funding Source	Budget FY 26-27	Budget FY 27-28	Budget FY 28-29	Budget FY 29-30	Budget FY 30-31	Total Cost
	Building Facilities								
1	Village Hall	$ 4,914,000	GF	$ -	$ -	$ -	$ -	$ -	$ -
2	Performing Arts Center	$ 20,000,000	Private	$ -	$ -	$ -	$ -	$ -	$ -
			GF	$ -	$ -	$ -	$ -	$ -	$ -
	Village of Estero Sub-total (all funding sources)			$ -	$ -	$ -	$ -	$ -	$ -
	Project Name	**Project Cost**	**Funding Source**	**Budget FY 26-27**	**Budget FY 27-28**	**Budget FY 28-29**	**Budget FY 29-30**	**Budget FY 30-31**	**Total Cost**
	Land Acquisition								
1	BERT	$ 19,000,000	GF	$ 19,000,000	$ -	$ -	$ -	$ -	$ 19,000,000
			RIF	$ -	$ -	$ -	$ -	$ -	$ -
			Debt	$ -	$ -	$ -	$ -	$ -	$ -
	Village of Estero Sub-total (all funding sources)			$ 19,000,000	$ -	$ -	$ -	$ -	$ 19,000,000
	Project Name	**Project Cost**	**Funding Source**	**Budget FY 26-27**	**Budget FY 27-28**	**Budget FY 28-29**	**Budget FY 29-30**	**Budget FY 30-31**	**Total Cost**
	Information Technology								
1	Community Development Software	$ -	Building	$ -	$ -	$ -	$ -	$ -	$ -
	Village of Estero Sub-total (all funding sources)			$ -	$ -	$ -	$ -	$ -	$ -
	Village total			$ 75,920,000	$ 33,230,000	$ 9,230,000	$ 4,230,000	$ 730,000	$ 122,040,000

5- Year Capital Improvement Plan - 2026/05/14

Funding Details/Assumptions:

Available funds includes $12.75 M loan
Available funds includes $69.0 M bond (net proceeds, actualy bond amount will be higher)
Available funds includes estimated bond payments starting in 2026-2027 Fiscal Year ($5.0 M/yr)
Additional bonds will be required for resident share of UEP

	Fund Balance Available after FY 30-31
Estero Road Impacts Fees	$ 3,200,119
Estero Gas Tax	$ 2,205,301
Estero General Fund	$ 2,112,397
Park Impact Fee (include public land aqcu	$ 1,936,887
Non-Estero Funding Source	
Major Road Maintenance Reserve	
Property Assessment (funds back into General Fund in following year)	
Building Fund	

Village of ESTERO

Estero CIP Update

David Willems, P.E.

Slide 1

Village of ESTERO

Ongoing Projects

- Corkscrew Road Paths
- Broadway Ave West Improvements
- Williams & Atlantic Gulf Intersection
- US 41 – Fountain Lakes Traffic Signal
- River Ranch Road Improvements
- SportsPark
- RiverPark
- River Oaks Preserve
- Estero River Regional Pond
- Utility Projects

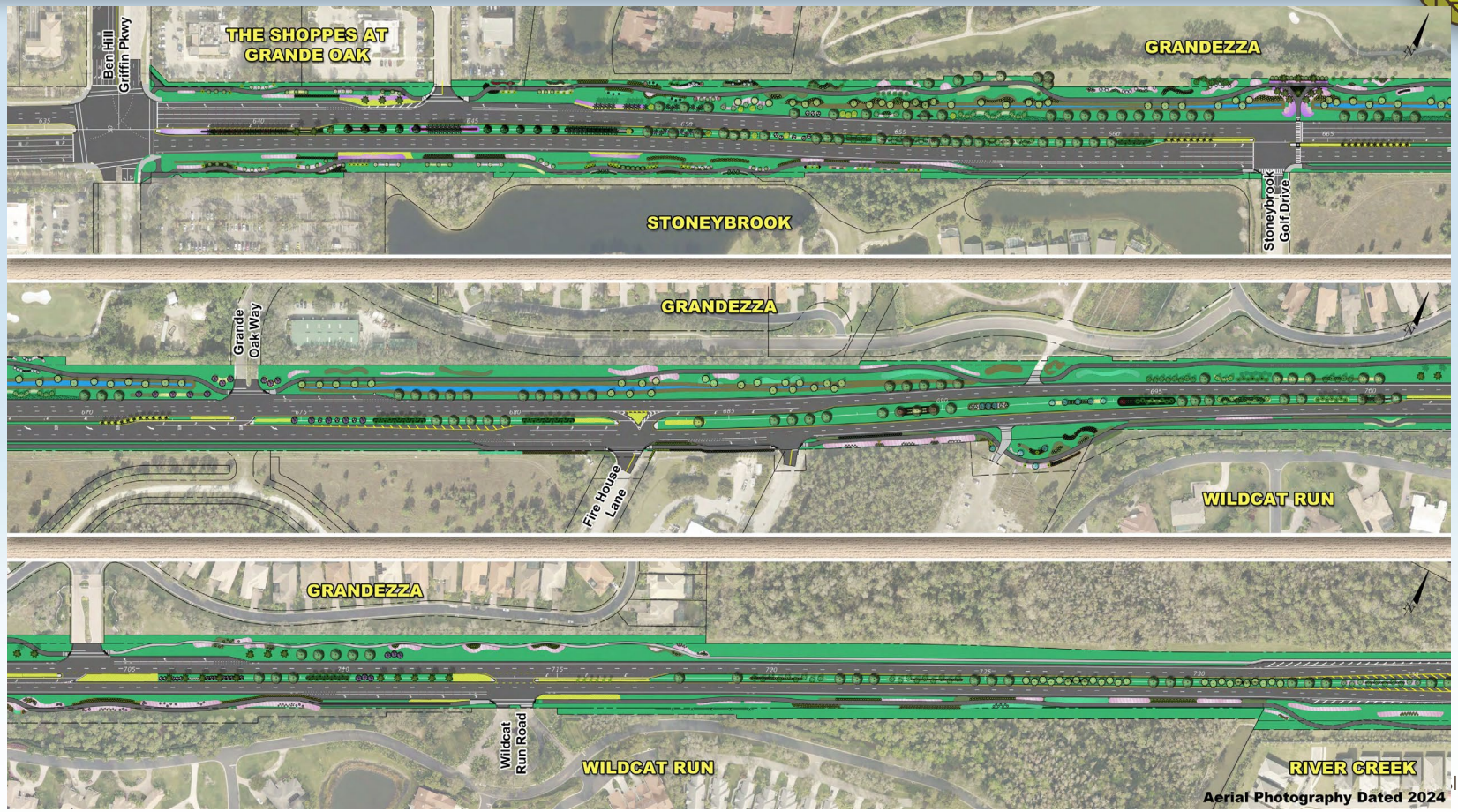
Slide 2

Village of ESTERO

Corkscrew Road Paths

Slide 3

Village of ESTERO



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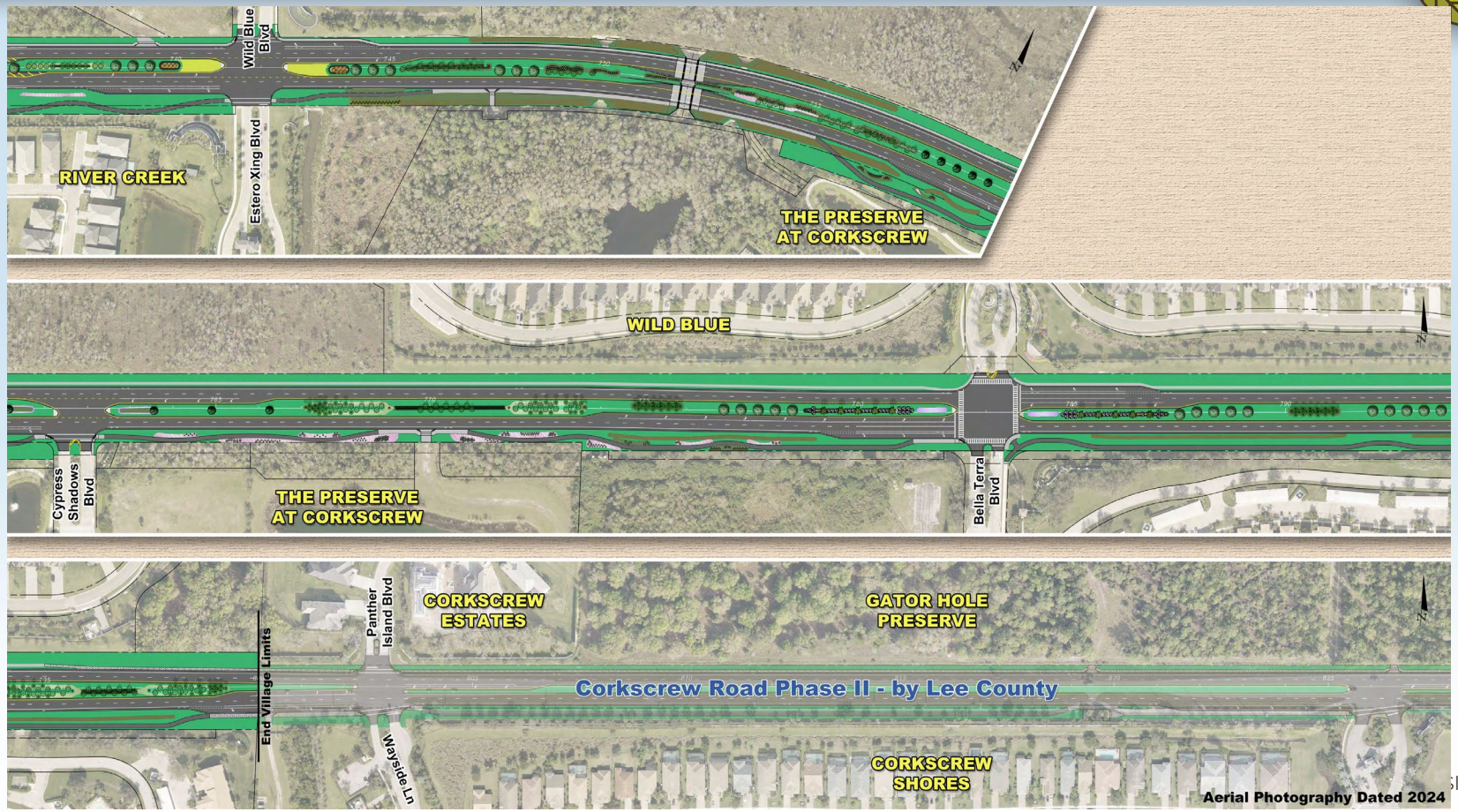
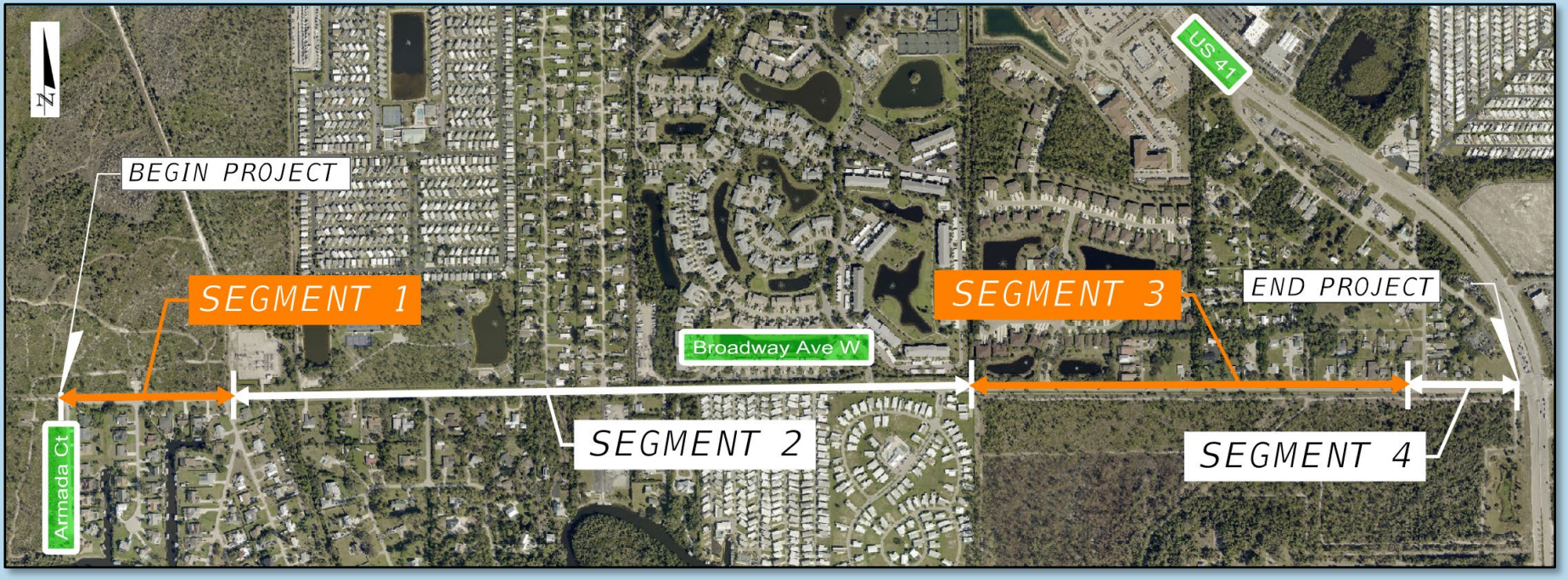
Village of ESTERO



Slide 5

Village of ESTERO

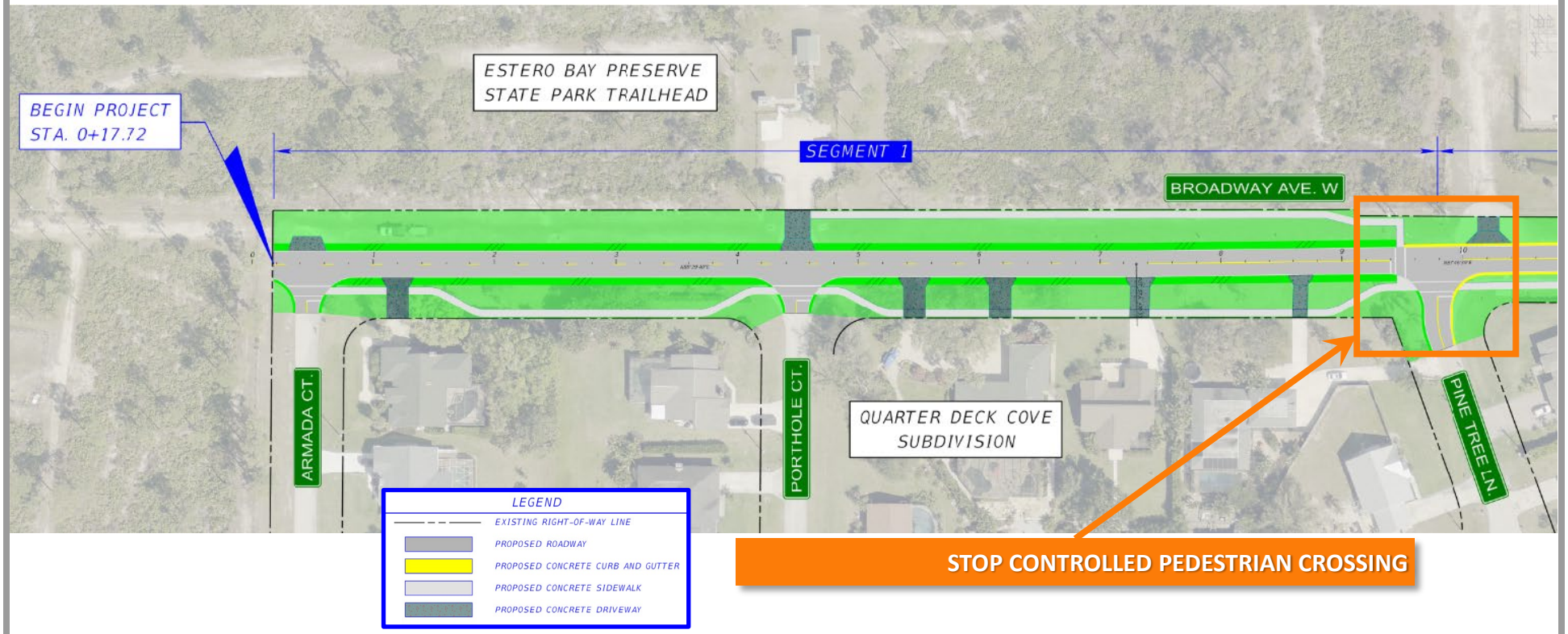
Broadway Ave West



Slide 6

DESIGN ALTERNATIVES

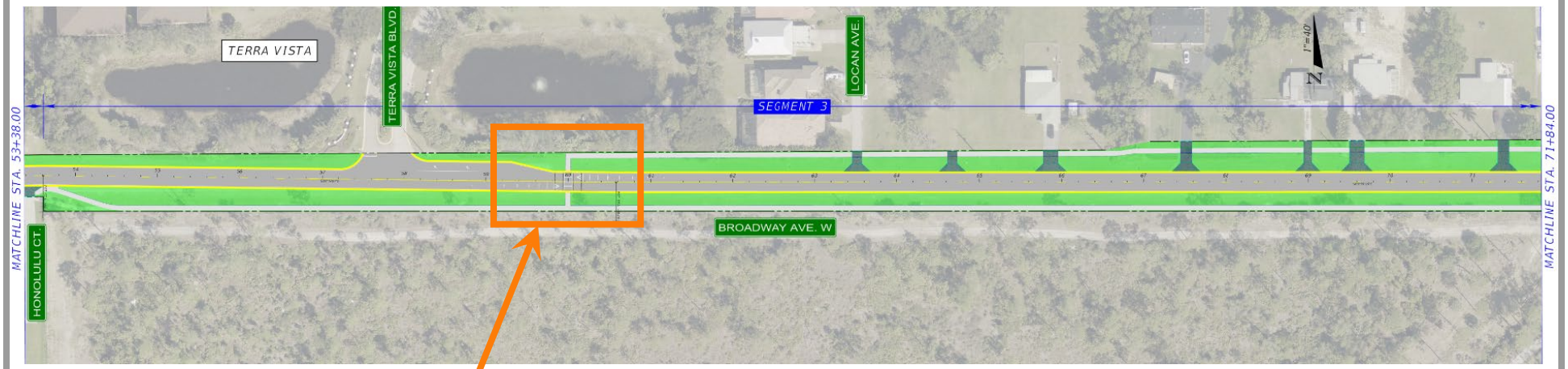
SEGMENT 1 - RURAL



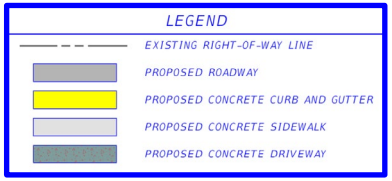
STOP CONTROLLED PEDESTRIAN CROSSING

DESIGN ALTERNATIVES

SEGMENT 3 - URBAN (1 OF 2)

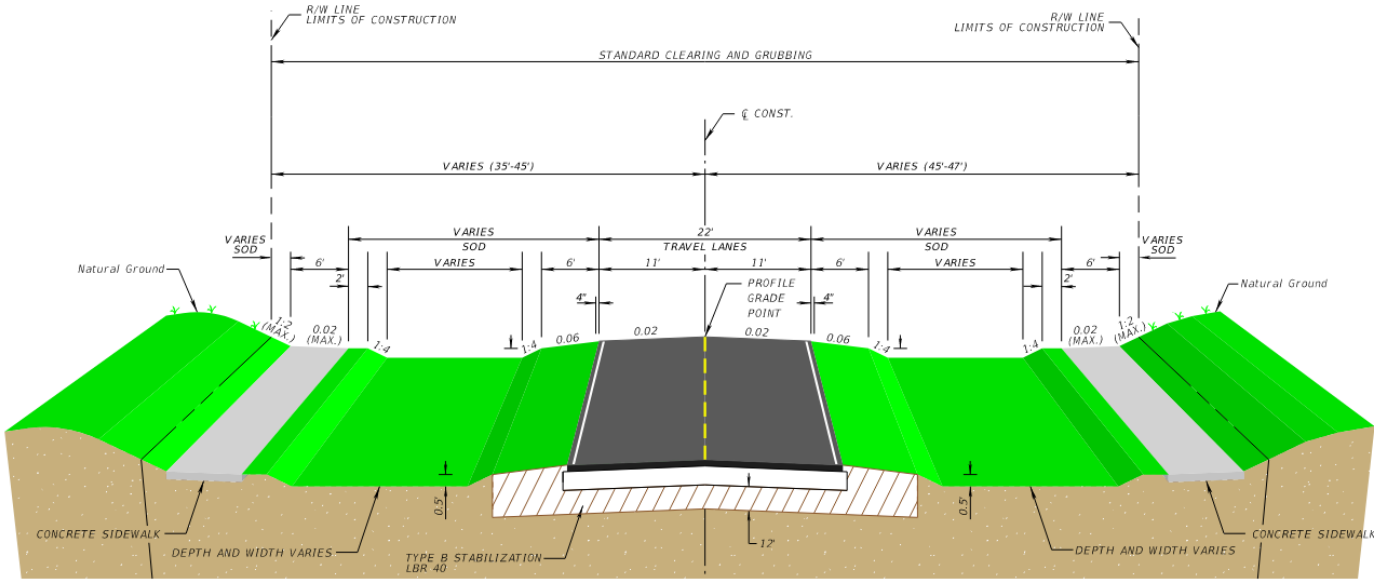


RAISED MID-BLOCK CROSSING



DESIGN ALTERNATIVES

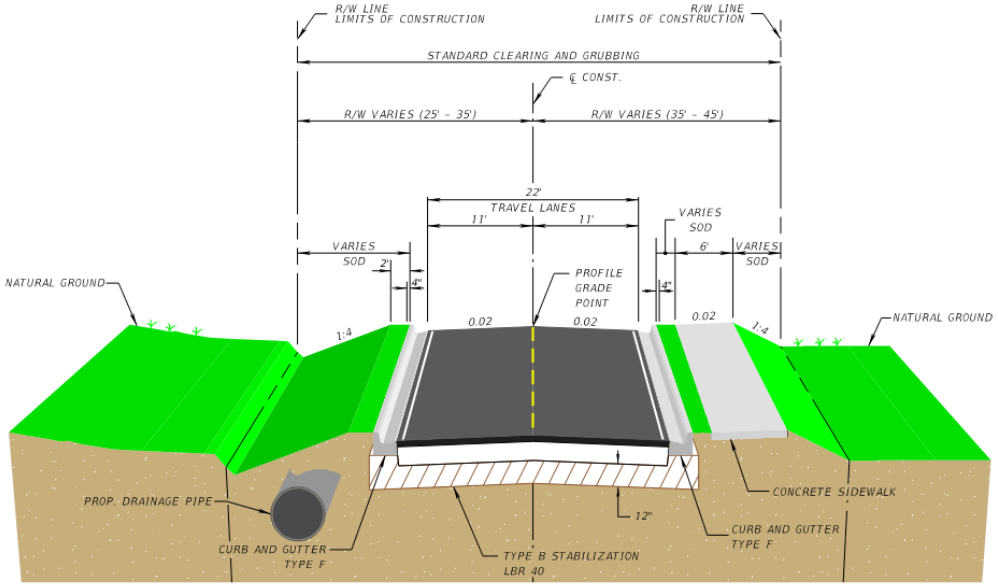
SEGMENT 1 - RURAL



SEGMENT NO. 1 ALTERNATIVE 2
PROPOSED TYPICAL SECTION
BROADWAY AVE. WEST
ARMADA CT. TO PINE TREE LN.
STA. 0+17.72 TO STA. 10+00.00±

DESIGN ALTERNATIVES

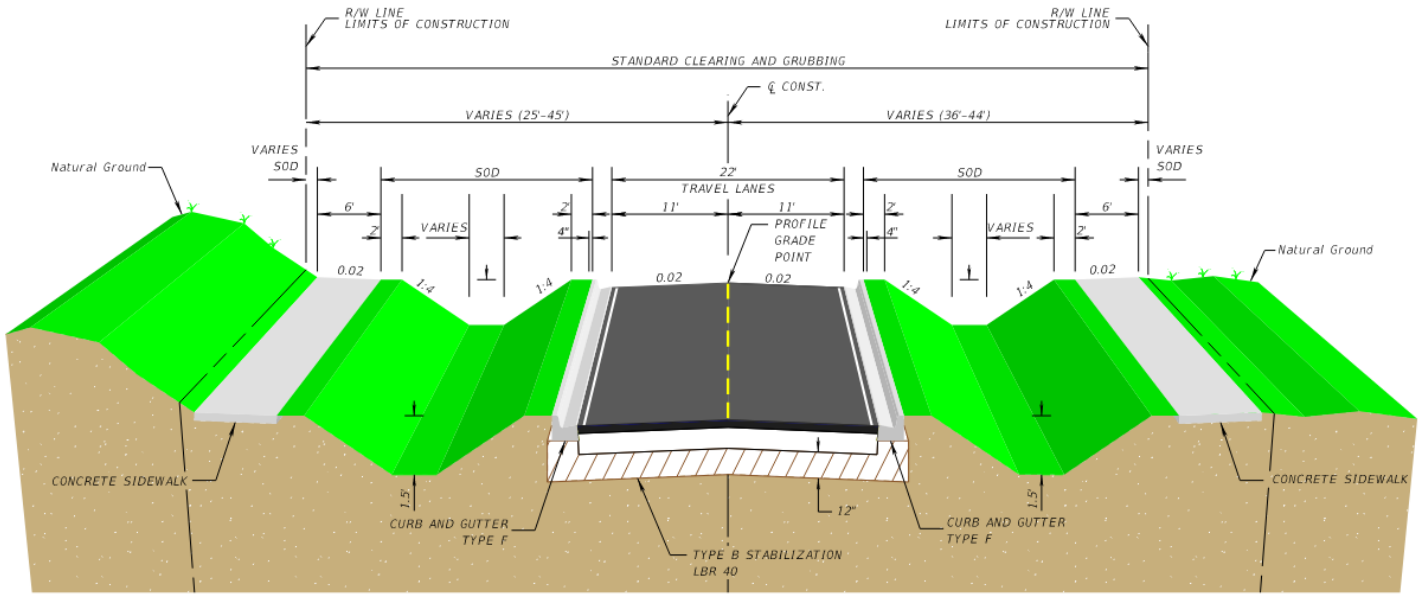
SEGMENT 2 - URBAN



SEGMENT NO. 2 ALTERNATIVE 1 & 2 - OPTION NO. 1
PROPOSED TYPICAL SECTION
BROADWAY AVE. WEST
PINE TREE LN. TO ±190' EAST OF TAHITIAN BLVD.
STA. 10+00.00 TO STA. 53+60.91

DESIGN ALTERNATIVES

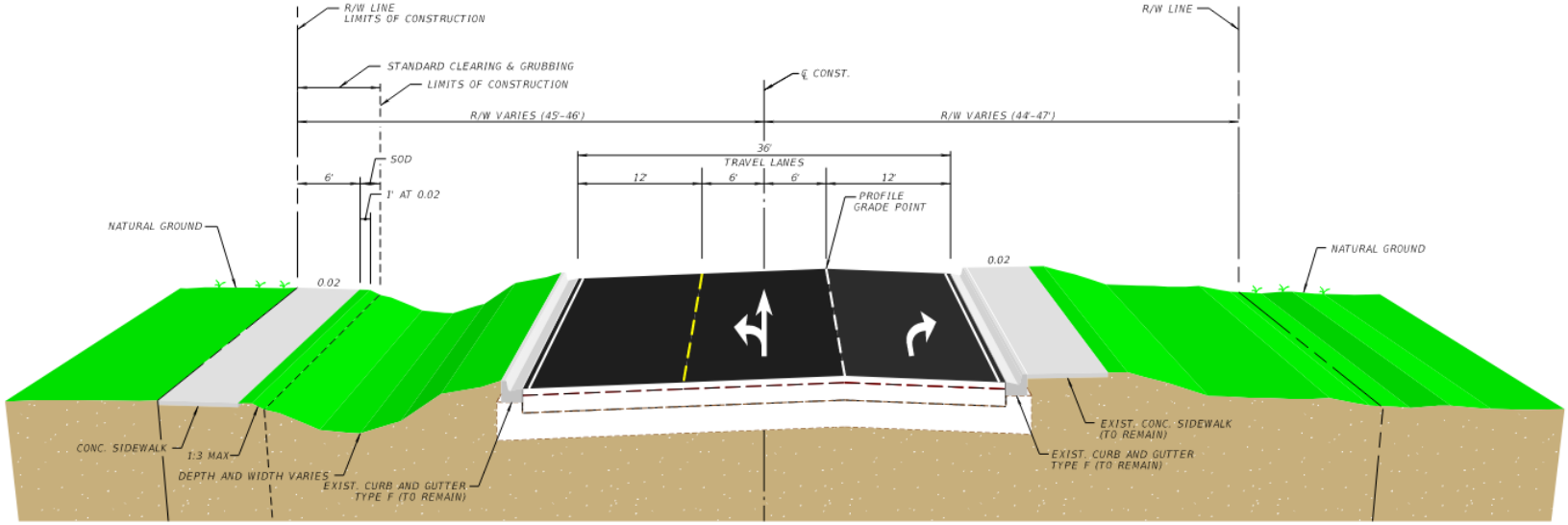
SEGMENT 3 - URBAN



SEGMENT NO. 3 ALTERNATIVE 1
PROPOSED TYPICAL SECTION
BROADWAY AVE. WEST
±190' EAST OF TAHITIAN BLVD. TO ±110' WEST OF POINCIANA AVE.
STA. 53+60.91 TO STA. 79+00.00±

DESIGN ALTERNATIVES

SEGMENT 4 - URBAN



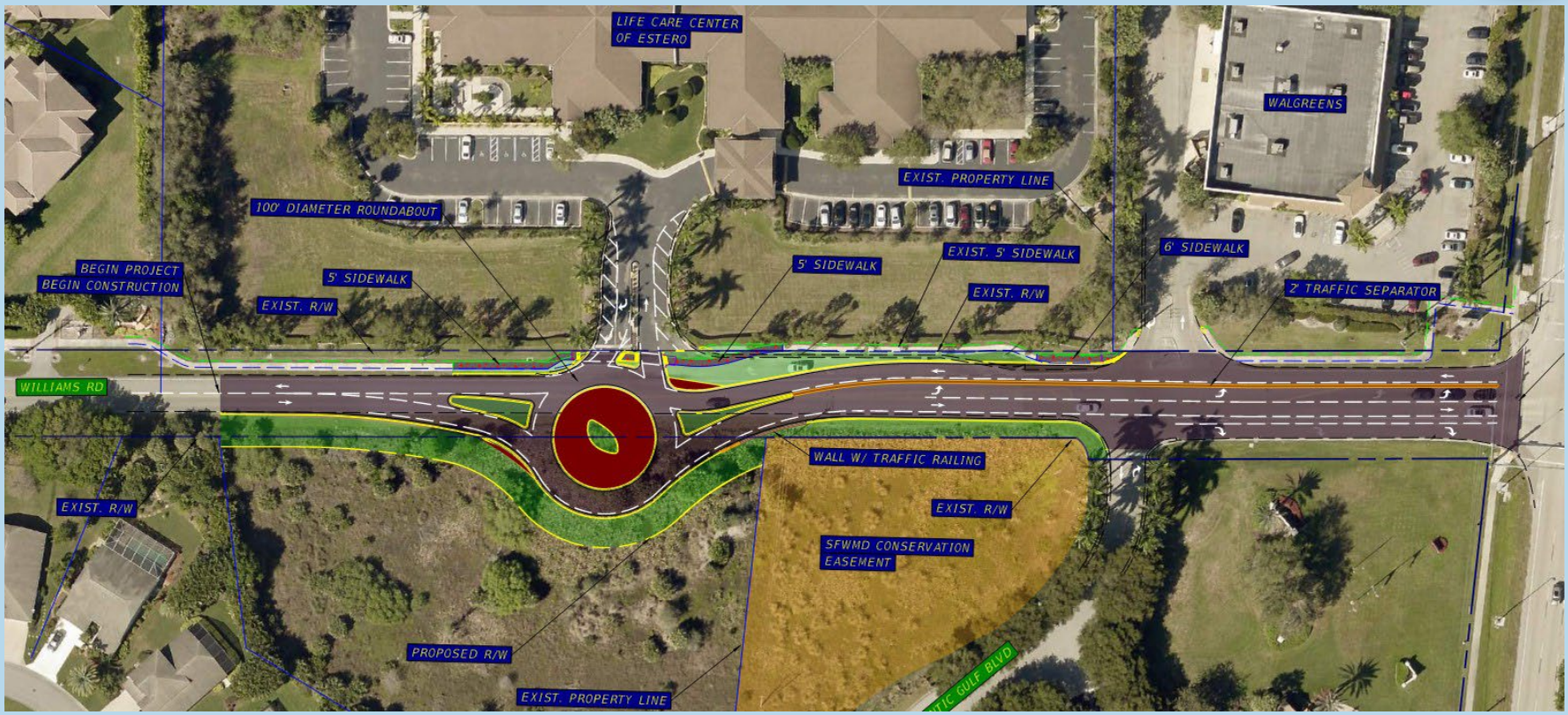
SEGMENT NO. 4 ALTERNATIVE 1
PROPOSED TYPICAL SECTION
BROADWAY AVE. WEST
±110' WEST OF POINCIANA AVE. TO US 41
STA. 79+00.00± TO STA. 85+62.77

Village of ESTERO

Williams-Atlantic Gulf

Slide 13

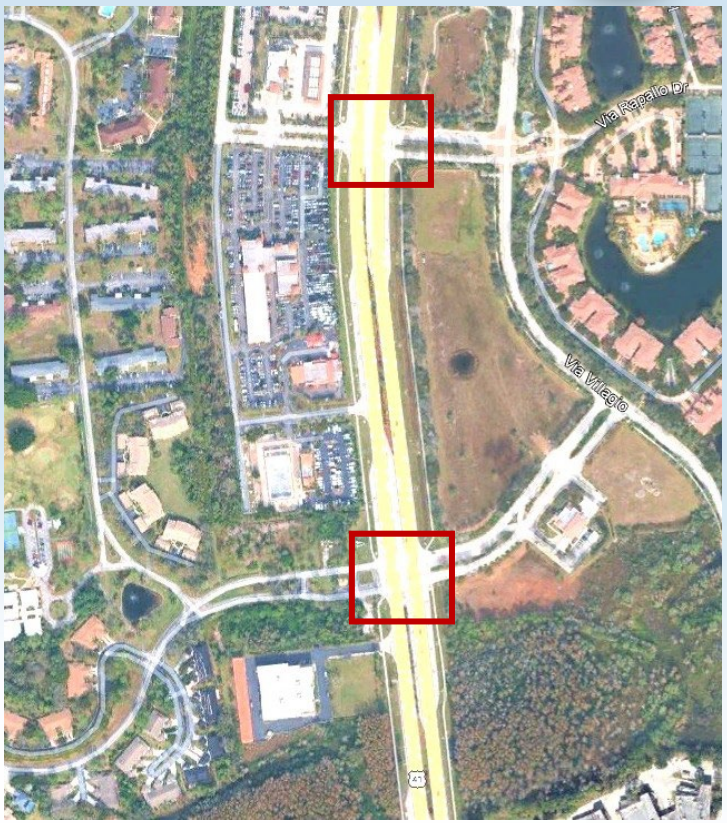
Village of ESTERO



Slide 14

Village of ESTERO

US 41 – Fountain Lakes Intersection



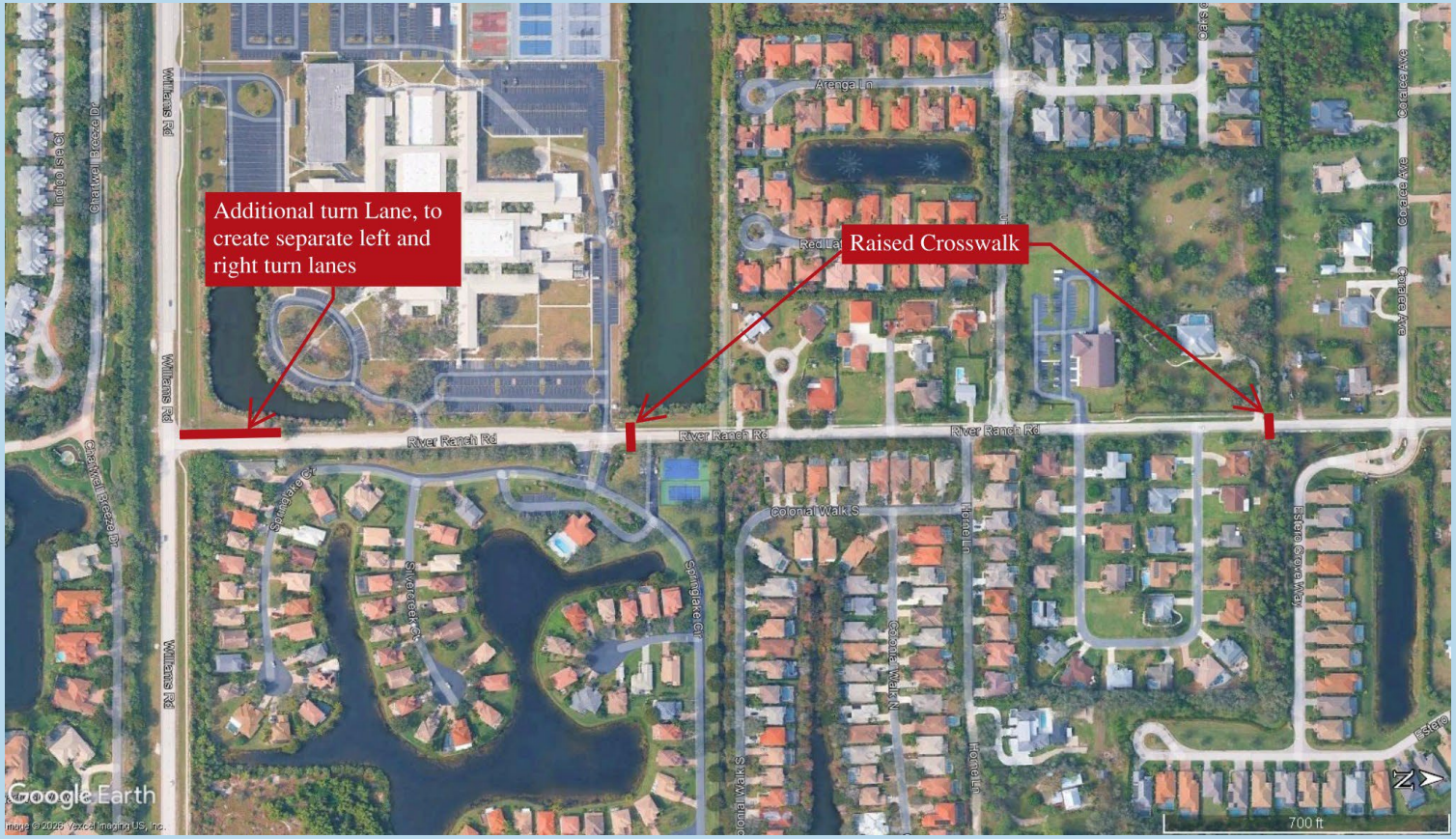
Slide 15

Village of ESTERO

River Ranch Road

Slide 16

Village of ESTERO



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Village of ESTERO

SportsPark

Slide 18

Village of ESTERO

ESTERO SPORTSPARK

MASTER PLAN

Village of ESTERO

Slide 19

Village of ESTERO

ESTERO SPORTSPARK

PHASE 1

Village of ESTERO

Slide 20

Village of ESTERO

ESTERO SPORTSPARK

PHASE 2

Village of ESTERO

Slide 21

Village of ESTERO

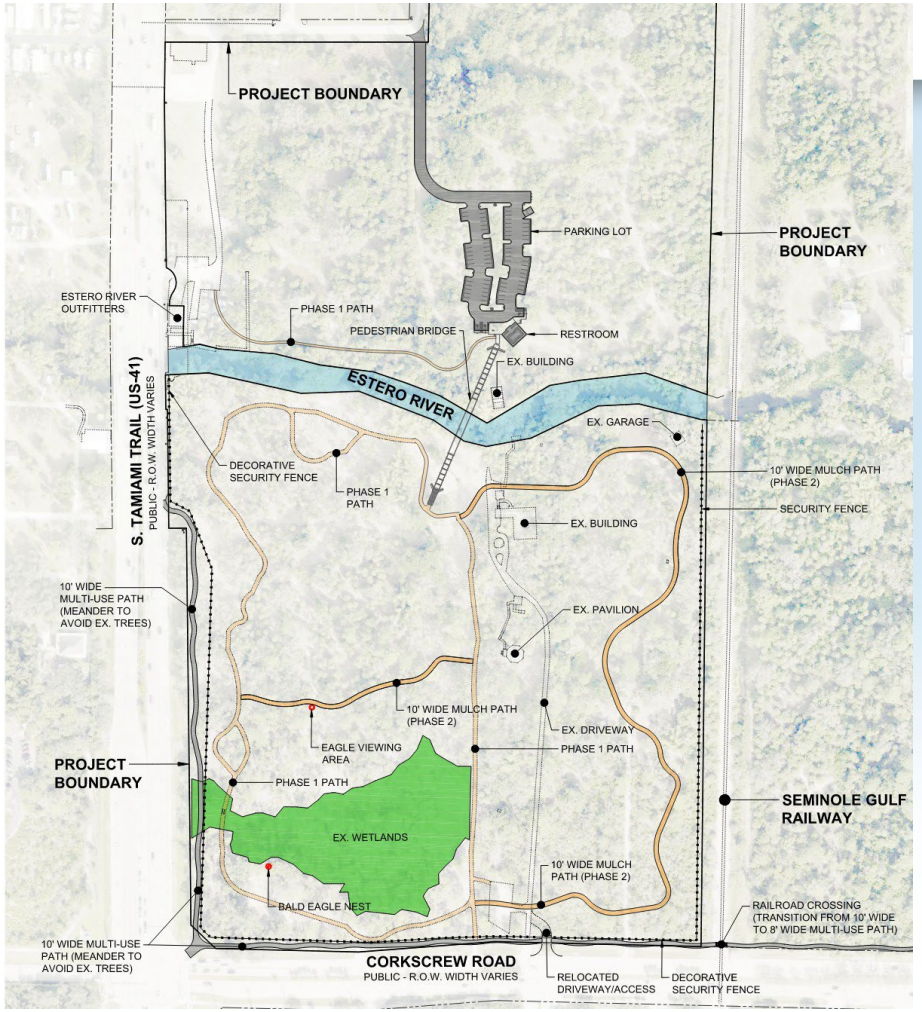
Slide 22

Village of ESTERO

RiverPark

Slide 23

Village of ESTERO



Slide 24

Village of ESTERO

RiverPark

Slide 25

Village of ESTERO

RiverPark

Slide 26

Village of ESTERO

River Oaks Preserve

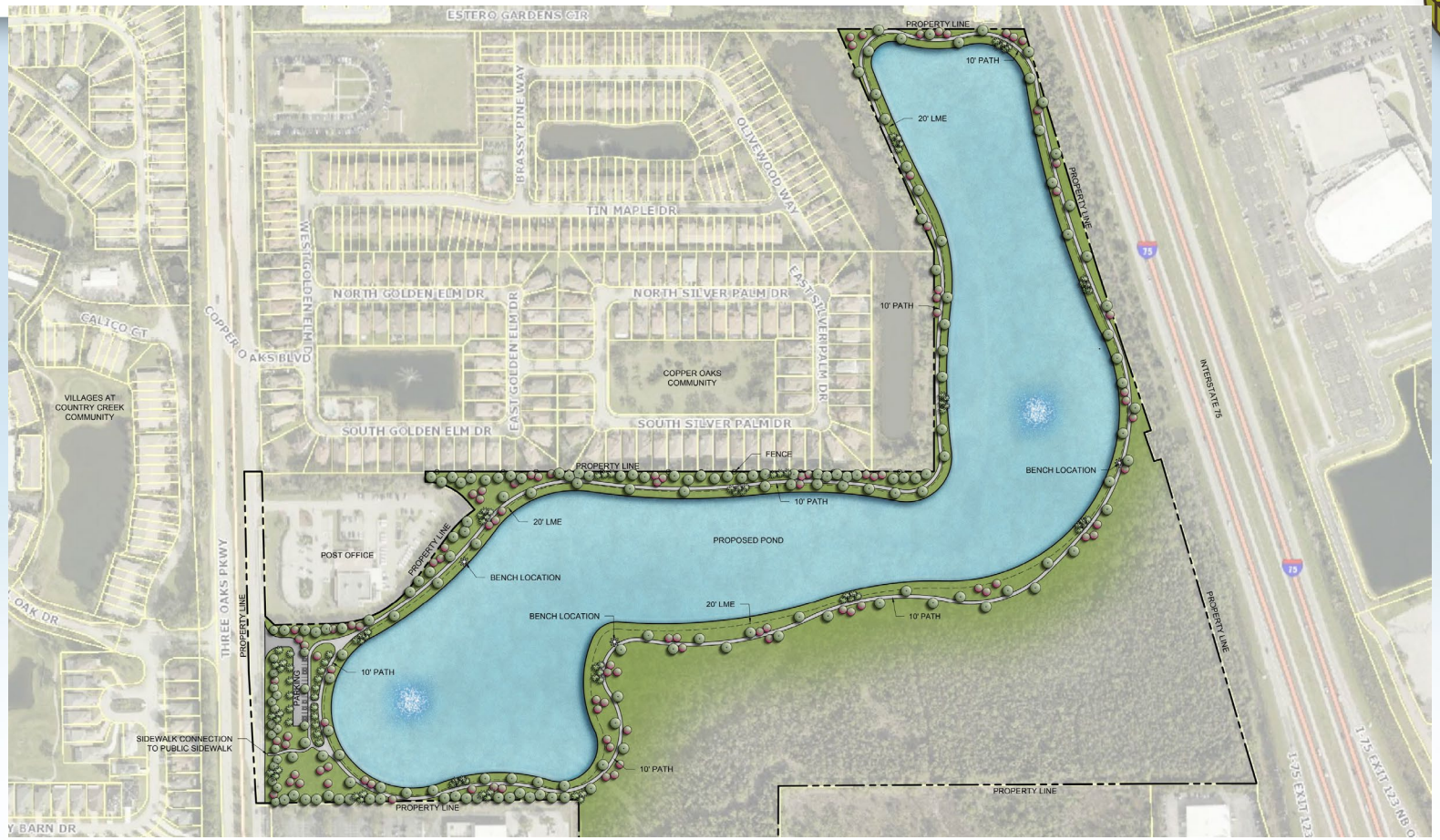
Broadway Ave E
Eastwood Dr
Eastwood Way
Eastwood Ln
Eastwood Ln
Eastwood Ln

Village of ESTERO

Estero River Regional Pond

Slide 28

Village of ESTERO



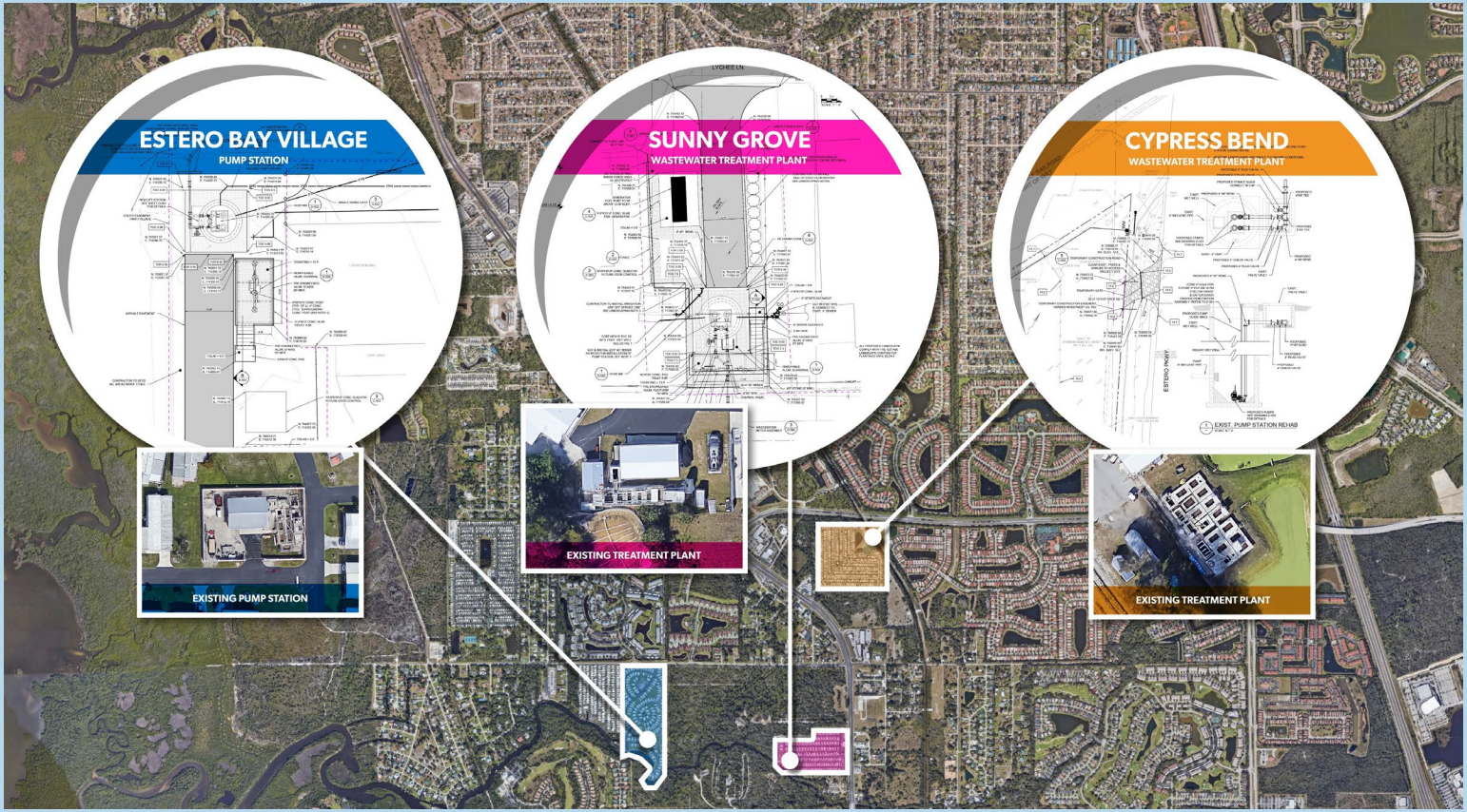
Slide 29

Village of ESTERO

Utility Projects

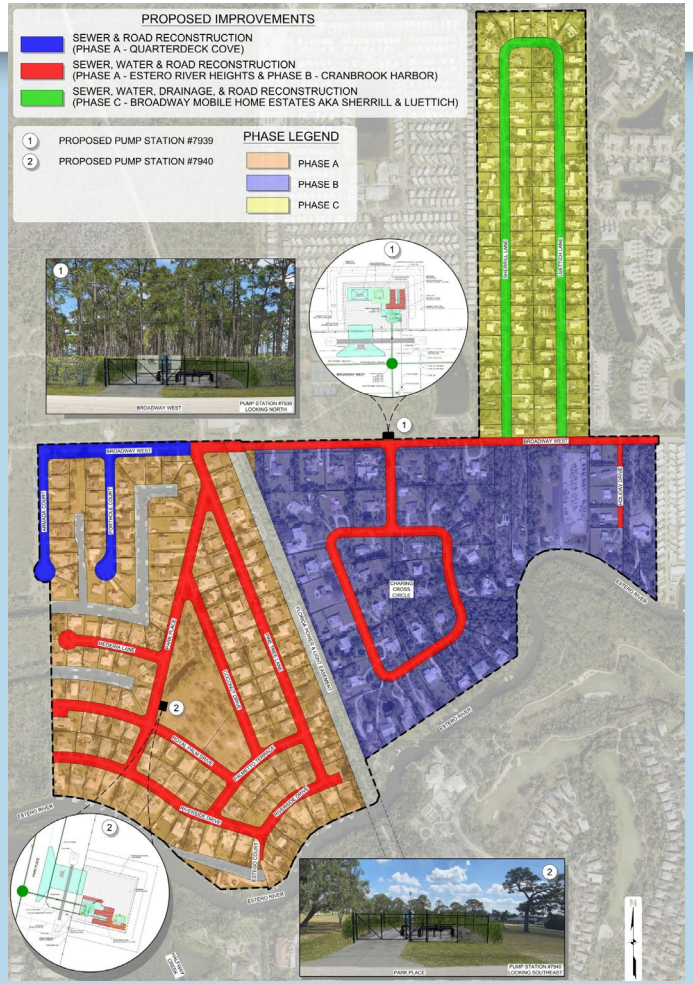
Slide 30

Village of ESTERO



Slide 31

Village of ESTERO



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Village of ESTERO

QUESTIONS?

Slide 33

AGENDA ITEM SUMMARY SHEET
PLANNING, ZONING & DESIGN BOARD MEETING
June 16, 2026

Agenda Item:

Overview of the Eco-Historic Planning Study

Action Requested:

Motion to recommend acceptance of the Eco-Historic Planning Study to the Village Council.

Description:

The Village received a $450,000 Community Development Block Grant – Disaster Recovery (CDBG-DR) for an Eco-Historic Planning Study. The Planning Study covered an approximately 1,000-acre area that includes properties along US 41 from Estero Parkway to south of Williams Road, including the Koreshan State Park and Village property along the Estero River.

Unlike other areas within the Village that have benefitted from detailed master planning and integrated development plans, much of the study area lacks a cohesive plan and the necessary infrastructure and services critical for development and long-term redevelopment.

The Council selected Land Design, Inc., a firm from Orlando who began work in May 2025. Land Design and its subconsultants evaluated the area, including opportunities and constraints of the natural environment as well as economic/market demand to develop a vision, recommendations and master plan.

Staff is seeking the Planning, Zoning & Design Board to formally recommend acceptance of the plan to the Village Council. Acceptance does not require or commit the Council to implementing every or any of the recommended actions in the plan. The formally accepted plan will strengthen potential future grant pursuits related to additional planning and implementation phases.

Financial Impact:

The study was funded by a CDBG-DR grant.

Prepared By: Michael Manning

Attachments:

1. PowerPoint Presentation
2. Eco-Historic Report – May 2026
3. Eco-Historic Report Appendix – May 2026

Village of ESTERO

LandDesign
CREATING PLACES THAT MATTER.

Eco-Historic Planning Study

Presented to:

Village of Estero
Planning, Zoning and Design Board

Presented by:

LandDesign

Date: June 16, 2026

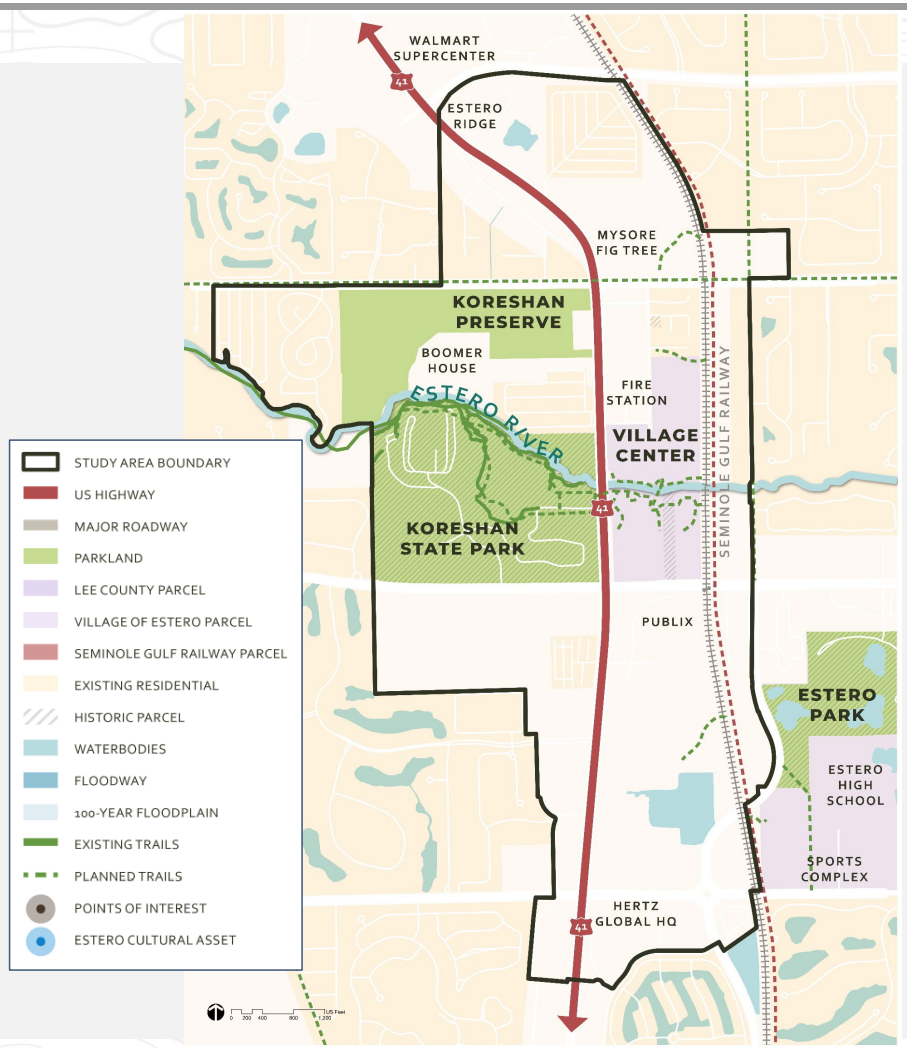
AGENDA

- Overview & Background
- Report Overview + Executive Summary
- Recommendations + Strategies for Village Council Consideration
- Catalyst Site Concepts
- Questions + Discussion

Overview & Background

Study Area

- 1,000+ Acres
- Includes Estero River and several historic sites + conservation areas
- Publicly owned property (Village, State and County)
- Along the US-41 corridor
- Planned BERT corridor* *(pending purchase)*



Timeline

WE ARE HERE

THE PLANNING PROCESS

MAY 2025 → MAY 2026

Phase 1: Discovery

- Collect data
- Map upcoming development, opportunities, and challenges
- Conduct a market demand analysis

Phase 2: Engagement

- Interview Village Council members
- **Community Open House** (June 24, 2025)
- Online Survey (January 2026)

Phase 3: Visioning

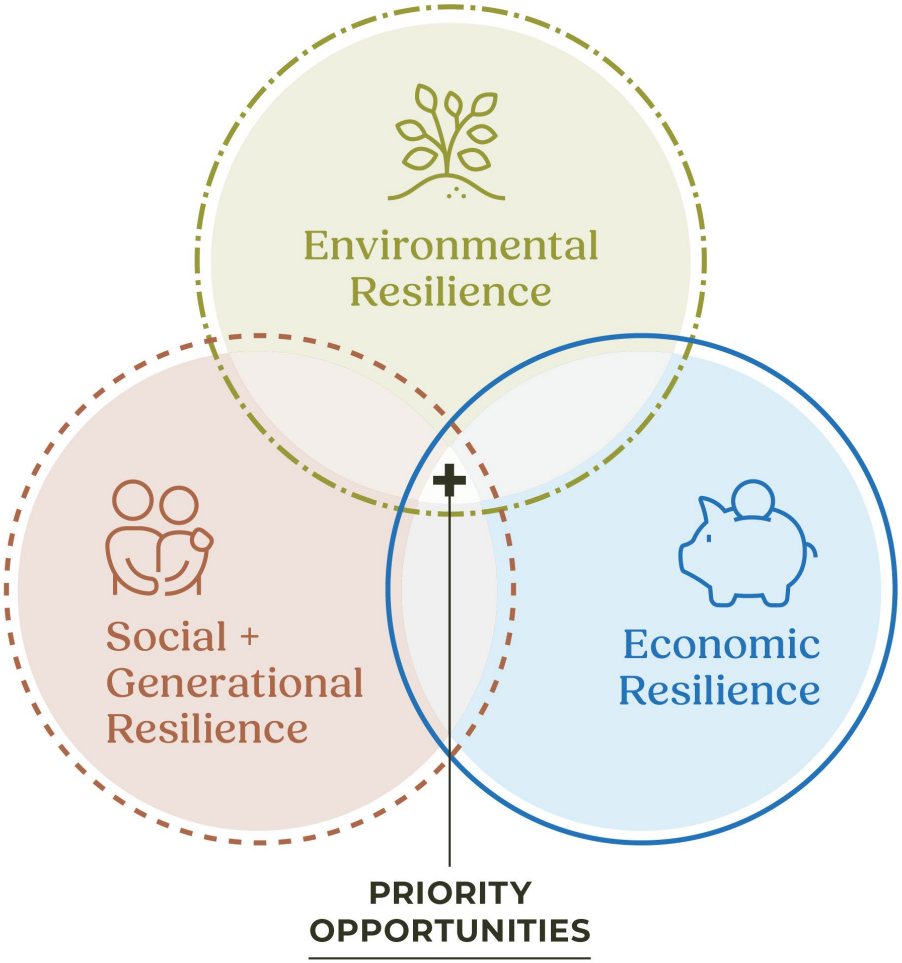
- Analyze the feedback from Phase Two to generate a gap analysis and guiding principles
- **PZD board presentation** (November 18, 2025)
- Develop an economic & land development strategy

Phase 4: Engagement

- Re-interview Village Council members
- **2nd PZD board presentation** (March 2026)
- **2nd Community Open House** (March 2026)

Phase 5: Adoption

- Finalize the Eco-Historic Planning Report with prioritized strategies
- Village Council presentation



Framework

- Three prong approach
  - Environmental
  - Generational
  - Economic

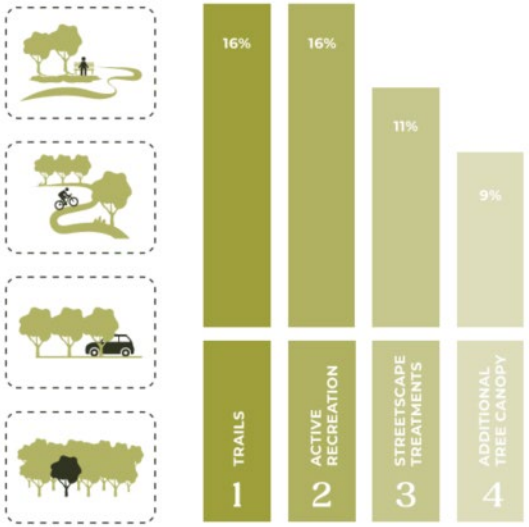
Online Survey

ENVIRONMENTAL RESILIENCE CONSIDERATIONS

People consistently prioritize amenities that support experience, access, and connection to nature.

59%
OF RESPONDENTS EXPECT ENVIRONMENTAL STEWARDSHIP TO GUIDE DECISION-MAKING IN ESTERO.

HOW DO PEOPLE WANT TO EXPERIENCE NATURE IN ESTERO?



WHAT'S MISSING IN ESTERO?

62% OF RESPONDENTS SAID WALKING & BIKING TRAILS

54% OF RESPONDENTS SAID PARKS & GREEN SPACE

46% OF RESPONDENTS SAID RIVERFRONT ACCESS

49%
OF SURVEY RESPONDENTS HAVE NOT SPENT TIME AT THE ESTERO RIVER.

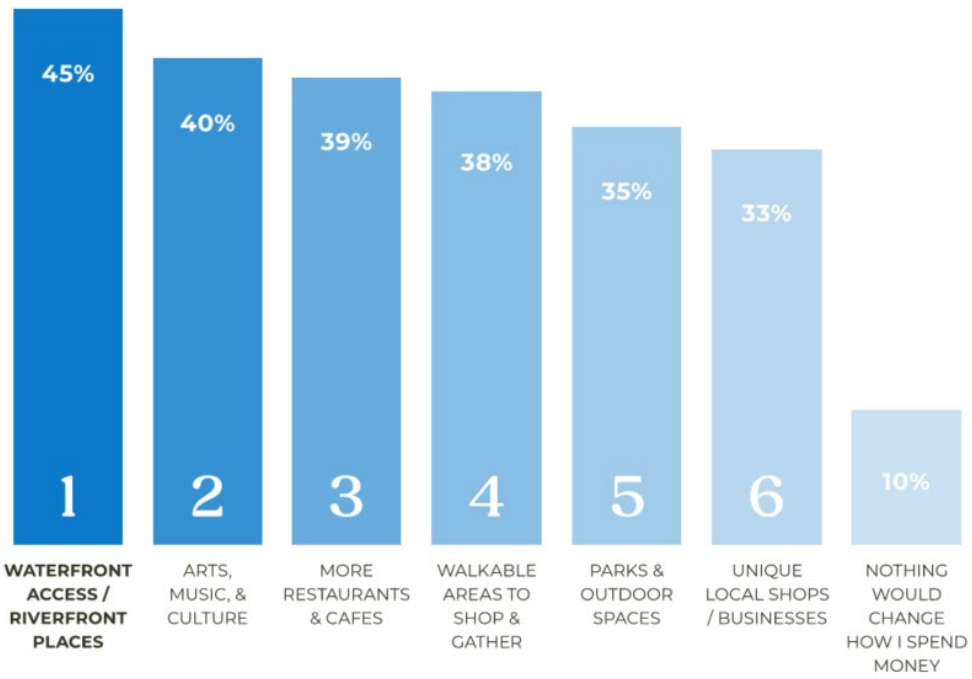
Online Survey

ECONOMIC RESILIENCE CONSIDERATIONS

People want local serving, walkable destinations rather than car-oriented commercial strips.

67% OF RESPONDENTS SAID THAT DEVELOPMENT IN ESTERO IS HAPPENING TOO FAST AND/OR IN THE WRONG AREAS.

WHAT WOULD MAKE YOU SPEND MORE TIME & MONEY IN ESTERO?



Online Survey

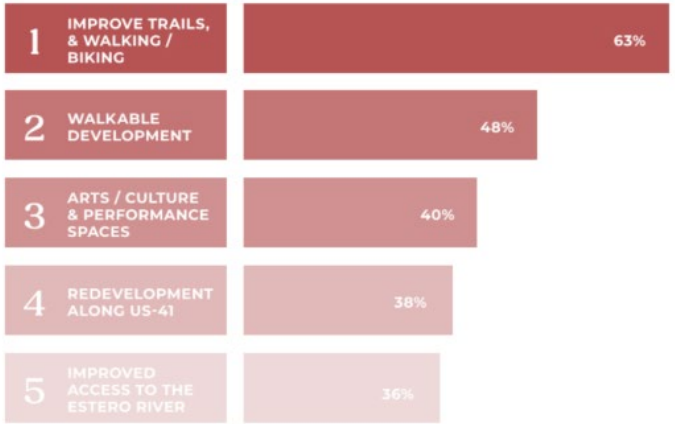
SOCIAL & GENERATIONAL RESILIENCE CONSIDERATIONS

Traffic and congestion are a dominant challenge by a wide margin, far outpacing all other concerns.

92%

OF RESPONDENTS SAID THAT TRANSPORTATION & CONGESTION IS A MAJOR CHALLENGE IN ESTERO.

WHAT DO PEOPLE THINK WILL HAVE THE GREATEST IMPACT ON IMPROVING QUALITY OF LIFE IN ESTERO?



55% OF SURVEY RESPONDENTS THINK IT IS VERY IMPORTANT THAT GROWTH IN ESTERO REFLECTS ITS HISTORY & NATURAL ENVIRONMENT.

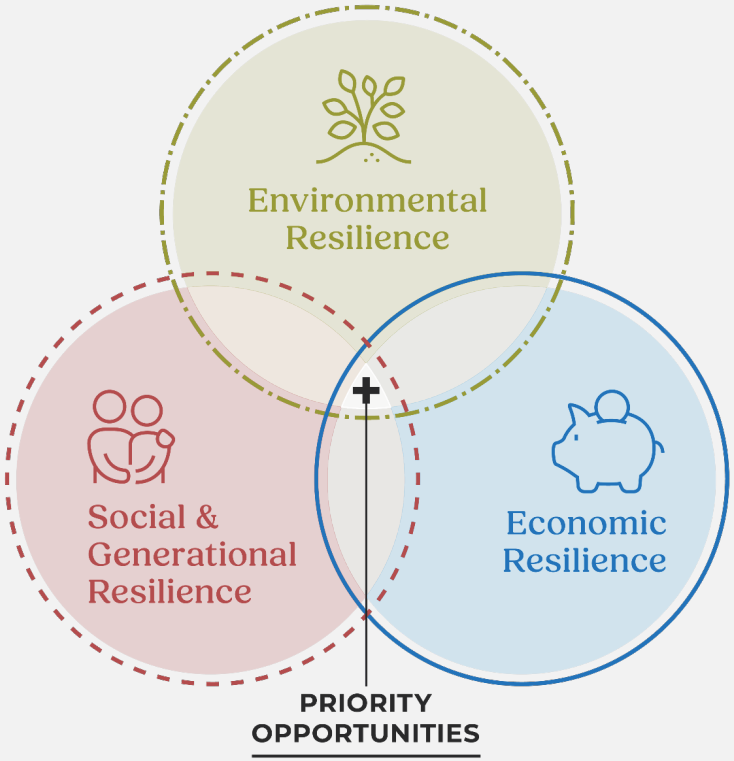
Walking and biking trails are the single most cited gap.

"Connected, not fragmented."

"A place where you can walk & bike without feeling unsafe."

"A place where people feel connected to each other."

Resilience Framework = Project Goals



PROTECT IRREPLACEABLE ENVIRONMENTAL SYSTEMS

Safeguard the Estero River, wetlands, and coastal systems

STRENGTHEN COMMUNITY IDENTITY & QUALITY OF LIFE

Support walkability, gathering spaces, and aging-in-place

GUIDE RESPONSIBLE GROWTH

Align with environmental system constraints and infrastructure capacity

Report Overview + Executive Summary

Executive Summary

This study establishes a 20-year framework of projects and strategic actions for the Village Council to consider in order to broaden cultural, recreational, and social opportunities and enhance residents' quality of life.

WHY NOW?

Almost four years ago, Hurricane Ian caused significant impacts to the Estero Bay and the greater Fort Myers region. These impacts continue to emphasize the need for proactive planning that protects residents, infrastructure, and the unique assets that define the community.

In 2024, the Village of Estero was awarded a grant through the *Lee County Recovery and Resiliency Planning Program* to undertake a comprehensive planning study focused on balancing development, open space, and conservation in the study area (see context map at right).

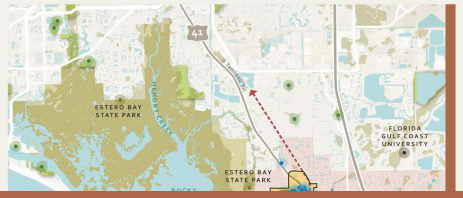
The *Village of Estero Eco-Historic Planning Study* proactively addresses storm inundation and ecological preservation while recognizing that Estero's environmental and cultural assets are foundational to long-term growth and community identity.

PROJECT GOALS

- PROTECT IRREPLACEABLE ENVIRONMENTAL SYSTEMS
- STRENGTHEN COMMUNITY IDENTITY & QUALITY OF LIFE
- GUIDE RESPONSIBLE GROWTH

The plan is grounded in a three-pronged approach to resilience – **environmental, generational, and economic** – recognizing that long-term success depends on addressing these systems together, rather than in isolation. Every recommendation within the plan supports one or more of these interconnected goals.

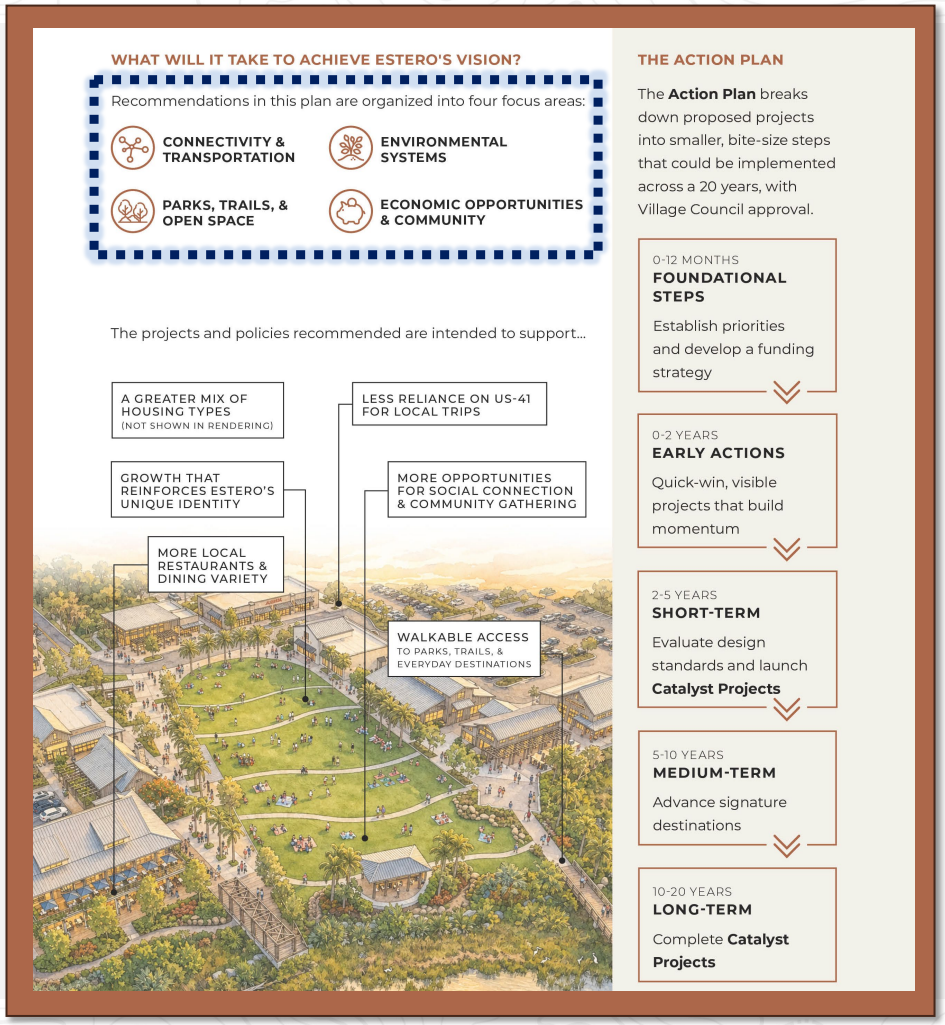
CONTEXT MAP



Executive Summary

Recommendations in this plan are organized into four focus areas:

- CONNECTIVITY & TRANSPORTATION
- ENVIRONMENTAL SYSTEMS
- PARKS, TRAILS, & OPEN SPACE
- ECONOMIC OPPORTUNITIES & COMMUNITY



Executive Summary

THE ACTION PLAN

The **Action Plan** breaks down proposed projects into smaller, bite-size steps that could be implemented across a 20 years, with Village Council approval.

0-12 MONTHS
FOUNDATIONAL STEPS
Establish priorities and develop a funding strategy

0-2 YEARS
EARLY ACTIONS
Quick-win, visible projects that build momentum

2-5 YEARS
SHORT-TERM
Evaluate design standards and launch **Catalyst Projects**

5-10 YEARS
MEDIUM-TERM
Advance signature destinations

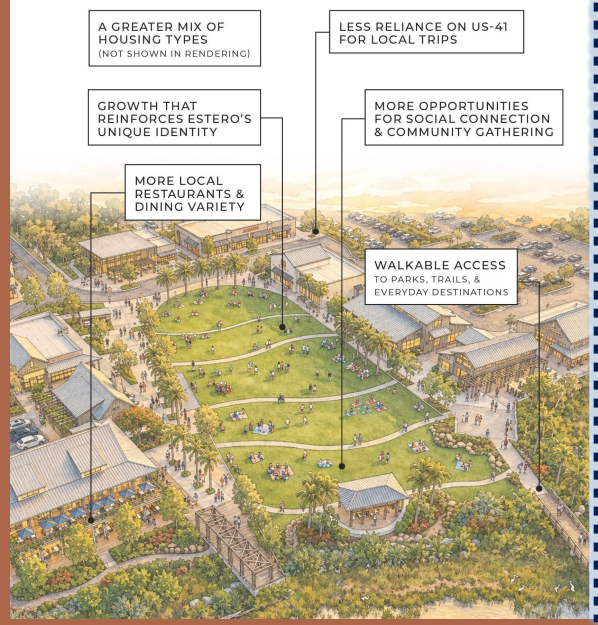
10-20 YEARS
LONG-TERM
Complete **Catalyst Projects**

WHAT WILL IT TAKE TO ACHIEVE ESTERO'S VISION?

Recommendations in this plan are organized into four focus areas:

- CONNECTIVITY & TRANSPORTATION
- ENVIRONMENTAL SYSTEMS
- PARKS, TRAILS, & OPEN SPACE
- ECONOMIC OPPORTUNITIES & COMMUNITY

The projects and policies recommended are intended to support...



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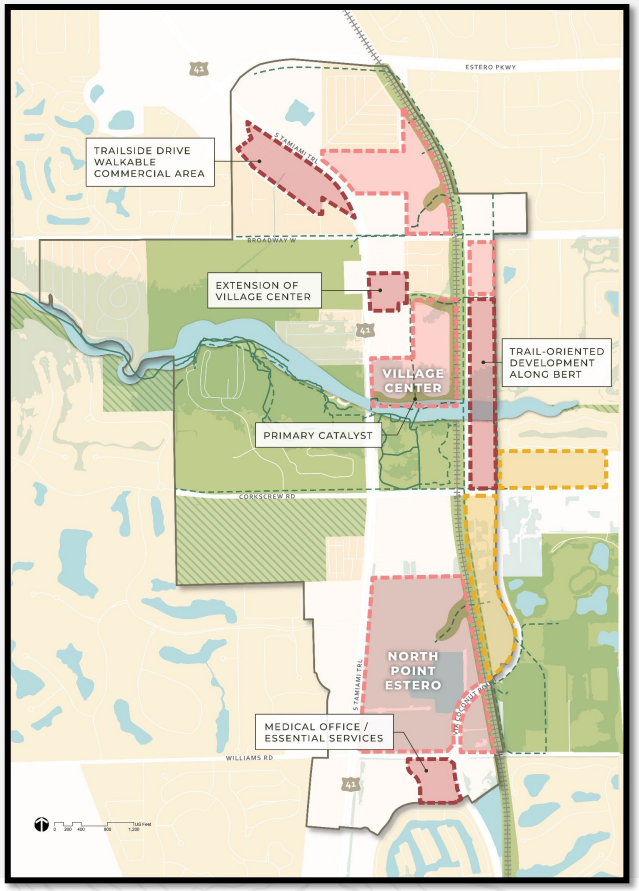
Executive Summary



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- **PARKS, TRAILS, & OPEN SPACE**
- **ECONOMIC OPPORTUNITIES & COMMUNITY**

The projects and policies recommended are intended to support...

THE ACTION PLAN

The **Action Plan** breaks down proposed projects into smaller, bite-size steps that could be implemented across a 20 years, with Village Council approval.

0-12 MONTHS
FOUNDATIONAL STEPS
Establish priorities and develop a funding strategy

0-2 YEARS
EARLY ACTIONS
Quick-win, visible projects that build momentum

2-5 YEARS
SHORT-TERM
Evaluate design standards and launch **Catalyst Projects**

5-10 YEARS
MEDIUM-TERM
Advance signature destinations

10-20 YEARS
LONG-TERM
Complete **Catalyst Projects**

Catalyst Projects

CATALYST PROJECTS

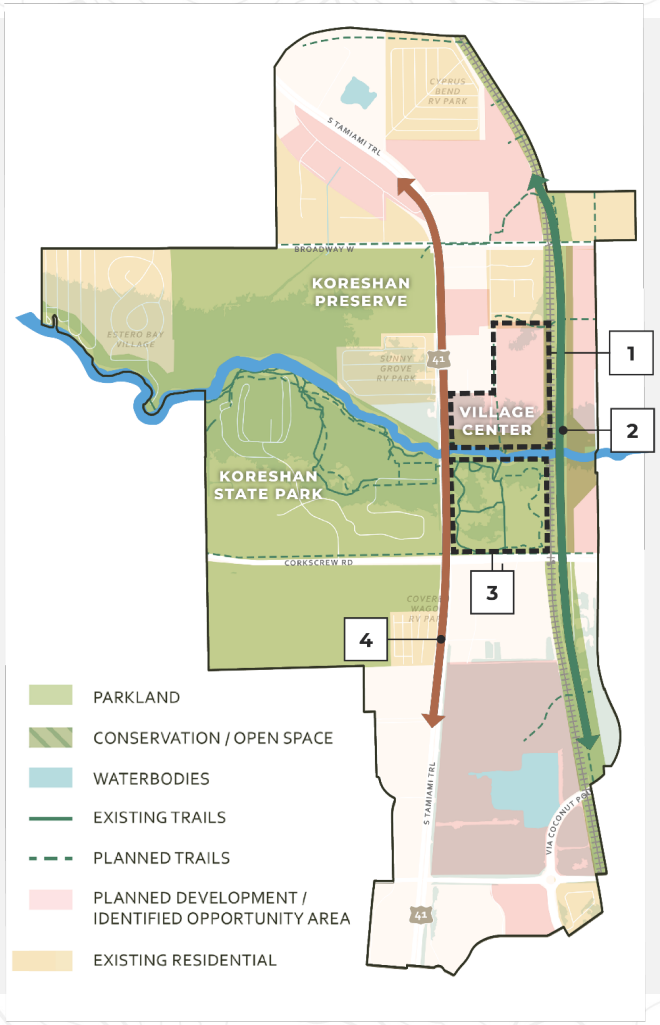
1. VILLAGE CENTER
2. BONITA-ESTERO RAIL TRAIL (BERT)
3. ESTERO RIVER PARK
4. US-41 CORRIDOR IMPROVEMENTS

1 VILLAGE CENTER

2 BONITA-ESTERO RAIL TRAIL (BERT)

3 ESTERO RIVER PARK

4 US-41 CORRIDOR IMPROVEMENTS



Action Plan

Foundational Steps
(0-12 MONTHS)

These steps build the capacity needed to move from planning to implementation, including organizational alignment and developing a funding strategy.

For more information see Next Steps, page 74-75.

Early Actions
(0-2 YEARS)

Early Actions are high-priority "quick-win" actions that can be initiated immediately to make tangible progress in the short-term. These efforts kick off implementation of the plan and signal a clear direction for the Village.

Short-Term Actions
(0-5 YEARS)

The short-term phase focuses on the Early Actions and other immediate improvements that respond directly to community concerns (safety, congestion, lack of walkability) while also establishing the policy structure that will guide future development.

FIX SAFETY & CONNECTIVITY, ESTABLISH IDENTITY

Medium-Term Actions
(5-10 YEARS)

The medium-term phase transitions Estero from planning and early implementation into a fully functioning system of connected places. Short-term projects begin to scale, linking open space and economic development into a connected system that supports regional identity.

BUILD SYSTEMS & DELIVER DESTINATION PROJECTS

Long-Term Actions
(10-20+ YEARS)

In the long-term, Estero can continue to strengthen its identity through coordinated public and private investments and improved connectivity. Earlier phases lay the foundation for long-term environmental, mobility, and community benefits.

LONG EVOLUTION OF COMMUNITY IDENTITY

Recommendations + Strategies for Village Council Consideration

Recommendations + Strategies

- CONNECTIVITY & TRANSPORTATION
- ENVIRONMENTAL SYSTEMS
- PARKS, TRAILS, & OPEN SPACE
- ECONOMIC OPPORTUNITIES & COMMUNITY

Elements of the Plan

CHAPTER 1 FOUNDATIONS
Establishes the plan context and frames the need for an eco-historic planning approach in Estero

CHAPTER 2 VISION
Presents a vision for the overall study area and key sites, with short-, medium-, and long-term strategic actions

Recommendations are organized into four focus areas:

- CONNECTIVITY & TRANSPORTATION
- ENVIRONMENTAL SYSTEMS
- PARKS, TRAILS, & OPEN SPACE
- ECONOMIC OPPORTUNITIES & COMMUNITY

CHAPTER 3 ANALYSIS
Summarizes the research, community engagement, and technical analyses conducted in early phases of planning

CHAPTER 4 APPENDIX
Supporting documentation, technical materials, and interim deliverables that inform the plan

CONNECTIVITY & TRANSPORTATION

Key Takeaways

Fix safety first: Evaluate improvements to crossings, sidewalks, and bike facilities, making it safer and easier to move around Estero today.

Establish the framework before building the system: Early actions (the US-41 Corridor Master Plan, BERT framework) ensure that future investments are coordinated and consistent with long-term vision and resilience goals.

Transform US-41: Phased improvements will transform US-41 from a high-speed corridor into a multi-modal boulevard with safe crossings, walkable nodes, and a cohesive public realm.

Leverage BERT as the community's primary mobility spine: The Bonita–Estero Rail Trail serves as the primary north-south connector, linking key destinations with safe access across Estero.

Proactive, not reactive: Transportation improvements should *guide* where redevelopment occurs, rather than *respond* to ongoing growth, to encourage walkable development and multi-modal access.

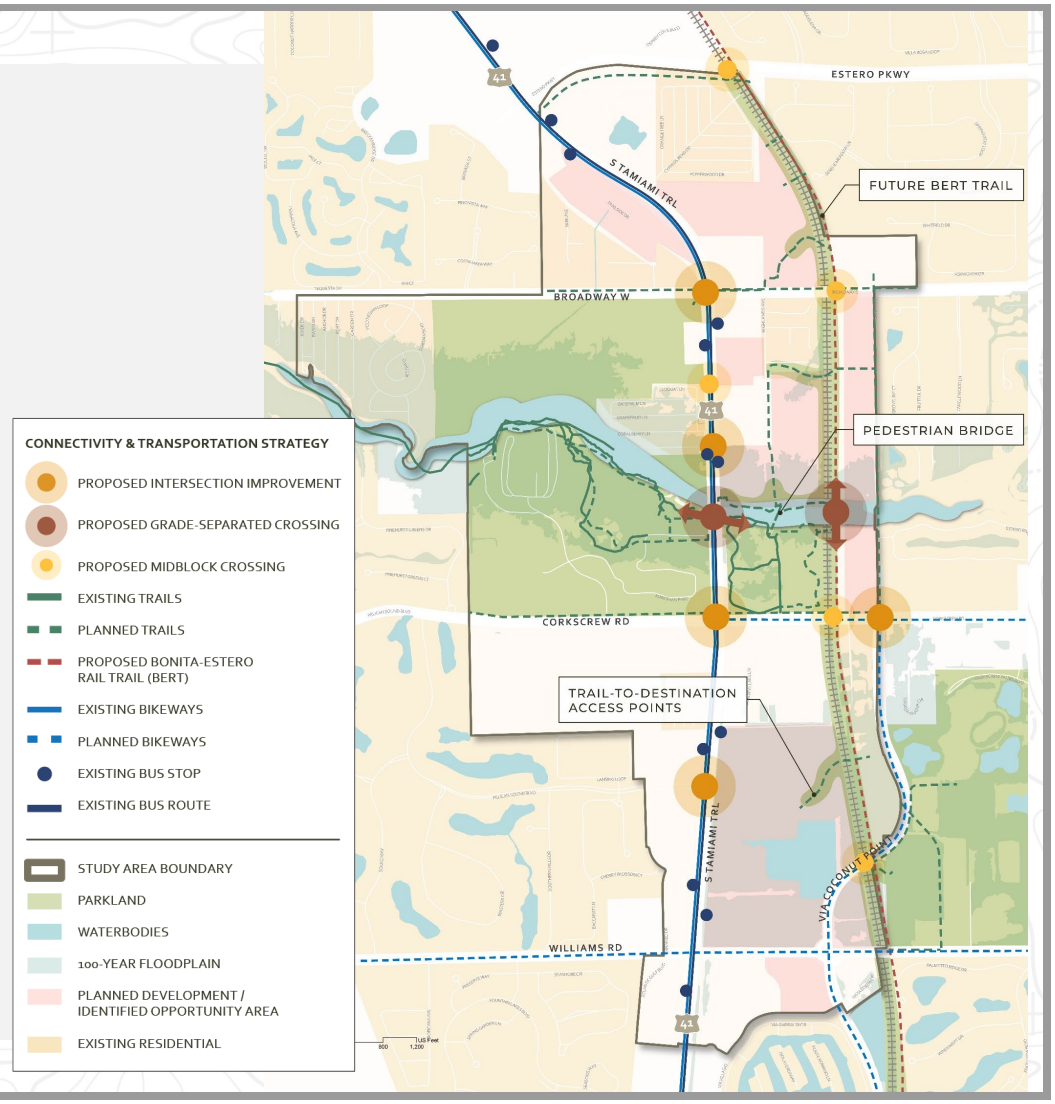
CONNECTIVITY & TRANSPORTATION

EARLY ACTIONS

- **Adopt US-41 Landscape & Streetscape Master Plan**
  - Explore reclassification of a segment of US-41 (see page 35)
  - Define typical cross sections (lanes, medians, sidewalks, bike facilities)
  - Identify priority pedestrian and bicycle crossings (top 10 locations)
  - Evaluate grant opportunities

SHORT-TERM ACTIONS

- **Implement priority crossings on US-41 and key intersections (2-3 locations)**
  - Pilot protected bike lanes / shared-use paths
  - Improve sidewalk gaps and ADA accessibility
  - Launch "Safe Routes to Parks & Trails" program
- **Coordinate with FDOT on:**
  - Speed management strategies
  - Under-bridge multi-use path at Estero River
  - Other grade-separated crossing options to reduce US-41 as a barrier



ENVIRONMENTAL SYSTEMS

Key Takeaways

Protect first, before growth accelerates: Establishing clear protections (like the River Protection Overlay) ensures that community growth is aligned with environmental constraints from the outset.

Create a consistent and resilient river corridor: A defined setback and conservation strategy provides clarity for development while protecting ecological function, water quality, and flood storage capacity.

Phased integration: Over time, environmental assets become more visible and accessible through carefully designed river access, open space connections, and nature-based infrastructure that allows people to experience the river while maintaining its ecological integrity.

Leverage private dollars: Tools such as a Green Infrastructure Handbook and developer incentives help integrate stormwater management and resilience into standard practice.

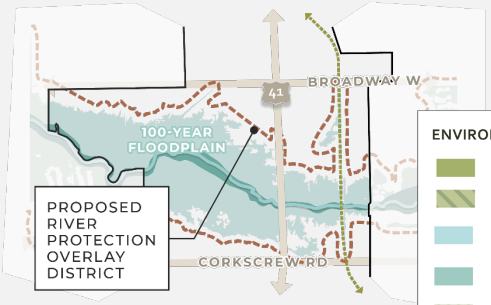
ENVIRONMENTAL SYSTEMS

EARLY ACTIONS

- Consider adopting an Estero River Protection Overlay District
- Develop and adopt a Village-wide Green Infrastructure Handbook to guide site and infrastructure design
- Develop a Green Infrastructure Incentive Program

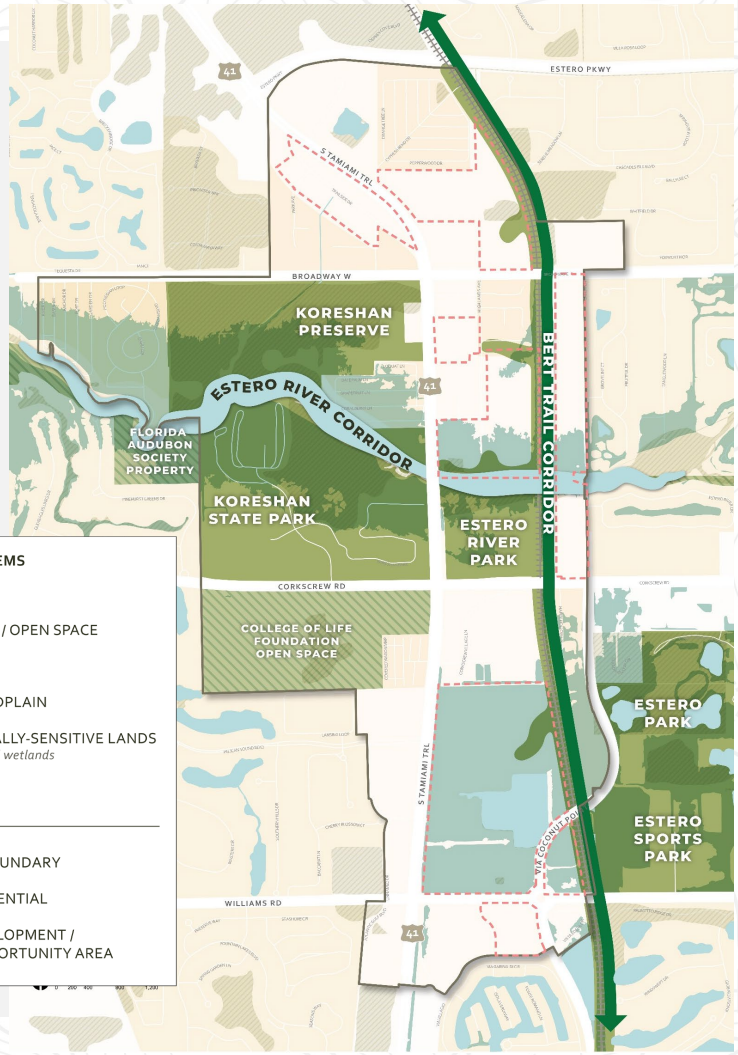
RIVER PROTECTION OVERLAY DISTRICT

A combination of floodplain regulations, wetland protections, and project-specific approvals govern development along the Estero River. While these tools provide important safeguards, they do not establish a corridor-wide approach to how the river edge is protected, experienced, or integrated into the community.



SHORT-TERM ACTIONS

- Identify and secure 2–3 priority river access sites
- Initiate wetland and floodplain land acquisition program
- Secure river access sites through easements or purchase
- Limit impervious surface coverage in sensitive areas



PARKS, TRAILS, & OPEN SPACE

Key Takeaways

Define identity early: Establish clear design standards and advance signature projects (Estero River Park, Boomer Property) to create a recognizable and cohesive open space system that reinforces the connection to local ecology from the outset.

Lead with design to ensure long-term quality: Early adoption of design standards ensures consistency in shade, materials, planting, and overall user experience.

Build over time from pilots to a complete system: Early improvements (shade, seating, wayfinding) evolve into a fully connected and mature open space network.

Connect what exists before adding new assets: Prioritize connections to existing parks, trails, the Estero River, and destinations, rather than developing isolated open spaces. A connected system encourages people to "park once," stay longer, and engage more deeply with the community. **BERT plays a critical role in making these connections.**

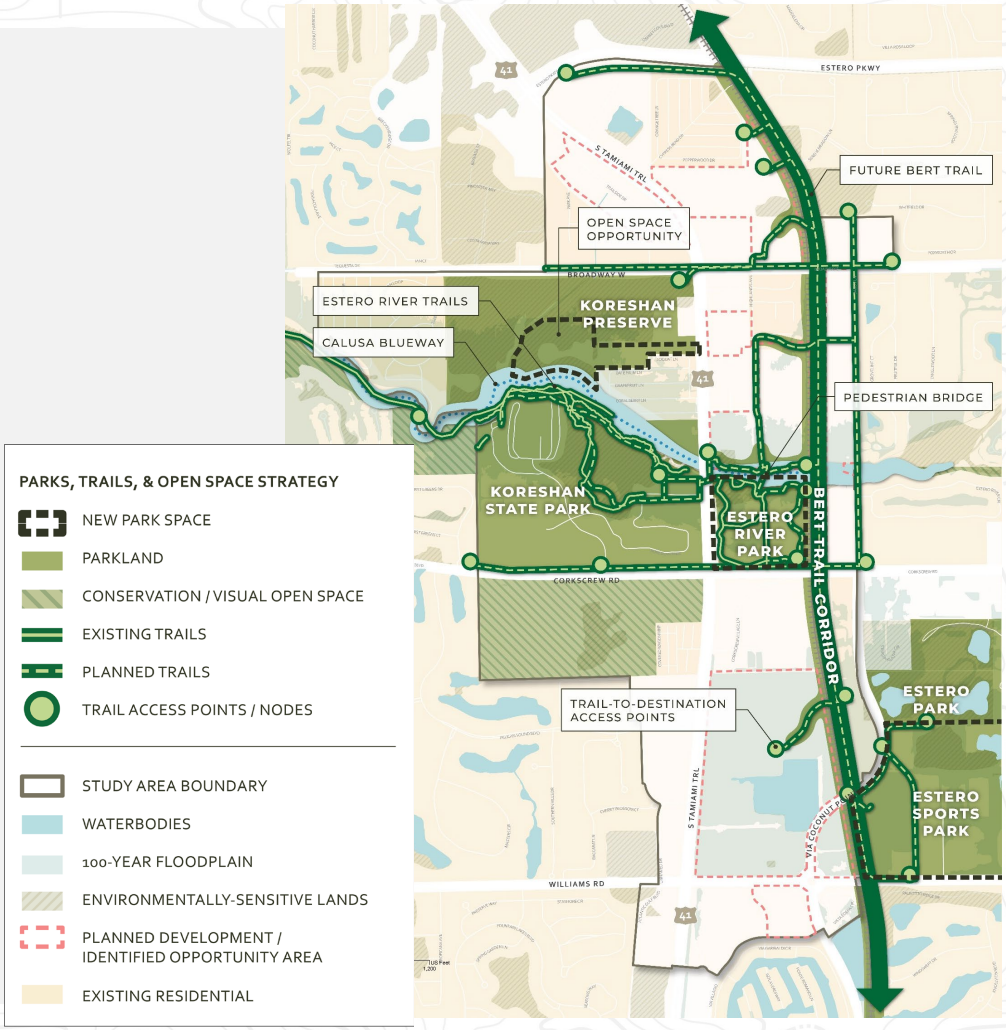
PARKS, TRAILS, & OPEN SPACE

EARLY ACTIONS

- **BERT & Trail Design Guidelines**
  - Establish signature trail identity (materials, lighting, signage, furnishings)
  - Trail-to-destination interface standards
  - Develop typical cross sections for trails and safe crossings
  - Explore eco-tourism and heritage trail opportunities
- **Estero Open Space Design Manual** for Village-owned parks and public spaces
  - Define park typologies (civic greens, preserves, river access, neighborhood parks)
  - Shade canopy standards
  - Native planting and ecological restoration
  - Materials, furnishings, and architectural elements

SHORT-TERM ACTIONS

- **Establish long-term design framework for Estero River Park** (see page 55)
- **Begin priority segments of BERT** (see page 53)
  - Prioritize connections to Village Center, Estero River, and Koreshan State Park
- **Develop master plan for Boomer House property** (see page 57)
- **Install shade, seating, and wayfinding pilots across the system**



ECONOMIC OPPORTUNITIES & COMMUNITY

Key Takeaways

Invest in a walkable, local-serving economic core: The Village Center should support daily needs, local businesses, and community life, reducing reliance on regional commercial corridors.

Activate Village Center early to build identity and momentum: Temporary programming, events, and small-scale development will establish the Village Center as a gathering place before full build-out.

Use design and form to shape outcomes: Master planning and design standards ensure that development contributes to a cohesive, high-quality environment, rather than fragmented growth.

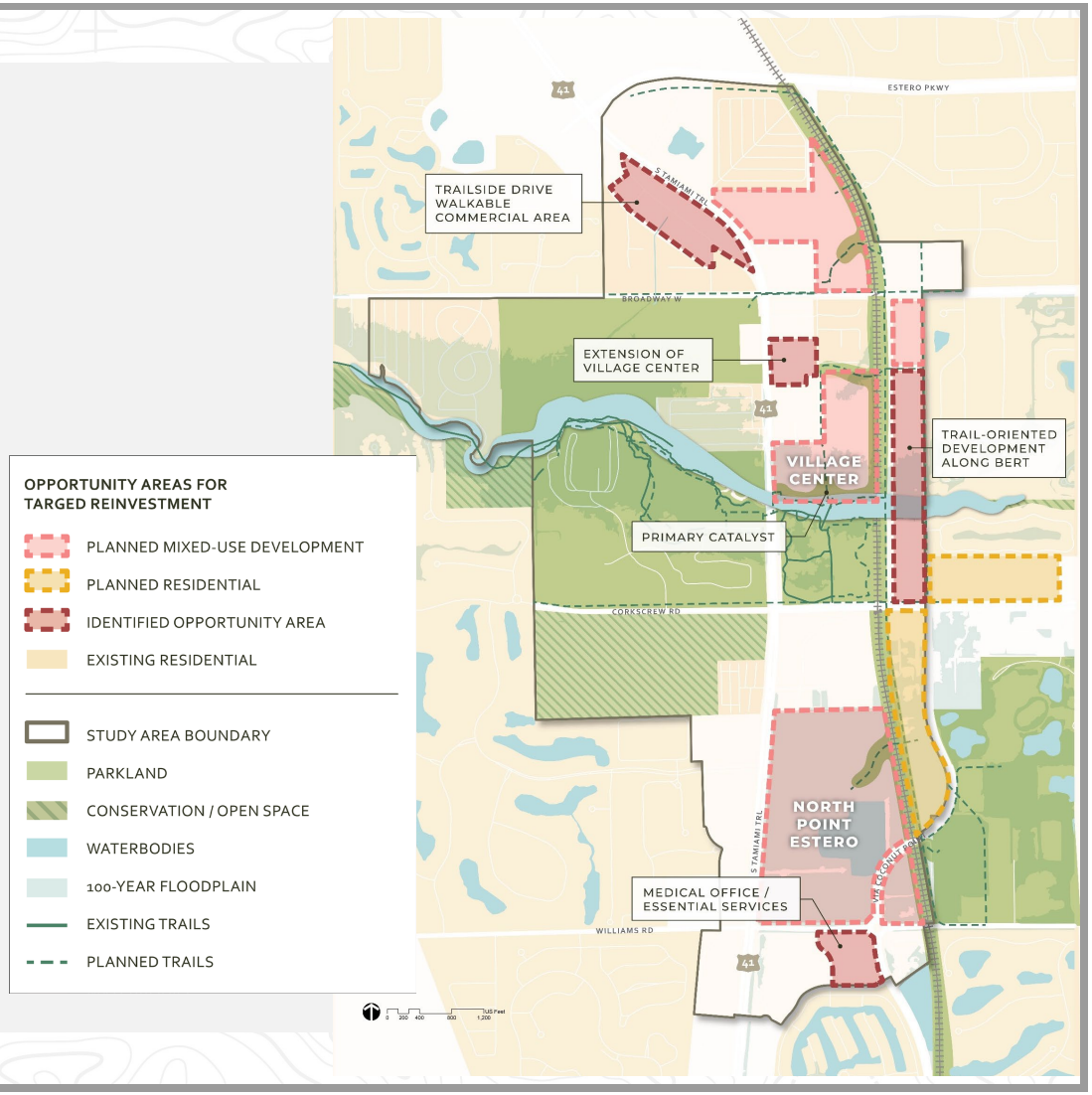
Walk, don't run: Phased development ensures that economic growth aligns with infrastructure capacity, market demand, and long-term community goals.

Create a lasting sense of place: Combining walkability, local businesses, intentional design elements, and connections to natural systems will develop a distinct and authentic identity for Estero that cannot be replicated anywhere else.

ECONOMIC OPPORTUNITIES & COMMUNITY

SHORT-TERM ACTIONS

- **Evaluate a Historic District Overlay**
  - Include the Village Center, Estero River Park and Boomer House Property
- **Village Center Master Plan**
  - Adopt Village Center master plan, economic strategy, and zoning
  - Consider adopting form-based code to establish a consistent architectural and landscape language
  - Recruit local businesses and food & beverage anchors
  - Program temporary events (markets, festivals)
  - Incentivize small-scale, locally serving redevelopment
  - Coordinate with FDOT on traffic signal improvements
- **Housing & Community**
  - Identify priority redevelopment and infill sites
  - Update zoning to support senior housing and missing middle housing
  - Incentivize walkable, mixed-use housing near Village Center
- **Consider creating a Main Street District Overlay for Trailside Drive**



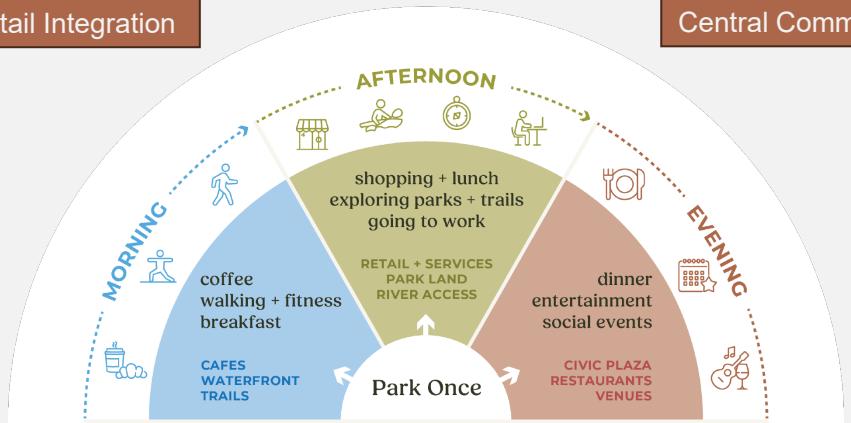
Catalyst Site Concepts

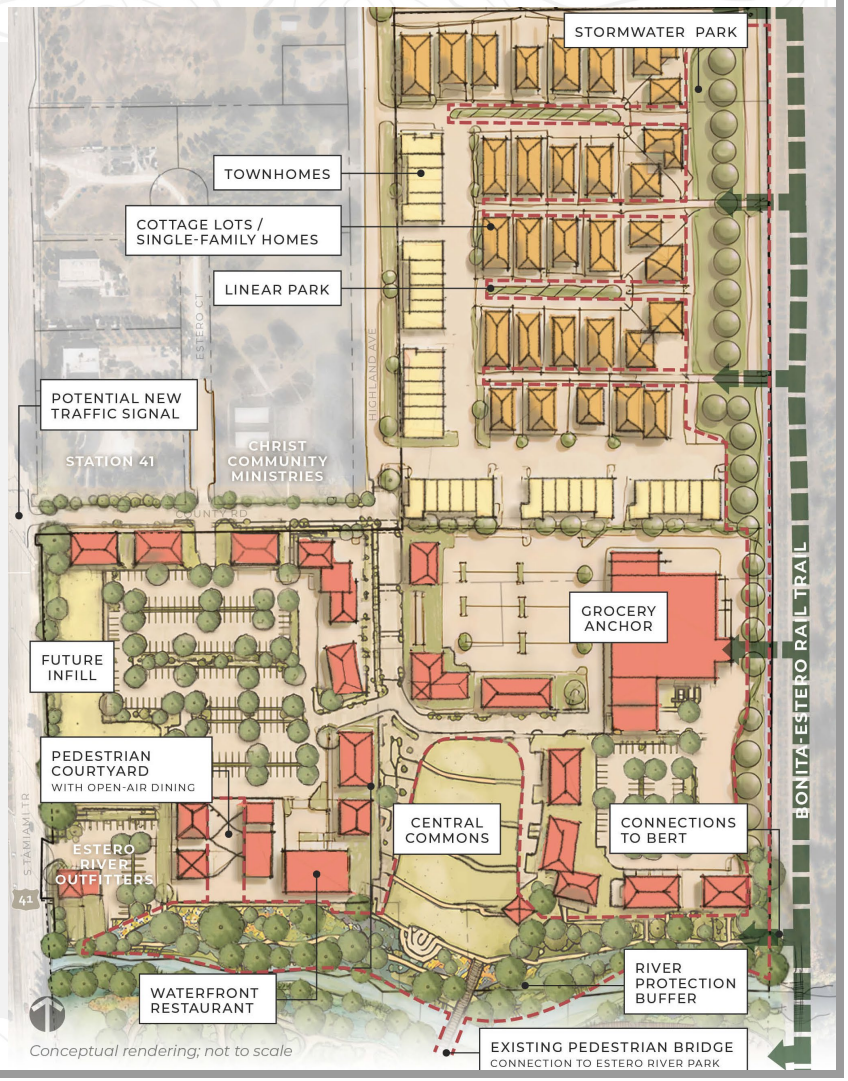
Village Center

Retail Integration

Waterfront Dining

Central Commons





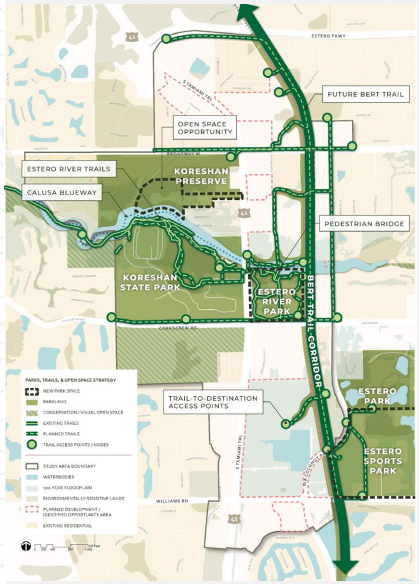
Estero River Park

Riverfront Natures Play Rendering

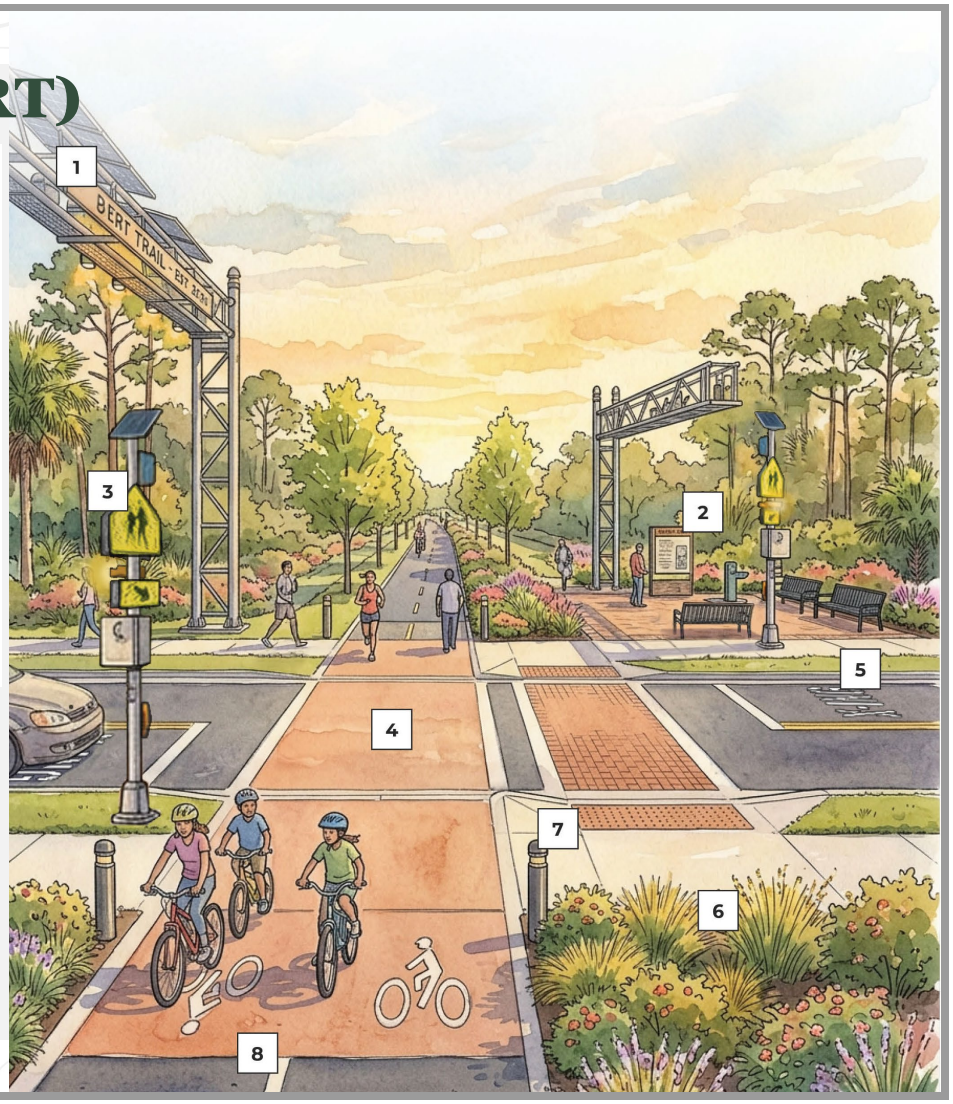
Shaded Gathering Spaces

Existing Restroom Facility

Bonita-Estero Rail Trail (BERT)

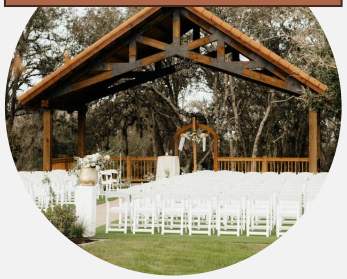


1. **REPURPOSED RAIL SIGNAL MASTS:** VISUAL LANDMARK & IDENTITY FEATURE
2. **MIDBLOCK TRAILHEAD:** DEFINE TRAIL ENTRY POINT WITH SIGNAGE & GATHERING SPACE TO MARK ACCESS
3. **PEDESTRIAN-ACTIVATED RRFB SIGNAL:** FLASHES LIGHTS TO PROMPT DRIVER YIELD
4. **BRANDED CROSSWALK:** REINFORCE TRAIL PRIORITY & AWARENESS
5. **ADVANCE WARNING SIGNAGE & IN-LANE MARKINGS:** ALERT DRIVERS OF MIDBLOCK CROSSING
6. **ENHANCED LANDSCAPING** TO SIGNAL TRANSITION FROM CORRIDOR TO CROSSING
7. **BOLLARD LIGHTING:** DEFINE CROSSING ZONE & IMPROVE NIGHTTIME VISIBILITY
8. **MODIFIED PAVEMENT** AT CROSSING APPROACHES & CONFLICT ZONES



Boomer Property

Wedding/ Event Venue

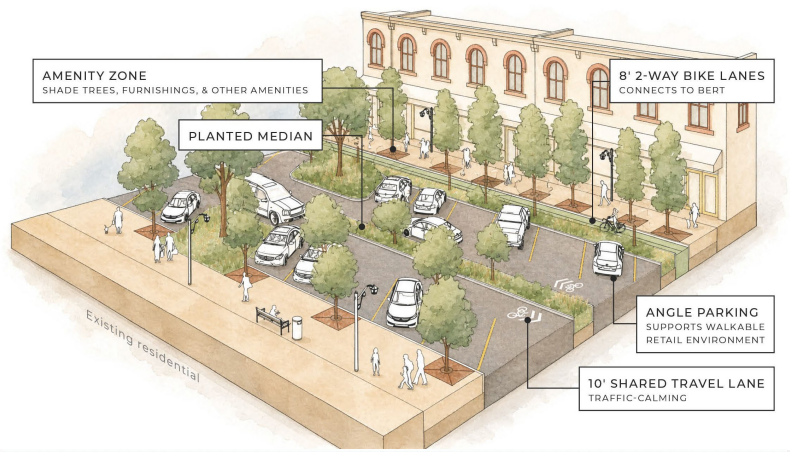


Amenity Building

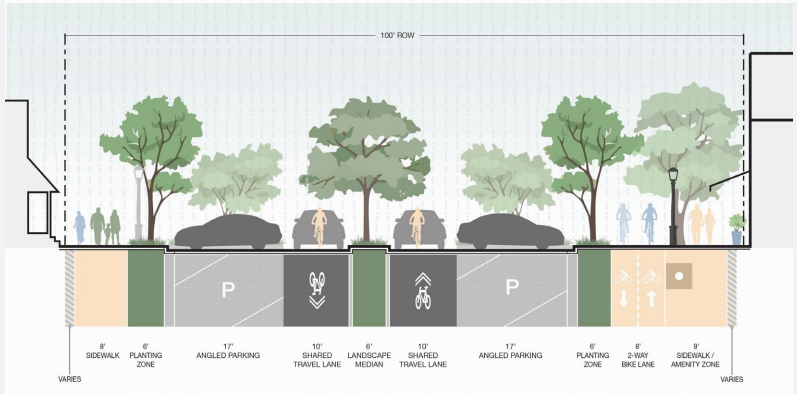
Glamping Sites

1	**FORMAL ENTRY DRIVE:** DEFINED ARRIVAL SEQUENCE WITH LANDSCAPE FRAMING
2	**"GLAMPING":** APPROX. 44 SITES INTEGRATED INTO NATURAL AREAS
3	**EVENT & MULTI-PURPOSE CENTER:** INCLUDES BACK-OF-HOUSE CATERING KITCHEN
4	**EVENT PLAZA:** FLEXIBLE OUTDOOR VENUE FOR RECEPTIONS, GROUP ACTIVITIES, ETC.
5	**WATERFRONT OVERLOOK:** FORMAL CEREMONY SPACE
6	**AMENITY BUILDING:** SHARED DINING HALL & RESTROOM FACILITIES FOR EVENTS & OVERNIGHT STAYS
7	**VISITOR PARKING**
8	**RENOVATED HISTORIC BOOMER RESIDENCE**
9	**VEGETATED BIO-SWALE:** STORMWATER FEATURE

Trailside Drive – Main Street District



TRAILSIDE DRIVE DEVELOPMENT PROGRAM	
Commercial *Medical / office / retail / food & beverage*	40,000-50,000 sf
Residential *Townhome / duplex / single-family*	22-44 units

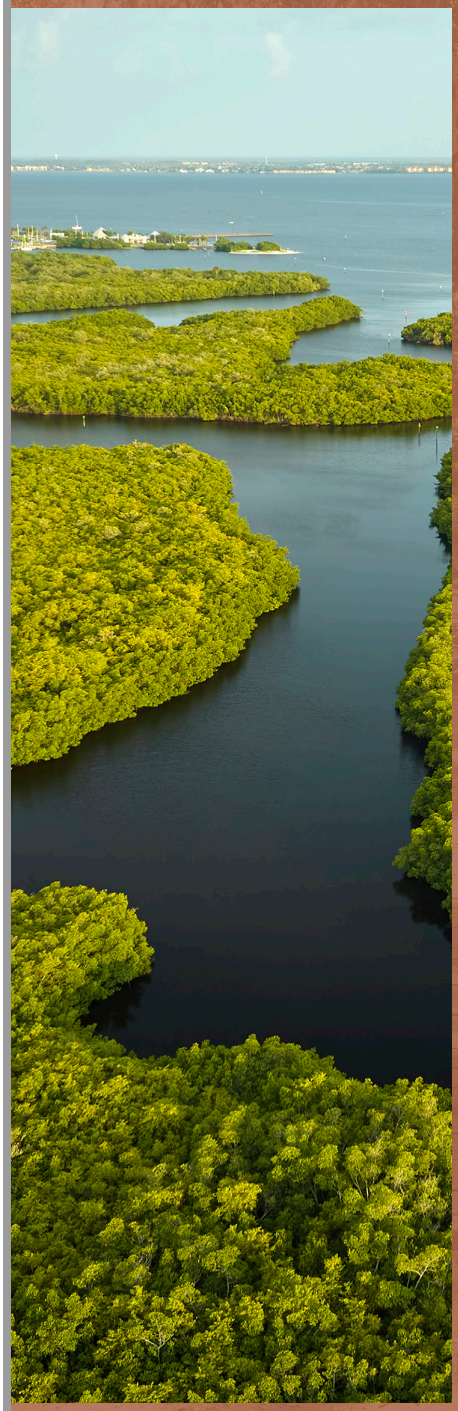


Questions +
Discussion

Thank you

Village of ESTERO

LandDesign.
CREATING PLACES
THAT MATTER.



Village of Estero | May 2026

ECO-HISTORIC PLANNING STUDY

1

Acknowledgments

VILLAGE OF ESTERO

MAYOR JOANNE RIBBLE

VICE MAYOR GEORGE ZALUCKI

COUNCILMEMBER JEFF HUNT

COUNCILMEMBER JON MCLAIN

COUNCILMEMBER RAFAEL LOPEZ

COUNCILMEMBER JIM WARD

COUNCILMEMBER LORI FAYHEE

CONSULTANT TEAM

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MASTER PLANNING & LANDSCAPE ARCHITECTURE

COOPER CARRY
ARCHITECTURE

KITTELSON & ASSOCIATES
MULTI-MODAL TRANSPORTATION

BDA
ENVIRONMENTAL ANALYSIS

RCLCO
MARKET & ECONOMIC ANALYSIS

Executive Summary

This study establishes a 20-year framework of projects and strategic actions for the Village Council to consider in order to broaden cultural, recreational, and social opportunities and enhance residents' quality of life.

WHY NOW?

Almost four years ago, Hurricane Ian caused significant impacts to the Estero Bay and the greater Fort Myers region. These impacts continue to emphasize the need for proactive planning that protects residents, infrastructure, and the unique assets that define the community.

In 2024, the Village of Estero was awarded a grant through the *Lee County Recovery and Resiliency Planning Program* to undertake a comprehensive planning study focused on balancing development, open space, and conservation in the study area (see context map at right).

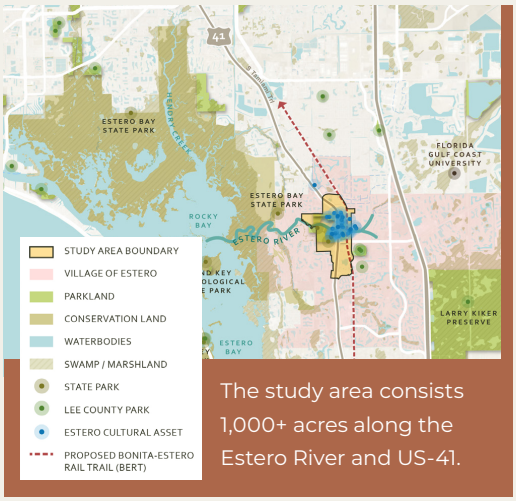
The *Village of Estero Eco-Historic Planning Study* proactively addresses storm inundation and ecological preservation while recognizing that Estero's environmental and cultural assets are foundational to long-term growth and community identity.

PROJECT GOALS

- PROTECT IRREPLACEABLE ENVIRONMENTAL SYSTEMS
- STRENGTHEN COMMUNITY IDENTITY & QUALITY OF LIFE
- GUIDE RESPONSIBLE GROWTH

The plan is grounded in a three-pronged approach to resilience – **environmental, generational, and economic** – recognizing that long-term success depends on addressing these systems together, rather than in isolation. Every recommendation within the plan supports one or more of these interconnected goals.

CONTEXT MAP



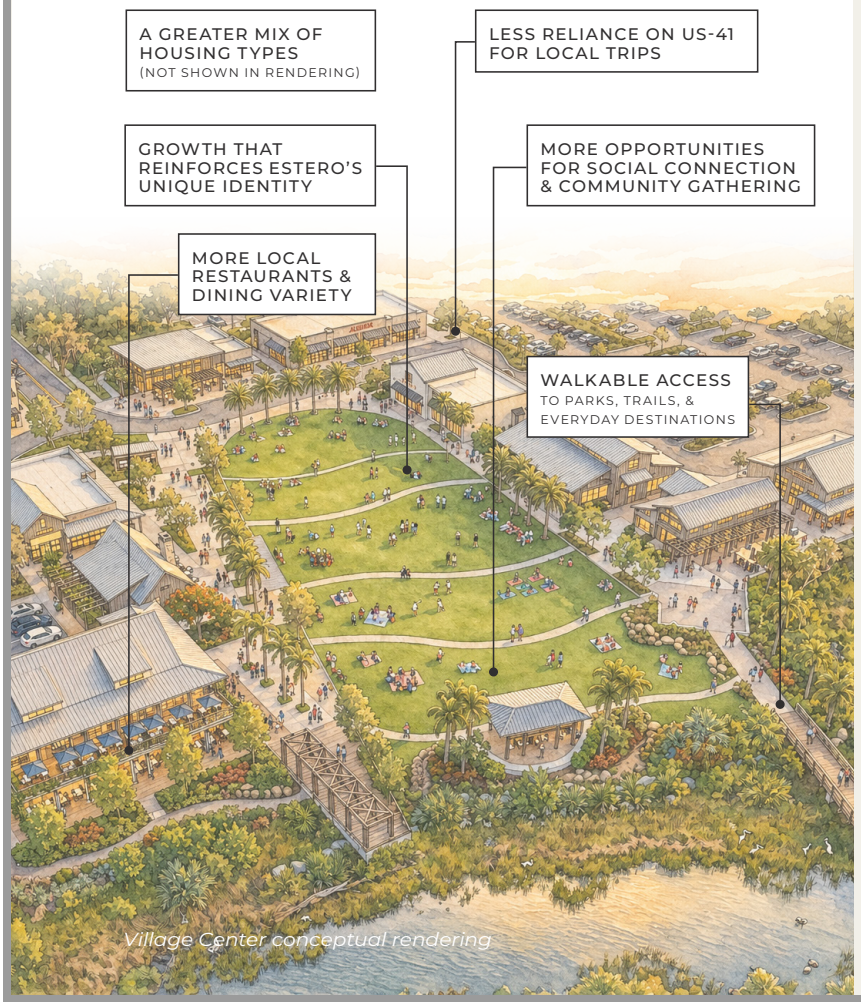
The study area consists 1,000+ acres along the Estero River and US-41.

WHAT WILL IT TAKE TO ACHIEVE ESTERO'S VISION?

Recommendations in this plan are organized into four focus areas:

- **CONNECTIVITY & TRANSPORTATION**
- **ENVIRONMENTAL SYSTEMS**
- **PARKS, TRAILS, & OPEN SPACE**
- **ECONOMIC OPPORTUNITIES & COMMUNITY**

The projects and policies recommended are intended to support...



Village Center conceptual rendering

THE ACTION PLAN

The **Action Plan** breaks down proposed projects into smaller, bite-size steps that could be implemented across a 20 years, with Village Council approval.

0-12 MONTHS
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0-2 YEARS
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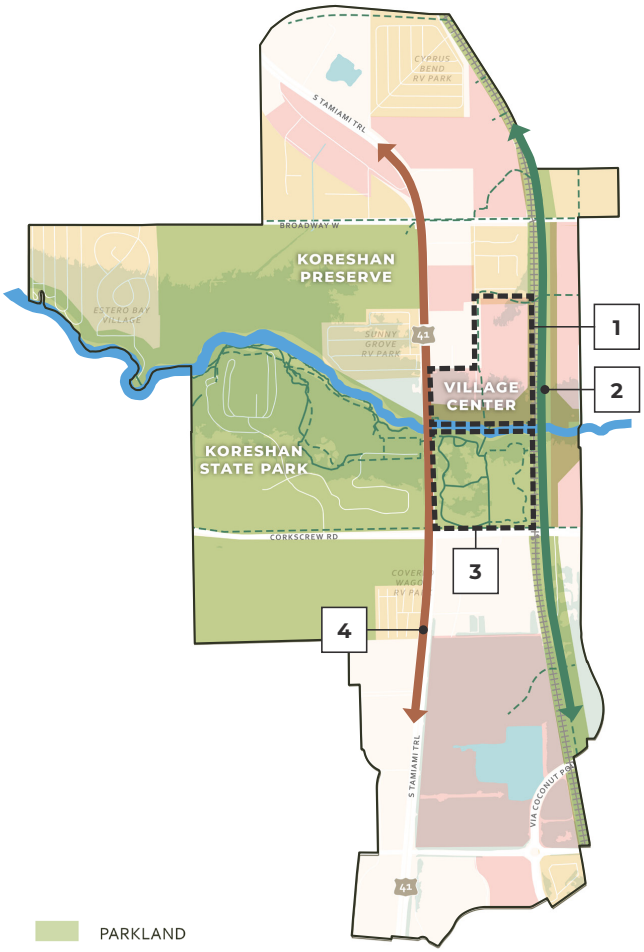
2-5 YEARS
SHORT-TERM
Evaluate design standards and launch **Catalyst Projects**

5-10 YEARS
MEDIUM-TERM
Advance signature destinations

10-20 YEARS
LONG-TERM
Complete **Catalyst Projects**

OVERVIEW OF RECOMMENDATIONS

STUDY AREA MAP



- PARKLAND
- CONSERVATION / OPEN SPACE
- WATERBODIES
- EXISTING TRAILS
- PLANNED TRAILS
- PLANNED DEVELOPMENT / IDENTIFIED OPPORTUNITY AREA
- EXISTING RESIDENTIAL

Early and Short-Term Actions described in the Action Plan include key **Catalyst Projects** and supporting policy updates that will define the next era of growth and identity for Estero, building momentum in the first few years while establishing a solid foundation for long-term change.

CATALYST PROJECTS

1	VILLAGE CENTER
2	BONITA-ESTERO RAIL TRAIL (BERT)
3	ESTERO RIVER PARK
4	US-41 CORRIDOR IMPROVEMENTS

Opportunity areas (shown in pink at left) have also been identifed for potential reinvestment where:

- Environmental impact is limited
- Connections to BERT or open space can be strengthened
- Local businesses have the potential to cluster, strengthen foot traffic and overall destination appeal

TOP 6 **CATALYST PROJECTS & POLICY UPDATES**

1 VILLAGE CENTER

The Village Center is positioned to become a new riverside destination that attracts residents and businesses and supports more diverse local-serving dining and retail, walkability, and community life.

2 BONITA-ESTERO RAIL TRAIL (BERT)

Once the land is purchased, this project will establish a signature trail spine along a former rail line that can serve as an eco-tourism driver and off-street connector to neighborhoods, parks, and regional destinations.

3 ESTERO RIVER PARK

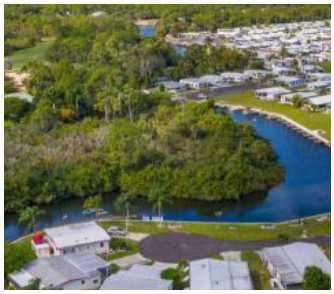
This project transforms the riverfront land across from Village Center into a nature-based destination, using natural play, visible ecological restoration, and expanded public access to create a more immersive experience.

4 US-41 CORRIDOR IMPROVEMENTS

US-41 was identified as a key barrier to connectivity and quality of life in the study area. Initial assessment suggests that context reclassification and new or enhanced pedestrian crossings may be warranted.

5 ESTERO OPEN SPACE DESIGN MANUAL

Consider developing a clear framework for how parks, trails, streets, and public spaces in Estero should look and function. Creating a consistent design language helps ensure future projects contribute to a recognizable and cohesive public realm.



6 ENVIRONMENTAL POLICIES

Consider protections (like the River Protection Overlay), incentive programs, and other standards to ensure that community growth is aligned with environmental constraints.

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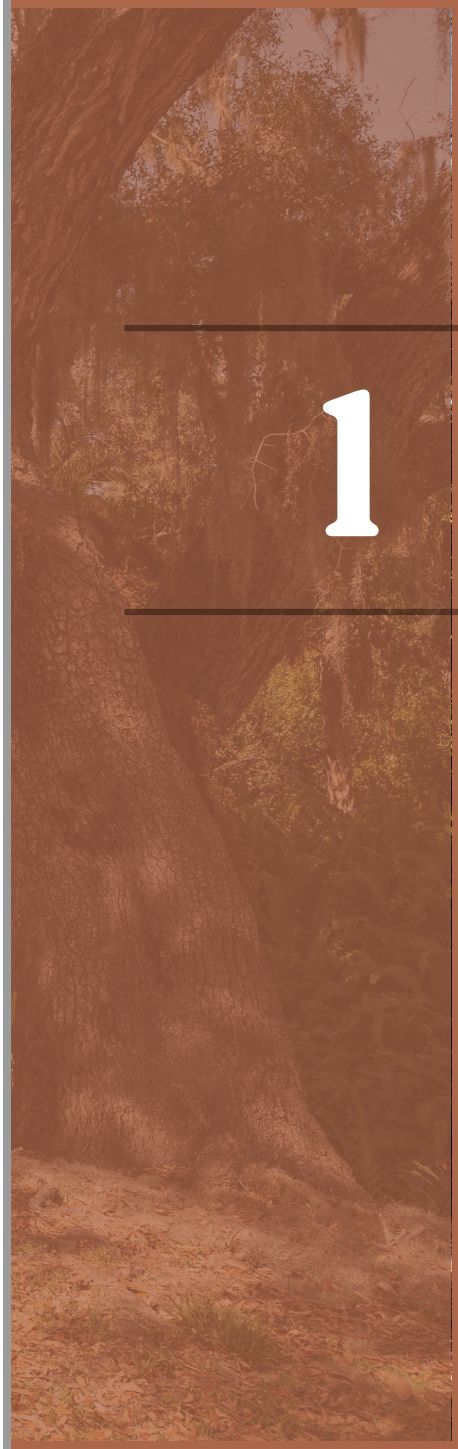


Village of Estero
Eco-Historic Planning Study

1 FOUNDATIONS

Introduction & Context

The Case for Action

The Planning Process

Plan Framework

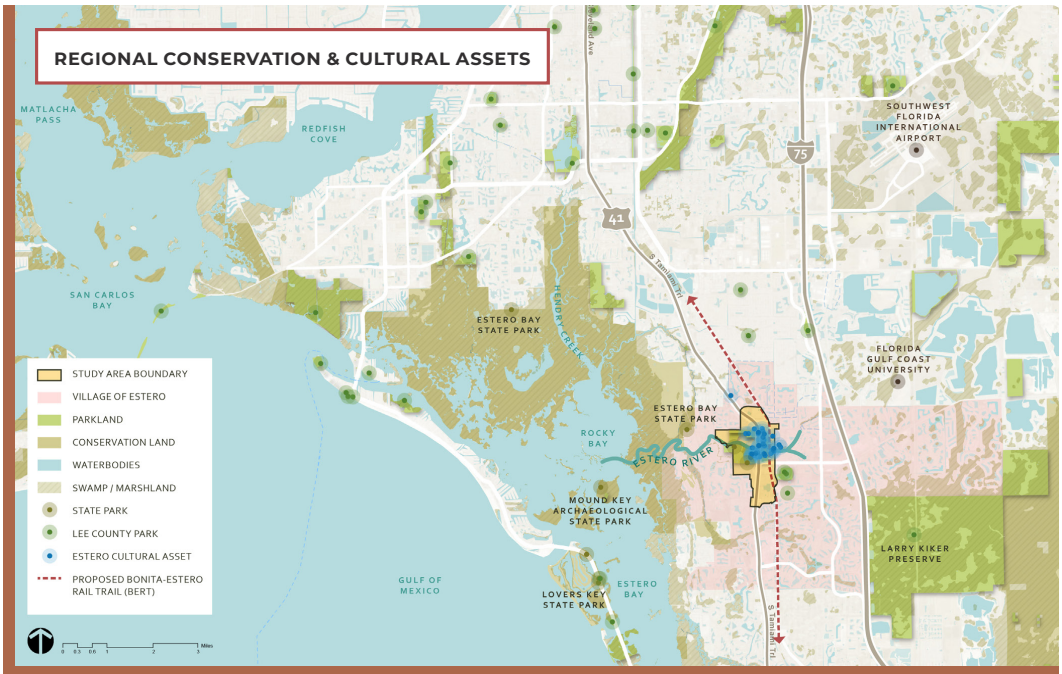
1 | FOUNDATIONS

Introduction & Context

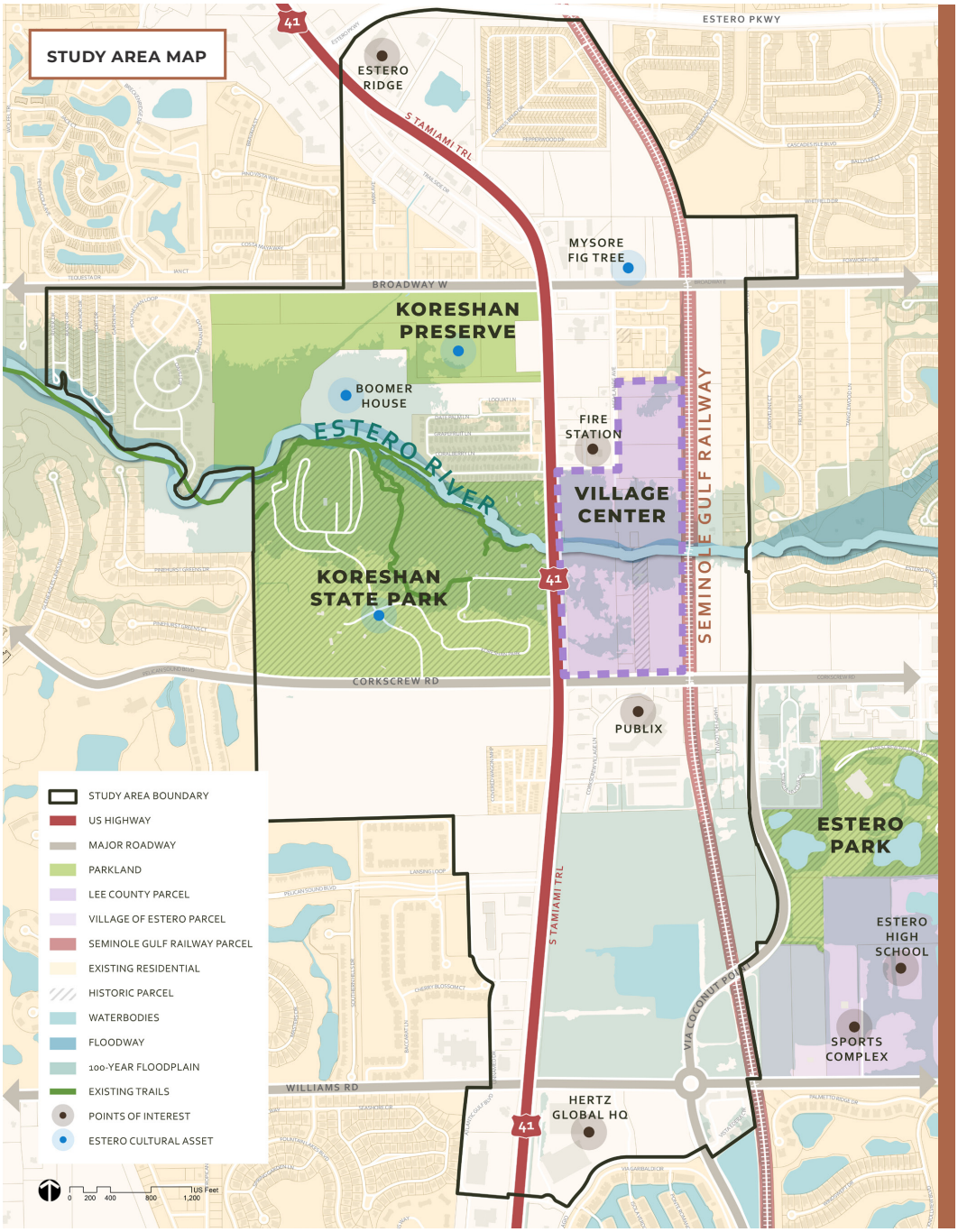
Project Background

As the greater Fort Myers region continues to grow – and with the impacts of Hurricane Ian (2022) still fresh – Estero is at a pivotal moment. In 2024, the Village of Estero was awarded a grant through the *Lee County Recovery and Resiliency Planning Program* to undertake a comprehensive planning study focused on balancing development, open space, and conservation in developed area of Estero that lacks critical infrastructure.

The *Village of Estero Eco-Historic Planning Study* addresses storm inundation and climate change while recognizing the environmental and cultural significance of the Estero River and Koreshan State Park area to support long-term economic growth. Recommendations in this plan **establish a coordinated direction and 20-year framework for public and private investment** to broaden cultural, recreational, and social opportunities and elevate quality of life for Village residents.



The study area consists of more than 1,000 acres, including the Estero River, a portion of the US-41 corridor, and the planned Bonita–Estero Rail Trail (BERT), along with numerous historic sites and cultural assets, conservation lands, and publicly owned properties.


STUDY AREA MAP
ESTERO PKWY
ESTERO RIDGE
S TAMIAMI TRL
MYSORE FIG TREE
BROADWAY W
KORESHAN PRESERVE
BOOMER HOUSE
ESTERO RIVER
FIRE STATION
VILLAGE CENTER
SEMINOLE GULF RAILWAY
KORESHAN STATE PARK
CORKSCREW RD
PUBLIX
ESTERO PARK
ESTERO HIGH SCHOOL
SPORTS COMPLEX
VIA COCONUT POINT
WILLIAMS RD
HERTZ GLOBAL HQ
STUDY AREA BOUNDARY
US HIGHWAY
MAJOR ROADWAY
PARKLAND
LEE COUNTY PARCEL
VILLAGE OF ESTERO PARCEL
SEMINOLE GULF RAILWAY PARCEL
EXISTING RESIDENTIAL
HISTORIC PARCEL
WATERBODIES
FLOODWAY
100-YEAR FLOODPLAIN
EXISTING TRAILS
POINTS OF INTEREST
ESTERO CULTURAL ASSET
0 200 400 800 1,200 US Feet

1 | FOUNDATIONS

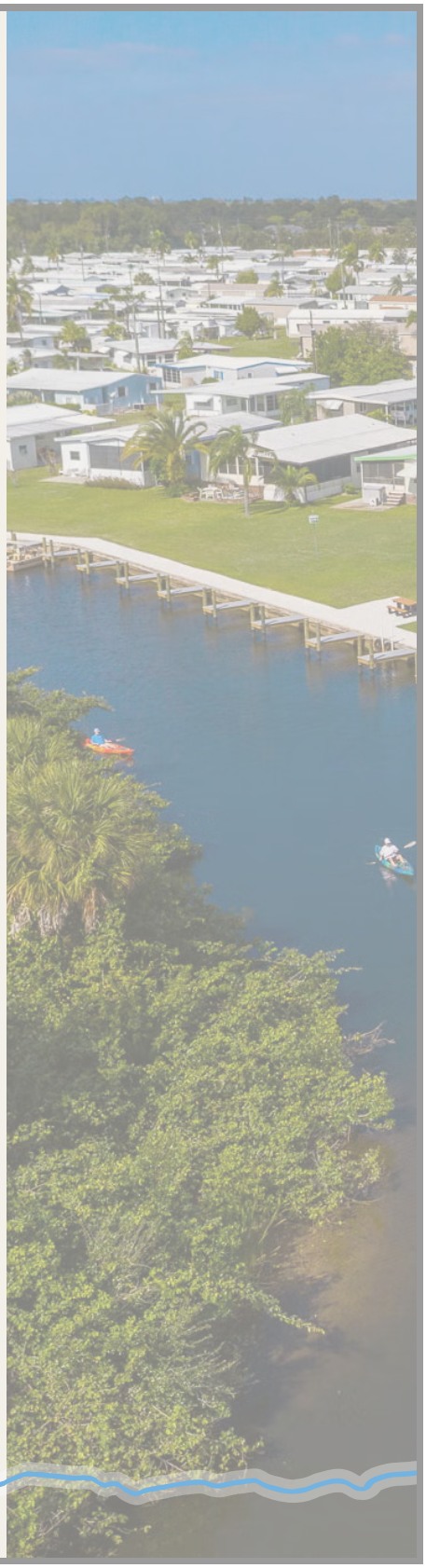
The Case for Action

Why Resilience Matters for Estero

Almost four years ago, Hurricane Ian caused significant impacts to the Estero Bay and the greater Fort Myers region. Storm surge, high winds, and heavy rain caused widespread flooding, erosion, habitat loss, and significant damage to homes and public infrastructure. In Estero, low-lying areas along the Estero River and surrounding wetlands are particularly vulnerable, highlighting the need for proactive planning to protect residents, infrastructure, and irreplaceable ecological and historic assets.

The storm also underscored the long-term challenges of climate change, including rising sea levels and more frequent intense storms. For Estero, resilience is central to sustainable community growth. Reducing the community's risk calls for an integrated approach; one that aligns stormwater management, ecological protection, and context-sensitive development in support of the local economy.

Funding through the Lee County Recovery and Resiliency Planning Program provides an opportunity to guide development that strengthens resilience and preserves environmental and cultural assets, including the Estero River and historic Koreshan sites. By thoughtfully integrating these assets into development and recreation strategies, Estero can provide long-term benefits for the community that support, not compromise, the natural and cultural systems that define the community.

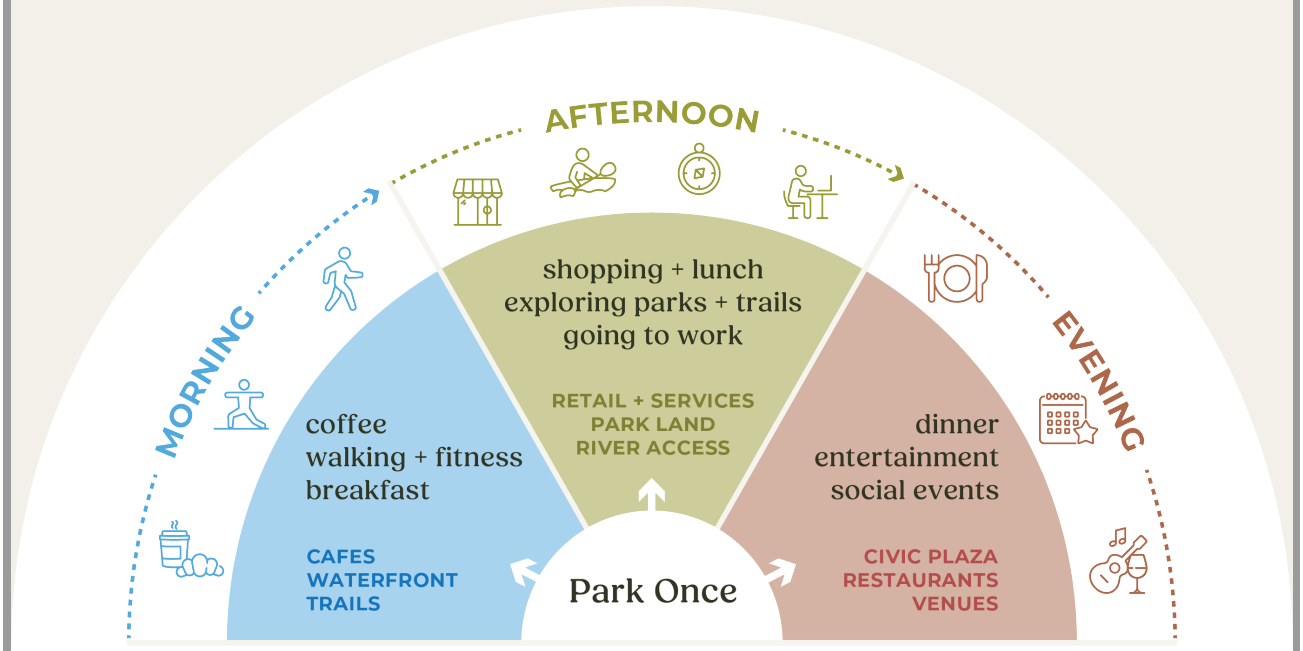


The All-Day Estero Experience

Great communities are not defined by a single destination, but by **how experiences build throughout the day.** The ability to move easily from one activity to another, without having to leave the community, shapes how people connect to a place and how long they choose to stay. Estero's unique places (see page 16) provide a strong foundation for this kind of experience.

Each offers something distinct, but their real strength lies in how they work together to define Estero's character. When connected, and supported by walkable development, they can create a regional draw that supports morning activity, midday gathering, and evening social life.

This all-day activity is what turns a collection of destinations into a cohesive community. It encourages people to linger, make multiple stops, and return more often. It supports local businesses, activates public spaces, and reinforces a sense of place that is built over time, not just in isolated moments. Strengthening these places is key to shaping Estero as a community where daily life is not only convenient, but meaningful and memorable.



UNIQUE, CHARACTER-DEFINING PLACES IN ESTERO

ESTERO RIVER

KORESHAN STATE PARK

VILLAGE CENTER

BOOMER HOUSE

BONITA-ESTERO RAIL TRAIL (BERT)

ESTERO PARK (LEE COUNTY-OPERATED)

KORESHAN GENERAL STORE

ESTERO RIVER OUTFITTERS

MYSORE FIG TREE

Resilience Goals

The plan framework is grounded in a three-pronged approach to resilience – **environmental, social and generational, and economic** – recognizing that long-term success depends on addressing these systems together rather than in isolation. Each element of the plan supports one or more of these interconnected goals, from land use and infrastructure to placemaking and economic development.

Estero's highest-impact opportunities lie where environmental, economic, and community resilience intersect. These are the projects where strategic investment can deliver environmental protection, economic value, and public benefit at the same time.

Project Goals

The planning team translated the resilience goals for Estero (described above) into three project goals that reflect the intent of this planning study and the community's aspirations for what this effort should achieve.

PROTECT IRREPLACEABLE ENVIRONMENTAL SYSTEMS

Safeguard the Estero River, wetlands, and coastal systems

STRENGTHEN COMMUNITY IDENTITY & QUALITY OF LIFE

Support walkability, gathering spaces, and aging-in-place

GUIDE RESPONSIBLE GROWTH

Align with environmental system constraints and infrastructure capacity

Benefits of the Eco-Historic Planning Approach

Koreshan settlement patterns, the Estero River, and sensitive coastal habitats within the study area are key ecological and historical features that have affected growth in the Village of Estero across generations and continue to influence how the area is experienced by people today. This plan recognizes that these elements are not constraints to development, but assets that can benefit and build value in the community.

Planning with an eco-historic lens allows us to **reveal, connect, and steward** the assets that shape the place, rather than overwrite them. By aligning future growth with these assets, the plan supports context-sensitive investment, strengthens Estero's identity within the study area, and enhances its appeal as a place to live, work, and visit. Ultimately, this approach fosters long-term economic vibrancy by creating authentic, resilient places that cannot be replicated elsewhere.

With the entire vision and framework orienting itself to an eco-historic planning approach, new possibilities and long-term benefits **begin to emerge.**

ENVIRONMENTAL BENEFITS

PROTECT IRREPLACEABLE ASSETS

- Prioritizes protection of the Estero River, coastal and wetland habitats, and other natural features that cannot be replaced when lost
- Ensures that these assets are conserved while remaining accessible to the public

BUILD LONG-TERM RESILIENCE

- Integrates planning techniques that provide flood mitigation to reduce future infrastructure costs and respond to environmental change
- Respects the historic flow and function of the Estero River system to preserve water quality, habitat integrity, and long-term storm surge impacts

ENSURE QUALITY GROWTH

- Guides future development to respect sensitive ecologies and historic landscape patterns and minimizes habitat disruption and environmental degradation
- Ensures sustainable growth of Estero over time

SOCIAL & GENERATIONAL BENEFITS

ENTERTAINMENT & RECREATION

- Enhances access to the river with trails and open spaces that provide diverse recreational opportunities for daily use
- Promotes active transportation modes through a network of connected trails
- Blends nature-based recreation, retail, and entertainment

HEALTH & WELLNESS

- Promotes lifelong health and active lifestyles by designing environments that support daily activity, social interaction, and connection to nature
- Supports health and stress reduction by integrating natural landscapes and open space into daily life

PROMOTE LIFESTYLE DIVERSITY

- Supports a mix of housing types that cater to residents of different life stages and economic backgrounds to help Estero become a place where people can live and age in-place
- Promotes high-density nodes that create opportunities for social interaction

ECONOMIC BENEFITS

VALUE CREATION

- Unlocks development potential along Estero River to increase market values by providing access to natural and cultural amenities
- Proposes new development to attract a diverse population and new businesses

GROW SPENDING & TAX BASE

- Contributes to a more stable economy by strengthening connections to the Koreshan Preserve, Estero River, and preserved parkland to encourage repeat visits and increased local spending
- Enhances the quality of place in the study area, making the area more competitive for both private investment and public funding

PLACE-BASED ACTIVITIES

- Supports small businesses, recreation-based enterprises, and cultural tourism rooted in local identity (which is more likely to be locally-owned, community-supported, and aligned with environmental stewardship goals)

1 | FOUNDATIONS

The Planning Process

Developed over five (5) phases in 2025 and 2026, the *Village of Estero Eco-Historic Planning Study* has been guided by input from an active Village Council, the Planning, Zoing, and Design (PZD) Board, and the broader public to ensure that the plan reflects community-wide priorities and interests.

For more detailed information on public engagement activities see the Appendix, page 148.

MAY 2025

PHASE 1
Discovery

- ✓ Collect data
- ✓ Map upcoming development, opportunities, challenges
- ✓ Conduct a market demand analysis

PHASE 2
Engagement

- ✓ Interview Village Council members
- ✓ **Community Open House held on June 24, 2025**

PHASE 3
Visioning

- ✓ Analyze the feedback from Phase Two to generate a gap analysis and guiding principles
- ✓ PZD board meeting presentation
- ✓ Develop an economic and land development strategy

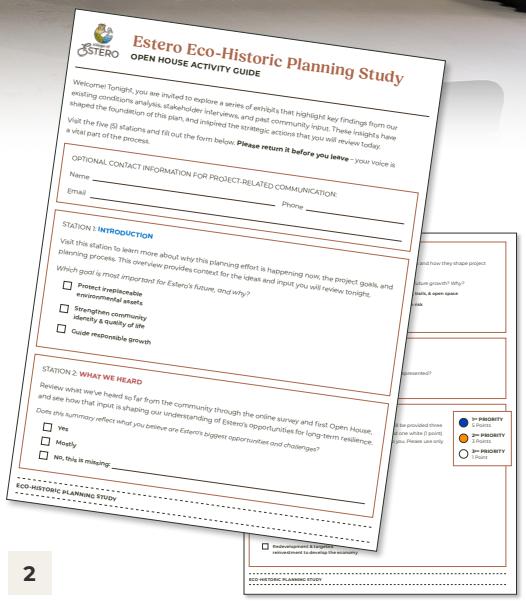
PHASE 4
Engagement

- ✓ Re-interview Village Council members
- ✓ **Community Open House held on March 10, 2026**
- ✓ **Online Community Survey**

PHASE 5
Adoption

- ✓ Prepare the Eco-Historic Planning Report with key recommendations, and prioritized action plan
- ✓ PZD board meeting presentation
- ✓ Village Council presentation

MAY 2026



Estero Eco-Historic Planning Study

OPEN HOUSE ACTIVITY GUIDE

Welcome! Tonight, you are invited to explore a series of exhibits that highlight key findings from our existing conditions analysis, stakeholder interviews, and past community input. These insights have shaped the foundation of this plan, and inspired the strategic actions that you will review today.

Visit the five (5) stations and fill out the form below. **Please return it before you leave** – your voice is a vital part of the process.

OPTIONAL CONTACT INFORMATION FOR PROJECT-RELATED COMMUNICATION:

Name _____

Email _____ Phone _____

STATION 1: INTRODUCTION

Visit this station to learn more about why this planning effort is happening now, the project goals, and planning process. This overview provides context for the ideas and input you will review tonight.

Which goal is most important for Estero's future, and why?

- ☐ Protect irreplaceable environmental assets
- ☐ Strengthen community identity & quality of life
- ☐ Guide responsible growth

STATION 2: WHAT WE HEARD

Review what we've heard so far from the community through the online survey and first Open House, and see how that input is shaping our understanding of Estero's opportunities for long-term resilience.

Does this summary reflect what you believe are Estero's biggest opportunities and challenges?

- ☐ Yes
- ☐ Mostly
- ☐ NO, this is missing: _____

ECO-HISTORIC PLANNING STUDY

1st PRIORITY 5 Points

2nd PRIORITY 3 Points

3rd PRIORITY 1 Point

☐ Redevelopment & targeted reinvestment to develop the economy

ECO-HISTORIC PLANNING STUDY

2

1. OPEN HOUSE SETUP

The 2nd Community Open House used a self-guided format, allowing participants to review the analysis stations and draft strategies at their own pace. WINK News provided ample coverage of the event, which broadened awareness of the project and encouraged strong community participation.

2. ATTENDEE ACTIVITY GUIDE

A one-page activity guide was provided to attendees to capture detailed feedback, including ideas, and open-ended input to help refine the plan's recommendations.

3. PRIORITIZATION EXERCISE

The chip prioritization exercise invited participants to identify and rank their top three priorities, which informed the phasing of the Action Plan and investments.

3

1 | FOUNDATIONS

Plan Framework

The Organizing Structure

These recommendations are intentionally structured as a layered framework that moves from foundation to action, linking long-term community values (as understood through the community engagement process) to on-the-ground change.

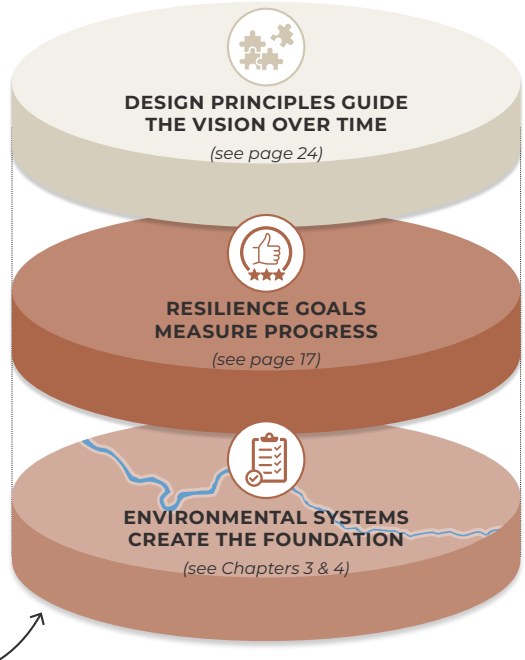
At its foundation, environmental systems establish where and how Estero can grow. The Estero River, wetlands, floodplains, and open space network are a significant, defining feature of the community that shape development patterns, access, and resilience over time. This layer grounds the vision in a clear directive to **plan with the land, not against it** (see Planning Implications, page 134).

Building on that, **resilience goals provide the lens for decision-making.** Environmental, economic, and generational resilience are considered together to ensure that each recommendation contributes to long-term community stability and adaptability.

At the top, **design principles translate these priorities into the physical experience of Estero.** These principles shape how growth looks and feels on the ground. They are intended to be flexible and revisited as projects are implemented, ensuring the vision evolves with the community.

EVERY STRATEGY IN THIS PLAN:

- ✓ Aligns with existing and future environmental system constraints
- ✓ Advances Resilience Goals
- ✓ Follows best practices and guidelines



This structure ties **"big-picture systems"** to **"everyday experience."**

Elements of the Plan

CHAPTER 1 FOUNDATIONS

Establishes the plan context and frames the need for an eco-historic planning approach in Estero

CHAPTER 2 VISION

Presents a vision for the overall study area and key sites, with short-, medium-, and long-term strategic actions

Recommendations are organized into four focus areas:

- **CONNECTIVITY & TRANSPORTATION**
- **ENVIRONMENTAL SYSTEMS**
- **PARKS, TRAILS, & OPEN SPACE**
- **ECONOMIC OPPORTUNITIES & COMMUNITY**

CHAPTER 3 ANALYSIS

Summarizes the research, community engagement, and technical analyses conducted in early phases of planning

CHAPTER 4 APPENDIX

Supporting documentation, technical materials, and interim deliverables that inform the plan

This plan serves as a guide for both public and private stakeholders, serving as a reference for decision-making, investment, and long-term planning for the Village of Estero.

Design Principles

Shaped by feedback from the Estero Village Council and attending residents at the first Community Open House, the following design principles informed the recommendations, illustrations, and strategic actions described in the Vision chapter. They are non-prescriptive to allow for innovative ideas to flourish, but are meant to **ensure that the plan's original priorities persist** throughout the 20-year, multi-phase implementation process.

Balance Growth with Preservation

Shape future development to enhance Estero's character while meeting evolving needs.

- Guide new development to fit within the existing community fabric and elevate quality standards.
- Accommodate growth while maintaining "small town charm."

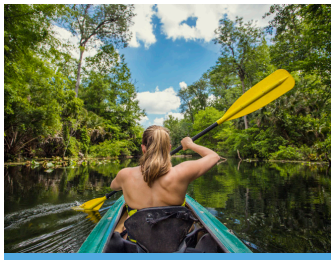
Celebrate Culture & Character

Infuse public spaces with Estero's identity and heritage.

- Highlight historic sites, community traditions, and other local stories in parks and public spaces.
- Express Old Florida vernacular and cultural heritage through architecture, design, and public spaces.

Protect & Enhance Natural Assets

Safeguard and integrate Estero's natural resources through sustainable design solutions.



- Preserve waterways, habitats, and native landscapes.
- Use green infrastructure to protect wetlands, manage stormwater, and support ecosystems.
- Strengthen community connections to nature and recreation.

1 | FOUNDATIONS PLAN FRAMEWORK

LOOKING AHEAD

As projects come online and new opportunities emerge over time, these principles should be revisited to ensure that Village decision-making is in alignment with the community's evolving needs and its needs for the future.

Foster a Strong Sense of Place

Provide welcoming spaces that build community pride and connection.

- Design streets, parks, plazas, and gathering areas to encourage shared experiences.
- Prioritize comfort, access, and safety for residents of all ages and abilities.
- Reinforce a consistent character through cohesive design elements.

Connect People & Places

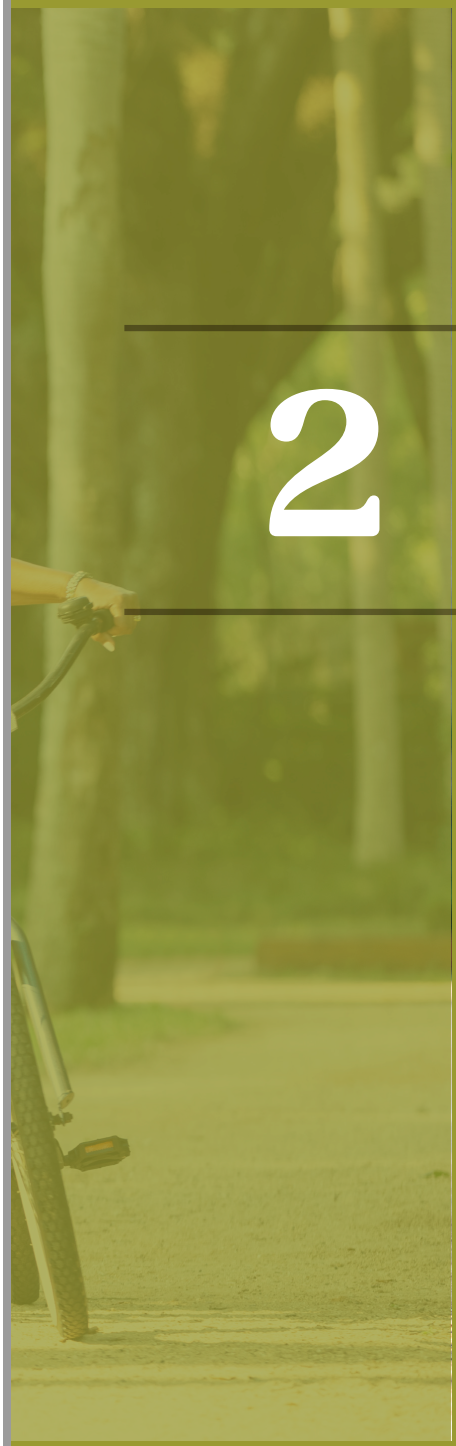
Ensure safe, accessible networks that link neighborhoods, nature, and culture.

- Establish continuous pedestrian and bicycle connections that link neighborhoods, town centers, and open spaces.
- Promote mobility, health, and social interaction through walkable and bikeable design.

Plan for Generational Resilience

Design with adaptability and longevity to serve all ages for decades to come.

- Ensure development is adaptable, sustainable, and benefits the community long-term.
- Incorporate design strategies that are inclusive for all ages and support residents "aging in-place."



Village of Estero
Eco-Historic Planning Study

2 VISION

Overview of Recommendations

Connectivity & Transportation

Environmental Systems

Parks, Trails, & Open Space

Economic Opportunity & Community

Action Plan

Next Steps

Cost Estimates

THE VISION STATEMENT

The Estero Eco-Historic study area is a resilient, intergenerational community that seeks to balance progress and preservation.

Rooted in nature and enriched by local culture, the area maintains its small-town character and connection to the river that defines Estero.

2 | VISION

Overview of Recommendations

Achieving the vision described in the Vision Statement (see previous page) depends on aligning multiple efforts over time. Transportation, public space, economic development, and environmental systems must work in concert to support a consistent direction for Estero. The following sections outline a framework for how that vision could be realized, and **present a range of ideas for continued discussion and consideration by the Village Council and project partners.** When advanced together, these focus areas can help shape a more connected and resilient Estero.

Recommendations are grounded in a clear understanding of the following:

- Community priorities and aspirations
- Existing conditions and the opportunities they afford
- The environmental realities that shape future growth
- Ability to implement over the short-, medium-, and long-term

HOW THIS CHAPTER IS ORGANIZED:

1. Connectivity & Transportation (page 32)
2. Environmental Systems (page 40)
3. Parks, Trails, & Open Space (page 46)
4. Economic Opportunities & Community (page 60)

- Action Plan (page 74)
  Summary of all plan recommendations
- Next Steps (page 76)
  Implementation & funding guidance
- Cost Estimates (page 82)

FROM INVESTMENT TO IMPACT

The graphic below illustrates how targeted investments in Estero will build over time to deliver broader community benefits (see page 18) and reinforce the Village's long-term resilience goals.

INITIAL INVESTMENT...	ADVANCES ...	WHICH REINFORCES...
WALKABLE NEIGHBORHOODS	ACCESS TO NATURE & RECREATION	HEALTHY COMMUNITY
PLACES TO GATHER	COMMUNITY EVENTS	SENSE OF BELONGING
DIVERSE HOUSING	INTERGENERATIONAL LIVING	FAMILY-FRIENDLY ATMOSPHERE
CHARMING ARCHITECTURE	QUALITY PUBLIC REALM	AESTHETIC APPEAL
PLACES TO EAT & SHOP	DAILY ACTIVITY	VIBRANT LOCAL ECONOMY

Phasing Strategy

The Vision chapter is intended to guide Village staff and partners in considering how the ideas and projects identified in this study may be incorporated into future Capital Improvement Program (CIP) efforts, if approved by Council.

The **Action Plan** breaks down these proposed projects into smaller, bite-size steps, with the ultimate goal of bringing Estero's vision to life.

Foundational Steps
(0-12 MONTHS)

These steps build the capacity needed to move from planning to implementation, including organizational alignment and developing a funding strategy.

For more information see Next Steps, page 74-75.

Early Actions
(0-2 YEARS)

Early Actions are high-priority "quick-win" actions that can be initiated immediately to make tangible progress in the short-term. These efforts kick off implementation of the plan and signal a clear direction for the Village.

Short-Term Actions
(0-5 YEARS)

The short-term phase focuses on the Early Actions and other immediate improvements that respond directly to community concerns (safety, congestion, lack of walkability) while also establishing the policy structure that will guide future development.

FIX SAFETY & CONNECTIVITY, ESTABLISH IDENTITY

This phase is about setting direction and building momentum:

- Protect environmental systems first
- Address safety and mobility issues
- Design standards
- Begin key projects

Medium-Term Actions
(5-10 YEARS)

The medium-term phase transitions Estero from planning and early implementation into a fully functioning system of connected places. Short-term projects begin to scale, linking open space and economic development into a connected system that supports regional identity.

BUILD SYSTEMS & DELIVER DESTINATION PROJECTS

This phase is about delivering the vision:

- Build a complete, connected mobility network
- Deliver signature destinations (BERT and Estero River Park)
- Establish a functioning Village Center
- Align development with environmental systems and design standards

Long-Term Actions
(10-20+ YEARS)

In the long-term, Estero can continue to strengthen its identity through coordinated public and private investments and improved connectivity. Earlier phases lay the foundation for long-term environmental, mobility, and community benefits.

ONG EVOLUTION OF COMMUNITY IDENTITY

This phase is about maturity and identity:

- Complete Catalyst Projects
- Reinforce a strong, authentic Village of Estero identity
- Sustain long-term economic and environmental health

2 | VISION

Connectivity & Transportation

Community input made one priority clear: transportation and safety matter.

THE CHALLENGE

Existing transportation conditions affect safety, comfort, and quality of life in Estero.

These include:

- High traffic volumes along US-41
- Limited safe pedestrian crossings
- Fragmented bicycle and sidewalk networks
- Heavy reliance on vehicle travel

GUIDING GROWTH WITH TRANSPORTATION

Transportation and mobility is not separate from redevelopment. Rather, it is what makes responsible growth possible. Selective transportation improvements should guide where and how reinvestment occurs, and focus growth in the areas that can support it. This applies to areas where:

- Safe access can be realistically improved
- Infrastructure capacity exists, or can support, growth without overburdening the system
- Multi-modal connections are achievable

Reinvestment should not be prioritized in areas of Estero where development would remain isolated and auto-dependent, and encouraged in locations that can support more walkable, multi-modal patterns of development.

THE OPPORTUNITY

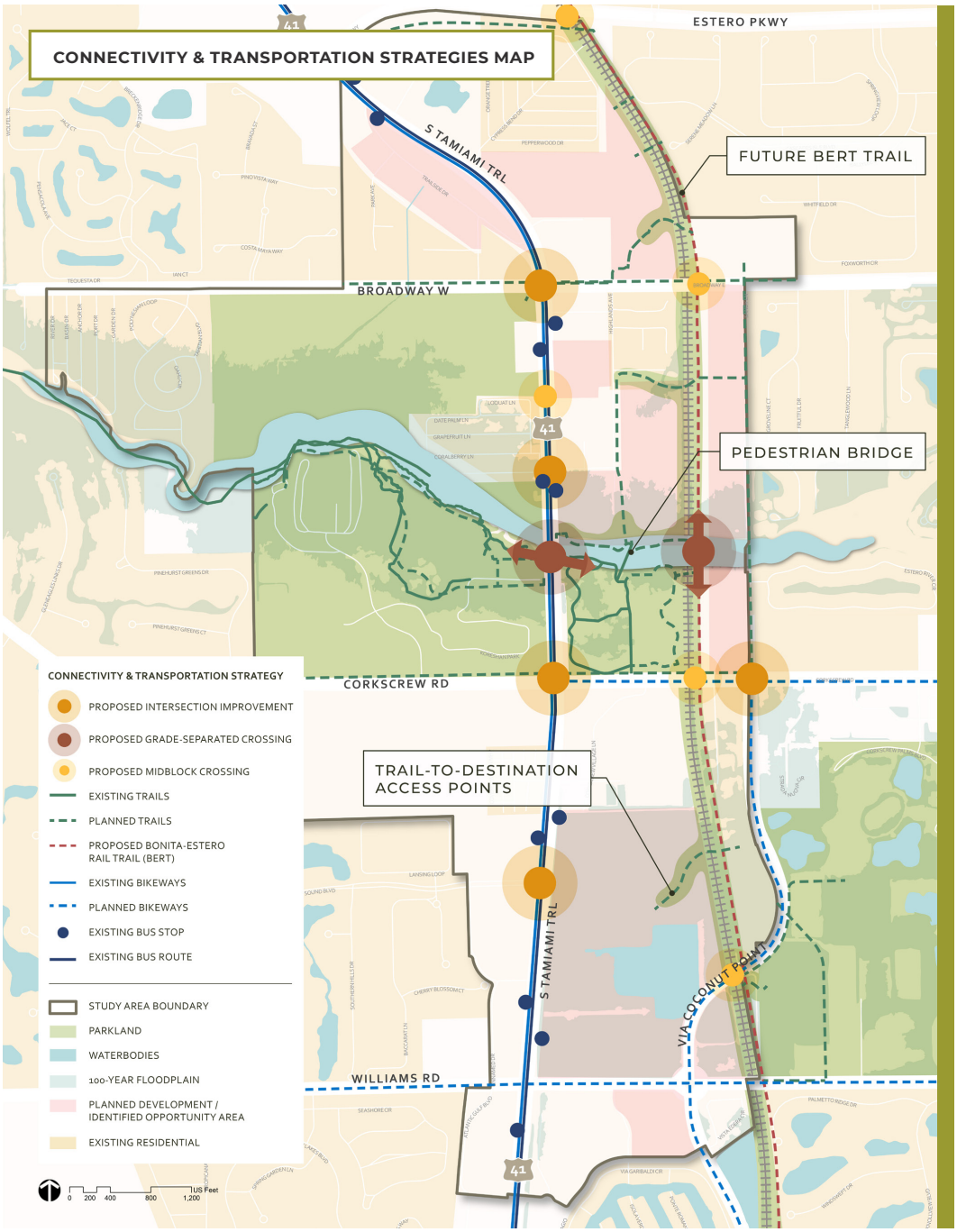
Estero has established destinations and clear opportunity corridors that can be used to create a more connected network for all modes. By enhancing access along these corridors, the Eco-Historic area can function more like a unified system, rather than a series of isolated destinations.

Key corridors:

- US-41
- The planned Bonita-Estero Rail Trail (BERT)
  - *See page 53 for more details*
- Estero River corridor
- Village-owned riverfront land

US-41 INTERSECTION

Typical crossing conditions at busy intersections along US-41 (Estero Parkway shown).


CONNECTIVITY & TRANSPORTATION STRATEGIES MAP
ESTERO PKWY
S TAMIAMI TRL
FUTURE BERT TRAIL
BROADWAY W
PEDESTRIAN BRIDGE
CORKSCREW RD
TRAIL-TO-DESTINATION ACCESS POINTS
VIA COCONUT POINT
WILLIAMS RD
CONNECTIVITY & TRANSPORTATION STRATEGY
PROPOSED INTERSECTION IMPROVEMENT
PROPOSED GRADE-SEPARATED CROSSING
PROPOSED MIDBLOCK CROSSING
EXISTING TRAILS
PLANNED TRAILS
PROPOSED BONITA-ESTERO RAIL TRAIL (BERT)
EXISTING BIKEWAYS
PLANNED BIKEWAYS
EXISTING BUS STOP
EXISTING BUS ROUTE
STUDY AREA BOUNDARY
PARKLAND
WATERBODIES
100-YEAR FLOODPLAIN
PLANNED DEVELOPMENT / IDENTIFIED OPPORTUNITY AREA
EXISTING RESIDENTIAL
0 200 400 800 1,200 US Feet

Phase 1: Short-Term Actions

OBJECTIVE | **MAKE IT SAFER & EASIER TO MOVE AROUND TODAY**

In the near term, the priority is to make it safer and easier to move around Estero, regardless of mode. Early investments in east–west connectivity should be considered to reduce the barrier effect of US-41 and improve access between neighborhoods, parks, and emerging destinations.

Coordination with FDOT will be essential to advance improvements such as enhanced crossings, reduced speed environments, and other opportunities like an under-the-bridge greenway connection at the Estero River. At the same time, early streetscape pilot projects and branding efforts will begin to shift US-41 from a high-speed roadway, to a corridor that supports community identity and long-term redevelopment goals.

EARLY ACTIONS

- **Adopt US-41 Landscape & Streetscape Master Plan**
  - Explore reclassification of a segment of US-41 (see page 35)
  - Define typical cross sections (lanes, medians, sidewalks, bike facilities)
  - Identify priority pedestrian and bicycle crossings (top 10 locations)
  - Evaluate grant opportunities

SHORT-TERM ACTIONS

- Implement priority crossings on US-41 and key intersections (2-3 locations)
  - Pilot protected bike lanes / shared-use paths
  - Improve sidewalk gaps and ADA accessibility
  - Launch “Safe Routes to Parks & Trails” program
- Coordinate with FDOT on:
  - Speed management strategies
  - Under-bridge multi-use path at Estero River
  - Other grade-separated crossing options to reduce US-41 as a barrier

KEY COMPONENTS OF THE MASTER PLAN SHOULD INCLUDE:

- Multi-modal corridor design that accommodate all users
- Community engagement
- Crossing framework with identified priorities
- Native-friendly landscape and shade framework
- Node-based place strategy
- Palette of materials, signage, and furnishings that build corridor identity
- Phasing and implementation strategy, including identified grant opportunities

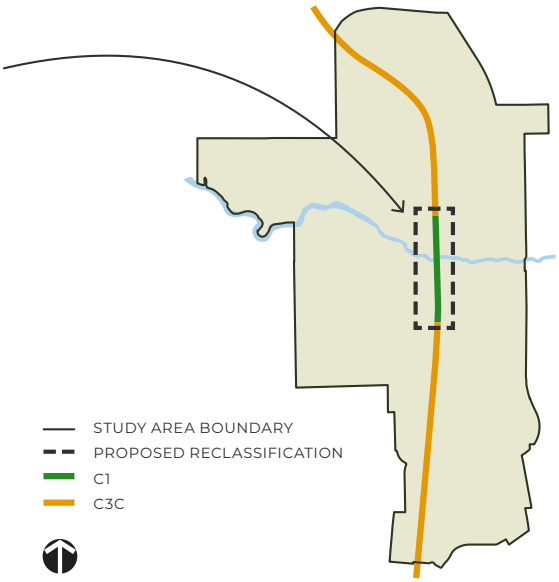
US-41 LANDSCAPE & STREETSCAPE MASTER PLAN

Adopting a community-supported master plan is a critical first step to reposition US-41 as an active, safe, and navigable multi-modal corridor that supports Estero's mobility, economic, and community identity goals. The plan should set a long-term vision for US-41 between Estero Parkway and Williams Road that balances regional movement with local access, safety, and placemaking. This includes establishing standards for roadway cross sections, pedestrian and bicycle facilities, landscaping, lighting, and materials. These elements should work together to create a recognizable identity for Estero and reinforce connections to adjacent development and open spaces.

US-41 CONTEXT CLASSIFICATION

An early action for the Village of Estero is to coordinate with FDOT to **request a project-level analysis for the US-41 corridor between Broadway W and Corkscrew Road,** which is currently classified as C1. Based on this study's findings and the corridor's anticipated evolution toward a C3C context, the additional review will help determine whether reclassification is warranted to be consistent with the surrounding corridor and support the desired future land use and design character. The review should also consider opportunities for speed limit reduction, traffic calming interventions, and other pedestrian improvements around the future Village Center.

See page 114-121 for more details on US-41.



GRADE-SEPARATED CROSSING FEASIBILITY STUDY

US-41 is perceived by the community as one of the most significant physical barriers within Estero. High traffic volumes, multiple travel lanes, and limited crossing opportunities make it difficult for walkers and bicyclists to move between neighborhoods, parks, and other destinations. While enhanced at-grade crossings can improve safety in the near term, they may not fully address long-term mobility and comfort needs, especially as growth continues across the region.

KEY COMPONENTS OF THE STUDY SHOULD INCLUDE:

- Site analysis and selection criteria
- Design typologies for underpasses and overpasses, considering:
  - Vertical clearance requirements
  - ADA-accessibility
  - User comfort, visibility, and safety
  - Drainage and flood conditions, especially for underpasses
- Connectivity and regional network integration
- Cost estimates, phasing and implementation strategy
- Permitting strategy, including coordination with FDOT and other agencies
- Design standards

A feasibility study for grade-separated crossings at strategic locations along US-41 would evaluate the potential for pedestrian underpasses or overpasses at locations that would provide the greatest benefit to the current and future community.

Priority locations may include:

- Key spurs that connect to the Bonita–Estero Rail Trail (BERT)
- Areas near Village Center, Koreshan State Park, Estero Sports Park, and other major destinations
- Locations with high pedestrian demand or constrained at-grade crossing conditions
- Locations that provide a critical connection between residential areas and essential services, retail, and the open space system

1. ESTERO RIVER OUTFITTERS

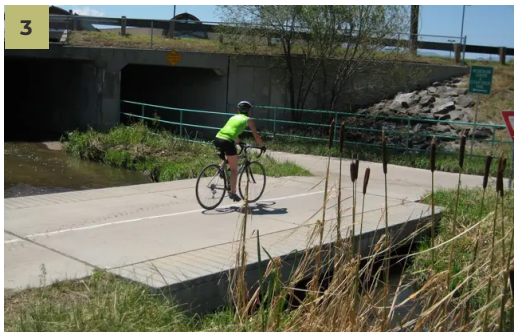
Proposed trail underpass location below US-41

2. TAMPA RIVERWALK (TAMPA, FL)

Running along the Hillsborough River, the Tampa Riverwalk navigates constrained downtown conditions with sections cantilevered over the water.

3. CLEAR CREEK TRAIL (WHEAT RIDGE, CO)

The trail corridor is constrained between the creek and the Golden Highway (Hwy 58), requiring it to navigate several roadway interchanges with limited space. At this location, it uses a low-water culvert to pass beneath a 5-lane roadway.



Phase 2: Medium-Term Actions

OBJECTIVE | **REDUCE CAR DEPENDENCY AS ESTERO GROWS**

As the framework established in the short term takes hold, the focus shifts to expanding and completing a multi-modal network that reduces dependence on vehicles and improves connectivity across the community.

MEDIUM-TERM ACTIONS

- Expand the bike and pedestrian network to residential areas
- Identify and implement trail-to-destination connections
- Integrate transit/shuttle connections (seasonal and local) to support eco-tourism and reduce vehicle dependence
- **US-41 Corridor Improvements**
  - Implement streetscape improvements in priority segments, focusing on high-activity nodes to start
  - Introduce traffic calming and enhanced or new grade-separated crossings
  - Redevelop priority nodes into walkable mixed-use centers
  - Reduce corridor "barrier effect" through improved multi-modal connections
  - Require streetscape enhancements as redevelopment occurs along US-41

ESTERO PARKWAY

Estero Parkway is a strong local example of corridor investment. A shaded sidewalk is well-buffered from the roadway with landscaping, and bike facilities are clearly defined with green pavement markings to increase visibility.

Phase 3: Long-Term Actions

OBJECTIVE | **ACHIEVE A SEAMLESS, MULTI-MODAL TRANSPORTATION SYSTEM**

By this phase, the mobility system is fully connected, seamless, and integrated with regional networks.

LONG-TERM ACTIONS

- Complete regional trail and greenway connections
- Achieve seamless crossings across US-41
- Integrate with the broader regional transportation system (i.e. trails and transit located outside of Estero and Lee County)
- **US-41 Corridor Transformation**
  - Fully realize multi-modal boulevard as envisioned in the Streetscape Master Plan
  - Reinforce node-based development pattern

Key Takeaways for Connectivity & Transportation

Fix safety first: Evaluate improvements to crossings, sidewalks, and bike facilities, making it safer and easier to move around Estero today.

Establish the framework before building the system: Early actions (the US-41 Corridor Master Plan, BERT framework) ensure that future investments are coordinated and consistent with long-term vision and resilience goals.

Transform US-41: Phased improvements will transform US-41 from a high-speed corridor into a multi-modal boulevard with safe crossings, walkable nodes, and a cohesive public realm.

Leverage BERT as the community's primary mobility spine: The Bonita–Estero Rail Trail serves as the primary north-south connector, linking key destinations with safe access across Estero.

Proactive, not reactive: Transportation improvements should *guide* where redevelopment occurs, rather than *respond* to ongoing growth, to encourage walkable development and multi-modal access.

2 | VISION

Environmental Systems

The Estero River, wetlands, floodplains, and conservation lands are interconnected (functionally and geographically) and shape where and how change can occur in the study area.

THE VALUE OF ENVIRONMENTAL SYSTEMS

Rivers, coastal and wetland habitats, and other natural systems in Estero provide essential functions that support community health, safety, and quality of life. They manage water quality, support native habitat, and influence the culture and character of the community. Once lost, these systems cannot be replaced.

THE OPPORTUNITY

Beyond their core functions, these systems can help shape how Estero grows and evolves. When stewardship and conservation are aligned with access, recreation, and community development, they can advance resilience goals and deliver lasting community benefits (see page 18 for more details).

THE ESTERO RIVER

- Connects upstream riverine systems to the Estero Bay
- Shapes historic settlement patterns
- Anchors Koreshan State Park and the Village of Estero
- Provides flood storage and critical ecological value
- Opportunities for enhanced **access, recreation and interpretation**

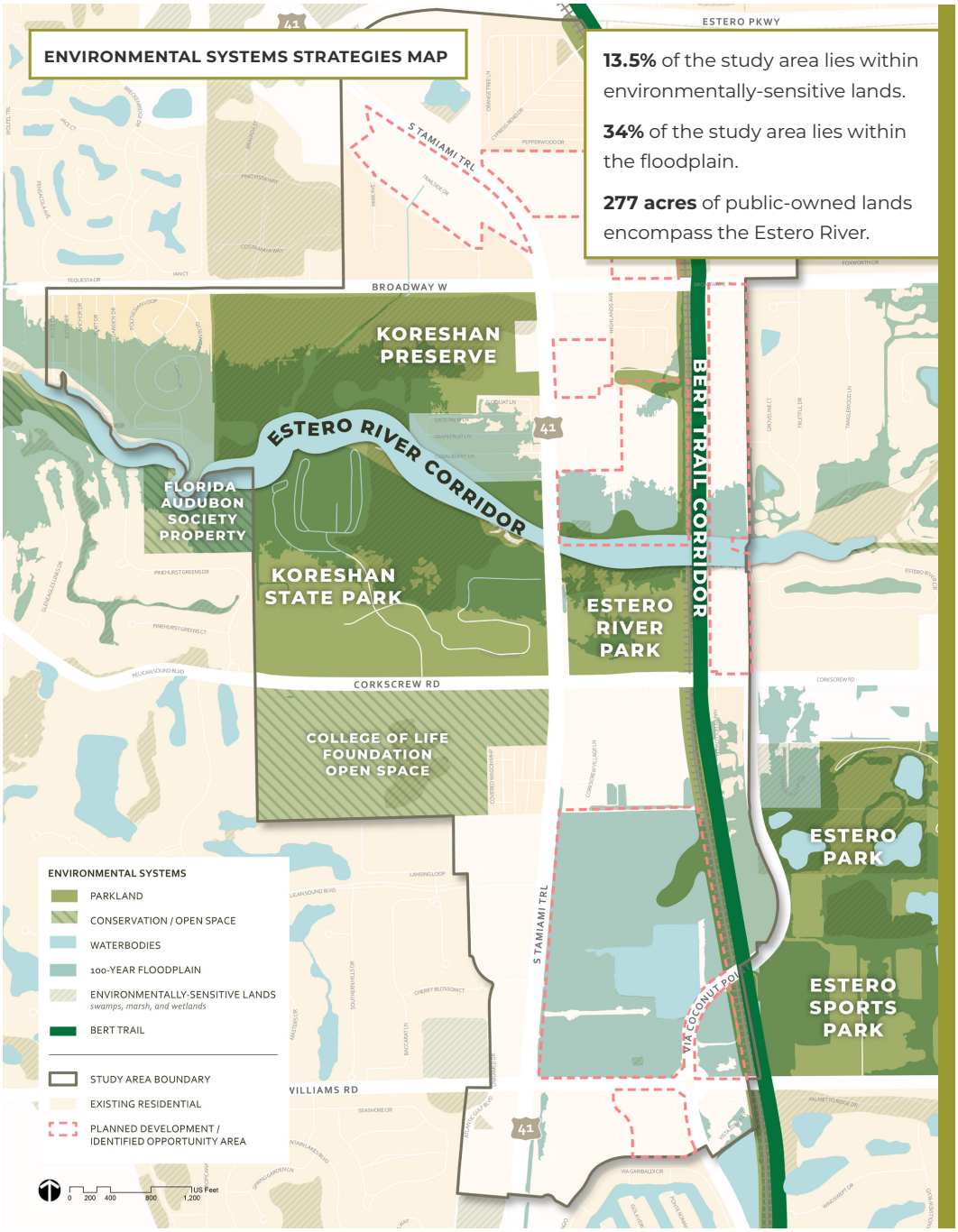
FLOODPLAINS & WETLANDS

- Reduce long-term risk of storm events
- Provide water quality benefits
- Limit development intensity
- Opportunity to **align flood storage areas** with the existing open space network

EXISTING PARKS, CONSERVATION LAND, & RIVERFRONT LAND

- Form a strong backbone of a larger, connected recreation system in Estero
- Opportunity to **connect and strengthen what exists,** rather than adding new parks

2 | VISION ENVIRONMENTAL SYSTEMS



Phase 1: Short-Term Actions

OBJECTIVE | **ESTABLISH GUARDRAILS BEFORE GROWTH ACCELERATES**

In the short term, the focus is on establishing a clear structure to ensure that future growth aligns with these systems and avoids long-term vulnerability.

This includes adopting river protection overlays, securing key river access sites, considering additional land acquisition for environmentally sensitive areas, and developing resilience-based land use policies. Together, these actions define where development should and should not occur, reinforcing the principle of planning with the land rather than against it.

EARLY ACTIONS

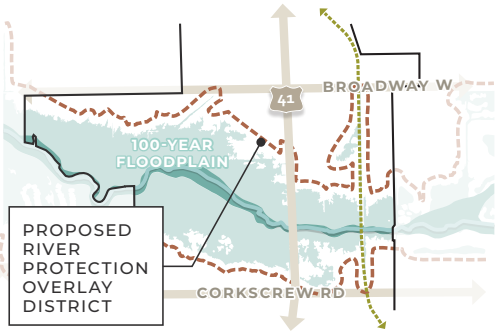
- Consider adopting an **Estero River Protection Overlay District**
- Develop and adopt a Village-wide **Green Infrastructure Handbook** to guide site and infrastructure design
- Develop a **Green Infrastructure Incentive Program**

SHORT-TERM ACTIONS

- Identify and secure 2–3 priority river access sites
- Initiate wetland and floodplain land acquisition program
- Secure river access sites through easements or purchase
- Limit impervious surface coverage in sensitive areas

RIVER PROTECTION OVERLAY DISTRICT

A combination of floodplain regulations, wetland protections, and project-specific approvals govern development along the Estero River. While these tools provide important safeguards, they do not establish a corridor-wide approach to how the river edge is protected, experienced, or integrated into the community. As a result,



conditions along the river vary and limit its full value as an ecological asset and defining community feature.

A River Protection Overlay District will introduce clear, consistent standards that align land use, design, and environmental stewardship. Overlay District standards can include a minimum setback (100' from the top of bank is recommended), with built-in flexibility to adjust based on site-specific conditions like habitat quality, flood risk, and existing development patterns. This setback area would function as a protected buffer zone for ecological preservation that serves a water quality and flood storage function, while still allowing for carefully designed public access, where appropriate.

GREEN INFRASTRUCTURE STRATEGY

Beyond regulatory policy, Estero has an opportunity to proactively guide how development contributes to environmental resilience. Green infrastructure (bioswales, rain gardens, permeable surfaces, native landscaping, etc.) can improve water quality, reduce flooding, and enhance the community's visual character when consistently applied.

The Handbook

The Village should consider developing a Green Infrastructure Handbook that provides clear guidance to developers, property owners, and public agencies on how to incorporate these strategies into site design and infrastructure projects. This should illustrate practical, locally-appropriate solutions that respond to Estero's environmental conditions, including high water tables, flood-prone areas, and sensitive ecological systems.

KEY COMPONENTS THE HANDBOOK SHOULD INCLUDE:

- Design typologies and applications of different green infrastructure strategies
- Performance metrics (such as stormwater retention, water treatment, and impervious surface reduction goals)
- Strategies for integration with site planning agencies
- Design standards

Incentive Program

To complement these guidelines, the Village could establish an incentive program to encourage adoption of green infrastructure in private development. Incentives may include:

- Density and intensity bonuses for development that exceeds baseline environmental standards
- Stormwater management credits or permit fee reductions for developers that provide on-site retention and treatment
- Expedited permitting or review processes for projects incorporating approved green infrastructure strategies

» Flexibility in landscaping or parking requirements when green infrastructure elements are integrated

These incentives help to align private investment with Estero's long-term resilience goals.

Orlando, Fl *offers incentives to support green infrastructure, like the bioswale in this image. These programs can offset costs for landscaping, pervious surfaces, and water quality improvements that aid in stormwater mitigation.*

Phase 2: Medium-Term Actions

OBJECTIVE | **MAKE THE RIVER USABLE, VISIBLE, & PROTECTED**

The medium-term phase builds on early protections by integrating environmental systems into everyday experiences and infrastructure.

MEDIUM-TERM ACTIONS

- Identify priority restoration and mitigation sites
- **Green Infrastructure Handbook & Incentive Program expansion**
  - Refine handbook based on early implementation
  - Identify priority public projects (roads, parks) to incorporate improvements
- Establish continuous open space along the river corridor
- Evaluate new or enhanced river access points (launches, overlooks)
- **Nature-based flood mitigation project (implementation phase)**
- Environmental Programming & Access
  - Launch eco-tourism initiatives (kayak trails, educational signage)
  - Integrate educational programming tied to natural systems

Phase 3: Long-Term Actions

OBJECTIVE | **LEAD IN ENVIRONMENTAL STEWARDSHIP & RESILIENCE**

Estero's environmental systems are fully protected, enhanced, and integrated into long-term resilience strategies.

LONG-TERM ACTIONS

- Update resilience strategies based on sea level rise and storm impacts
- Expanded conservation lands and open space networks
- Fully implement river and wetland protection systems
- Require green infrastructure as baseline for all development
- Continued expansion and maintenance of stormwater systems, tree canopy, and other environmental assets
- Retrofit vulnerable areas with flood-resilient infrastructure and nature-based solutions in conjunction with the Village's *Vulnerability Study*
- Ensure long-term performance of flood storage systems and water quality strategies

Key Takeaways for Environmental Systems

Protect first, before growth accelerates: Establishing clear protections (like the River Protection Overlay) ensures that community growth is aligned with environmental constraints from the outset.

Create a consistent and resilient river corridor: A defined setback and conservation strategy provides clarity for development while protecting ecological function, water quality, and flood storage capacity.

Phased integration: Over time, environmental assets become more visible and accessible through carefully designed river access, open space connections, and nature-based infrastructure that allows people to experience the river while maintaining its ecological integrity.

Leverage private dollars: Tools such as a Green Infrastructure Handbook and developer incentives help integrate stormwater management and resilience into standard practice.

2 | VISION

Parks, Trails, & Open Space

Environmental systems form the foundation of the Estero Eco-Historic area. The open space system defines how people experience it.

THE CHALLENGE

The current park, trail, and open space system functions unevenly. Physical barriers such as major roadways, gaps in the trail network, and limited or unclear river access reduces connectivity and makes it difficult to fully experience these assets. Some parks are well integrated into surrounding neighborhoods, while others are more isolated or difficult to reach. River access is present but often understated, with limited visibility and supporting amenities. Addressing these challenges will be key to ensuring that the system works as a unified whole rather than a collection of individual destinations.

THE OPPORTUNITY

Estero's strength lies in what it already has. The next step is to connect, clarify, and enhance these assets so they function as a seamless system that supports recreation, ecology, and everyday life.

ESTERO PARK

PARK & OPEN SPACE SYSTEM

- System is anchored by the Koreshan State Park and reinforced by surrounding public lands
- Opportunities to **expand and diversify recreation** through nature play, enhanced trail expansion, and improved river access

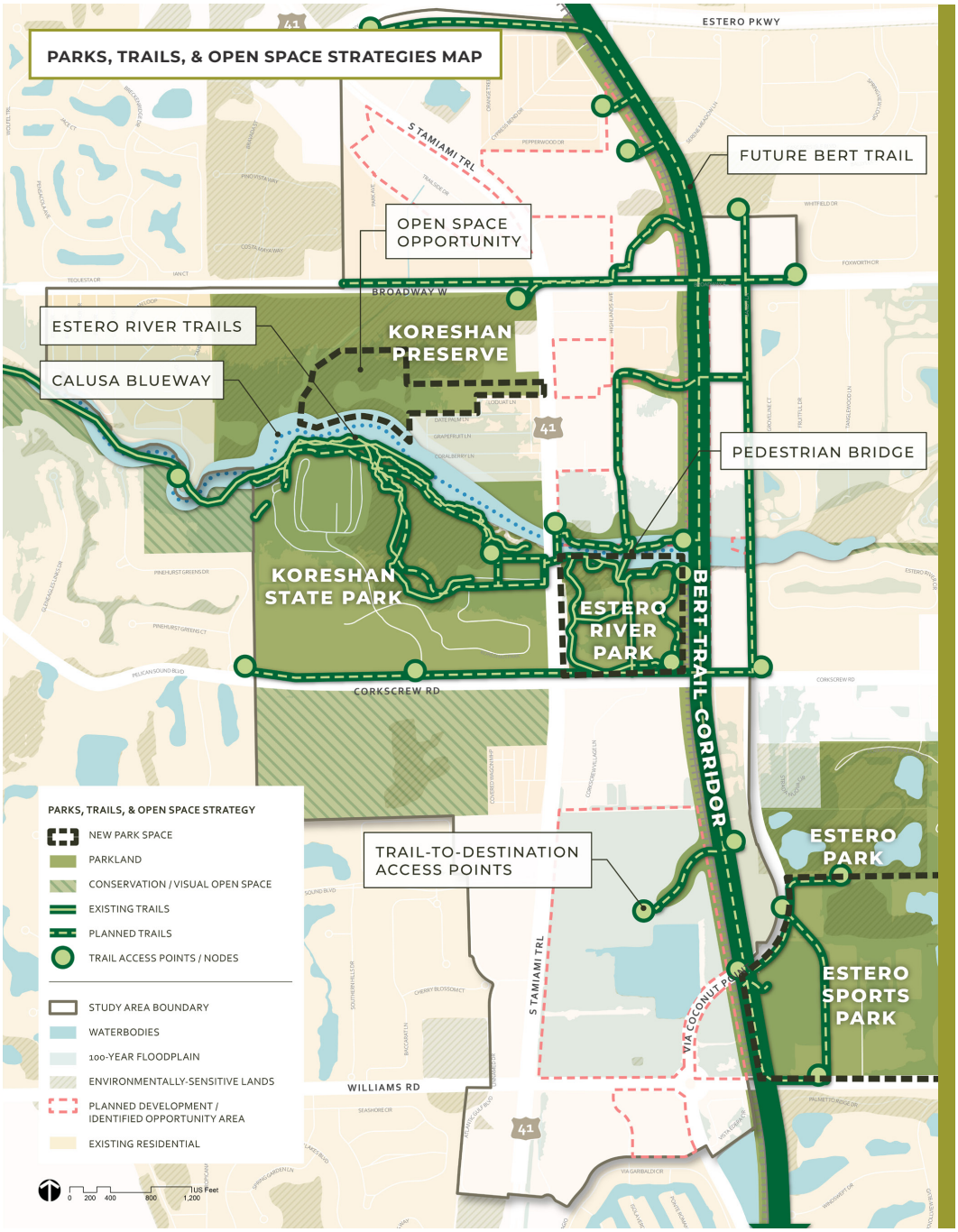
TRAILS

- Trail segments along the riverfront are enclosed within Koreshan State Park, limiting continuous public access
- Inconsistent quality of trails and support amenities
- Opportunity to **build on the BERT as a primary spine** of the larger multi-modal network
- Enhance access to neighborhoods, parks, and key destinations

RIVER ACCESS & WATERFRONT

- Defining natural feature with access points distributed throughout the study area
- Opportunity to enhance these access points and river visibility to **elevate the river as a central public amenity**

2 | VISION PARKS, TRAILS, & OPEN SPACE



Phase 1: Short-Term Actions

OBJECTIVE | **MAKE PROGRESS ON DEFINING ESTERO'S IDENTITY WITH OPEN SPACE**

Early open space investments focus on visibility, connectivity, and identity. Initial segments of the Bonita–Estero Rail Trail (BERT) should be advanced quickly, supported by temporary connections and pilot improvements such as shade, seating, and wayfinding.

Equally important is the development of comprehensive design standards. Guidelines for trails, parks, and the river corridor will ensure that all future investments contribute to a cohesive and recognizable identity.

EARLY ACTIONS

- **BERT & Trail Design Guidelines**
  - Establish signature trail identity (materials, lighting, signage, furnishings)
  - Trail-to-destination interface standards
  - Develop typical cross sections for trails and safe crossings
  - Explore eco-tourism and heritage trail opportunities
- **Estero Open Space Design Manual** for Village-owned parks and public spaces
  - Define park typologies (civic greens, preserves, river access, neighborhood parks)
  - Shade canopy standards
  - Native planting and ecological restoration
  - Materials, furnishings, and architectural elements
  - Establish connectivity principles

SHORT-TERM ACTIONS

- **Establish long-term design framework for Estero River Park** (see facing page)
- **Begin priority segments of BERT** (see page 53)
  - Prioritize connections to Village Center, Estero River, and Koreshan State Park
- **Develop master plan for Boomer House property** (see page 57)
- Install shade, seating, and wayfinding pilots across the system

ESTERO RIVER PARK RENDERING

This rendering is conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.

ESTERO RIVER PARK

A major priority in the short-term is the Estero River Park, envisioned as a 30+ acre signature destination across the river from the Village Center. Early efforts will focus on conceptual design, visioning, and master planning. The park is intended to deliver an immersive, nature-based experience, including play environments, boardwalks, river access, and educational programming. This project would be a local amenity that could have regional draw.

Centering Play & Exploration

Estero River Park could be organized as a series of interconnected environments that blend play, movement, and ecological function. Drawing from similar parks (such as Bonnet Springs Park, where play is integrated directly into topography and circulation), the concept plan encourages unstructured movement rather than fixed, equipment-based play.

For additional detail on nature park precedent research, refer to Appendix J on page 254.

Key elements include:

- Climbing structures
- Slides and pathways woven into the landform
- Play elements inspired by local wildlife and ecology
- Interactive, shallow water channels and wetland edges
- Opportunities for sensory play and seasonal variation
- Meandering internal trail loop system that encourages exploration and repeat visits

Connection to the River

A defining feature of the park is its relationship to the Estero River. The design of the park could feature elevated boardwalks and overlooks that allow visitors to move through and above sensitive ecological habitats without disturbing them. A boardwalk system that follows the river edge would create multiple vantage points for viewing the environmental systems at work.

A COMBINATION OF EDUCATIONAL SIGNAGE & INTERPRETIVE DESIGN

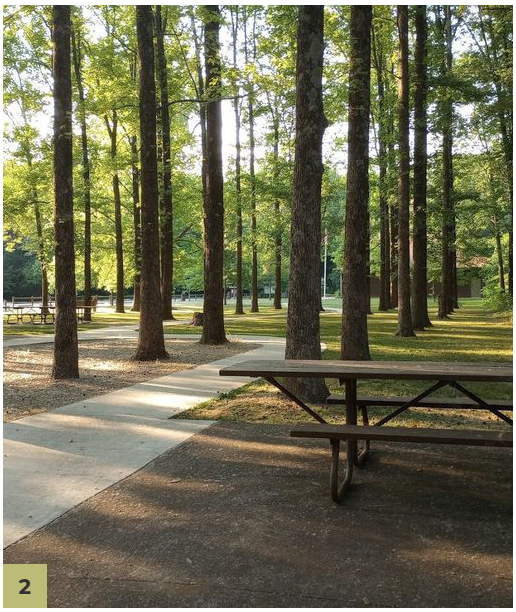
Immersive Learning

Program elements within the park create opportunities for environmental education and interpretation. Outdoor classrooms, interpretive signage, and interactive features can be incorporated throughout the site, allowing visitors to learn about:

- Local ecosystems and wildlife
- Hydrology and floodplain dynamics
- The cultural and environmental significance of the Estero River

Educational programming should engage visitors through a combination of signage that communicates information directly and metaphorical interpretation within the landscape itself, conveying meaning through form, material, and spatial experience. This approach aligns with successful precedents where play, education, and ecology build a unified and unique park experience.

ESTERO RIVER PARK CONCEPT
This rendering is conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.
CONNECTIONS TO BERT
EXISTING PEDESTRIAN BRIDGE
CONNECTION TO VILLAGE CENTER
ESTERO RIVER OUTFITTERS
RIVER PROTECTION BUFFER
RIVERFRONT NATURE PLAY
THEMED PLAY STATIONS
INTERNAL TRAIL SYSTEM
330' EAGLE NEST BUFFER
BERT TRAILHEAD
BONITA-ESTERO RAIL TRAIL
EXISTING WETLANDS
PARKING
S TAMIAMI TR
41
CORKSCREW RD
Conceptual rendering; not to scale



ESTERO RIVER PARK
CHARACTER IMAGERY

1. EXISTING BUILDING ARCHITECTURE

Trailhead facilities and other structures within Estero River Park should be cohesive with the design of the new restroom facility on the opposite side of the river.

2. INTERNAL TRAIL SYSTEM WITH SHADED GATHERING SPACES

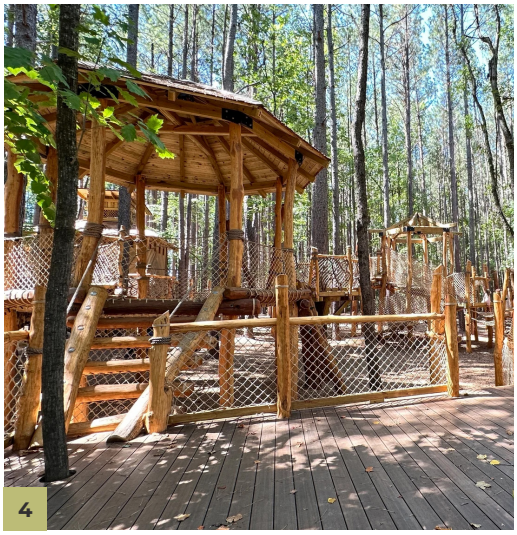
Preserve tree canopy while allowing selective clearing of understory vegetastion to open up key views to and across the river, where feasible. An internal trail system creates multiple shaded walking loops.

3. THEMED PLAY STATION

Small rest areas and play stations integrated throughout the park create opportunities for sensory play, environmental education, and cultural interpretation.

4. NATURE PLAY WITH ELEVATED BOARDWALK

A central naturalized playground establishes a signature destination within the park that encourages repeat visits from residents and visitors.



THE BONITA-ESTERO RAIL TRAIL

The planned Bonita–Estero Rail Trail (BERT) is a unique opportunity to create a strong, central spine with secondary trails and spurs branching outward to connect neighborhoods, parks, and regional destinations.

Design of the corridor through Estero should be cohesive with adjoining segments in Fort Myers and Bonita Springs, but also incorporate distinctive elements that establish a recognizable identity unique to this segment.

This approach maximizes the value of the investment, positioning the trail not only as a connector, but as a destination and experience in its own right. These elements along the corridor serve multiple functions, such as:

- **Placemaking:** Provide consistent visual cues that reinforce the corridor, signal continuity across crossings, and enhance the overall character
- **Wayfinding:** Help users orient themselves, understand their location, and identify nearby destinations and travel times
- **Safety:** Increase awareness for trail users and drivers through lighting, signage, and other features that highlight conflict points, crossings, and other nodes
- **Comfort:** Create a more inviting and legible environment through shade, landscaping, and human-scaled design to support users of all ages and abilities

BERT & Trail Design Guidelines

To ensure a cohesive and recognizable trail system, the Village should develop and adopt a set of BERT & Trail Design Guidelines. These guidelines will establish a clear design framework for all trail segments, connectors, and related public realm elements, ensuring that the system functions not only as infrastructure, but as a signature landscape experience unique to Estero.

BERT & TRAIL DESIGN GUIDELINES SHOULD INCLUDE:

- Typical shared-use path widths (12–14')
- Surface materials appropriate for durability and user comfort
- Lighting, signage, and wayfinding systems
- Integration of shade through tree canopy and/or structures
- Design typologies for major and minor trailheads, including a toolbox of preferred trail amenities (bike parking, bike fix-it stations, trail kiosks, etc.)
- Standards for trail-oriented development (expectations for visibility, accessibility, and activation along the trail)
- Safe and comfortable crossing treatments (see page 52)

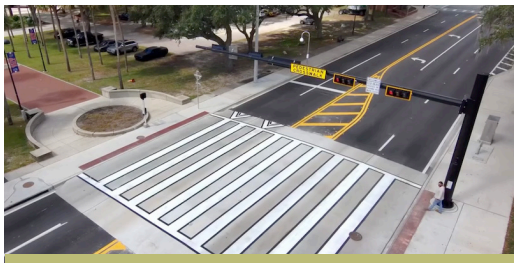
Eco-Tourism & Heritage

The trail system, anchored by BERT, offers an opportunity to reinforce Estero's identity through storytelling and interpretation. These features transform the trail from a purely functional route into a meaningful and educational experience that offers glimpses into and celebrates Estero's cultural and historic past. Guidelines should incorporate:

- Interpretive signage highlighting local ecology, history, and culture
- Wayfinding that connects users to nearby destinations and points of interest
- Design elements that reflect local materials and environmental context.

TRAIL-BASED ECO-TOURISM

The PA Turnpike Trail in Sideling Hill demonstrates how well-designed access points and cohesive branding creates a memorable place, and invites visitors to engage with it, learn its history, and extend their visit beyond a single destination.



UNIVERSITY AVENUE MIDBLOCK

This is a strong example of a signalized midblock crossing in Gainesville, FL at a high-demand location along an FDOT-controlled roadway.

Safe & Comfortable Roadway Crossings

A higher level of design should be applied at crossing locations, where users are most exposed to conflicts with vehicles. This means going beyond standard pavement markings to provide clear priority, visibility, and intuitive navigation for all users. Distinctive materials, markings, and landscape elements reinforce the presence of the trail and improve visibility, while also signaling its environmental, cultural, and historic significance to users and drivers passing by.

At the same time, intersection design must respond to site-specific conditions. Each crossing (midblock and at roadway intersections), varies based on geometry, traffic volumes, lane configurations, median presence, and operating speeds. Because of this, design solutions should be tailored through detailed engineering analysis to ensure that each crossing treatment provides an appropriate level of safety and visibility.

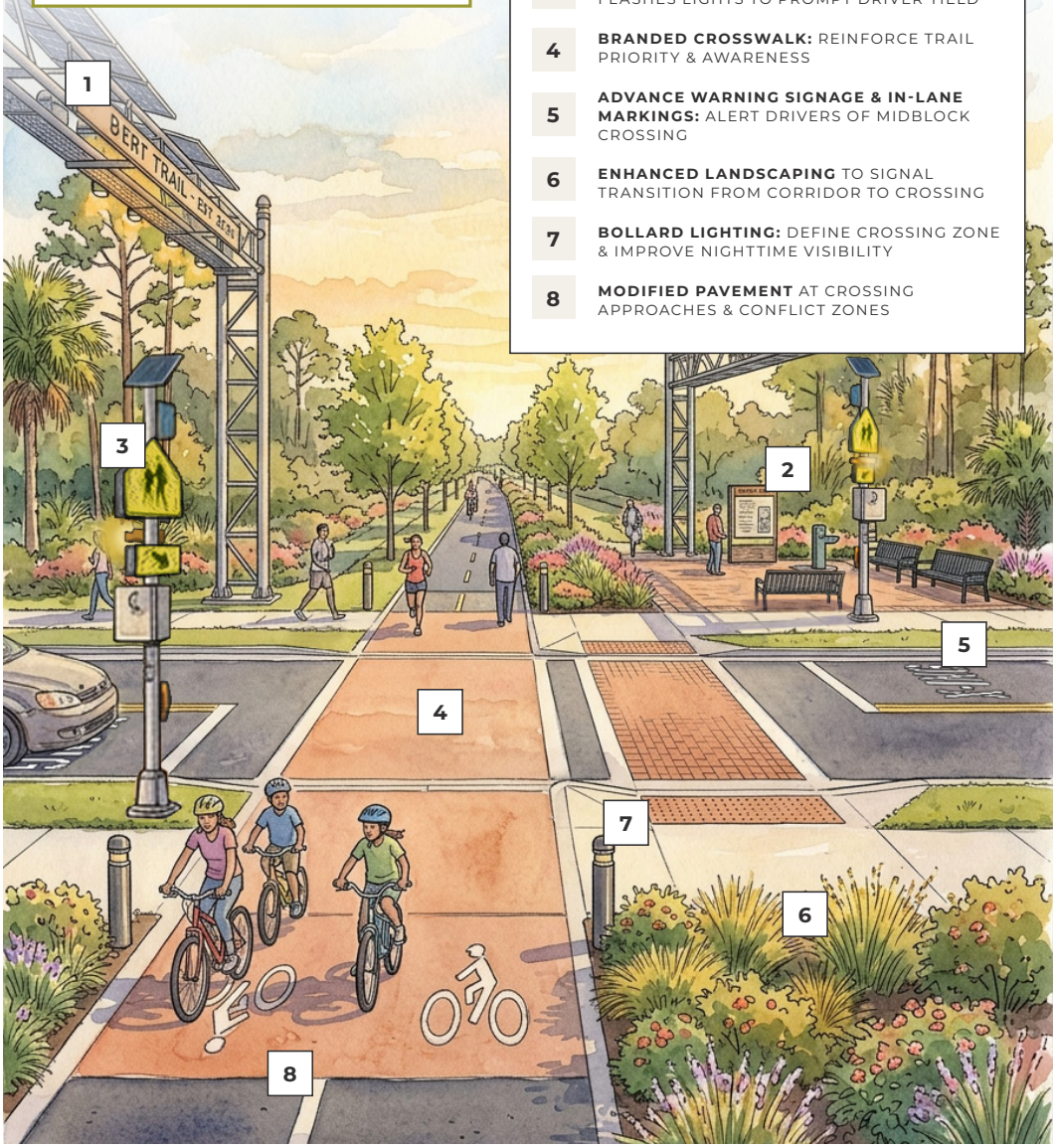
The image on the facing page illustrates a toolkit of design strategies that could be applied at BERT midblock crossings in Estero.

For additional detail on crossing treatments at midblock and standard intersections, refer to the Appendix on page 220.

BERT CROSSING RENDERING

This rendering is conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.

1. **REPURPOSED RAIL SIGNAL MASTS:** VISUAL LANDMARK & IDENTITY FEATURE
2. **MIDBLOCK TRAILHEAD:** DEFINE TRAIL ENTRY POINT WITH SIGNAGE & GATHERING SPACE TO MARK ACCESS
3. **PEDESTRIAN-ACTIVATED RRFB SIGNAL:** FLASHES LIGHTS TO PROMPT DRIVER YIELD
4. **BRANDED CROSSWALK:** REINFORCE TRAIL PRIORITY & AWARENESS
5. **ADVANCE WARNING SIGNAGE & IN-LANE MARKINGS:** ALERT DRIVERS OF MIDBLOCK CROSSING
6. **ENHANCED LANDSCAPING** TO SIGNAL TRANSITION FROM CORRIDOR TO CROSSING
7. **BOLLARD LIGHTING:** DEFINE CROSSING ZONE & IMPROVE NIGHTTIME VISIBILITY
8. **MODIFIED PAVEMENT** AT CROSSING APPROACHES & CONFLICT ZONES



Phase 2: Medium-Term Actions

OBJECTIVE | **DELIVER ESTERO'S DEFINING OPEN SPACE SYSTEM**

The open space network becomes fully realized during this phase, with major investments in trails, parks, and civic spaces.

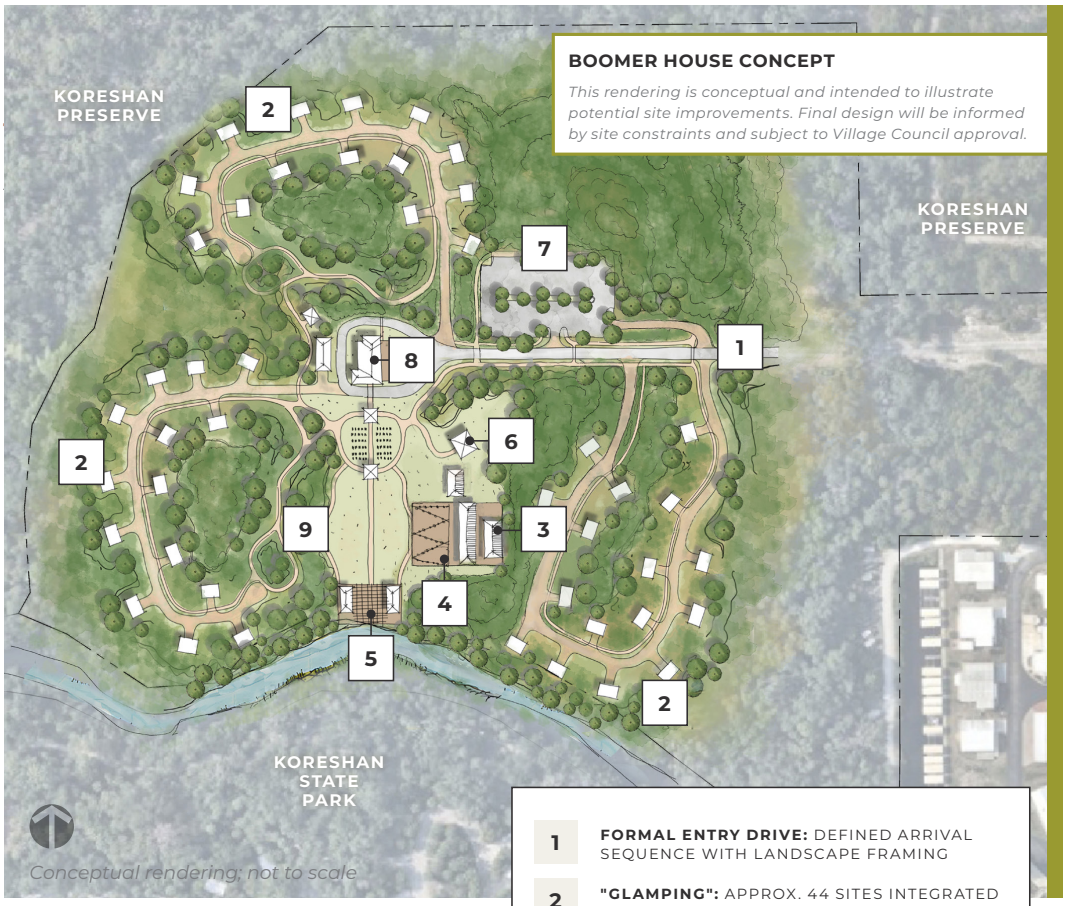
MEDIUM-TERM ACTIONS

- Construct a continuous BERT corridor through the study area
  - Fully implement trail identity and design standards
  - Deliver high-quality trailheads ($^1/_2$-1 mile spacing) and connections to adjacent neighborhoods.
- **Estero Open Space Design Manual (Implementation Phase)**
  - Build a connected system (not isolated parks)
  - Expand shade canopy corridors, civic greens, neighborhood parks
- **Estero River Park (Phase 1 & 2 Implementation)**
  - Nature-based play areas
  - Boardwalks, overlooks, and river access points
  - Outdoor classrooms and education spaces
  - Eco-tourism programming
  - Amphitheater or event lawn
- **Boomer House (Phase 1 Implementation)**

BOOMER HOUSE

The 26-acre Boomer House is a historically-significant home along the Estero River, nestled between Koreshan Preserve and Koreshan State Park. Built in the early 1900s when the area was still largely rural, the site reflects the architecture and practical craftsmanship of early Estero residents. The property is in good condition and largely unchanged, offering a rare opportunity for a local partnership with the State of Florida and adaptive reuse.

BOOMER HOUSE



REIMAGINING THE BOOMER HOUSE AS A PUBLIC SPACE & EVENT VENUE

With careful design, the site could be repositioned as a low-impact destination that balances preservation with revenue-generating uses. Potential programs could include a rent-able venue for small events (riverfront weddings, company retreats, etc.) complemented by thoughtfully-integrated accommodations (like glamping).

1. **FORMAL ENTRY DRIVE:** DEFINED ARRIVAL SEQUENCE WITH LANDSCAPE FRAMING
2. **"GLAMPING":** APPROX. 44 SITES INTEGRATED INTO NATURAL AREAS
3. **EVENT & MULTI-PURPOSE CENTER:** INCLUDES BACK-OF-HOUSE CATERING KITCHEN
4. **EVENT PLAZA:** FLEXIBLE OUTDOOR VENUE FOR RECEPTIONS, GROUP ACTIVITIES, ETC.
5. **WATERFRONT OVERLOOK:** FORMAL CEREMONY SPACE
6. **AMENITY BUILDING:** SHARED DINING HALL & RESTROOM FACILITIES FOR EVENTS & OVERNIGHT STAYS
7. **VISITOR PARKING**
8. **RENOVATED HISTORIC BOOMER RESIDENCE**
9. **VEGETATED BIO-SWALE:** STORMWATER FEATURE

BOOMER HOUSE "GLAMPING"
CHARACTER IMAGERY

1. EVENT & MULTI-PURPOSE CENTER

2. RIVERFRONT CEREMONY SPACE

3. "GLAMPING" CAMPSITE WITH AMENITIES

4. EVENT PLAZA WITH FIRE PITS & CANOPY TENTS

Phase 3: Long-Term Actions

OBJECTIVE | **SUSTAIN & ENHANCE A REGIONALLY-SIGNIFICANT OPEN SPACE NETWORK**

The open space system matures into a defining regional asset that supports both daily life and destination experiences.

LONG-TERM ACTIONS

- Invest in completion of regional trail and greenway connections
- Continued investment in maintenance and upgrades
- Evolution of design standards over time
- **Estero River Park (Mature Destination)**
  - Expanded programming and amenities
  - Regional attraction with strong identity
  - Integrated with broader trail and park system

Key Takeaways for Parks, Trails, & Open Space

Define identity early: Establish clear design standards and advance signature projects (Estero River Park, Boomer Property) to create a recognizable and cohesive open space system that reinforces the connection to local ecology from the outset.

Lead with design to ensure long-term quality: Early adoption of design standards ensures consistency in shade, materials, planting, and overall user experience.

Build over time from pilots to a complete system: Early improvements (shade, seating, wayfinding) evolve into a fully connected and mature open space network.

Connect what exists before adding new assets: Prioritize connections to existing parks, trails, the Estero River, and destinations, rather than developing isolated open spaces. A connected system encourages people to "park once," stay longer, and engage more deeply with the community. **BERT plays a critical role in making these connections.**

2 | VISION

Economic Opportunities & Community

Not all areas in Estero are suited for change or redevelopment. Environmental systems, infrastructure capacity, and community priorities point toward a focused approach for sustainable growth.

THE APPROACH

By focusing on strategic locations, investment can support economic opportunity, strengthen local businesses, and create places that reflect the character and needs of the community. This approach helps ensure growth is both viable for the private sector and meaningful for the community.

THE OPPORTUNITY

The **Village Center** location has already been identified as an upcoming growth area in Estero that is a primary opportunity to:

- Create a recognizable heart for Estero
- Provide civic and gathering spaces
- Support small-scale, locally serving commercial uses including food and beverage/restaurants
- Integrate senior and mixed-use residential to expand housing diversity in Estero
- Connect directly to trails and open space
- Align with infrastructure and market feasibility
- Respond to priorities repeatedly emphasized by residents during engagement

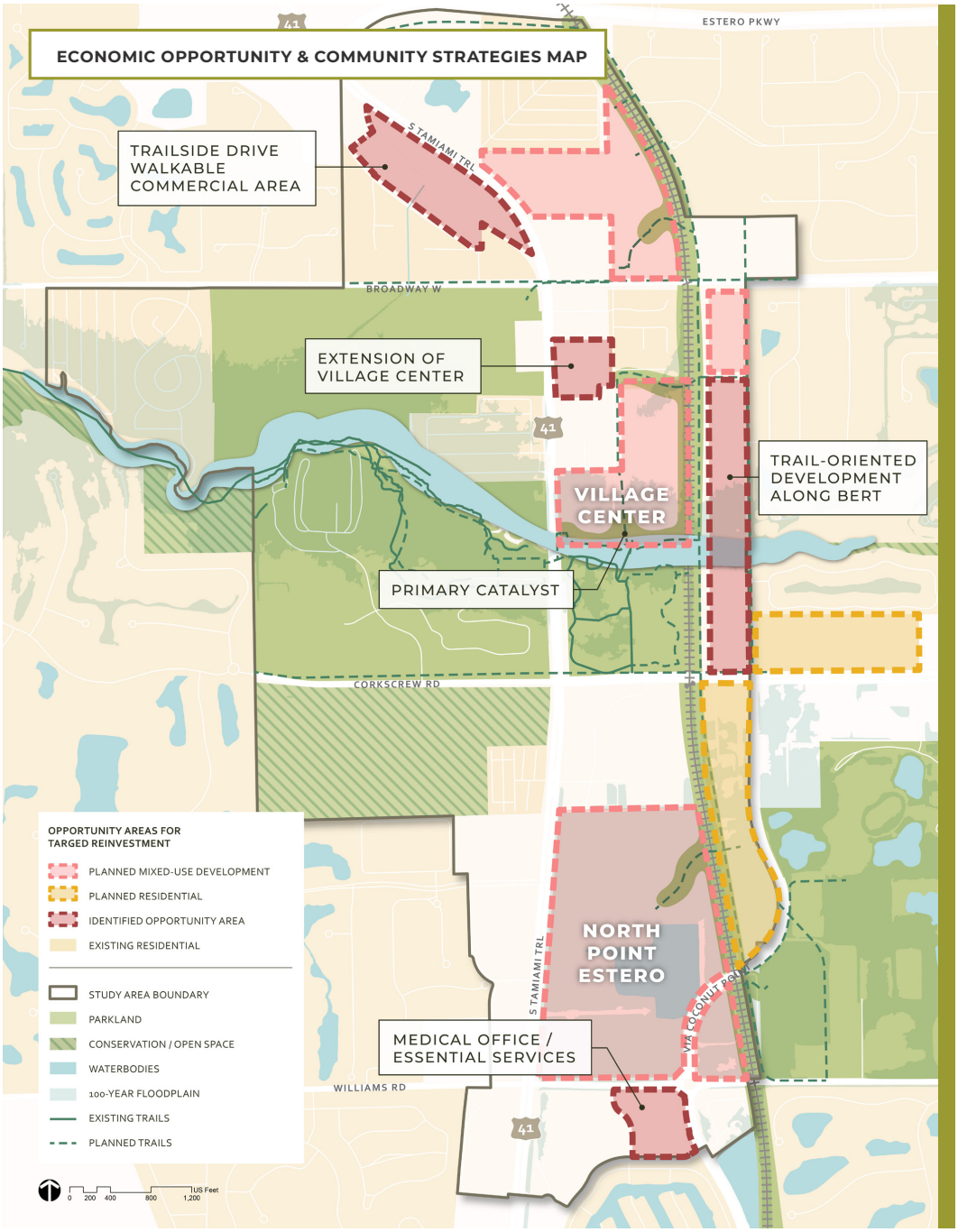
THIS STRATEGY DOES NOT PROPOSE:

- ✗ Broad residential expansion
- ✗ Intense development in environmentally-sensitive lands
- ✗ Corridor-wide strip development along US -41
- ✗ Development that is disconnected from infrastructure capacity

Other opportunity areas are identified where:

- Environmental impact is limited
- Transportation improvements are feasible
- Infrastructure capacity exists (like sewer and water)
- Development will support daily needs
- Connections to BERT or open space can be strengthened
- Local businesses have the potential to cluster, strengthen foot traffic and strengthen overall destination appeal

Opportunity areas (shown in red on the facing page) represent parcels identified for potential reinvestment through this study.


ECONOMIC OPPORTUNITY & COMMUNITY STRATEGIES MAP
TRAILSIDE DRIVE WALKABLE COMMERCIAL AREA
EXTENSION OF VILLAGE CENTER
VILLAGE CENTER
TRAIL-ORIENTED DEVELOPMENT ALONG BERT
PRIMARY CATALYST
NORTH POINT ESTERO
MEDICAL OFFICE / ESSENTIAL SERVICES
ESTERO PKWY
S TAMIAMI TRL
BROADWAY W
CORKSCREW RD
WILLIAMS RD
VIA COCONUT POINT
41
OPPORTUNITY AREAS FOR TARGED REINVESTMENT
PLANNED MIXED-USE DEVELOPMENT
PLANNED RESIDENTIAL
IDENTIFIED OPPORTUNITY AREA
EXISTING RESIDENTIAL
STUDY AREA BOUNDARY
PARKLAND
CONSERVATION / OPEN SPACE
WATERBODIES
100-YEAR FLOODPLAIN
EXISTING TRAILS
PLANNED TRAILS
0 200 400 800 1,200 US Feet

VILLAGE CENTER RENDERING

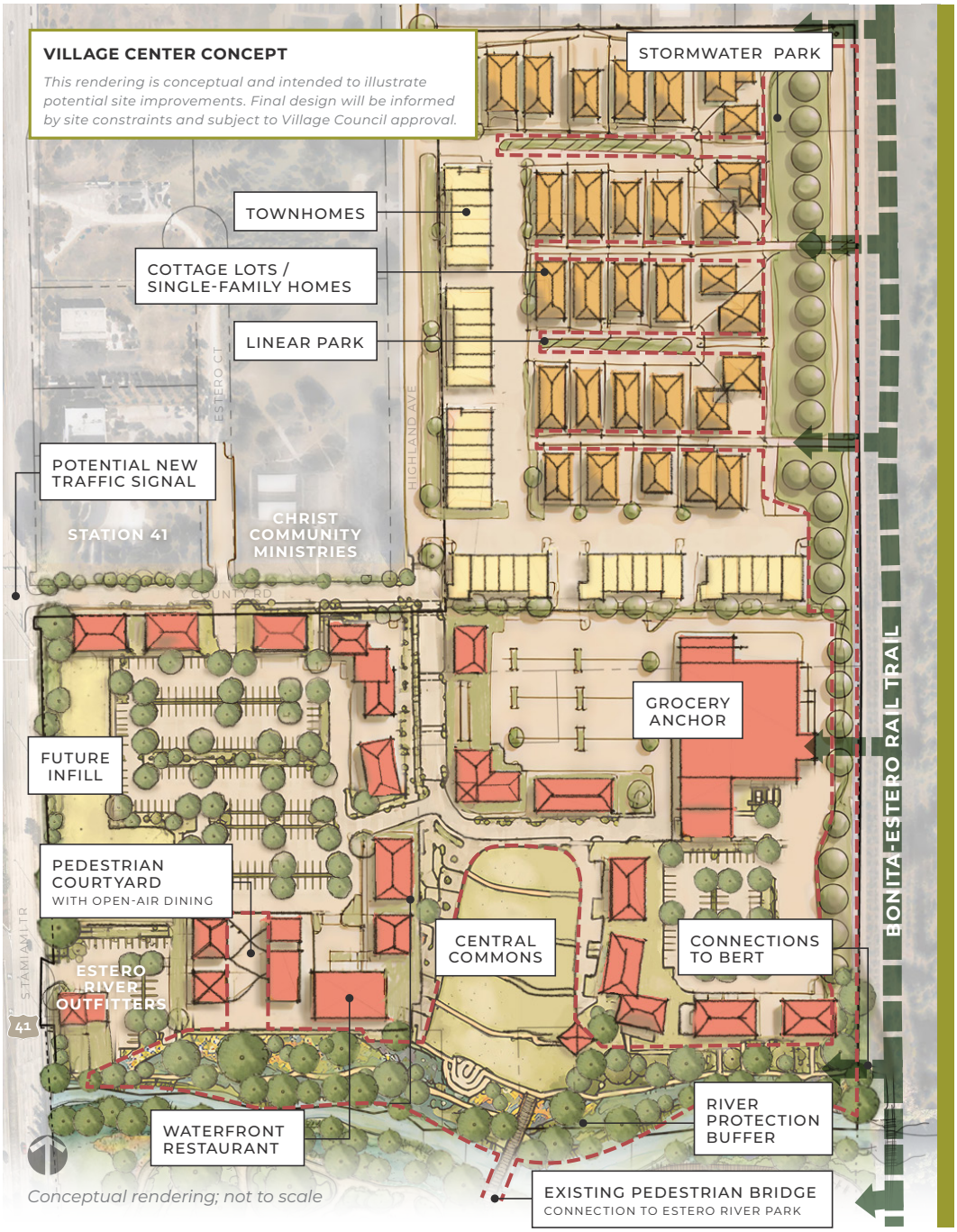
This rendering is conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.

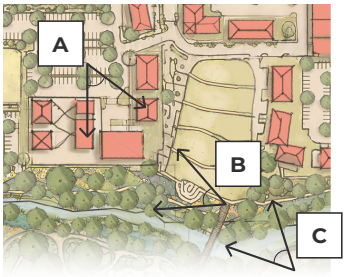
1	**HIGHLAND AVE EXTENSION:** SERVES AS THE VILLAGE CENTER "MAIN STREET"
2	**PARK-FACING RETAIL INTEGRATION:** CREATES ACTIVE EDGES THAT SPILL INTO CENTRAL COMMONS
3	**GROCERY ANCHOR:** PROVIDES A DAILY-USE DESTINATION THAT SUSTAINS DISTRICT ACTIVITY
4	**PEDESTRIAN-FOCUSED STREETSCAPE:** WIDE PROMENADES SUPPORT WALKABILITY
5	**CENTRAL COMMONS:** TERRACED LAWN FOR LARGE EVENTS & EVERYDAY USE
6	**CONNECTION TO ESTERO RIVER PARK:** PEDESTRIAN BRIDGE TO NATURE-BASED PARK
7	**WATERFRONT RESTAURANT:** DESTINATION DINING ORIENTED TO RIVER VIEWS
8	**ESTERO RIVER OVERLOOK:** SCENIC NODE THAT BRINGS PEOPLE DOWN TO THE RIVER
9	**RIVER PROTECTION BUFFER:** NATIVE RIPARIAN ZONE WITH MOWED TRAILS THAT SUPPORTS HABITAT & RESILIENCE

THE VILLAGE CENTER

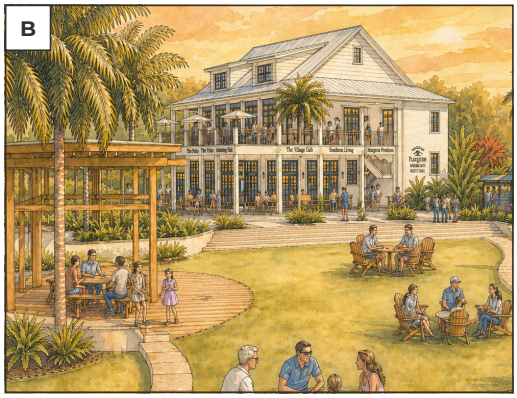
The Village Center is designed to function as a daily destination and community gathering place that attracts residents, businesses, and visitors because it offers a distinct experience rooted in Estero's natural character.

The concept for the district centers around the **Central Commons,** a terraced lawn that frames the Estero River as a defining backdrop. Creating strong physical and visual connections to the water, the Commons will anchor a mix of local-serving retail and dining organized around a shared civic space.


VILLAGE CENTER CONCEPT
This rendering is conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.
STORMWATER PARK
TOWNHOMES
COTTAGE LOTS / SINGLE-FAMILY HOMES
LINEAR PARK
ESTERO CT
HIGHLAND AVE
POTENTIAL NEW TRAFFIC SIGNAL
STATION 41
CHRIST COMMUNITY MINISTRIES
COUNTY RD
GROCERY ANCHOR
FUTURE INFILL
PEDESTRIAN COURTYARD
WITH OPEN-AIR DINING
CENTRAL COMMONS
CONNECTIONS TO BERT
BONITA-ESTERO RAIL TRAIL
S TAMIAMI TR
ESTERO RIVER OUTFITTERS
41
WATERFRONT RESTAURANT
RIVER PROTECTION BUFFER
EXISTING PEDESTRIAN BRIDGE
CONNECTION TO ESTERO RIVER PARK
Conceptual rendering; not to scale



VILLAGE CENTER DEVELOPMENT PROGRAM	
Commercial *Retail / food and beverage / grocery / medical office*	80,000-100,000 sf
Residential *Single-family / cottage*	32 units
Residential *Townhome*	36 units



The renderings on this page are conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.

VILLAGE CENTER RENDERING

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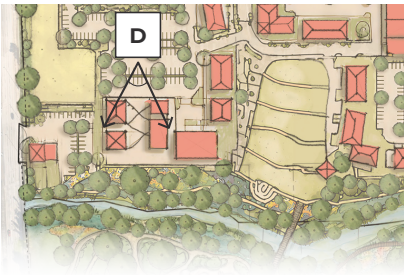
Destination Dining

The Village Center responds to a clear community desire for greater variety and higher-quality dining by creating the right setting and public realm to support it. Opportunities to front the Estero River, the Central Commons, and the open-air courtyard (see rendering above) will attract a mix of destination restaurants and local vendors that will benefit from being close to the action.



Phase 1: Short-Term Actions

OBJECTIVE | **ESTABLISH A LOCAL-SERVING, WALKABLE ECONOMIC FOUNDATION**

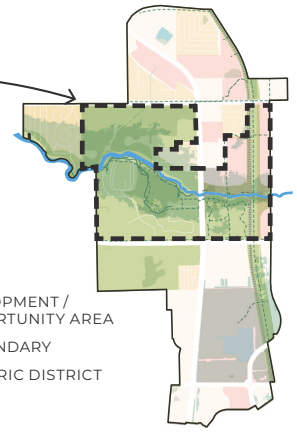
The short-term phase establishes the foundation for a local-serving economy centered around a defined Village Center. Early actions include adopting a master plan and zoning framework, recruiting key local businesses, and activating the area through temporary programming. Housing strategies begin to address demographic needs by enabling a broader range of housing options in walkable, connected locations.

SHORT-TERM ACTIONS

- Evaluate a Historic District Overlay
  - Include the Village Center, Estero River Park and Boomer House Property
- **Village Center Master Plan**
  - Adopt Village Center master plan, economic strategy, and zoning
  - Consider adopting form-based code to establish a consistent architectural and landscape language
  - Recruit local businesses and food & beverage anchors
  - Program temporary events (markets, festivals)
  - Incentivize small-scale, locally serving redevelopment
  - Coordinate with FDOT on traffic signal improvements
- Housing & Community
  - Identify priority redevelopment and infill sites
  - Update zoning to support senior housing and missing middle housing
  - Incentivize walkable, mixed-use housing near Village Center
- Consider creating a Main Street District Overlay for Trailside Drive

HISTORIC DISTRICT OVERLAY

Rather than applying design standards to a single site (like Village Center), Estero has the opportunity to establish a broader overlay district that unifies key properties into a recognizable district of Estero. **The proposed overlay would encompass the Village Center, Estero River Park, Boomer Property, and adjacent riverfront parcels.** These properties are part of a continuous landscape system that can, when planned together, function as a cohesive place rather than a collection of individual projects.



The proposed overlay will:

- Guide a consistent design and development framework across the Eco-Historic area
- Reinforce Estero's identity as a river-based, historically rooted community
- Ensure that development is compatible with environmental systems, character and community scale
- Create a recognizable destination district that supports tourism, local economy, and community life

Historic District Design Standards

A key component of the overlay is the adoption of Florida vernacular architectural and landscape principles, ensuring that new development reflects the region's climate, history, and character.

DESIGN STANDARDS SHOULD ADDRESS:

- Architectural design
  - Elevated structures that are responsive to flood conditions
  - Deep overhangs, porches, and verandas for shaded outdoor living
  - Climate-responsive materials
  - Building articulation and massing
  - Open, breezy building forms that support natural ventilation
- Site and landscape design
  - Native vegetation and shade integration
  - Buildings oriented to streets, trails, and Estero River
  - Parking at the side or rear
- Public realm character
  - Materials palette
  - Lighting and furnishings
  - Indoor-outdoor relationships
- Integration with environmental systems and River Protection Overlay

Phase 2: Medium-Term Actions

OBJECTIVE | **DEVELOP A VIBRANT, LOCAL-SERVING ECONOMIC CORE**

With infrastructure and public realm systems in place, the medium term delivers a functioning town center and growing local economy.

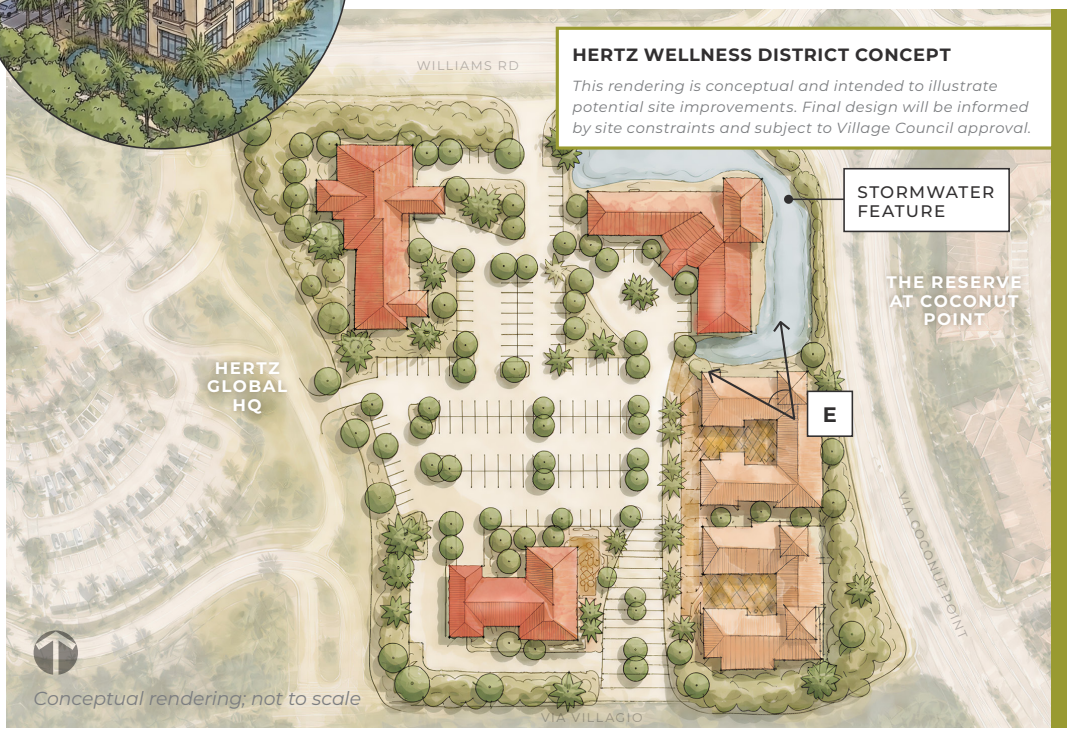
MEDIUM-TERM ACTIONS

- **Village Center Implementation**
  - Evaluate opportunities for civic plaza and gathering spaces
  - Ensure walkable streets and mixed-use development
  - Integrate trails and open space connections
  - Integrate public realm design standards
- Economic Development & Tourism
  - Support local business, mixed-use development, and small-scale retail (medical office, grocers, and restaurants are identified gaps, see Wellness District on facing page)
  - Expand eco-tourism and heritage tourism
  - Strengthen connections between destinations (parks, trails, river)
- Housing & Community
  - Pursue senior housing opportunities
  - Pursue workforce housing opportunities
  - Continue to support walkable, mixed-use neighborhoods

TARGETED ECONOMIC DEVELOPMENT TO ADDRESS GAPS

Adjacent to a major employer and with strong access and visibility from Williams Road and Via Coconut Point, the land next to the Hertz HQ is well positioned for redevelopment that introduces complementary uses such as medical office, residential, and small-scale retail. This type of targeted infill can help address service gaps, including access to healthcare, neighborhood-serving grocers, and dining options, while supporting the daily needs of both employees and nearby residents.

HERTZ WELLNESS DISTRICT DEVELOPMENT PROGRAM	
Commercial *Medical office / retail*	50,000-70,000 sf
Residential *Townhome / apartment*	26-52 units



HERTZ WELLNESS DISTRICT CONCEPT

This rendering is conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.

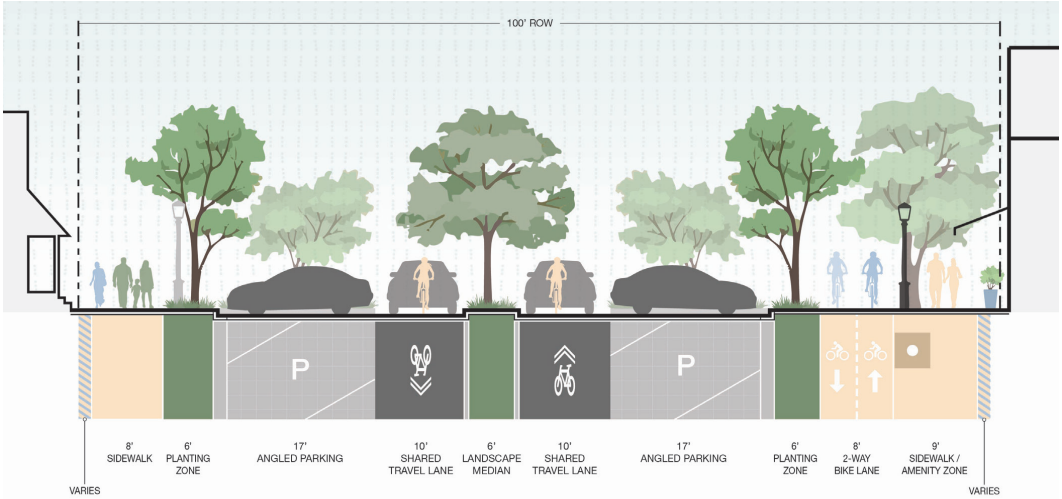
Phase 3: Long-Term Actions

OBJECTIVE | **CREATE A LASTING & AUTHENTIC ECONOMIC / CIVIC IDENTITY**

The long-term phase establishes Estero's identity through place-based economic development and a true town center.

LONG-TERM ACTIONS

- **Trailside Drive "Main Street" District** (see facing page for more details)
  - Traffic calming and other corridor improvements along Trailside Drive
  - Construct civic spaces and plazas
  - Recruit local food & beverage anchors
  - Connect to Village Center, BERT, Estero River Park
- Village Center and Trailside Drive function as dual anchors
- Strong network of local businesses and destinations
- Established reputation as a nature-based and cultural destination



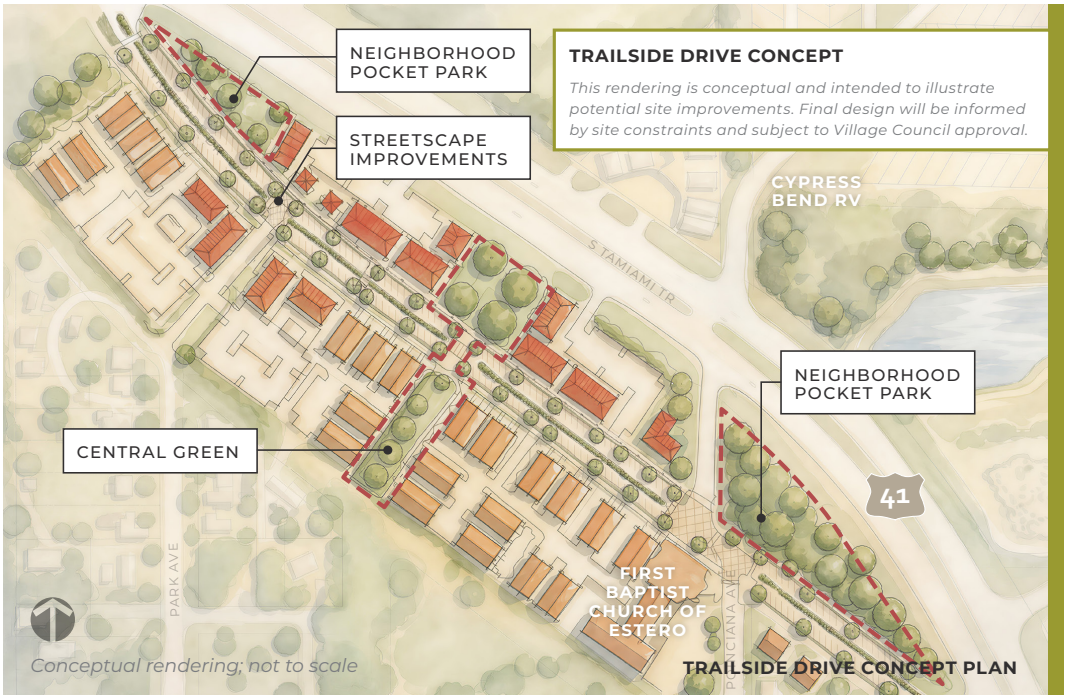
TRAILSIDE DRIVE PROPOSED TYPICAL SECTION

This rendering is conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.

TRAILSIDE DRIVE MAIN STREET DISTRICT

A long-term vision is the creation of a new "Main Street" district along Trailside Drive at the north end of the study area. Envisioned as a walkable, mixed-use corridor, it brings together local businesses, daily activity, and community life. Street improvements will support a comfortable pedestrian environment, while active ground-floor uses and upper-story housing and office space sustain activity throughout the day.

TRAILSIDE DRIVE DEVELOPMENT PROGRAM	
Commercial *Medical / office / retail / food & beverage*	40,000-50,000 sf
Residential *Townhome / duplex / single-family*	22-44 units



TRAILSIDE DRIVE CONCEPTUAL RENDERING

This rendering is conceptual and intended to illustrate potential site improvements. Final design will be informed by site constraints and subject to Village Council approval.

Key Takeaways for Economic Opportunities & Community

Invest in a walkable, local-serving economic core: The Village Center should support daily needs, local businesses, and community life, reducing reliance on regional commercial corridors.

Activate Village Center early to build identity and momentum: Temporary programming, events, and small-scale development will establish the Village Center as a gathering place before full build-out.

Use design and form to shape outcomes: Master planning and design standards ensure that development contributes to a cohesive, high-quality environment, rather than fragmented growth.

Support a diverse, intergenerational community: Expanding senior and missing middle housing will allow residents to age in place and support Estero's workforce needs.

Walk, don't run: Phased development ensures that economic growth aligns with infrastructure capacity, market demand, and long-term community goals.

Create a lasting sense of place: Combining walkability, local businesses, intentional design elements, and connections to natural systems will develop a distinct and authentic identity for Estero that cannot be replicated anywhere else.

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Action Plan

Summary of Strategic Actions

	CONNECTIVITY & TRANSPORTATION		ENVIRONMENTAL SYSTEMS		
0- 5 YEARS	**US-41 Landscape & Streetscape Master Plan** Implement priority crossings on US-41 and key intersections Coordinate with FDOT on context reclassification of the US-41 corridor Coordinate with FDOT on grade-separated crossings	Pg. 35 Pg. 36	**Estero River Protection Overlay** Identify and secure 2–3 river access sites Wetland / floodplain land acquisition for Mitigation Project **Green Infrastructure Handbook** **Green Infrastructure Incentive Program**	Pg. 42 Pg. 43	
5- 10 YEARS	Expand the bike and pedestrian network to residential areas Identify and implement trail-to-destination connections Integrate transit/shuttle connections Construct enhanced or grade-separated crossings	Pg. 38	Identify priority restoration sites **Green Infrastructure Incentive Program expansion** Construct river access points **Nature-based Flood Mitigation Project implementation** Launch eco-tourism initiatives and educational programming	Pg. 44	
10- 20 YEARS	Achieve seamless crossings across US-41 Integrate regional mobility systems **Full US-41 corridor transformation**	Pg. 39	Update resilience strategies based on sea level rise and storm impacts Expand conservation lands and open space where feasible Fully implement flood, river and wetland protection systems Consider green infrastructure requirements	Pg. 45	

	PARKS, TRAILS, & OPEN SPACE		ECONOMIC OPPORTUNITIES & COMMUNITY	
0- 5 YEARS	**Estero Open Space Design Manual**	Pg. 48	**Village Center Master Plan**	Pg. 62
	Pilot project: shade, seating, and wayfinding		Consider a Main Street District Overlay for Trailside Drive	Pg. 66
	Estero River Park Master Plan	Pg. 49	Identify priority redevelopment sites	
	BERT & Trail Design Guidelines	Pg. 53	Housing policy updates to support housing diversity	
	Construct priority BERT segments		Consider a Historic District Overlay	Pg. 67
	Boomer House Master Plan			
5- 10 YEARS	**BERT implementation through the study area**	Pg. 56	**Village Center implementation**	Pg. 68
	Build a connected system, expand shade canopy corridors, civic greens		Support local business, mixed-use development, and small-scale retail	
	Estero River Park (future phases of implementation)		Expand tourism and destination connectivity	
	Boomer House implementation	Pg. 57	Continue to support walkable, mixed-use neighborhoods	
10- 20 YEARS	Complete regional trail and greenway connections	Pg. 59	Trailside Drive "Main Street" District implementation	Pg. 70
	Continued investment in maintenance and upgrades		Strong network of local businesses and destinations	
	Estero River Park expansion as a distinct regional destination		Established reputation as a nature-based and cultural destination	

2 | VISION

Next Steps

The *Eco-Historic Planning Study* establishes a clear vision for a connected, resilient, and place-based community. The Action Plan outlined in this report translates that vision into a structured, phased approach to guide how projects, policies, and investments can be prioritized and delivered over the next 20+ years. Implementation is organized around four interconnected systems:

- Connectivity & Transportation
- Environmental Systems
- Parks, Trails, & Open Space
- Economic Development & Community

These systems are designed to work together. Transportation improvements support economic development. Environmental systems help guide where growth occurs. Open space enhances both quality of life and economic activity.

This integrated approach ensures that individual actions contribute to a larger, coordinated outcome.

Public & Private Sector Roles

Successful implementation will require coordination across multiple stakeholders, including the Village of Estero, Lee County and FDOT, private developers and property owners, and community organizations.

The Village plays a central role in:

- Establishing policies and standards
- Investing in infrastructure and public spaces
- Facilitating partnerships and development

Private investment will be essential to deliver mixed-use development, housing, and destination uses, guided by the framework established in this plan.

Adapting to New Opportunities

The implementation framework is intended to remain flexible as conditions change and new opportunities emerge. The Village should:

- Monitor Estero's progress toward key resilience goals
- Periodically revisit priorities
- Update the action plan to reflect new opportunities or challenges

This ongoing evaluation ensures that the plan remains relevant and effective over time.

Foundational Steps

PREPARING FOR IMPLEMENTATION

To successfully bring the plan to life, the Village must first lay the foundation to ensure that the plan is able to progress. These efforts will help guide long-term implementation and deliver visible results.

1 **ADOPT THE PLAN FORMALLY**	The plan establishes a framework for Council to evaluate and prioritize implementation as funding opportunities arise. Adoption signals Estero's commitment to the vision in this plan, strengthens grant applications, and ensures long-term alignment between public and private efforts. *Please note: Adoption does not prevent future updates; it simply provides a living framework that can evolve as needs and opportunities arise.*
2 **IDENTIFY FUNDING FOR LEVERAGE & MATCH**	The Village could evaluate federal, state, philanthropic, and private funding programs, with a focus on identifying grant cycles and eligibility aligned with identified Catalyst Projects. This effort can support preparation of match-ready proposals and help prioritize early-phase projects based on funding readiness.
3 **PURSUE TARGETED FUNDING OPPORTUNITIES**	The Village should pursue grant funding aligned with early-phase projects, particularly those focused on resilience and mobility infrastructure. Potential sources include FEMA BRIC for flood mitigation and stormwater projects and the Florida Recreation Development Assistance Program (FRDAP) for park and trail improvements.

Funding Sources

With the foundational steps in place, the Village can deploy a range of financial tools, partnerships, and policies to keep momentum going. These funding sources help ensure the plan is financially feasible and sustainable, aligned with Estero's "small but mighty" governmental structure and capacity.

PHASING INTEGRATION

Local Funding & Strategic Planning
Master plans, setting design standards, and early improvements
0- 5 YRS

State & Federal Funding
Implement major infrastructure, trails, and key park projects
5- 10 YRS

Private Investment & Long-Term Partnerships
Complete build-out and sustain operations
10- 20 YRS

LOCAL FUNDING / VILLAGE INVESTMENT

The Village of Estero will play a central role in advancing the early phases of the plan (0–5 years) through strategic planning, policy changes, and targeted coordination. This could include leveraging local funds by providing a match for state and federal grants. These contributions demonstrate the Village's commitment to the vision in this plan and can help attract additional external investment.

CAPITAL IMPROVEMENT PROGRAM (CIP)

- Streetscape improvements (US-41, Trailside Drive)
- Parks and open space
- Mobility and infrastructure upgrades

PARKS & RECREATION FUNDING

- Estero River Park
- Neighborhood parks and civic spaces
- BERT amenities / trailheads

STORMWATER INFRASTRUCTURE FUNDING

- Flood mitigation projects
- Green infrastructure implementation

STATE FUNDING

State programs provide strong alignment with Estero's priorities, particularly for transportation, trails, environmental protection, and recreation.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

- Pedestrian and bicycle infrastructure
- BERT connectors and crossings

FDOT BEAUTIFICATION & LANDSCAPE PROGRAM

- FDOT right-of-way improvements require Joint Participation Agreement
- Village assumes maintenance

SUN TRAIL PROGRAM

- Regional trail systems
- BERT

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP)

RESILIENT FLORIDA PROGRAM

- Flood mitigation and resilience planning
- River corridor and green infrastructure

FLORIDA RECREATION DEVELOPMENT ASSISTANCE PROGRAM (FRDAP)

- Park development and recreation amenities
- Estero River Park features, play areas, etc.

OTHER SOURCES

FLORIDA COMMUNITIES TRUST (FCT) A.K.A. FLORIDA FOREVER

- Land acquisition for conservation and parks
- Larger funding potential (multi-million range)

SW FLORIDA WATER MANAGEMENT DISTRICT (SFWMD) COOPERATIVE FUNDING INITIATIVE (CFI)

- Stormwater and water quality projects
- Green infrastructure

FEDERAL FUNDING

Federal programs align strongly with Estero's goals around infrastructure, resilience, and community connectivity.

US DEPARTMENT OF TRANSPORTATION (USDOT)

RAISE GRANTS

- Large-scale infrastructure projects
- US-41 and other major mobility investments

SAFE STREETS AND ROADS FOR ALL (SS4A)

- Safety improvements
- Crossings and corridor redesign

TRANSPORTATION ALTERNATIVES SET-ASIDE

- Trails, sidewalks, and bike facilities

NATIONAL PARK SERVICE (NPS)

LAND AND WATER CONSERVATION FUND (LWCF)

- Park development
- Land acquisition
- Requires 50/50 match

OUTDOOR RECREATION LEGACY PARTNERSHIP (ORLP)

- Large-scale, transformative park projects
- Estero River Park

OTHER SOURCES

ENVIRONMENTAL PROTECTION AGENCY (EPA) FUNDING

- Green infrastructure and environmental justice initiatives
- River corridor and stormwater systems

HOUSING AND URBAN DEVELOPMENT (HUD) COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

- Public spaces
- Economic development areas

PRIVATE & PHILANTHROPIC

Private investment and philanthropy can play a critical role in advancing amenities, programming, and long-term operations.

FUNDING OPPORTUNITIES INCLUDE:

- Corporate sponsorships
- Naming rights
- Partnerships with local foundations, cultural and environmental organizations
- Community-led fundraising
- Programming partnerships for events, recreation programming, arts, and culture

PUBLIC-PRIVATE PARTNERSHIPS (P3)

Public-private partnerships will be essential for delivering key components of the plan, particularly within the Village Center and destination areas.

FUNDING OPPORTUNITIES INCLUDE:

- Shared parking strategies
- Joint-use public spaces integrated into development
- Developer contributions through incentives, and development agreements
- Concession or lease agreements for event venues and other programming

2 | VISION

Cost Estimates

Rough Order-of-Magnitude (ROM) Cost Approach

The cost estimates provided in this plan are developed using typical unit costs, comparable case studies, regional benchmarks, and assumptions about project scope, materials, and complexity. These cost ranges provided can be used to:

- Compare relative scale between projects
- Prioritize investments in capital improvement planning
- Support grant applications and funding strategies
- Guide discussions with partners and stakeholders

These estimates generally include construction, basic site preparation, utilities, and allowances for design, permitting, and contingencies, but **do not account for land acquisition, detailed engineering, site-specific constraints, or long-term inflation, unless noted.** As projects advance, more refined cost estimates should be developed through schematic design and engineering studies.

PHASING INTEGRATION

Lower Cost, but High Impact

Planning, design, pilot projects, and catalyst projects with high visibility

0- 5 YRS

Major Capital Investment

Construction of the core infrastructure and destination projects

5- 10 YRS

Completion & Expansion

Ongoing but more targeted, long-term investments and system upgrades

10- 20 YRS

2 | VISION COST ESTIMATES

$ = $150-250K
$$ = $500K-1M
$$$ = $1M-5M
$$$$ = $5M+

CONNECTIVITY & TRANSPORTATION

STRATEGIC ACTION / PROJECT	PLANNING / DESIGN PHASE	IMPLEMENTATION PHASE	
US-41 Landscape & Streetscape Plan	$	N/A	0 - 5 YEARS
US-41 Grade-Separated Crossing Feasibility Study	$	N/A	
US-41 Context Reclassification	$	N/A	
US-41 Intersection Safety Improvements *Priority locations*	$	$ - $$$	
Sidewalk Gap / ADA-Accessibility *Priority locations*	$	$$	
Multi-Modal Pilot Projects *Test bike lanes and shared-use paths*	$	$ - $$	
"Safe Routes to Parks & Trails" Program	$	$	
Additional Bike / Ped Connections *To residential areas and destinations*	$	$$	5- 10 YEARS
Transit / Shuttle Service Program	$	$$	
US-41 Grade-Separated Crossing	$ - $$	$$$	
US-41 Streetscape Improvements *Priority segments*	$ - $$	$$$	
US-41 Intersection Safety Improvements *Additional locations*	$	$$$	

Please note: The table continues on the following page.

$ = $150-250K	$$ = $500K-1M
$$$ = $1M-5M	$$$$ = $5M+

CONNECTIVITY & TRANSPORTATION (CONT.)

STRATEGIC ACTION / PROJECT	PLANNING / DESIGN PHASE	IMPLEMENTATION PHASE	
Regional Coordination *Trail and transit agencies*	$	N/A	10- 20 YEARS
Regional Trail Connections *Complete connections*	$	$$	
US-41 Streetscape Improvements *Final segments*	$ - $$	$$$	

ENVIRONMENTAL SYSTEMS

STRATEGIC ACTION / PROJECT	PLANNING / DESIGN PHASE	IMPLEMENTATION PHASE	
Estero River Protection Overlay	$	n/a	0- 5 YEARS
Green Infrastructure Handbook	$	n/a	
Green Infrastructure Incentive Program	$	$ - $$	
River Access Improvements *Acquire 2-3 priority locations*	$	$$ - $$$	
Wetland / Floodplain Acquisition Program	$	$	
River Corridor Improvement Plan	$	N/A	5- 10 YRS
Stream Restoration / Flood Mitigation *Identify priority locations*	$	N/A	

Please note: The table continues on the following page.

2 | VISION COST ESTIMATES

$ = $150-250K
$$ = $500K-1M
$$$ = $1M-5M
$$$$ = $5M+

ENVIRONMENTAL SYSTEMS (CONT.)

STRATEGIC ACTION / PROJECT	PLANNING / DESIGN PHASE	IMPLEMENTATION PHASE	
Green Infrastructure Incentive Program *Program evaluation and expansion*	$	$ - $$	5- 10 YEARS
River Access Improvements *Construction*	$ - $$	$$ - $$$	5- 10 YEARS
Nature-based Flood Mitigation Project *Implementation*	$$	$$$	5- 10 YEARS
Eco-Tourism Initiatives & Educational Programming	$	$$	5- 10 YEARS
Green Infrastructure Handbook Integration *For all Village of Estero projects*	$	$$	5- 10 YEARS
Resilience Strategy Recalibration *Update based on climate projections*	$ - $$	N/A	10- 20 YEARS
Conservation Lands & Open Space *Expand system*	$ - $$	$ - $$$	10- 20 YEARS
Flood, River, & Wetland Protection *Complete*	$$	$$$	10- 20 YEARS

2 | VISION COST ESTIMATES

$ = $150-250K
$$ = $500K-1M
$$$ = $1M-5M
$$$$ = $5M+

PARKS, TRAILS, & OPEN SPACE

STRATEGIC ACTION / PROJECT	PLANNING / DESIGN PHASE	IMPLEMENTATION PHASE	
BERT & Trail Design Guidelines	$	N/A	0- 5 YEARS
Estero Open Space Design Manual	$	N/A	
Estero River Park Vision & Design Framework	$	N/A	
Boomer House Vision & Design Framework	$	N/A	
BERT Construction *Priority segments*	$ - $$	$$$	
Public Space Amenity Pilot Projects *Test new shade, seating, and wayfinding*	$	$	
BERT Construction *Complete segments*	$$	$$$	5- 10 YEARS
Public Space Amenities *Expand neighborhood parks, tree canopy, and civic greens*	$	$ - $$	
Estero River Park *Phase 1-2 implementation*	$$	$$$ - $$$$	
Boomer House *Phase 1 implementation*	$$	$$$ - $$$$	
Additional Trail Connections *To residential areas and destinations*	$	$$ - $$$	

Please note: The table continues on the following page.

2 | VISION COST ESTIMATES

$ = $150-250K
$$ = $500K-1M
$$$ = $1M-5M
$$$$ = $5M+

PARKS, TRAILS, & OPEN SPACE (CONT.)

STRATEGIC ACTION / PROJECT	PLANNING / DESIGN PHASE	IMPLEMENTATION PHASE	
Regional Trail and Greenway Connections *Complete system*	$ - $$	$$$	10- 20 YEARS
Park Maintenance Evaluation & Upgrades *Continued investment*	$	$ - $$$	
Estero River Park *Expansion*	$$	$$$ - $$$$	
Boomer House *Complete*	$$	$$$ - $$$$	

ECONOMIC OPPORTUNITIES & COMMUNITY

STRATEGIC ACTION / PROJECT	PLANNING / DESIGN PHASE	IMPLEMENTATION PHASE	
Village Center Master Plan & Adoption	$	N/A	0- 5 YEARS
Village Center Design Standards	$	N/A	
Village Center Traffic Signal Determination	$	N/A	
Trailside Drive Main Street District *Establish overlay*	$	N/A	
Village Center / Koreshan Historic District *Establish overlay*	$	N/A	

Please note: The table continues on the following page.

2 | VISION COST ESTIMATES

$ = $150-250K
$$ = $500K-1M
$$$ = $1M-5M
$$$$ = $5M+

ECONOMIC OPPORTUNITIES & COMMUNITY (CONT.)

STRATEGIC ACTION / PROJECT	PLANNING / DESIGN PHASE	IMPLEMENTATION PHASE	
Housing Policy Update	$	N/A	0- 5 YRS
Senior & Workforce Housing *Identify 2-3 priority locations*	$ - $$	N/A	
Village Center *Phase 1 implementation*	$$	$$$ - $$$$	5- 10 YEARS
Heritage & Eco-Tourism *Identify priority opportunities*	$	N/A	
Senior & Workforce Housing *Implementation (private development)*	N/A	N/A	
Trailside Drive "Main Street" Pilot Project *Streetscape improvements*	$ - $$	$$$ - $$$$	
Small-Scale Retail & Local Economy *Support and incentivize private investment*	$	$	
Trailside Drive "Main Street" District *Final phases*	$ - $$	$$$ - $$$$	10- 20 YEARS
Village Center *Final phases*	$ - $$	$$$ - $$$$	
Market Study *Update based on new projections*	$	N/A	
Heritage & Eco-Tourism *Expand program*	$	N/A	
Identify Additional Catalyst Sites	$	N/A	

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Village of Estero
Eco-Historic Planning Study

3 ANALYSIS

Community History

Existing Conditions

Planning Implications

3 | ANALYSIS

Community History

Native American Roots

Estero's history began with the Calusa Native Americans, who lived along the Estero River and relied on fishing and trade. Spanish explorers passed through the region in the 1500s, but the area remained largely unsettled for centuries.

1. CALUSA TRIBE DEPICTION

Instead of farming, Calusa Native Americans lived off of the spoils of the sea. The men and boys of the tribe would make nets from palm trees to catch mullet, pinfish, pigfish, and catfish, and would use spears to catch eels and turtles.

2. LIFE ALONG THE ESTERO RIVER

The Estero River shaped early settlement and daily life in Estero, serving as a vital corridor for fishing, trade, and transportation long before roads connected the community.

3. CROSSING THE RIVER

Early bridges over the Estero River marked a shift from boat-based travel to connected neighborhoods.

4. KORESHAN UNITY STORE

Along the river, the Koreshan Unity Store and post office functioned as a hub for commerce and communications in early Estero.

5. ESTERO CREEK SCHOOLHOUSE

Built in 1904 near the Estero River, the Estero Creek Schoolhouse served local families—including Koreshan and non-Koreshan residents—as one of the community's earliest public institutions.

4

"Estero's story reflects a journey from ancient Calusa lands to a unique Utopian settlement and a thriving modern village."

In 1894, Estero became home to the Koreshan Unity, a Utopian religious group led by Dr. Cyrus Teed. The Koreshans built a self-sustaining community that strongly influenced early development. Their preserved settlement is now Koreshan State Park.

During the 20th century, Estero evolved from a rural area into a growing community. Increased development and tourism led to its incorporation as a village in 2014, blending the community's historic roots with modern growth.

5

1894
ARRIVAL OF THE KORESHANS

Visionary Cyrus Teed and the Koreshan Unity established a Utopian community along the Estero River, promoting shared wealth, equality, and cultural pursuits.

1882
FIRST HOMESTEADER

Gustave Damkohler, Estero's first recorded settler, farmed citrus along the Estero River and shipped crops north by boat.

1901–1903
ESTERO CREEK SCHOOL

Mr. and Mrs. F.M. Hendry founded the first local school outside Koreshan influence.

1907
TOWN ABOLISHED

Estero's incorporated status was dissolved.

16th-18th century
THE CALUSA NATIVE AMERICANS

This community thrived in Estero, building a coastal empire from engineering canals to use as trade routes along the Caloosahatchee River.

THE FALL OF THE CALUSA

Spanish explorers brought warfare and disease, devastating the Calusa population. Their legacy endures through Seminole descendants who preserve Calusa heritage.

1904
BUILDING A TOWN

The Koreshans incorporated Estero, opening businesses, schools, and cultural venues, including an art hall for music and theater.

1904–1927
COMMUNITY EDUCATION

A second Estero Creek School opened, later preserved at Estero Community Park.

Spanish for "estuary," Estero takes its name from the river that shaped its early settlement and development.

ESTERO THROUGH TIME

Estero's history reflects a lasting legacy of individuals and groups of people drawn to the river and united by a shared sense of purpose. From its Native American and experimental Koreshan settlements, to the community's agricultural era and eventual incorporation, each chapter reinforces a pattern of self-determination and deep ties to the natural environment. Together, these stories form the foundation of Estero's identity today, as a place shaped by the river and the collective will to build community.

1921–1949
EXPANDING EDUCATION

A new four-room school with indoor plumbing supported 100 students.

1961
LEGACY OF THE KORESHANS

The last members of the Koreshan Unity deeded their land to the State of Florida, creating Koreshan State Park.

2001
EPICENTER OF GROWTH

The Estero Council of Community Leaders (ECCL) is formed to guide development and set design standards still visible today.

2013–2014
PATH TO INCORPORATION

Following community meetings, 86% of residents voted to incorporate Estero as a village, approved on December 31, 2014

2015
FIRST MAYOR

Nick Batos, a leader in the incorporation effort, was elected Estero's inaugural mayor.

2022
RESILIENCE AFTER HURRICANE IAN

Hurricane Ian caused widespread damage, but residents united to rebuild stronger.

TODAY
BUILDING A BETTER TOMORROW

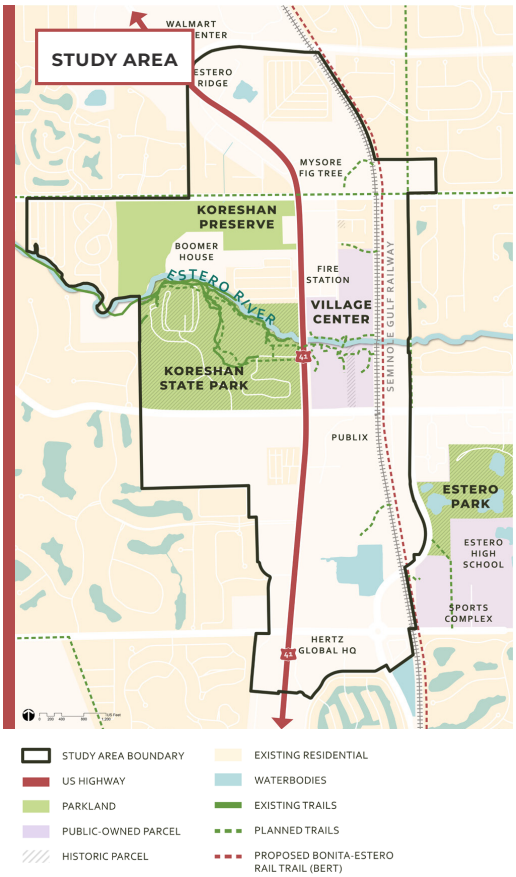
Estero continues to plan for growth while honoring its unique heritage and natural assets.

3 | ANALYSIS

Existing Conditions

Study Area Overview

The study area for this plan represents one of the most environmentally, culturally, and historically distinctive parts of the Village, and plays a central role in defining Estero's identity. The study area includes a diverse mix of land uses and ownership patterns. These varied conditions reflect Estero's evolution over time and contribute to both the opportunities and constraints present today.



Key defining elements of the study area include:

- Koreshan State Park & Historic Site
- Village-owned riverfront property
- Nearby Lee County parkland
- Estero River corridor
- Older residential neighborhoods, including mobile home and manufactured housing communities
- Commercial plazas
- Underutilized or redevelopable parcels along major corridors

Transportation infrastructure, US-41 in particular, plays a major role in structuring the study area. While the corridor provides regional access and visibility, it also creates physical and functional barriers between neighborhoods, parks, and riverfront areas. Local streets, trails, and emerging multi-modal facilities provide important connections but are not yet fully integrated into a cohesive network.

These conditions establish the study area as a place where environmental systems, historic and cultural assets, transportation realities, and community character intersect. They influence where reinvestment and economic activity can realistically occur, and reinforce the importance of targeted, context-sensitive planning.

The Estero River is the defining natural feature of the study area, shaping land use patterns, environmental conditions, and historic settlement. The river corridor connects Estero to downstream estuarine and coastal systems, reinforcing the area's broader ecological significance. Extensive wetlands, flood-prone lands, and conservation areas further influence where and how development has occurred.

1. LOCATION OF NEW PEDESTRIAN BRIDGE BY THE VILLAGE CENTER (UNDER CONSTRUCTION)

2. RIVER-BASED RECREATION

Kayak launches at Estero River Outfitters highlight the river's ongoing role as a recreational asset for the community.

3. RIVERSIDE PINE FLATWOODS

Wetlands, floodplain forests, and dense riparian vegetation make up much of the conserved land along the river.

4. NATURAL CONSTRAINTS

Dense vegetation surrounding the river limits access and views of the river.

Regional Context

The Village of Estero is located in southern Lee County within the broader Southwest Florida coastal region, positioned between Fort Myers and Naples/Collier County. Estero's location places it within an active growth corridor along Florida's Gulf Coast, influenced by regional travel patterns, seasonal visitation, and continued in-migration to the region.

REGIONAL TRAVEL PATTERNS

Estero is shaped by its role as both a residential community and a regional destination area. Major north–south facilities, including I-75 and US-41, support regional travel between Lee and Collier counties, and they also carry local daily trips to jobs, schools, shopping, and services. Because these corridors serve multiple functions, Estero experiences the

Estero, Florida, where lush coastal swamps and wetlands support rich ecosystems along the state's scenic Gulf Coast on Florida's west coast.

benefits of accessibility (economic activity and reinvestment potential) as well as the pressures that come with it (congestion, safety concerns, and complex multi-agency implementation). Estero's regional destination role is reinforced by several high-activity centers in and near Estero, including:

- Southwest Florida International Airport
- Coconut Point, a large retail and dining destination
- Miromar Outlets, another regional retail destination located in Estero
- Hertz Arena, a regional entertainment venue in Estero
- Florida Gulf Coast University (FGCU)

Regional destination activity, events, and seasonal visitation will add demand to the same corridors residents rely on every day, including US-41, Corkscrew Road, and connections to I-75.

REGIONAL COORDINATION

Transportation planning and investment in Estero occur within a countywide and regional framework. The Lee County Metropolitan Planning Organization (MPO) is responsible for transportation planning across the Cities of Bonita Springs, Cape Coral, Fort Myers, Sanibel; the Town of Fort Myers Beach; the Village of Estero; and unincorporated Lee County. This governance structure influences how projects are identified, studied, and funded. Many transportation solutions, particularly on regionally-significant corridors, require coordination across agencies and partners rather than relying on Village action alone. Understanding this is important for setting realistic expectations for implementation, phasing, and partnerships.

REGIONAL COASTAL IMPLICATIONS

The Estero Bay is recognized as Florida's first Aquatic Preserve. The Estero River plays an important ecological role in the river-to-bay system and influences upstream conditions like water quality and habitat health.

The region also includes large conservation lands, like the Estero Bay Preserve State Park, which encompasses extensive conservation acreage intended to help protect water, inlets, and islands along the bay. This environmental setting provides significant community value that cannot be replaced, and practical constraints to development, reinforcing the importance of integrated resilience strategies when making land use and infrastructure decisions for the study area.

KEY TAKEAWAYS

Future opportunities in the Eco-Historic Planning Area must be evaluated through both a local lens and the realities of regional mobility, coastal environmental systems, and multi-agency decision-making.

Community Demographics

ESTERO'S MEDIAN AGE IS

65.7

YEARS OLD

50%

OF THE POPULATION IS

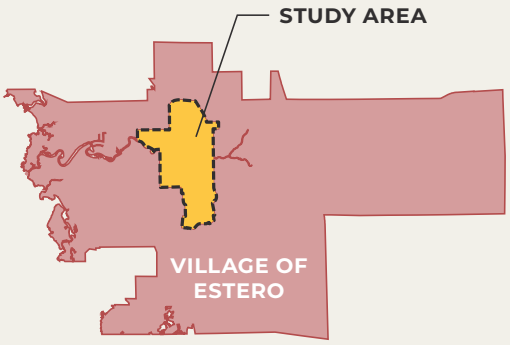
65+

77%

OF THE POPULATION HAS A WHITE COLLAR JOB

82%

OF THE POPULATION OWNS THEIR HOME



The Village of Estero is characterized by a significantly older population than much of the surrounding region, reflecting its popularity as a retirement destination and relatively small youth population. The median age in Estero is well above the median for Lee County as a whole (which is closer to 49 years), indicating a demographic profile that skews older than the broader county average. Estero's population is predominantly White, with smaller proportions of Hispanic, Asian, and Black residents compared to Lee County.

Estero stands out within the region from an economic perspective.

Households in Estero have a notably higher income than Lee County, and the community's poverty rate is lower than the broader county average. Homeownership rates are high, and property values have appreciated, reflecting both the desirability of the area and its relative economic affluence.

ESTERO'S MEDIAN INCOME IS

$100,459

LEE COUNTY'S MEDIAN INCOME IS

$73,099

ESTERO'S AVERAGE HOUSE PRICE IS

$431K

LEE COUNTY'S AVERAGE HOUSE PRICE IS

$326K

Information provided by US Census

Economic Development & Market Context

Economic conditions within the Eco-Historic Study Area reflect a combination of regional growth pressures and localized constraints shaped by environmental systems, transportation access, and historic context. While Estero continues to experience strong market demand at a regional scale, existing conditions within the study area suggest that **development opportunities are more appropriately focused on targeted, context-sensitive reinvestment rather than broad intensification.**

The market analysis prepared by RCLCO highlights ongoing demand for residential development and neighborhood-serving commercial uses that support daily needs and local activity. These findings are consistent with community input and adopted Village policy, which emphasize development that enhances quality of life, supports local residents, and reinforces community character.

Within the study area, environmental constraints, floodplain conditions, and proximity to the Estero River limit the extent and location of future development. As a result, **economic development opportunities are most likely to occur in areas that already exhibit access, infrastructure availability, and compatibility with surrounding uses.** Existing commercial corridors, redevelopment sites, and underutilized properties represent the primary locations where reinvestment could align with environmental protection and mobility considerations.

SERVING EXISTING & FUTURE POPULATION

Existing demographic trends and market conditions suggest that economic development within the Eco-Historic Study Area should focus on **diversifying both housing options and local activity**, while continuing to support Estero's existing population.

The Village's demographic profile reflects an **aging population,** with a high proportion of older adults and seasonal residents. At the same time, community input and adopted policy direction point to a desire to:

- Support residents who wish to age in place,
- Attract a broader mix of households and age groups, and
- Strengthen everyday, neighborhood-serving amenities that support daily life.

Within this context, targeted economic development opportunities that align with the Eco-Historic Study Area's goals include:

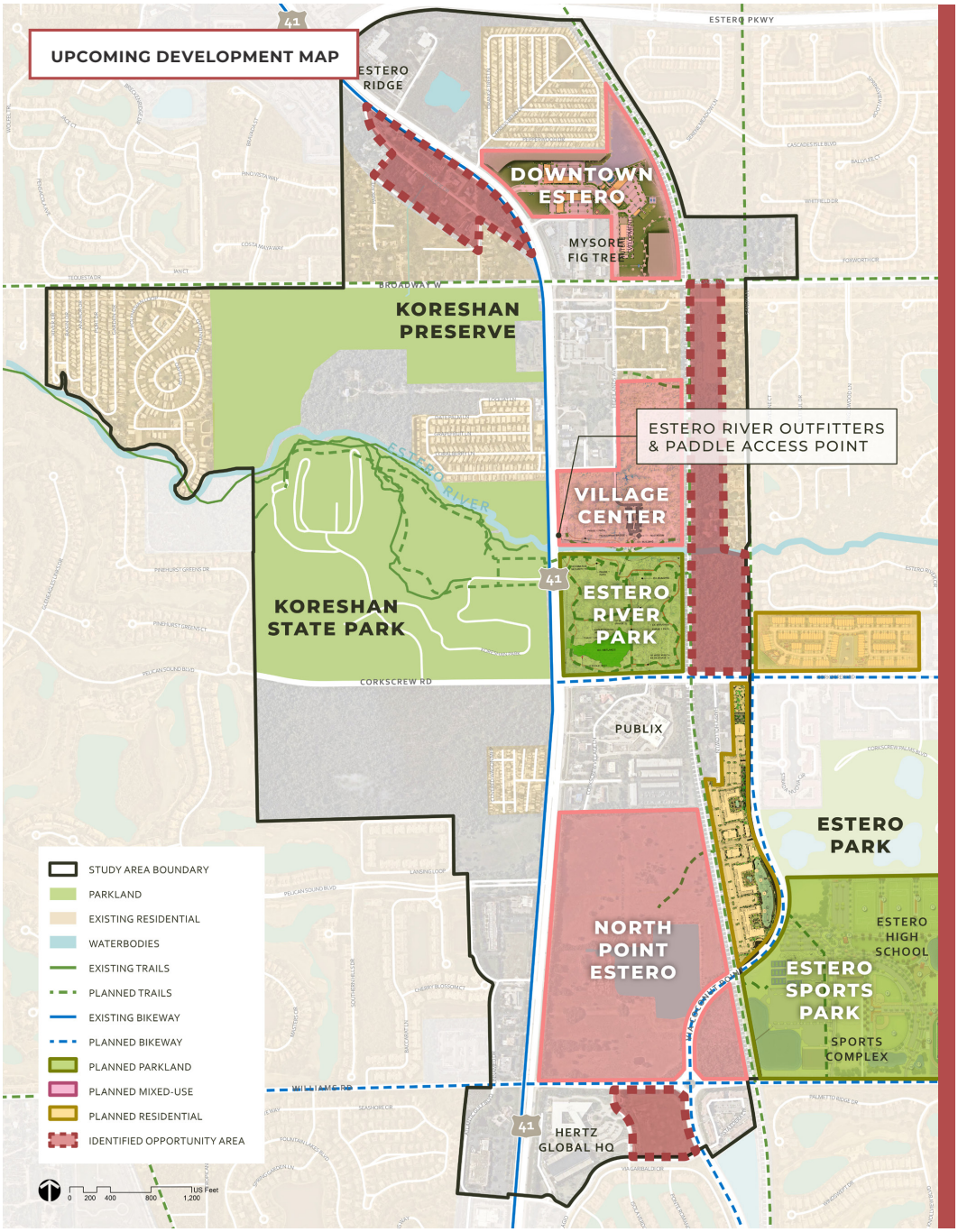
- Housing types that increase diversity, such as smaller-scale units, mixed-use residential, and housing that supports workforce and multigenerational households
- Local-serving commercial uses that meet daily needs and create social gathering places, particularly in walkable locations
- Development that complements parks, trails, and riverfront assets, supporting active lifestyles and health across age groups

By aligning economic development strategies with demographic realities, the Village can support a more balanced and resilient community; one that continues to serve older residents while also creating opportunities for younger households, families, and workers to live, work, and invest locally.

KEY TAKEAWAYS

Existing conditions point to **a gap between regional growth demand and locally-appropriate development opportunities.** Addressing this gap does not require attracting new large-scale uses, but rather focusing on development types that:

- Serve local residents and nearby neighborhoods
- Complement historic and environmental assets
- Support walkability and multi-modal access
- Contribute to long-term fiscal sustainability


UPCOMING DEVELOPMENT MAP
ESTERO RIDGE
DOWNTOWN ESTERO
MYSORE FIG TREE
KORESHAN PRESERVE
ESTERO RIVER OUTFITTERS & PADDLE ACCESS POINT
VILLAGE CENTER
ESTERO RIVER
KORESHAN STATE PARK
ESTERO RIVER PARK
CORKSCREW RD
PUBLIX
ESTERO PARK
NORTH POINT ESTERO
ESTERO HIGH SCHOOL
ESTERO SPORTS PARK
SPORTS COMPLEX
HERTZ GLOBAL HQ
ESTERO PKWY
BROADWAY W
STUDY AREA BOUNDARY
PARKLAND
EXISTING RESIDENTIAL
WATERBODIES
EXISTING TRAILS
PLANNED TRAILS
EXISTING BIKEWAY
PLANNED BIKEWAY
PLANNED PARKLAND
PLANNED MIXED-USE
PLANNED RESIDENTIAL
IDENTIFIED OPPORTUNITY AREA
0 200 400 800 1,200 US Feet

Land Use & Zoning

Existing land use and zoning within the study area reflect a pattern of incremental growth shaped by environmental constraints, historic development, and transportation access. Land uses include a mix of residential, commercial, conservation, recreational, and institutional uses, with notable variation in intensity and character across different locations.

- **Residential uses** are prevalent throughout the study area and include a range of housing types, such as single-family neighborhoods, mobile home and manufactured housing communities, and multifamily developments. Many residential areas are older and established, contributing to the character of Estero while also presenting opportunities for reinvestment and diversification over time.
- **Commercial uses** are primarily concentrated along US-41 and at key intersections, typically in the form of retail plazas and auto-oriented development. These areas provide important neighborhood-serving functions but are often separated from adjacent residential neighborhoods and open space by roadway design and access patterns.
- **A significant portion of the study area consists of conservation lands, parks, and publicly owned open space,** including Koreshan State Historic Site, Village-owned riverfront property, and nearby County parkland. These areas are foundational to the Eco-Historic Study Area's identity and limit the extent and location of future development.

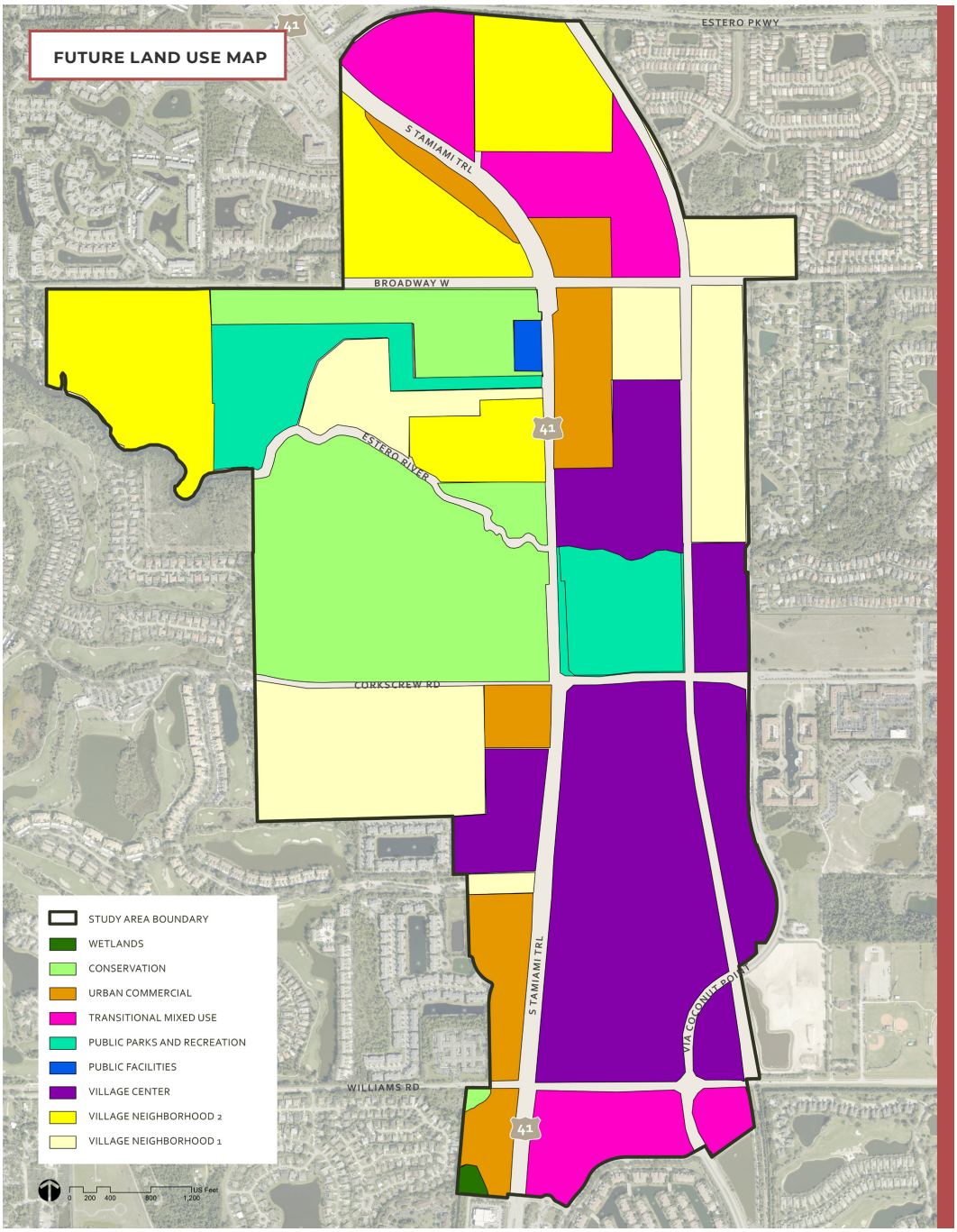
Residential in Estero

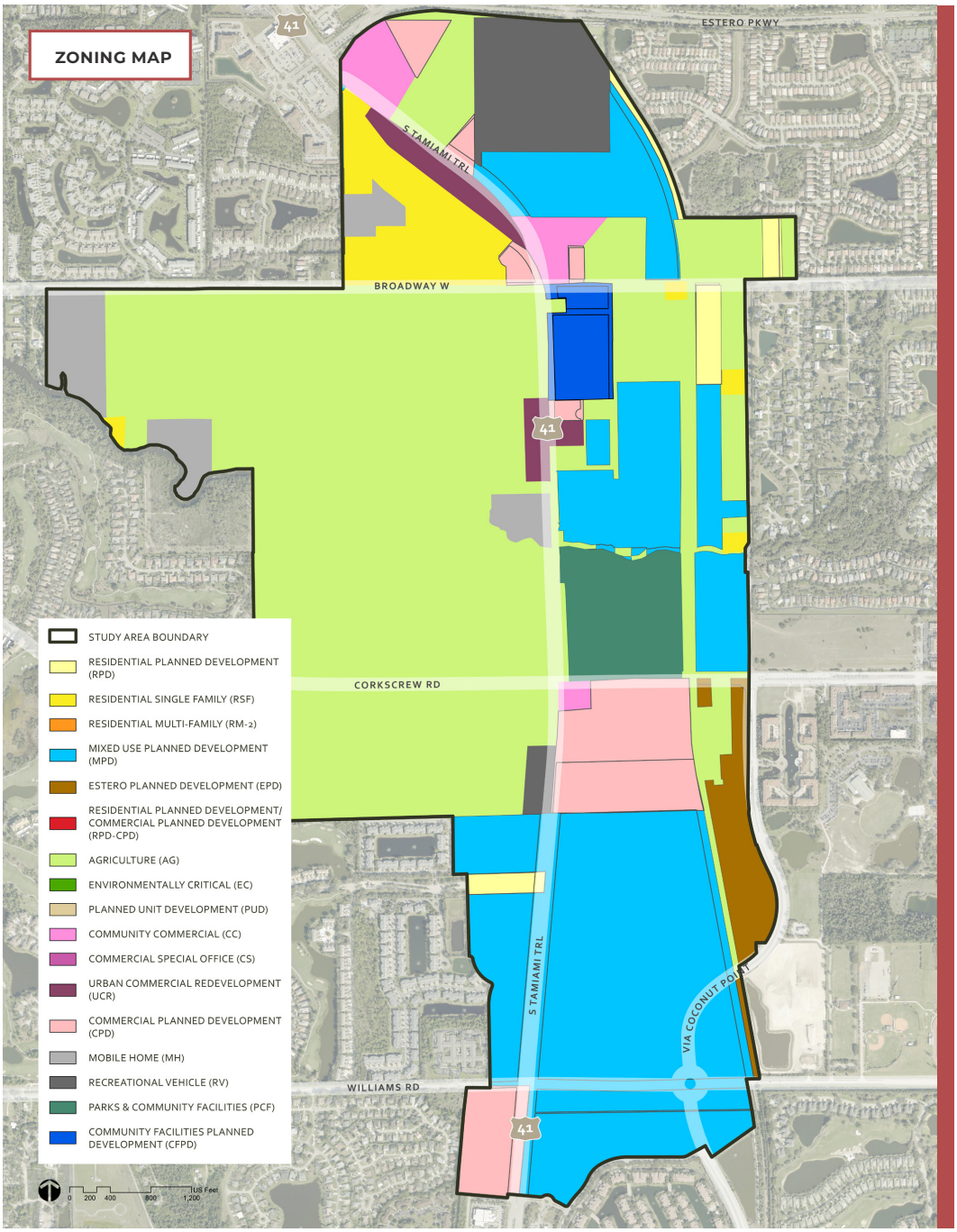
ZONING IMPLICATIONS

Zoning within the study area is dominated by Planned Development (PD) districts, which provide flexibility in permitted uses, density, and site design. While portions of the study area remain zoned Agricultural, much of this land is no longer used for active agricultural purposes and instead reflects legacy zoning applied to conservation lands, parks, or large undeveloped parcels. As a result, zoning classifications do not always align precisely with existing land use.

KEY TAKEAWAYS

- Future development opportunities within the Eco-Historic Study Area are likely to be selective and context-driven, rather than widespread.
- Environmental constraints, infrastructure availability, and surrounding uses will continue to influence where reinvestment can occur and what forms of development are most appropriate.


FUTURE LAND USE MAP
ESTERO PKWY
S TAMIAMI TRL
BROADWAY W
ESTERO RIVER
CORKSCREW RD
WILLIAMS RD
VIA COCONUT POINT
41
STUDY AREA BOUNDARY
WETLANDS
CONSERVATION
URBAN COMMERCIAL
TRANSITIONAL MIXED USE
PUBLIC PARKS AND RECREATION
PUBLIC FACILITIES
VILLAGE CENTER
VILLAGE NEIGHBORHOOD 2
VILLAGE NEIGHBORHOOD 1
0 200 400 800 1,200
US Feet


ZONING MAP
ESTERO PKWY
S TAMIAMI TRL
BROADWAY W
CORKSCREW RD
WILLIAMS RD
VIA COCONUT POINT
41
STUDY AREA BOUNDARY
RESIDENTIAL PLANNED DEVELOPMENT (RPD)
RESIDENTIAL SINGLE FAMILY (RSF)
RESIDENTIAL MULTI-FAMILY (RM-2)
MIXED USE PLANNED DEVELOPMENT (MPD)
ESTERO PLANNED DEVELOPMENT (EPD)
RESIDENTIAL PLANNED DEVELOPMENT/ COMMERCIAL PLANNED DEVELOPMENT (RPD-CPD)
AGRICULTURE (AG)
ENVIRONMENTALLY CRITICAL (EC)
PLANNED UNIT DEVELOPMENT (PUD)
COMMUNITY COMMERCIAL (CC)
COMMERCIAL SPECIAL OFFICE (CS)
URBAN COMMERCIAL REDEVELOPMENT (UCR)
COMMERCIAL PLANNED DEVELOPMENT (CPD)
MOBILE HOME (MH)
RECREATIONAL VEHICLE (RV)
PARKS & COMMUNITY FACILITIES (PCF)
COMMUNITY FACILITIES PLANNED DEVELOPMENT (CFPD)
0 200 400 800 1,200 US Feet

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Environmental Conditions & Open Space Systems

Environmental and open space systems are defining features of the study area and play a central role in shaping existing conditions, redevelopment feasibility, and long-term community resilience. The presence of the Estero River, extensive wetlands, flood-prone lands, and connected conservation areas distinguishes this area from other parts of the Village and establishes a strong ecological and historic foundation for future planning.

Rather than serving solely as constraints, these systems function as organizing elements that influence land use patterns, access, infrastructure investment, and sense of place.

ESTERO RIVER & RIVERFRONT CONTEXT

The Estero River is the most significant natural feature within the study area and a defining asset for Estero. The river corridor supports regional water quality, habitat connectivity, and flood storage while also offering opportunities for recreation, education, and cultural interpretation.

Large portions of land adjacent to the river are publicly owned or protected, including Koreshan State Historic Site, Village-owned riverfront property, and nearby conservation lands. Together, these properties form a continuous open space corridor that reinforces the historic and ecological identity of the area and limits the extent of intensive development along the river's edge.

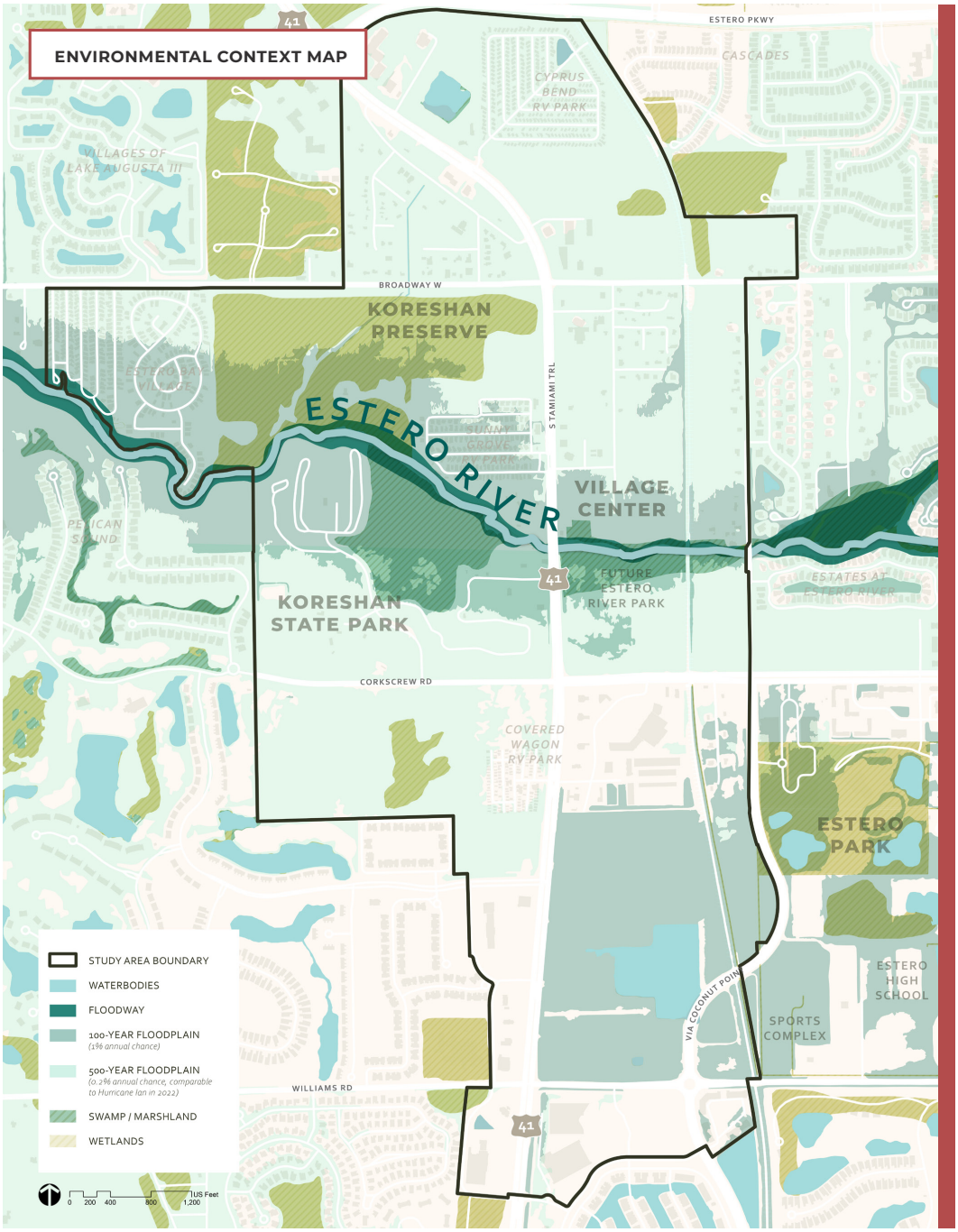
At the same time, proximity to the river introduces important considerations related to flooding, environmental regulation, and long-term maintenance.

WETLANDS & ENVIRONMENTALLY SENSITIVE LANDS

Wetlands are prevalent throughout the Eco-Historic Study Area and represent a significant environmental constraint on land disturbance and development intensity. These wetlands provide essential ecosystem services, including stormwater retention, flood attenuation, water quality improvement, and wildlife habitat.

Many parcels within the study area are partially or fully affected by wetlands and associated buffers, which influences site design, infrastructure placement, and redevelopment feasibility. In several locations, wetlands overlap with areas identified for conservation or public ownership, reinforcing their role as permanent landscape features rather than future development sites.

Existing conditions indicate that early environmental evaluation and avoidance-based planning approaches will be critical to any future reinvestment or infrastructure improvements within the study area.


ENVIRONMENTAL CONTEXT MAP
ESTERO PKWY
CASCADES
CYPRUS BEND RV PARK
VILLAGES OF LAKE AUGUSTA III
BROADWAY W
KORESHAN PRESERVE
ESTERO RIVER
S TAMIAMI TRL
SUNNY GROVE PARK
VILLAGE CENTER
PELICAN SOUND
FUTURE ESTERO RIVER PARK
ESTATES AT ESTERO RIVER
KORESHAN STATE PARK
CORKSCREW RD
COVERED WAGON RV PARK
ESTERO PARK
ESTERO HIGH SCHOOL
SPORTS COMPLEX
VIA COCONUT POINT
WILLIAMS RD
41
STUDY AREA BOUNDARY
WATERBODIES
FLOODWAY
100-YEAR FLOODPLAIN
(1% annual chance)
500-YEAR FLOODPLAIN
(0.2% annual chance, comparable to Hurricane Ian in 2022)
SWAMP / MARSHLAND
WETLANDS
0 200 400 800 1,200 US Feet

FLOODPLAINS, FLOODING, & RESILIENCE

Portions of the Eco-Historic Study Area lie within FEMA-designated flood zones associated with the Estero River and surrounding low-lying terrain. Recent storm events, including Hurricane Ian, have reinforced the community's exposure to flooding and the importance of resilience-focused planning.

Floodplain conditions affect:

- Appropriate land use intensity and building placement
- Infrastructure design and elevation requirements
- Long-term operational and maintenance considerations
- Emergency access and recovery planning

Flood-compatible land uses, nature-based solutions, and open space preservation should be integrated into future planning efforts. Flood-prone areas within the study area often coincide with conservation lands and open space, reinforcing the role of environmental systems as both protective infrastructure and community assets.

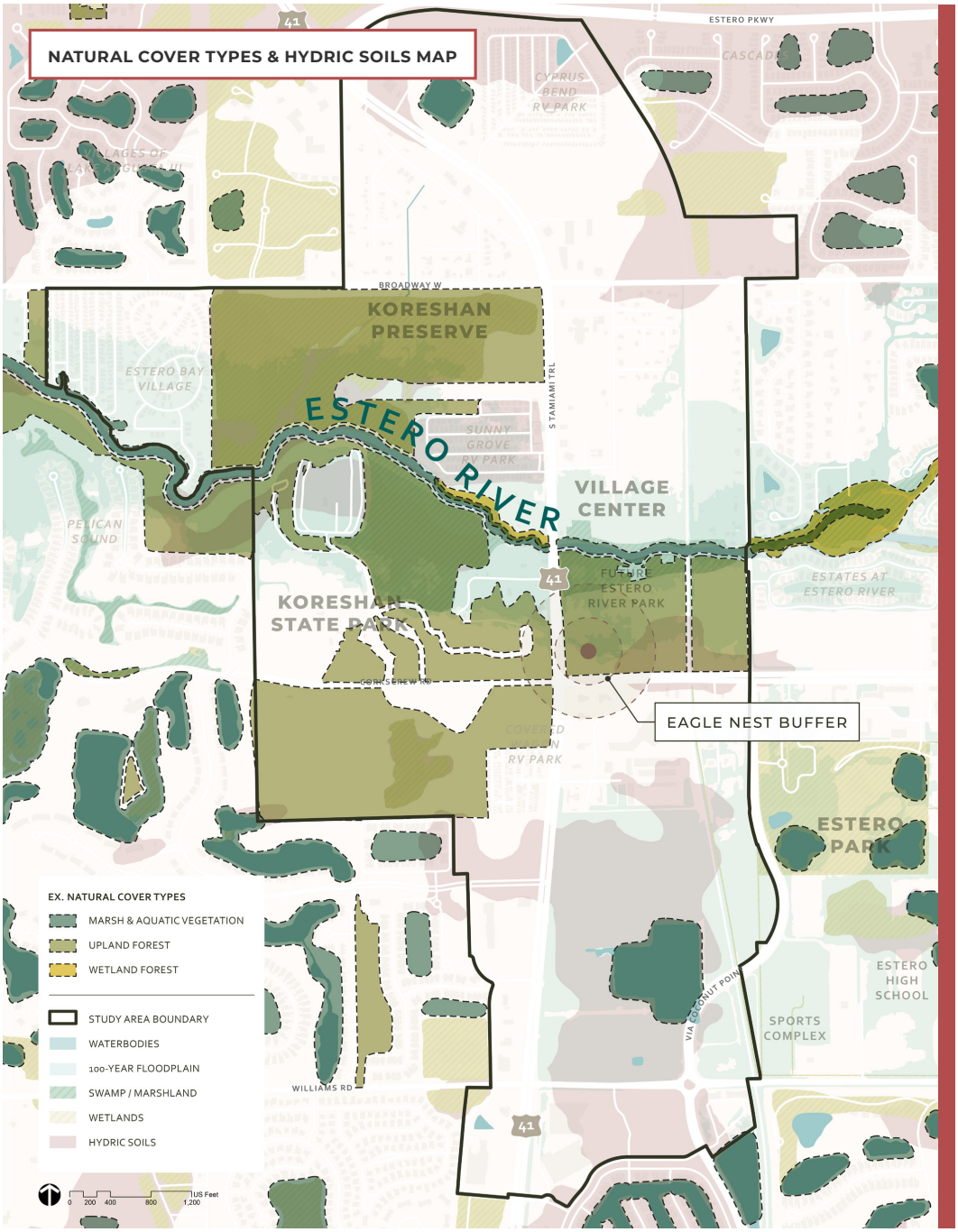
PARKS, CONSERVATION LANDS, & OPEN SPACE NETWORK

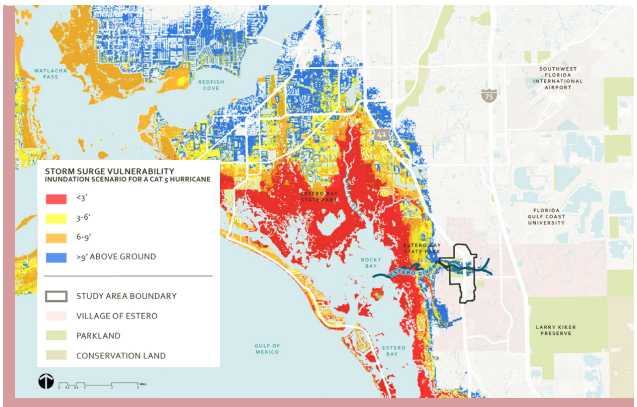
The Eco-Historic Study Area benefits from a strong foundation of existing parks and conservation lands that contribute to both quality of life and environmental resilience. Koreshan State Historic Site serves as a central cultural and recreational asset, while Village-owned properties and nearby Lee County parks expand opportunities for passive recreation, environmental education, and community gathering.

These assets collectively form an interconnected open space network that supports:

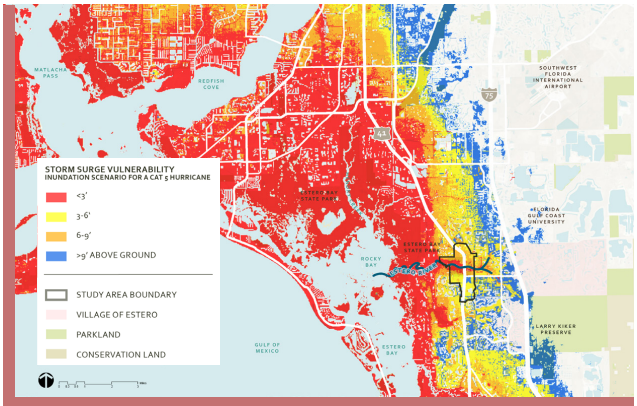
- Public access to natural and historic resources
- Trail and riverfront connectivity
- Flood storage and ecological protection
- Community identity and sense of place

While the quantity of protected and publicly accessible land is a major strength, access to these spaces varies. In some locations, connections between parks, neighborhoods, and the river are limited by roadway barriers, environmental constraints, or lack of supporting infrastructure.

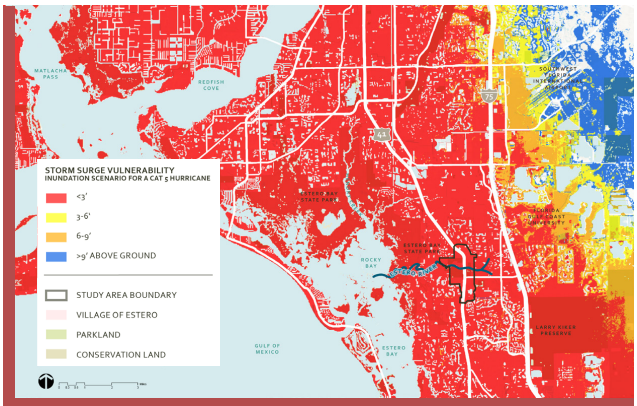

NATURAL COVER TYPES & HYDRIC SOILS MAP
ESTERO PKWY
CASCADE
CYPRUS BEND RV PARK
VILLAGES OF LAKE CONGRESSWAY
BROADWAY W
KORESHAN PRESERVE
ESTERO BAY VILLAGE
S TAMIAMI TRL
ESTERO RIVER
SUNNY GROVE RV PARK
VILLAGE CENTER
PELICAN SOUND
FUTURE ESTERO RIVER PARK
ESTATES AT ESTERO RIVER
KORESHAN STATE PARK
EAGLE NEST BUFFER
COVERED SUN RV PARK
ESTERO PARK
ESTERO HIGH SCHOOL
SPORTS COMPLEX
VIA COCONUT POINT
WILLIAMS RD
41
EX. NATURAL COVER TYPES
MARSH & AQUATIC VEGETATION
UPLAND FOREST
WETLAND FOREST
STUDY AREA BOUNDARY
WATERBODIES
100-YEAR FLOODPLAIN
SWAMP / MARSHLAND
WETLANDS
HYDRIC SOILS
0 200 400 800 1,200 US Feet



CATEGORY 1 STORM SCENARIO



CATEGORY 3 STORM SCENARIO



CATEGORY 5 STORM SCENARIO

STORM RISK

Neighborhoods next to the river and low-lying lands and are especially vulnerable to coastal flooding.

- Inundation depth and vulnerability increases under higher-intensity storms
- The river and floodplain are primary flood pathways, where surge and tidal influence move inland during major storm events

Understanding the study area's storm risk reinforces constraints on future development, particularly within low-elevation and sensitive areas. It emphasizes the importance of considering elevation strategies, flood-compatible open space, and protected evacuation routes as part of the overall infrastructure strategy for Estero.

DID YOU KNOW?

HURRICANE IAN IN 2022 WAS DESIGNATED A CATEGORY 4 STORM.

Storm scenario mapping informed by the National Oceanic and Atmospheric Association (NOAA)

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Transportation & Mobility

Transportation and mobility conditions are among the most influential factors shaping daily life, redevelopment feasibility, and access to natural and historic resources within the Eco-Historic Study Area. Existing conditions reflect a transportation network designed primarily to support regional vehicular movement, with more limited accommodation for local access, pedestrian comfort, and multi-modal connectivity.

These conditions significantly influence how people experience Estero and how future investments can be prioritized.

LOCAL ROAD NETWORK & ACCESS

The local roadway network within the study area consists primarily of lower-speed streets serving residential neighborhoods, parks, and commercial uses. While these roads generally function adequately for local access, connectivity between neighborhoods and key destinations is often indirect and dependent on travel along or across US-41.

Key access considerations include:

- Limited east–west connectivity across the corridor
- Reliance on a small number of signalized intersections
- Potential conflicts between through traffic and local access needs

These conditions affect emergency access, redevelopment design, and the ability to create walkable connections between neighborhoods, parks, and commercial areas.

PEDESTRIAN & BICYCLE CONDITIONS

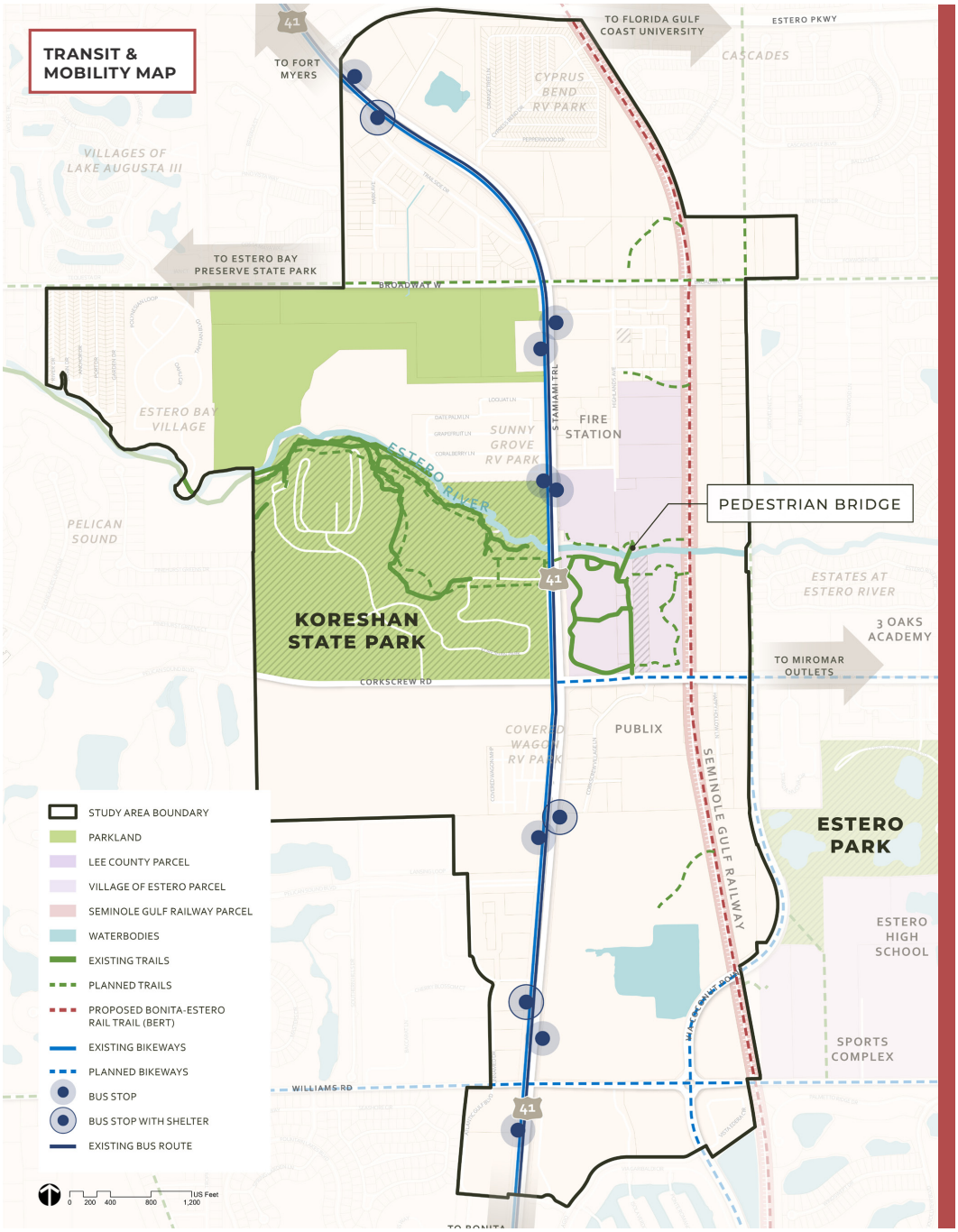
Pedestrian and bicycle infrastructure within the study area is inconsistent and fragmented. Sidewalks, shared-use paths, and bicycle facilities exist in some locations but are often discontinuous, particularly near major intersections and along US-41.

Existing conditions include:

- Gaps in sidewalks and bicycle facilities
- Limited safe crossings of US-41
- Variable pedestrian access to parks, riverfront areas, and commercial destinations
- Challenges navigating between neighborhoods and regional trail facilities

These gaps reduce the effectiveness of existing open space and trail assets and limit opportunities for safe, non-motorized travel.

3 | ANALYSIS EXISTING CONDITIONS



US-41: REGIONAL CORRIDOR & LOCAL BARRIER

US-41 is the dominant transportation feature within the study area. It functions as a major regional corridor carrying high traffic volumes and providing access to commercial centers and regional destinations. At the same time, its width, traffic speeds, and intersection spacing create challenges for pedestrians, cyclists, and local circulation.

Existing conditions along US-41 include:

- High traffic volumes and frequent turning movements
- Limited pedestrian crossing opportunities
- Auto-oriented development patterns
- Physical and visual separation between neighborhoods, parks, and riverfront areas

As a result, US-41 serves as both a connector and a barrier – supporting regional mobility while limiting safe and comfortable local movement within and across the study area.

Crash Map

Crashes along US-41 are spread out along the corridor but cluster at major intersections, where the most severe incidents occur. Rear-end and sideswipe collisions dominate, indicating congestion, frequent stopping, and lane changes as key factors. While less common, bicycle and pedestrian crashes are concentrated at specific nodes, highlighting targeted safety concerns on US-41.

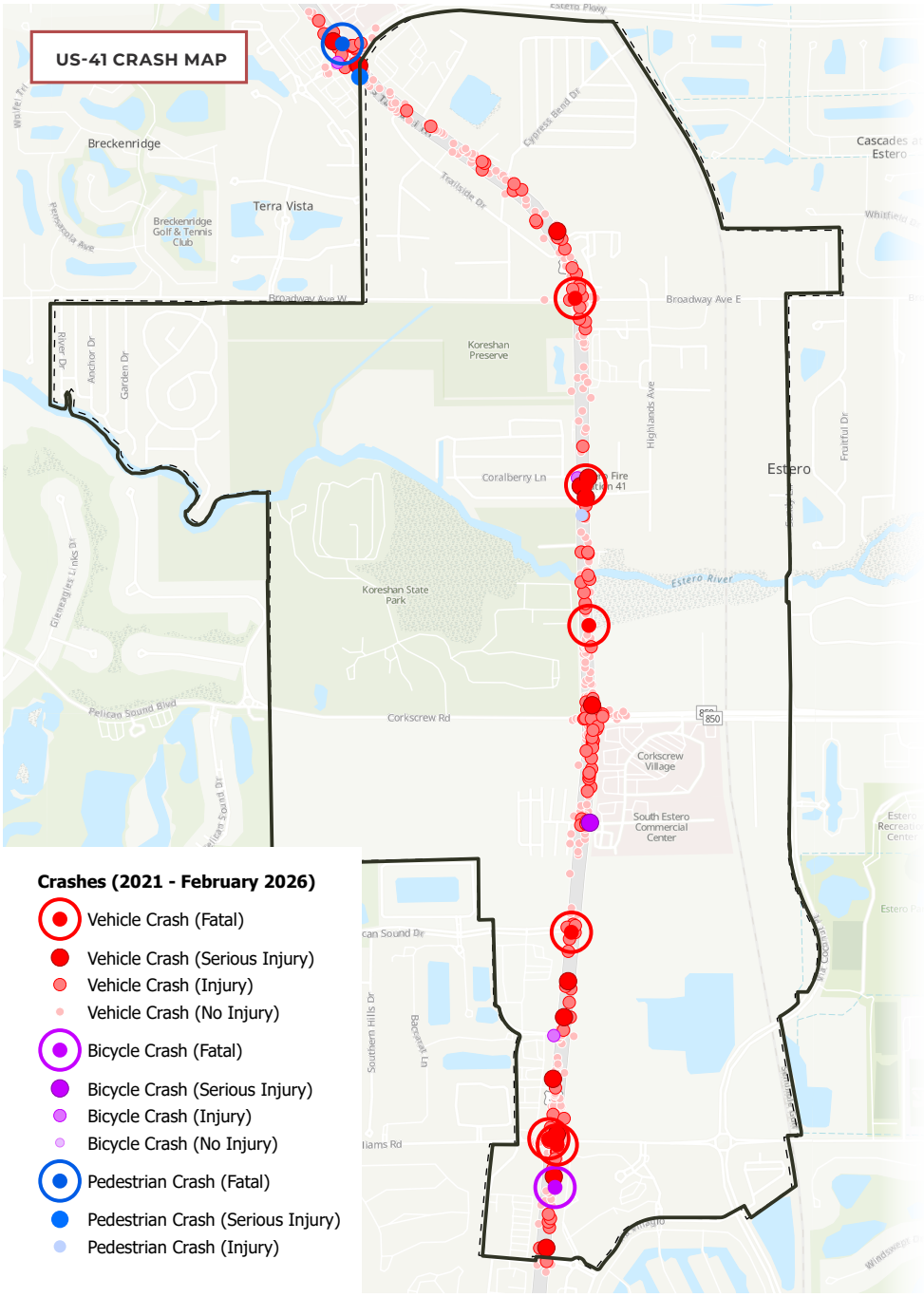
Context Classification

As part of the Village of Estero Eco-Historic Planning Study, the project team requested a project level context classification analysis for US-41, from Corkscrew Road to Coralberry Lane. The segment is currently designated as C1. Based on traffic counts and other considerations – and understanding that the future context classification for this corridor is C3C – the planning team sees an opportunity for this segment to be consistently classified C1, to align with the rest of the corridor.

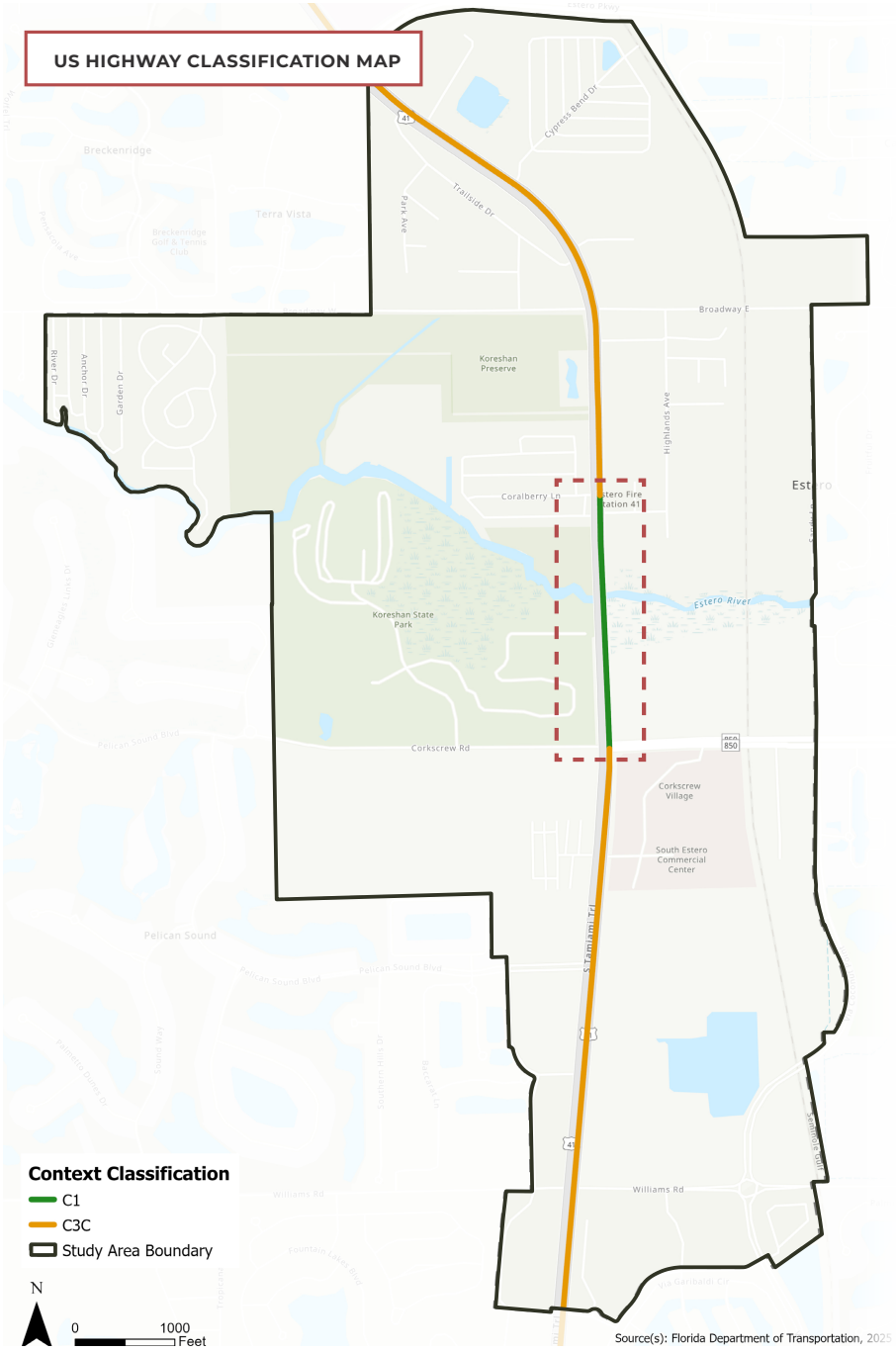
Local Precedent for Corridor Investment

Recent landscape and streetscape improvements along Estero Parkway demonstrate how strategic public investment can enhance corridor identity, environmental performance, and sense of place. The transition to native and climate-appropriate plantings has improved visual quality, reduced long-term maintenance needs, and reinforced the character of Estero.

This project illustrates how strategic public investment can support both mobility and placemaking objectives. While US-41 is currently a federally maintained roadway, existing conditions suggest that similar context-sensitive public realm enhancements (implemented through partnership, phased investment, or future jurisdictional changes) could significantly improve the corridor's relationship to surrounding neighborhoods and public spaces over time.

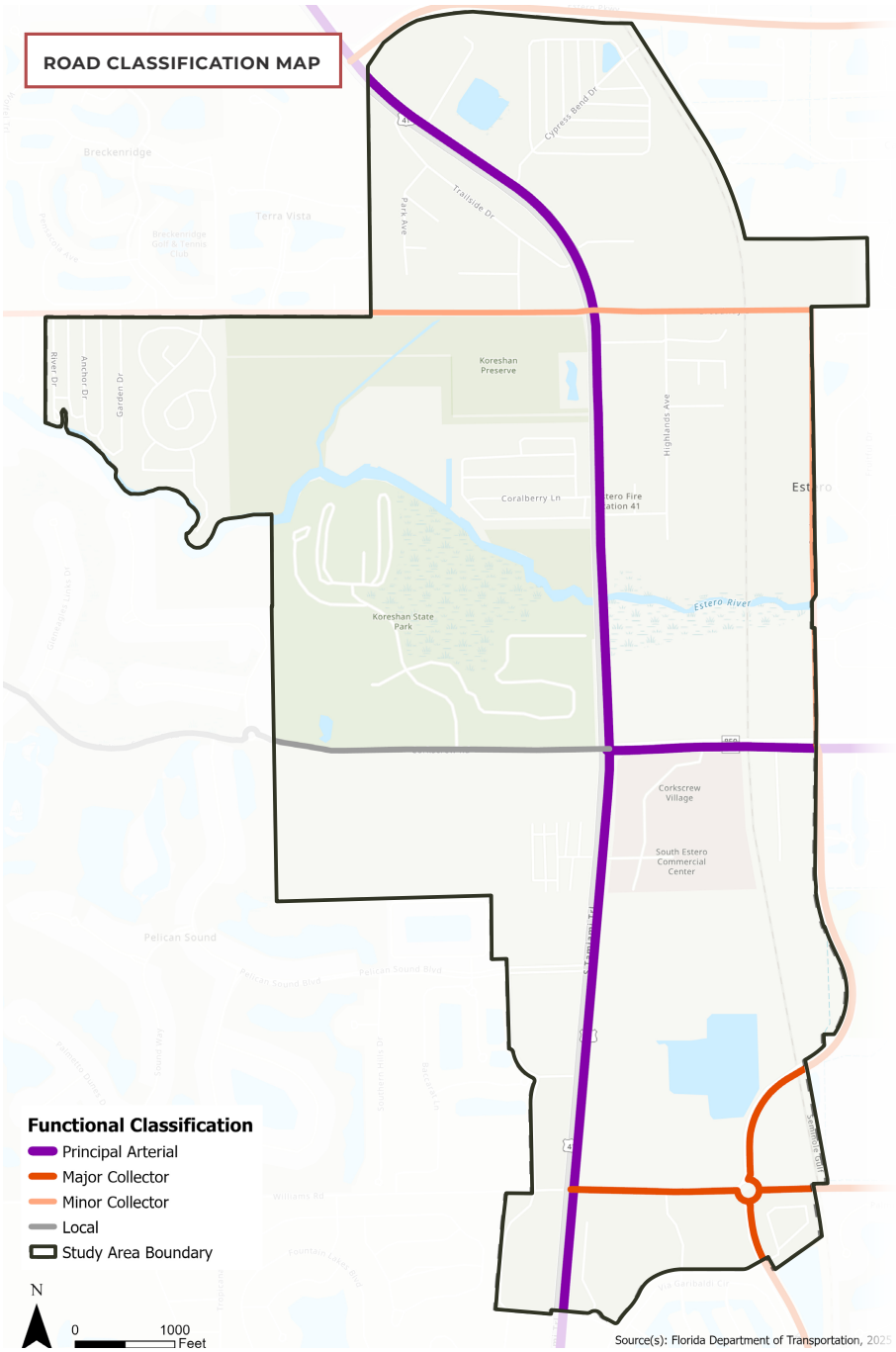

US-41 CRASH MAP
Breckenridge
Terra Vista
Breckenridge Golf & Tennis Club
Broadway Ave W
Broadway Ave E
Koreshan Preserve
Koreshan State Park
Estero River
Coralberry Ln
Estero
Corkscrew Rd
Corkscrew Village
South Estero Commercial Center
Pelican Sound Blvd
Cypress Bend Dr
Tollside Dr
Highlands Ave
Cascades at Estero
Crashes (2021 - February 2026)
Vehicle Crash (Fatal)
Vehicle Crash (Serious Injury)
Vehicle Crash (Injury)
Vehicle Crash (No Injury)
Bicycle Crash (Fatal)
Bicycle Crash (Serious Injury)
Bicycle Crash (Injury)
Bicycle Crash (No Injury)
Pedestrian Crash (Fatal)
Pedestrian Crash (Serious Injury)
Pedestrian Crash (Injury)

US HIGHWAY CLASSIFICATION MAP

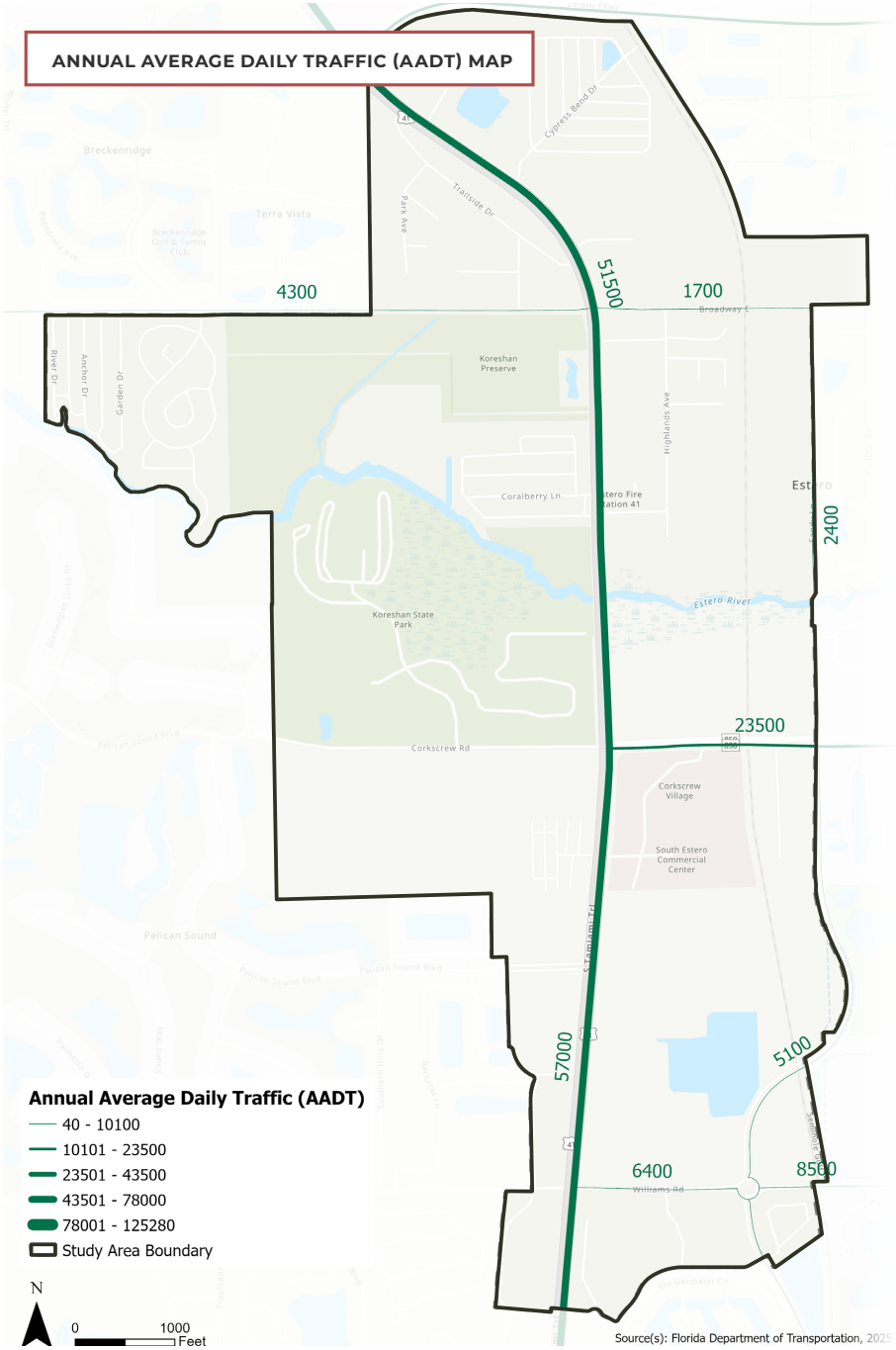


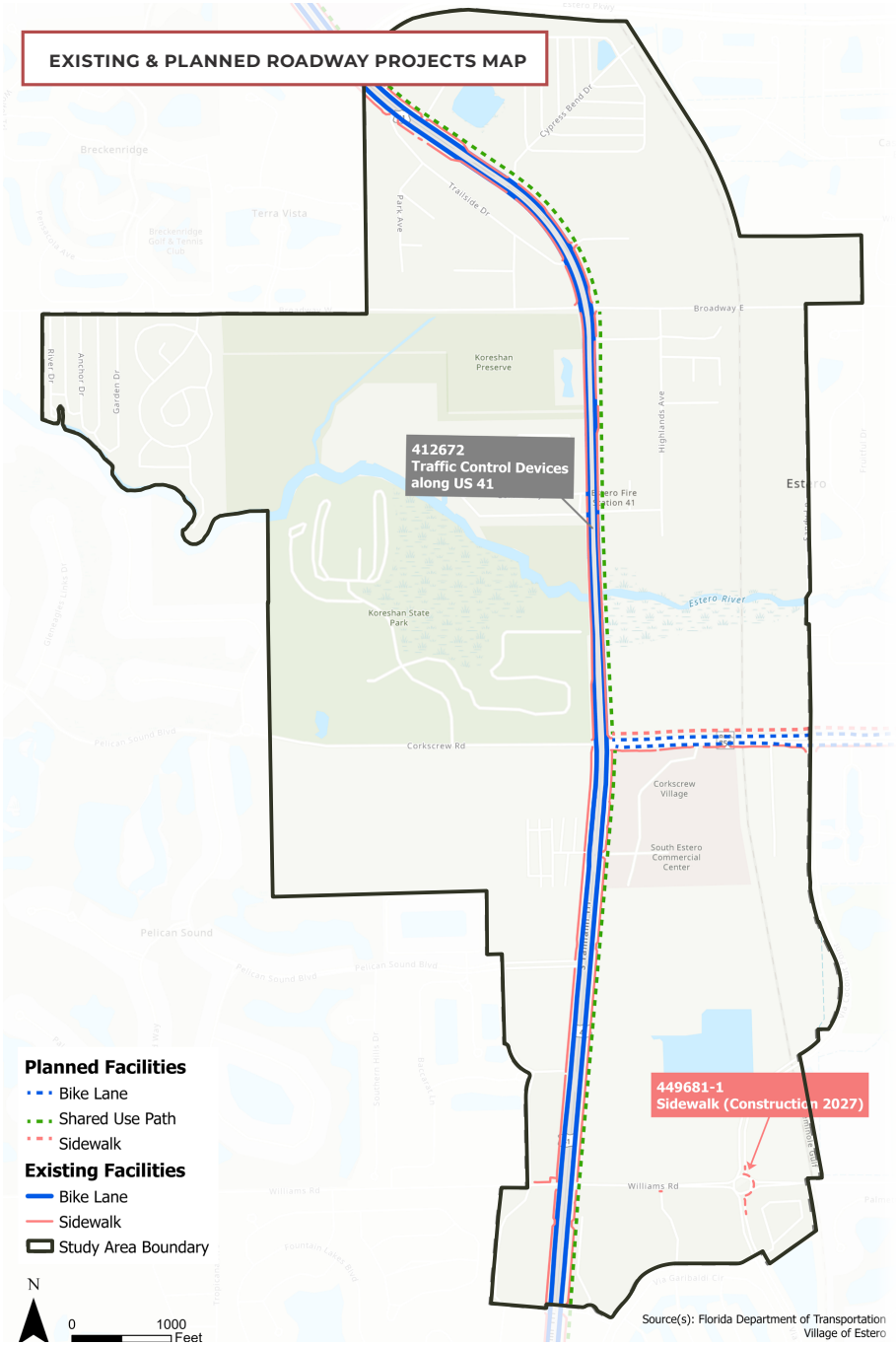
Source(s): Florida Department of Transportation, 2025

ROAD CLASSIFICATION MAP



ANNUAL AVERAGE DAILY TRAFFIC (AADT) MAP




EXISTING & PLANNED ROADWAY PROJECTS MAP
412672
Traffic Control Devices along US 41
449681-1
Sidewalk (Construction 2027)
Planned Facilities
Bike Lane
Shared Use Path
Sidewalk
Existing Facilities
Bike Lane
Sidewalk
Study Area Boundary
N
0
1000
Feet
Source(s): Florida Department of Transportation
Village of Estero
Breckenridge
Terra Vista
Koreshan Preserve
Koreshan State Park
Estero River
Corkscrew Rd
Corkscrew Village
South Estero Commercial Center
Pelican Sound
Pelican Sound Blvd
Williams Rd
Broadway E
Highlands Ave
Park Ave
Trailside Dr
Cypress Bend Dr
Anchor Dr
Garden Dr
Estero

121

BONITA–ESTERO RAIL TRAIL (BERT)

The planned Bonita–Estero Rail Trail (BERT) represents a transformational multi-modal investment within the Eco-Historic Study Area. When completed, BERT will provide a continuous, off-road facility for walking and bicycling, connecting Estero to neighboring communities and regional destinations.

Within the study area, BERT:

- Expands non-motorized access to parks and riverfront areas
- Increases visibility and accessibility of adjacent properties
- Creates opportunities for improved neighborhood connectivity
- Has the potential to influence redevelopment patterns and public investment priorities

Existing conditions highlight the importance of integrating BERT with local streets, crossings, and access points so that it functions as part of a broader mobility network rather than a standalone facility.

EXISTING CONDITION

Typical mid-block crossing conditions for a two-lane roadway (Broadway Ave E shown)

KEY TAKEAWAYS

- US-41 is a vital regional corridor that also functions as a barrier to local connectivity.
- Transportation conditions directly influence redevelopment feasibility and quality of life.
- Pedestrian and bicycle networks are fragmented, limiting access to parks and riverfront areas.
- BERT represents a major opportunity to improve multi-modal connectivity and access.
- Strategic public realm investments can enhance corridor identity and function when aligned with community character.

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Infrastructure & Utilities

Infrastructure and utility conditions within the Eco-Historic Study Area influence redevelopment feasibility, phasing, and long-term operational considerations. While most of the study area is served by centralized water and sewer systems, existing conditions reflect multiple service providers and service areas, which adds complexity to planning and implementation.

This section focuses on system context and implications, rather than technical specifications or capacity analysis.

WATER & WASTEWATER SERVICE AREAS

The Eco-Historic Study Area is served by two distinct water and wastewater service areas, reflecting historical development patterns and jurisdictional boundaries. Portions of the study area are served by Lee County, while other areas are served by Bonita Springs Utilities. As a result:

- Infrastructure availability and service responsibility varies by location
- Redevelopment feasibility may differ between parcels based on service provider
- Coordination between the Village and Lee County is required for system upgrades, extensions, or modifications
- Long-term planning decisions must consider service area boundaries and operational responsibilities

Existing conditions indicate that utility service is generally available within developed portions of the study area; however, service area boundaries and system capacity considerations may influence the timing and cost of future redevelopment or public improvements.

STORMWATER MANAGEMENT

Stormwater management within the Eco-Historic Study Area is closely tied to environmental conditions, including wetlands, floodplains, and proximity to the Estero River. Existing drainage systems include a mix of public and private facilities designed to manage localized runoff and regional flows.

Key considerations include:

- Regulatory requirements for stormwater treatment and discharge
- Limited opportunities for new stormwater infrastructure in environmentally constrained areas
- The importance of integrating stormwater management with open space and conservation lands
- Opportunities for nature-based and low-impact solutions where appropriate

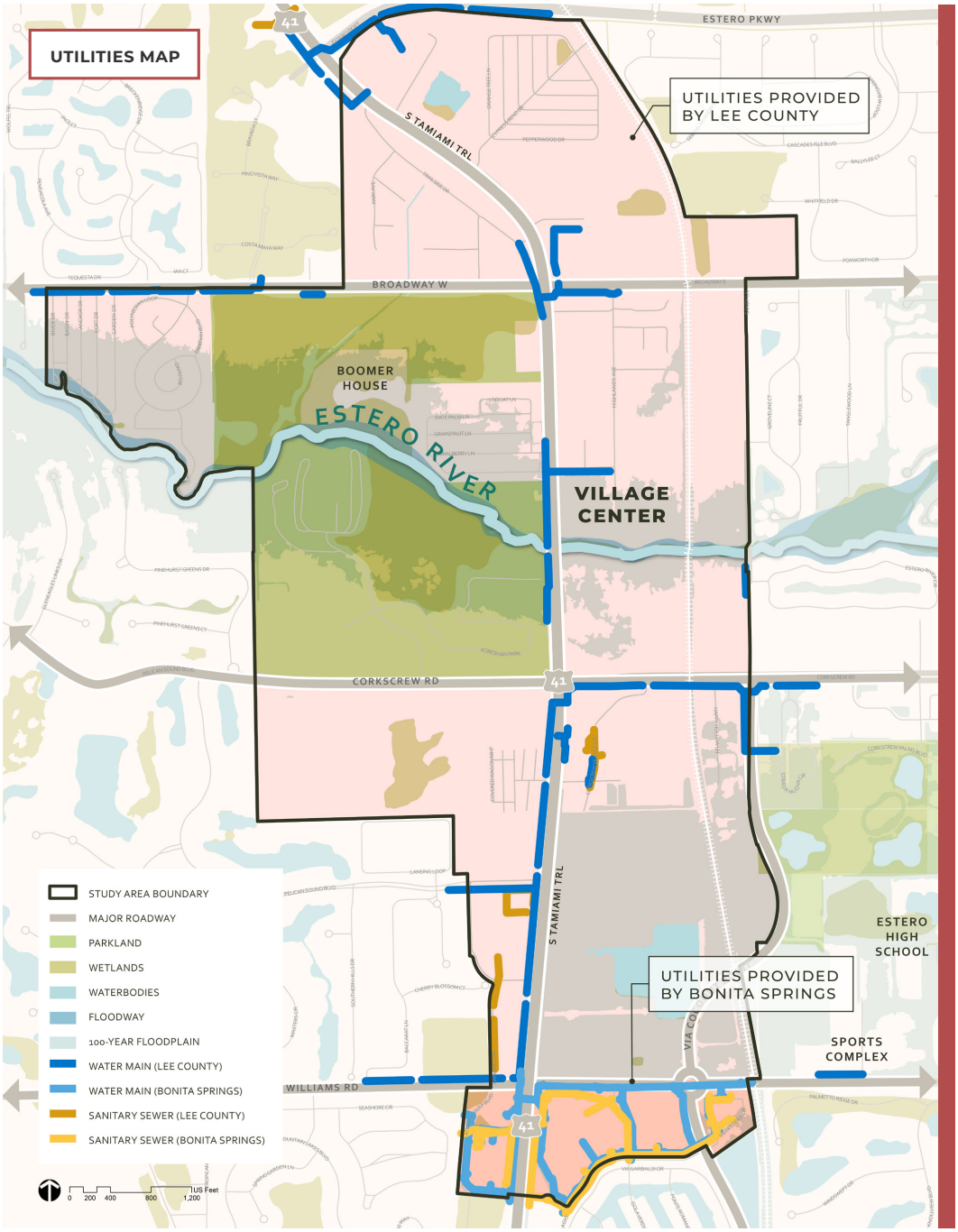
Stormwater conditions reinforce the need for coordinated planning that aligns infrastructure improvements with environmental protection and resilience goals.

OTHER UTILITIES

Other utilities, including electric, telecommunications, and solid waste services, are generally available throughout the Eco-Historic Study Area and support existing development patterns. These services do not represent major constraints to future planning at a study-area scale, though site-specific upgrades may be required as redevelopment occurs.

KEY TAKEAWAYS

- The study area is served by two water and wastewater service areas, requiring coordination between providers.
- Utility service availability varies by location and may influence redevelopment feasibility and phasing.
- Stormwater management is closely linked to environmental and floodplain conditions.
- Infrastructure considerations reinforce the importance of early coordination and phased implementation.


UTILITIES MAP
ESTERO PKWY
UTILITIES PROVIDED BY LEE COUNTY
S TAMIAMI TRL
BROADWAY W
BOOMER HOUSE
ESTERO RIVER
VILLAGE CENTER
CORKSCREW RD
41
ESTERO HIGH SCHOOL
UTILITIES PROVIDED BY BONITA SPRINGS
SPORTS COMPLEX
WILLIAMS RD
STUDY AREA BOUNDARY
MAJOR ROADWAY
PARKLAND
WETLANDS
WATERBODIES
FLOODWAY
100-YEAR FLOODPLAIN
WATER MAIN (LEE COUNTY)
WATER MAIN (BONITA SPRINGS)
SANITARY SEWER (LEE COUNTY)
SANITARY SEWER (BONITA SPRINGS)
0 200 400 800 1,200 US Feet

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Parks, Trails & Public Realm

Parks, trails, and public realm assets play a central role in defining the character, identity, and livability of the Eco-Historic Study Area. Existing conditions reflect a concentration of regionally significant open space and cultural resources, combined with more localized neighborhood parks and emerging trail infrastructure. Together, these assets provide a strong foundation for recreation, environmental stewardship, and community identity, while also revealing gaps in access, connectivity, and public-facing amenities.

KORESHAN STATE HISTORIC SITE & CULTURAL OPEN SPACE

Koreshan State Historic Site is the most prominent park and cultural resource within the Eco-Historic Study Area. The site functions as a historic landmark, conservation area, and recreational destination, drawing visitors from across the region while also serving as a defining element of Estero's identity.

The surrounding open space and riverfront context reinforce the site's historic setting and limit incompatible development nearby. Existing conditions indicate that Koreshan serves not only as a destination, but as an anchor around which surrounding parks, trails, and public spaces are organized.

VILLAGE-OWNED & COUNTY PARK LANDS

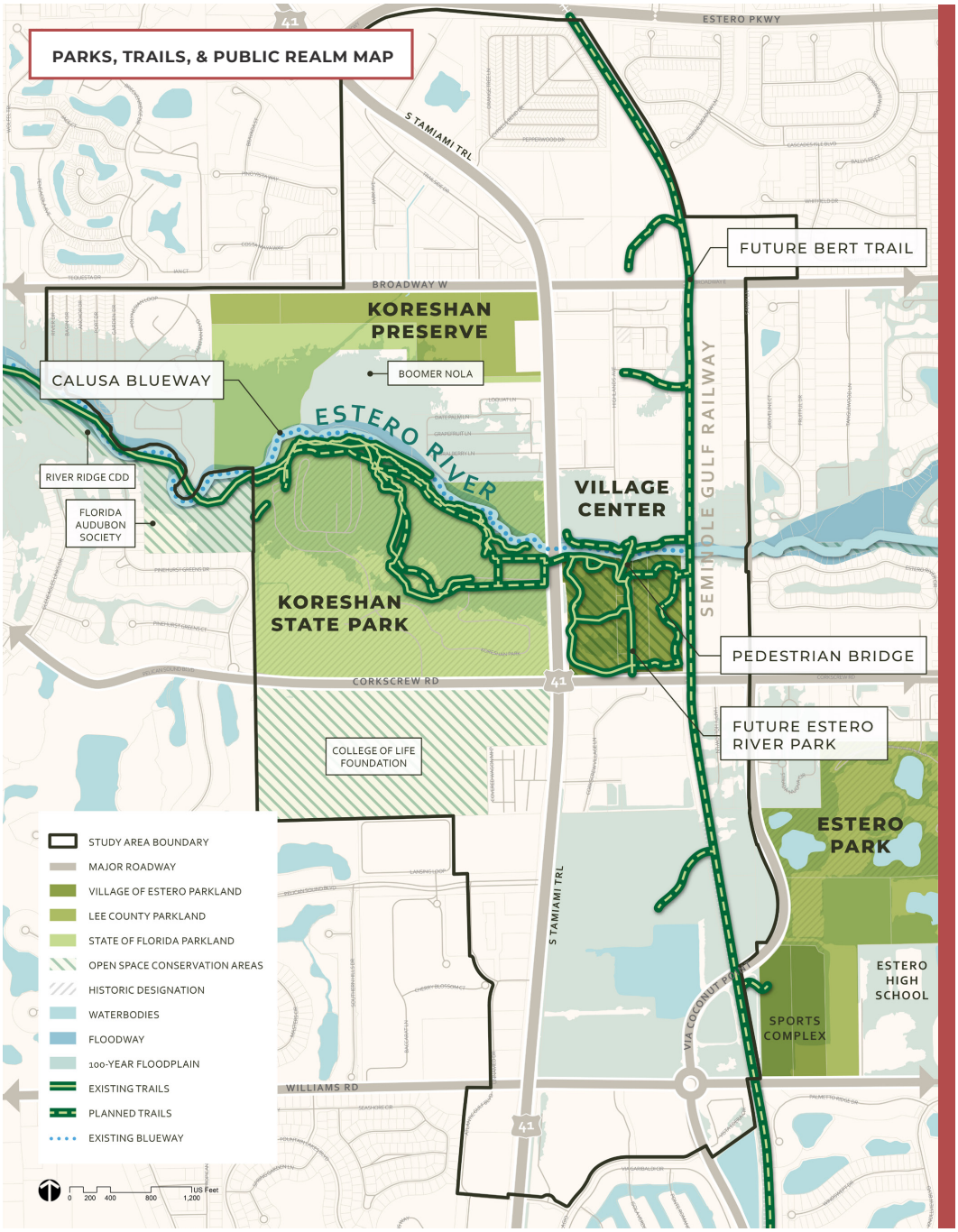
In addition to Koreshan, the study area includes Village-owned riverfront property and nearby Lee County parks that expand opportunities for passive recreation, environmental education, and community gathering. These lands contribute to a broader open space system that supports flood storage, habitat protection, and public access to natural resources.

While the presence of publicly owned land is a major asset, the experience of moving between these spaces is uneven. Some parks are well integrated into surrounding neighborhoods, while others are separated by roadway barriers, environmental constraints, or limited access points.

TRAILS, RIVER ACCESS, & CONNECTIVITY

Trail infrastructure and river access are key components of the public realm within the Eco-Historic Study Area. Existing trails, combined with the planned Bonita–Estero Rail Trail (BERT), establish the framework for a connected, non-motorized network linking neighborhoods, parks, and regional destinations.

River access opportunities exist but vary in visibility, accessibility, and level of support infrastructure. In some locations, access points are informal or lack clear connections to surrounding streets and trails. Existing conditions suggest that improving connectivity between assets, rather than creating new isolated facilities, will be central to enhancing the public realm experience.


PARKS, TRAILS, & PUBLIC REALM MAP
ESTERO PKWY
S TAMIAMI TRL
BROADWAY W
KORESHAN PRESERVE
BOOMER NOLA
CALUSA BLUEWAY
ESTERO RIVER
RIVER RIDGE CDD
FLORIDA AUDUBON SOCIETY
VILLAGE CENTER
SEMINOLE GULF RAILWAY
FUTURE BERT TRAIL
KORESHAN STATE PARK
PEDESTRIAN BRIDGE
CORKSCREW RD
FUTURE ESTERO RIVER PARK
COLLEGE OF LIFE FOUNDATION
ESTERO PARK
ESTERO HIGH SCHOOL
SPORTS COMPLEX
VIA COCONUT PT
WILLIAMS RD
STUDY AREA BOUNDARY
MAJOR ROADWAY
VILLAGE OF ESTERO PARKLAND
LEE COUNTY PARKLAND
STATE OF FLORIDA PARKLAND
OPEN SPACE CONSERVATION AREAS
HISTORIC DESIGNATION
WATERBODIES
FLOODWAY
100-YEAR FLOODPLAIN
EXISTING TRAILS
PLANNED TRAILS
EXISTING BLUEWAY
0 200 400 800 1,200 US Feet

PUBLIC REALM QUALITY & SENSE OF PLACE

The quality of streetscapes, landscape treatments, and gathering spaces influences how residents and visitors experience Estero. Recent public realm improvements, such as landscape upgrades along Estero Parkway, demonstrate the Village's ability to invest in infrastructure that reinforces local character while improving environmental performance.

Across the study area, public realm conditions vary significantly. Some corridors and park edges benefit from cohesive design and landscaping, while others remain auto-oriented or lack pedestrian amenities. These contrasts highlight opportunities to strengthen sense of place through consistent, context-sensitive public realm treatments.

KEY TAKEAWAYS

- Koreshan State Historic Site functions as a cultural, recreational, and identity-defining anchor.
- Village and County park lands provide a strong foundation for open space and resilience.
- Trails and river access opportunities exist but are not consistently connected.
- Public realm quality varies across the study area, influencing how spaces are experienced.
- Connectivity and access are as important as the quantity of parks and open space.

1

2

1. KORESHAN STATE HISTORIC SITE

This site is a key cultural, recreational, and identity-defining open space in Estero.

2. KORESHAN PRESERVE

Trails and open lawn areas provide everyday recreation but are not consistently connected to the broader network.

3. SEATING AT KORESHAN STATE PARK

4. RIVERSIDE CONDITIONS

5. US-41, LOOKING NORTH

Wide travel lanes, utilities, and limited pedestrian amenities reduce comfort and sense of place along US-41.

3

4

5

FUNCTIONAL CLASSIFICATIONS OF OPEN SPACE

The open space system is made up of individual assets that, together, shape how a community is seen, used, and experienced by residents and visitors. This system extends beyond traditional public spaces designed for community use to include undeveloped land, natural wooded areas, street corridors, and other everyday landscapes that contribute to the overall sense of place.

VISUAL OPEN SPACES

Landscapes that define everyday views

Much of Estero's open space is experienced visually:

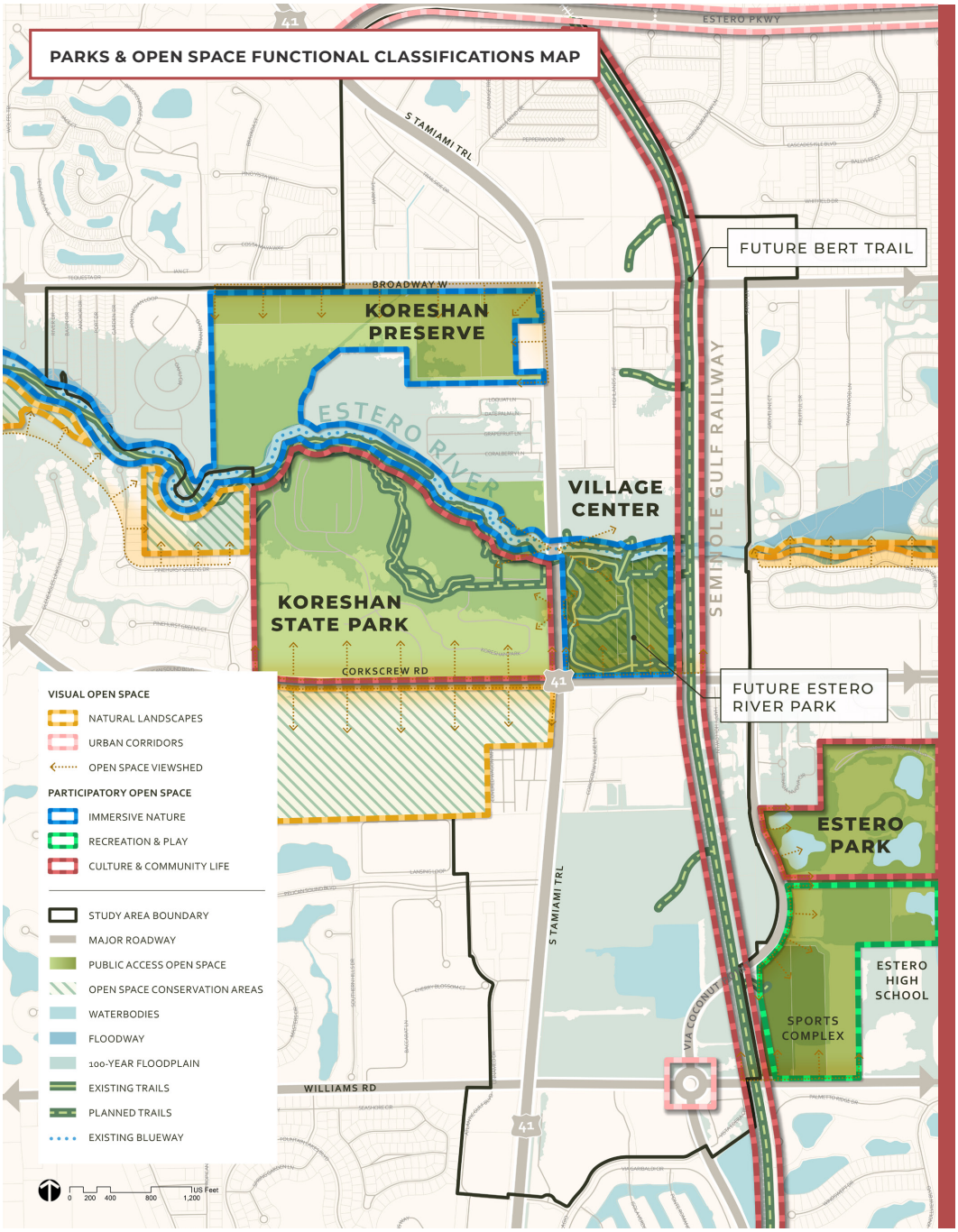
- Tree-lined corridors
- Natural river edges
- Preserved wetlands
- Landscaped streets and buffers
- Viewsheds and shaded pathways

PARTICIPATORY OPEN SPACES

Places to spend time

Other open spaces are designed for activity and interaction:

- Trails and shared-use paths
- River access points
- Parks and civic greens
- Community gathering spaces
- Recreation and play areas


PARKS & OPEN SPACE FUNCTIONAL CLASSIFICATIONS MAP
ESTERO PKWY
S TAMIAMI TRL
BROADWAY W
KORESHAN PRESERVE
ESTERO RIVER
VILLAGE CENTER
KORESHAN STATE PARK
CORKSCREW RD
SEMINOLE GULF RAILWAY
FUTURE BERT TRAIL
FUTURE ESTERO RIVER PARK
ESTERO PARK
ESTERO HIGH SCHOOL
SPORTS COMPLEX
VIA COCONUT
WILLIAMS RD
41
VISUAL OPEN SPACE
NATURAL LANDSCAPES
URBAN CORRIDORS
OPEN SPACE VIEWSHED
PARTICIPATORY OPEN SPACE
IMMERSIVE NATURE
RECREATION & PLAY
CULTURE & COMMUNITY LIFE
STUDY AREA BOUNDARY
MAJOR ROADWAY
PUBLIC ACCESS OPEN SPACE
OPEN SPACE CONSERVATION AREAS
WATERBODIES
FLOODWAY
100-YEAR FLOODPLAIN
EXISTING TRAILS
PLANNED TRAILS
EXISTING BLUEWAY
0 200 400 800 1,200 US Feet

3 | ANALYSIS

Planning Implications

The Existing Conditions assessment and review of adopted Village plans and prior studies reveal a consistent set of factors that shape how future planning and investment decisions should be evaluated within the Eco-Historic Study Area. These planning implications do not represent recommendations; rather, they describe the contextual realities and policy-informed considerations that must guide future actions, prioritization, and implementation..

PLANNING IMPLICATION 01

Environmental Systems as Organizing Elements

Adopted Village plans consistently identify the Estero River, associated wetlands, floodplains, and conservation lands as foundational systems within the Eco-Historic Study Area. Existing conditions demonstrate that these environmental features are not incidental, but instead structure land use patterns, access, infrastructure placement, and long-term resilience.

Planning within the study area must recognize that environmental systems both constrain and enable future investment. Flood-prone and environmentally sensitive lands are often aligned with publicly owned open space and conservation areas, reinforcing their role as protective infrastructure and community assets. Decisions regarding land use intensity, access improvements, and public investment must therefore be informed by environmental performance, resilience, and long-term stewardship considerations.

PLANNING IMPLICATION 02

Historic & Cultural Assets

Historic and cultural resources – particularly Koreshan State Historic Site and the broader Estero context – function as anchors of identity within the Eco-Historic Study Area. Adopted plans and cultural resource studies emphasize the importance of preserving these assets while enhancing public understanding and access.

Existing conditions indicate that historic resources are closely tied to the Estero River and surrounding open space. Planning implications include the need to protect historic settings, avoid incompatible development patterns, and leverage cultural assets as organizing elements for public spaces, interpretation, and community identity.

PLANNING IMPLICATION 03

Open Space & Connectivity

Adopted plans consistently frame parks, trails, and open space as interconnected systems rather than isolated facilities. Existing conditions confirm that while the Eco-Historic Study Area benefits from a significant concentration of public and conservation lands, connectivity between these assets and surrounding neighborhoods is uneven.

Planning implications include the importance of prioritizing connections—particularly pedestrian and bicycle linkages—between residential areas, parks, trails, river access points, and civic destinations. Improving access to existing assets may be as impactful as creating new facilities and should be evaluated as part of a system-wide approach to open space and mobility.

PLANNING IMPLICATION 04

Transportation & Feasibility

Transportation conditions are a primary driver of feasibility within the Eco-Historic Study Area. Prior Village studies document the role of US-41 as a regional corridor with high traffic volumes, while existing conditions highlight its function as a barrier to local access and connectivity.

Planning implications include the need to balance regional mobility with local safety, access, and quality-of-life considerations. Transportation capacity, access management, and jurisdictional constraints must be understood early in the planning process, as they directly influence redevelopment potential, phasing, and the viability of public realm and connectivity improvements.

PLANNING IMPLICATION 05

Public Realm Investment

Existing conditions and adopted plans demonstrate that public realm investments play a critical role in shaping sense of place, access, and community identity. Recent corridor improvements, such as landscape upgrades along Estero Parkway, illustrate how targeted public investment can enhance environmental performance and reinforce local character.

Planning implications include recognizing public realm improvements as strategic tools that can support broader goals related to mobility, identity, and access. Future planning decisions should consider how public investments can be phased, coordinated, and aligned with existing environmental and transportation conditions.

PLANNING IMPLICATION 06

Land Use Flexibility, Economic Opportunity, & Accountability

The study area includes a range of zoning districts and Planned Development (PD) entitlements that provide flexibility in land use, intensity, and site design. Existing conditions and adopted Village policies indicate that this flexibility can be a powerful tool for supporting targeted economic development, provided it is applied in a manner that is accountable to environmental constraints, transportation capacity, and community priorities.

Market analysis, community input, and adopted policy direction collectively point toward demand for locally supportive development—including housing options and neighborhood-serving commercial uses—rather than large-scale or regionally oriented development. Within the study area, environmental systems, floodplain conditions, and access limitations naturally constrain where development can occur, creating a need to focus economic development efforts on appropriate locations and forms rather than broad expansion.

From a planning perspective, this creates a clear gap analysis condition: regional growth pressure exists, but opportunities within the study area are best suited to selective reinvestment that aligns with the area's environmental and historic context. Addressing this gap requires using land use flexibility strategically—directing development toward sites with existing infrastructure and access while ensuring that new investment supports community character, resilience, and quality of life.

Accountability is therefore as important as flexibility. Land use decisions should be evaluated based on their ability to:

- Support local residents and daily needs
- Reinforce walkability and multi-modal access
- Respect environmental systems and flood-prone conditions
- Contribute to long-term fiscal sustainability
- Align with adopted Village plans and community priorities

This approach positions economic development not as a competing objective, but as an integrated strategy that supports environmental stewardship, historic preservation, and community resilience. By aligning flexibility with accountability, the Village can better ensure that future development within the study area fills identified gaps while advancing the broader goals of this planning effort.

PLANNING IMPLICATION 07

Prioritization & Partnerships

The scale and complexity of issues within the study area, ranging from environmental protection to mobility and public access, highlight the importance of prioritization and collaboration. Adopted plans and prior studies reflect a clear understanding that not all improvements can occur simultaneously and that partnerships are essential to implementation.

Recommendations will identify near-term and long-term opportunities, coordinate across agencies and jurisdictions, and leverage partnerships to advance shared goals. Prioritization frameworks should consider feasibility, community benefit, environmental performance, and alignment with adopted policy direction.

SUMMARY

This framework establishes the analytical foundation for recommendations in this plan, clarifying how environmental systems, community assets, and transportation realities shape what is feasible and appropriate. They provide a shared understanding of existing conditions and adopted Village direction that will be tested and refined through community and stakeholder input and inform recommendations and implementation strategies.

Appendix

Village of Estero
Eco-Historic Planning Study

4 APPENDICES

A. Document Review

B. Community Engagement

C. Market & Economic Analysis

D. Architectural Style Guide

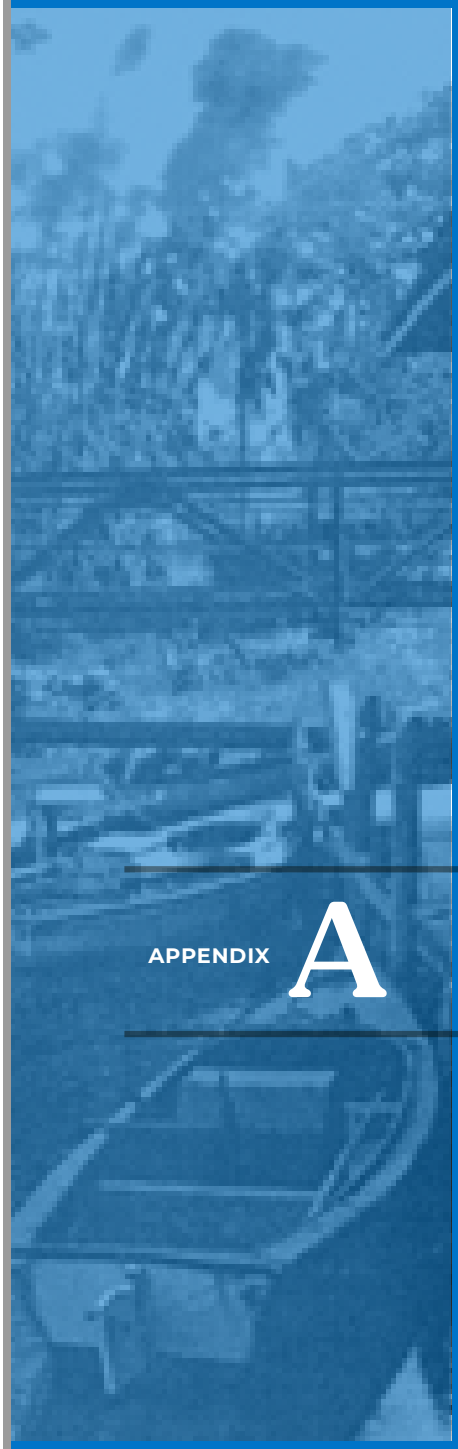
E. Crossing Treatment Toolbox

F. Online Survey Responses

G. Community Engagement Materials - Open House 1

H. Community Engagement Materials - Open House 2

I. Estero River Park - Nature Park Precedent Research



APPENDIX A

Document Review

4 | APPENDIX A

Document Review

This section summarizes adopted Village plans and consultant-prepared technical analyses that inform the Existing Conditions and Analysis for the Eco-Historic Study Area. Together, these documents establish the policy framework, technical understanding, and strategic context for evaluating existing conditions and identifying planning implications.

Rather than restating each document in detail, this review focuses on the key guidance and findings that directly influence decision-making, prioritization, and implementation within the study area.

Adopted Village Plans

The Eco-Historic Study Area is informed by a comprehensive set of adopted Village plans and previously completed Village-sponsored studies that collectively establish long-standing priorities related to environmental stewardship, mobility, community identity, recreation, and public investment. These documents provide the policy and strategic framework within which existing conditions are evaluated and future planning decisions are considered.

Rather than addressing each plan in isolation, the summaries below highlight how these adopted plans and studies reinforce shared themes that are particularly relevant to the Eco-Historic Study Area, including the Estero River's role within a broader system, pedestrian and bicycle connectivity, historic and cultural preservation, and the integration of parks, trails, and public spaces into a cohesive network.

ENTERTAINMENT & SPORTS PARK CONCEPTUAL PLAN (2025)

The *Entertainment and Sports Park Conceptual Plan* explores long-term opportunities for expanding community-oriented recreational and event facilities within the Village. While conceptual in nature, the plan reflects the Village's interest in providing additional active recreation and gathering spaces that support community life. The plan also highlights access, circulation, and infrastructure considerations associated with larger community destinations, reinforcing the importance of transportation planning, connectivity, and phased implementation when considering future public investments.

VILLAGE OF ESTERO COMPREHENSIVE PLAN (2021)

The *Estero Comprehensive Plan* establishes the overarching policy framework for growth, conservation, and community development within Estero. Environmental protection is a central theme, with particular emphasis on the Estero River, associated wetlands, floodplains, and downstream estuarine systems. The plan recognizes the river as part of a larger coastal watershed connecting inland areas to Estero Bay and the Gulf of Mexico, reinforcing the importance of water quality protection, flood-compatible land uses, and resilience-based planning decisions.

The plan also emphasizes preservation of historic and cultural assets, including Koreshan State Historic Site and the broader Estero area. These resources are identified as defining elements of community identity that should guide land use decisions, redevelopment patterns, and public investment.

In addition, the plan supports multi-modal transportation improvements, pedestrian-oriented development, and the creation of civic and community-serving spaces that strengthen sense of place and improve quality of life.

PARKS, RECREATION & OPEN SPACE MASTER PLAN (2020)

The *Parks, Recreation & Open Space Master Plan* provides detailed guidance for the Village's park system, trail network, and open space framework. The plan identifies the Estero River corridor, Koreshan State Historic Site, Village-owned riverfront property, and nearby County parks as core components of a connected open space system.

A defining emphasis of the plan is connectivity—particularly pedestrian and bicycle connections that link residential neighborhoods to parks, trails, river access points, and community destinations. Rather than focusing primarily on new park acquisition, the plan prioritizes improving access to existing assets and strengthening the relationships between them.

The plan also highlights the role of parks and open space in supporting resilience, public health, and community identity, particularly in environmentally sensitive and flood-prone areas.

BICYCLE & PEDESTRIAN MASTER PLAN (2018)

The *Bicycle and Pedestrian Master Plan* establishes a Village-wide framework for improving walking and bicycling conditions, with a focus on safety, continuity, and access to key destinations. The plan identifies priority corridors, network gaps, and barriers that affect everyday mobility.

Within the Eco-Historic Study Area, the plan reinforces the importance of improving pedestrian and bicycle access between residential neighborhoods, parks, trails, civic

spaces, and commercial areas. It also highlights the challenges posed by major roadways, including US-41, and the need to integrate local improvements with regional trail systems such as the Bonita–Estero Rail Trail.

AREA-WIDE TRAFFIC STUDY (2017)

The Village's *Area-Wide Traffic Study* provides a baseline understanding of roadway operations, access, and mobility conditions across Estero, including corridors and intersections within and adjacent to the Eco-Historic Study Area. Completed prior to the current planning effort, the study documents the function of US-41 and other major roadways as regional facilities carrying high traffic volumes.

The study identifies congestion, intersection performance, and access management as key considerations, reinforcing the role of transportation capacity and safety as factors influencing redevelopment feasibility and quality of life. These findings provide important context for balancing regional mobility with local access and pedestrian safety within the study area.

ESTERO-ON-THE-RIVER CULTURAL RESOURCES STUDY (2005)

The *Estero-on-the-River Cultural Resources Study* documents the historic, cultural, and interpretive significance of the Estero River and its surrounding lands. The study emphasizes the river's role in shaping settlement patterns, cultural history, and community identity.

Key themes include the relationship between Koreshan State Park historic site and the riverfront, as well as opportunities to interpret history, ecology, and heritage along the river corridor. The study reinforces the importance of preserving cultural landscapes alongside natural systems and enhancing public understanding of the river's significance.

KEY TAKEAWAYS

Together, the adopted Village plans and prior studies establish a consistent and reinforcing direction for the Eco-Historic Study Area:

- The Estero River is a foundational environmental, cultural, and identity-defining system within a broader coastal context
- Parks, trails, and open space should function as interconnected networks
- Pedestrian and bicycle connectivity between neighborhoods and destinations is a long-standing priority
- Historic and cultural resources should anchor community identity and guide investment
- Transportation feasibility and access must be considered alongside quality-of-life goals

This guidance provides the policy foundation for the Planning Implications (see page 134).

Consultant-Prepared Technical Analyses

As part of the Eco-Historic Planning Study, the Village engaged a multidisciplinary consultant team to prepare targeted, topic-specific technical analyses addressing market conditions, transportation and mobility, environmental systems, and design considerations. These analyses were developed specifically to support this study and respond to the project scope and grant requirements.

While each technical analysis focuses on a distinct discipline, together they provide an integrated understanding of existing conditions, constraints, and opportunities within the Eco-Historic Study Area. The findings from these analyses directly inform both the Existing Conditions assessment and the Planning Implications identified later in this chapter. To review the complete technical analysis documents for this project, see The Appendix.

TRANSPORTATION & MOBILITY ANALYSIS

The transportation and mobility analysis prepared by Kittelson & Associates evaluates roadway function, access, safety, and multi-modal conditions within and adjacent to the Eco-Historic Study Area. The analysis documents the role of US-41 as a major regional corridor while identifying challenges related to pedestrian safety, bicycle connectivity, and local access.

The analysis also assesses existing and planned multi-modal facilities, including the Bonita–Estero Rail Trail (BERT), and identifies opportunities to improve connectivity between neighborhoods, parks, and destinations. These findings directly inform how transportation conditions affect redevelopment feasibility, quality of life, and access to community assets.

ROLE OF TECHNICAL ANALYSES IN THE ECO-HISTORIC PLAN

Collectively, the consultant-prepared technical analyses:

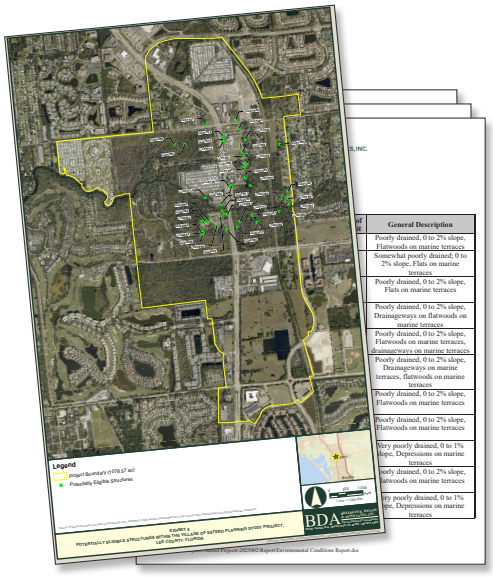
- Provide discipline-specific insight tailored to the Eco-Historic Study Area
- Identify constraints and opportunities that may not be evident from policy alone
- Support prioritization and feasibility assessment
- Inform the Planning Implications that guide future recommendations

By grounding this planning effort in targeted technical work, the Village has established a strong foundation for informed, transparent, and implementable decision-making.

ENVIRONMENTAL CONDITIONS ANALYSIS

The environmental conditions analysis prepared by BDA documents wetlands, floodplains, environmentally sensitive lands, and water-related constraints within the Eco-Historic Study Area. This analysis reinforces the prevalence of environmental features that shape land use, infrastructure planning, and long-term resilience.

Key findings emphasize the importance of avoidance-based planning, protection of water quality, and integration of nature-based solutions. The analysis also highlights the relationship between the Estero River, flood-prone lands, and downstream coastal systems, reinforcing the need for environmentally informed decision-making throughout the study area.



MARKET & ECONOMIC ANALYSIS

The market and economic analysis prepared by RCLCO evaluates regional and local development trends, demographic factors, and market demand relevant to the Village of Estero and the Eco-Historic Study Area. The analysis distinguishes between village-wide market conditions and study-area-specific dynamics, helping to frame realistic expectations for reinvestment and redevelopment.

Key insights from the analysis highlight continued growth pressure in the region, demand for neighborhood-serving commercial uses, and variability in redevelopment feasibility based on access, environmental constraints, and surrounding land use context. These findings reinforce the importance of targeted, context-sensitive approaches rather than uniform intensification across the study area.

DESIGN GUIDANCE FRAMEWORKS

Design guidance prepared by Cooper Carry explores context-sensitive approaches to development, public realm design, and landscape character within Estero and surrounding areas. While not regulatory or formally adopted, this guidance reflects community character, environmental context, and best practices intended to inform future planning and investment decisions.

The guidance emphasizes:

- Reinforcing Estero's identity through scale, materials, and landscape treatment
- Integrating buildings, open space, and circulation into cohesive environments
- Using streetscape and public realm design to support walkability and sense of place

These concepts provide additional context for evaluating redevelopment opportunities and public realm investments within the Eco-Historic Study Area.

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APPENDIX **B**

Community Engagement

4 | APPENDIX B

Community Engagement

The first phase of the planning process centered on a community engagement strategy that explored the study area's opportunities and challenges as perceived by the community, along with how residents envision experiencing Estero's Eco-Historic area.

WHY?

- Increase understanding of the unique assets, gaps, and opportunities in the Village of Estero, as perceived by the community
- Introduce the project to the community, including the general scope, and goals of the project
- Key findings from this engagement session inform the strategy and recommendations for the planning study

This effort included one-on-one interviews with Village Council members, followed by two Community Open Houses, held on June 24, 2025 and March 11, 2026.

By the Numbers

We interviewed

7

members of the Village Council.

Approximately

120

Estero residents attended the Open Houses.

The online survey received

1,736

responses.

Major Themes from Engagement

SENSE OF DISCONNECTION

Residents and Council members consistently emphasized a lack of connectivity in Estero – between neighbors, destinations, their history, and the natural environment. The community desires a central hub for gathering, walkable access beyond the car, and opportunities to celebrate its cultural and ecological heritage. US-41 is perceived as a significant barrier.

COLLECTIVE IDENTITY

Estero residents feel the shift in their community as the population grows – a 63% increase between 2010-2020 – and note that the quaint, small town character and culture feels absent from daily life. Without a focal point or central hub to provide a solid anchor in the community, neighborhoods remain insular and separated by wide roads and chain businesses that leave Estero's identity undefined. Residents envision a future where streets, gathering places, and local spots come together to form a cohesive, vibrant place that truly feels like "a town."

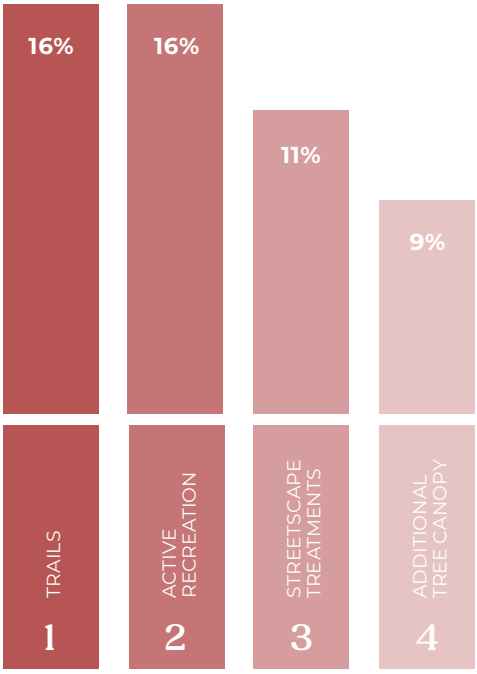
"OLD FLORIDA" LIFESTYLE

Feedback indicated a strong desire to reclaim the "Old Florida" lifestyle – a way of living that celebrates the natural assets and community history, while providing accessible recreation, local shops, healthcare services, and dining. This lifestyle supports active, healthy living for all ages, including aging-in-place adults and families.

Open House Session 1 Summary

The 1st Open House, held on June 24, 2025, served as a listening session to gather local insight on existing conditions. Feedback helped the team validate emerging themes around the community's vision and refine the analysis to reflect a more complete understanding of the study area.

HOW DO PEOPLE WANT TO EXPERIENCE NATURE AND RECREATION?



80
Responses

KEY TAKEAWAYS

- The **ESTERO RIVER** is an untapped resource for community amenities – including recreation, commerce, and storytelling
- Desire for more amenities and parks that build community traditions (like family-friendly activities, markets, holiday events, etc.)
- Response trends indicate a desire for improved comfort and connectivity for walking and biking (streetscape treatments, shade, trails, etc.)
- "For show" elements (like art murals and photo ops) did not receive dots, suggesting that the community prioritizes functional, everyday improvements that enhance mobility and quality of life over decorative features.
- Residents seem to want a mix of traditional park amenities and natural experiences that allow them to enjoy the natural beauty of the area, like hiking and kayaking.
- Other ideas include:
  - Access to water
  - Movie theater
  - Shaded play areas and pathways
  - Community garden

HOW DO PEOPLE DESCRIBE THEIR VISION FOR ESTERO?

Culture & Community Gathering

- "Arts Center"
- "Community garden next to Estero Recreation Center and indoor farmer's market"
- "Performing arts center!"
- "Museum"
- "Aquatic complex [for] kids and adults"

Shows a strong desire for civic amenities that bring people together, support lifelong learning, and strengthen community identity.

Infrastructure & Connectivity

- "Utilities on East Broadway including Tanglewood Lake"
- "Alt[ernative] transportation... and business"
- "Improved traffic issues"
- "Connected to BERT!"

Emphasizes the importance of safe, efficient, and multi-modal connections supported by well-maintained infrastructure.

Small Town Character & Vibrant Village Life

- "Small town community charm, shops, restaurants, and lights"
- "Accent lighting"
- "Maintain character trees"
- "[Streets] lined with oaks or tall trees"

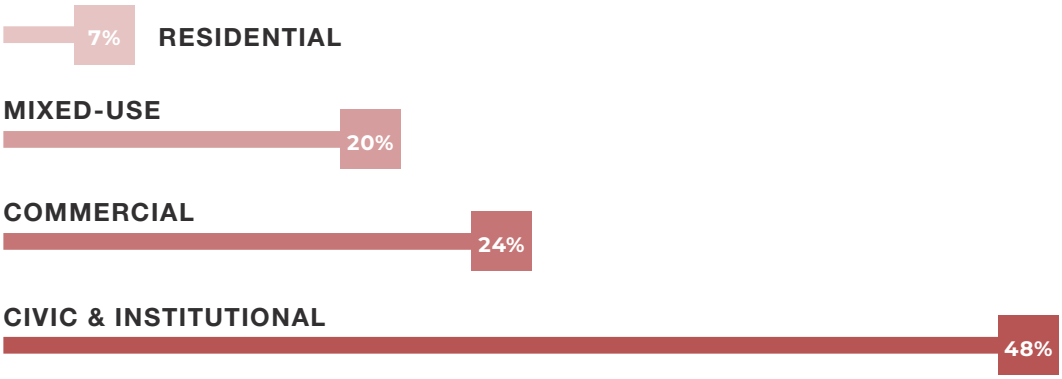
Reflects a wish to preserve and enhance Estero's village-scale charm with shops and design details that create a lively and welcoming atmosphere.

Landscape & Environmental Mindfulness

- "More color in plants!"
- "Be more mindful [of] native animals"
- "[Improve] road landscaping"
- *"Maintain character trees"*
- *"[Streets] lined with oaks or tall trees"*

Indicates that residents deeply value the natural environment and want to see it reflected in daily life, respective of local ecology.

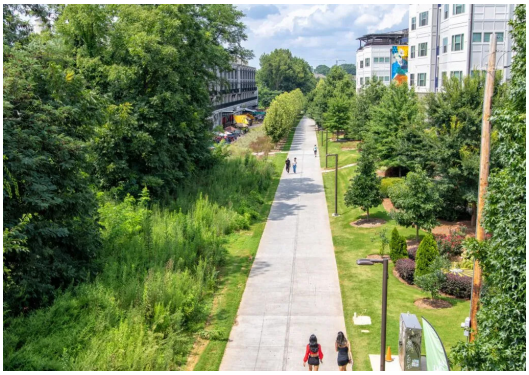
WHAT KINDS OF DEVELOPMENT DO PEOPLE WANT TO SEE IN ESTERO?



164
Responses

"Walkable, mixed-use neighborhood" and "Village Center" images received the highest concentration of dots for types of mixed-use development.

"Senior housing/assisted living" received almost all of the dots (83%) in the residential category.



"Restaurants" and "Development along the BERT Rail Trail" received the highest number of dots, suggesting a desire for more experiential commercial experiences.

"Performing Arts Center," "Community Center," and "Hospital" received the highest number of dots for desired civic and institutional development.

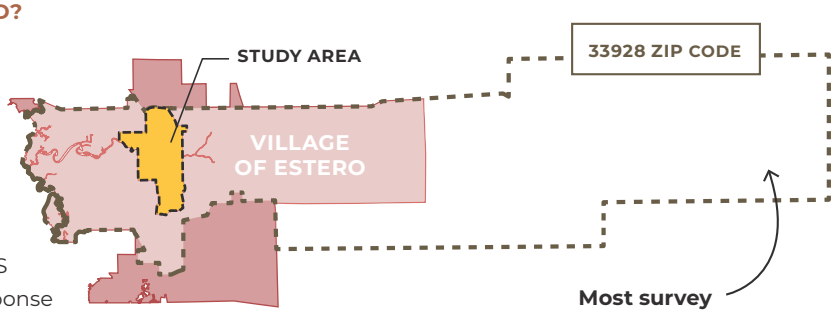
KEY TAKEAWAYS

- The community prioritizes civic and institutional uses (spaces to gather, learn, and access services), followed by commercial and mixed-use areas that enhance quality of life and culture.
- Residential development was identified as less of a priority, except for senior housing.
- There is a desire to expand the public realm to include more civic spaces for community gathering (like a community center, a village center, public gardens, performing arts venues)
- A few key services are currently missing in the Estero area, such as a hospital and assisted living facilities, that would better support residents aging in-place.

Online Community Survey

WHO PARTICIPATED?

Survey respondents broadly reflect Estero's population, based on a comparison between survey demographics and US Census data. The response pool skews somewhat older and more likely to be homeowners, while zip code distribution and the depth of comments suggest strong familiarity with local conditions and a high level of investment in the community's future.



Most survey responses come from the 33928 zip code, which is consistent with the Estero area.

91% OF SURVEY RESPONDENTS LIVE IN ESTERO.

12% OF RESPONDENTS WORK IN ESTERO.

12% OF RESPONDENTS VISIT OFTEN.

1% OF RESPONDENTS VISIT OCCASIONALLY.

1% OF RESPONDENTS JUST PASS THROUGH ESTERO.

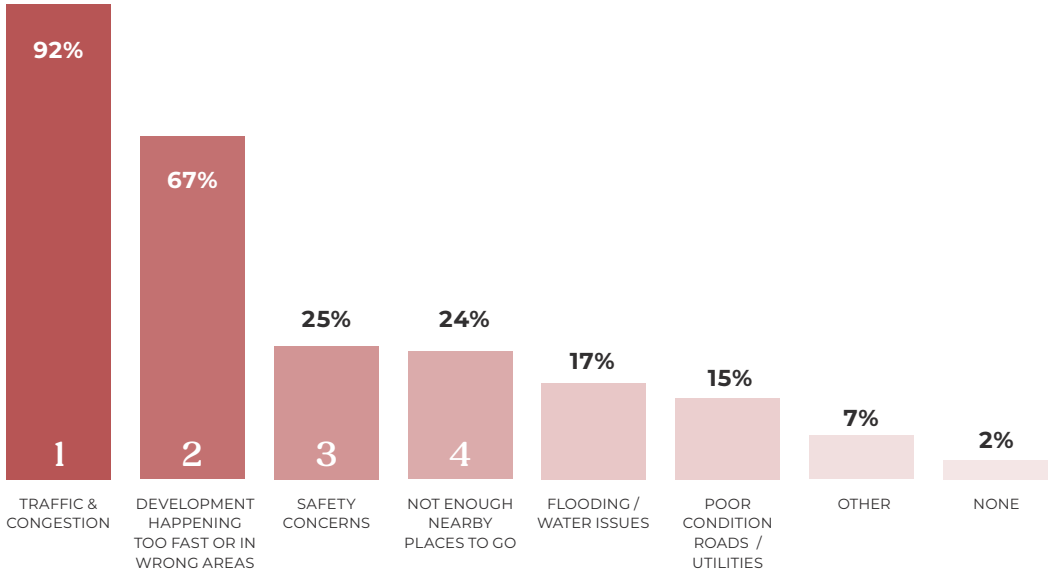
Age representation in the survey is strong.

ESTERO'S MEDIAN AGE IS **65.7** YEARS OLD

50% OF THE POPULATION IS **65+**

57% OF SURVEY RESPONDENTS ARE **65+**

WHAT CHALLENGES EXIST IN ESTERO TODAY?



NOTABLE "OTHER" RESPONSES

"Traffic is terrible, especially during season and rush hour."

"Very difficult and unsafe to walk or bike in most areas."

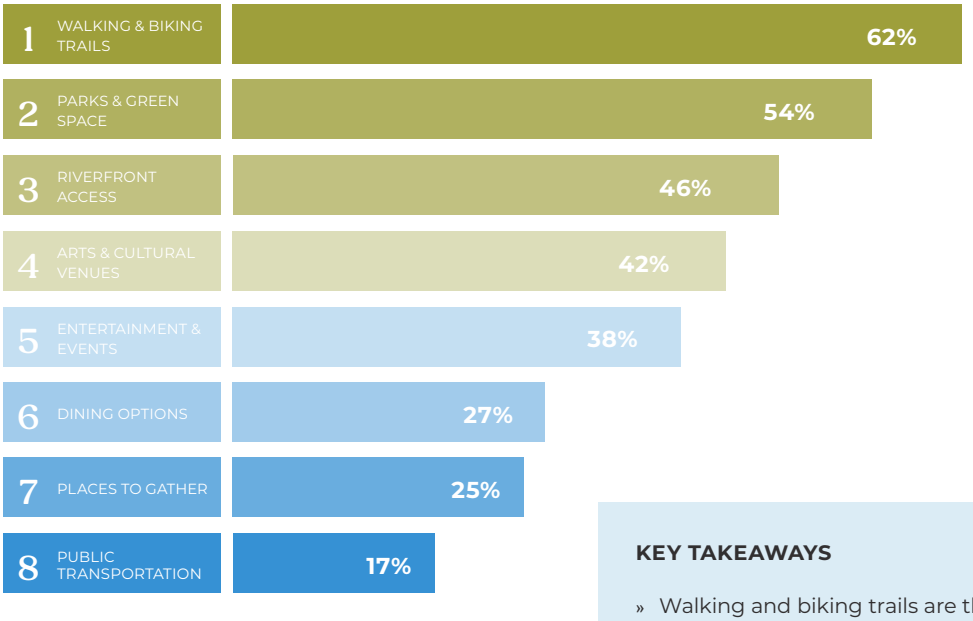
"Too many cars, not enough planning for roads and crossings."

"You have to drive everywhere — there are no safe alternatives."

KEY TAKEAWAYS

- Traffic and congestion are a dominant challenge by a wide margin, far outpacing all other concerns.
- Development patterns and safety concerns are experienced as part of the traffic problem, rather than separate from it. The lack of safe alternatives to driving may intensify frustration and limits daily mobility.

WHAT IS MISSING IN ESTERO?



"The peaceful community I moved into is gone due to overdevelopment."

"Stop overdevelopment! Preserve our wildlife and natural environment."

"Improve the roads before building new homes!!!!!!!!!!!"

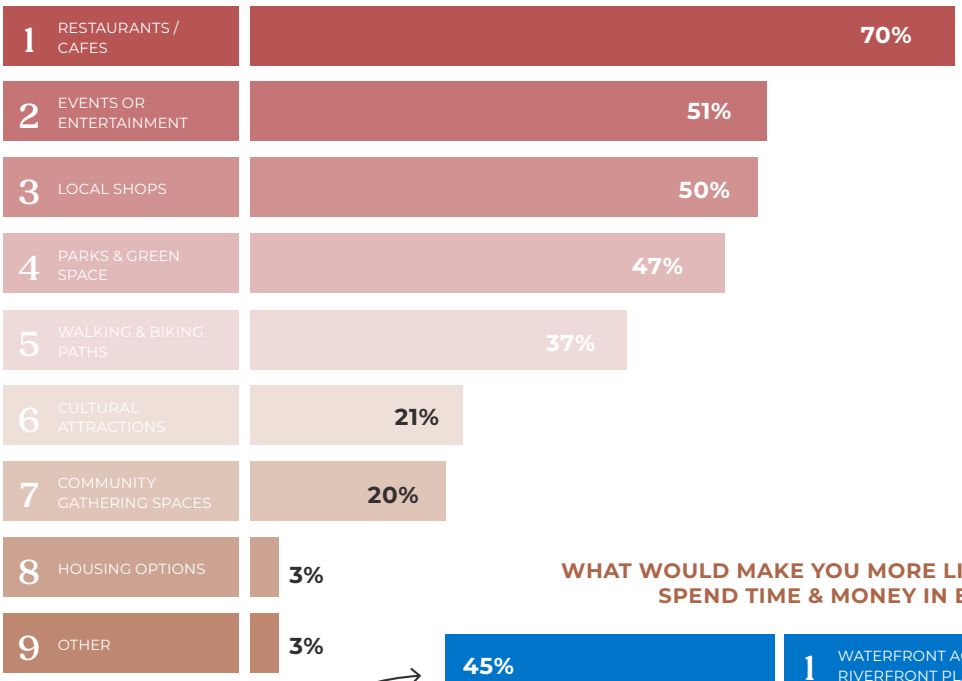
"I don't want to see another car wash or storage facility."

"Buy land to keep green instead of more apartments and strip malls."

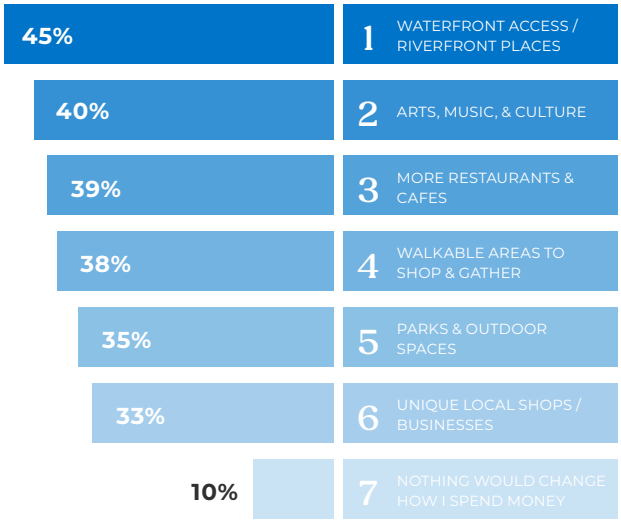
KEY TAKEAWAYS

- Walking and biking trails are the single most cited gap.
- Write-ins emphasize the absence of places to gather casually and comfortably – there is a strong unmet demand for public spaces that support everyday recreation.
- Missing amenities are as much about the community experience as they are about infrastructure.
- Residents are asking for intentional growth, environmental protection, and better coordination, not continued build-out at the current pace.

IF ESTERO HAD A DOWNTOWN, WHAT WOULD YOU WANT TO SEE THERE?



WHAT WOULD MAKE YOU MORE LIKELY TO SPEND TIME & MONEY IN ESTERO?



49%

OF SURVEY RESPONDENTS HAVE NOT SPENT TIME AT THE ESTERO RIVER.

NOTABLE "OTHER" RESPONSES

"A real downtown where people gather, not just another shopping center."

"Outdoor seating, shade, events — somewhere people want to meet friends."

"A central place for the community, not just traffic passing through."

"Small shops, restaurants, and open space where you can walk safely."

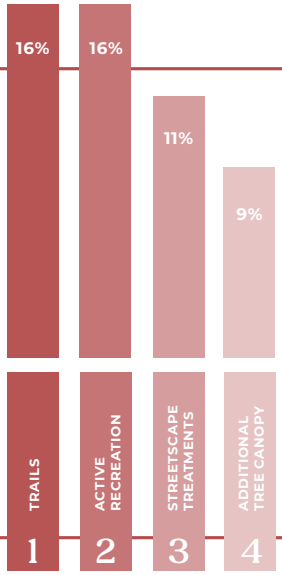
"Rails to trails for families to enjoy."

"Something with character. Everything feels the same right now."

KEY TAKEAWAYS

- People want local-serving destinations more than novelty (i.e. small restaurants, cafés, local shops, and everyday amenities).
- There is strong interest in walkable, comfortable environments with places to linger, rather than auto-oriented commercial strips.
- Several responses reinforce a preference for **quality over quantity** in development.
- Repeated mentions of walkability, shade, seating, and safety in responses indicate that people want a social space first, not just a retail district.

HOW DO PEOPLE WANT TO EXPERIENCE NATURE & RECREATION?



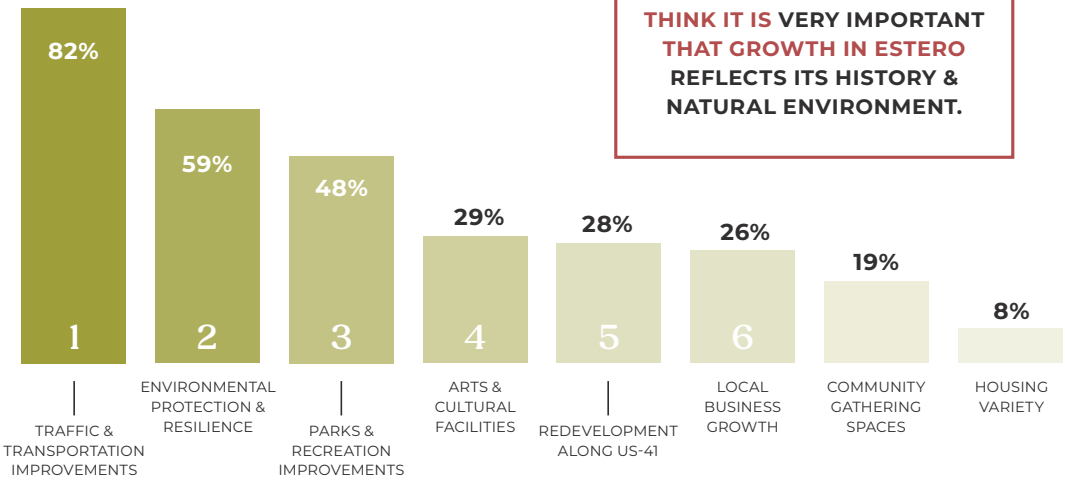
Comparing What We Heard about Amenities at the Community Open House:

Across formats, residents consistently prioritize everyday, functional amenities that support **experience, access, and connection to nature** over novelty or decorative features. Consistently, residents are asking for multi-generational, functional gathering spaces that support informal use over ornamental features.

55%

OF SURVEY RESPONDENTS THINK IT IS VERY IMPORTANT THAT GROWTH IN ESTERO REFLECTS ITS HISTORY & NATURAL ENVIRONMENT.

TOP 3 PRIORITIES



KEY TAKEAWAYS

- Transportation rises far above every other options (82% selected this as a Top 3 priority), indicating a shared, everyday pain point. More than just congestion, this topic is also linked to safety, access, and overall quality of life for residents.
- Residents expect environmental stewardship to guide decision-making (59% of respondents), and not treated as a secondary consideration.
- Investment in parks and recreation is seen as a direct investment in quality of life, with demand for accessible, everyday spaces that connect people to nature.

By asking respondents to identify the Top 3 categories for immediate focus, the design team can distinguish core priorities from general values. This can help us measure:

- **Urgency:** Which issues most directly affect daily life right now?
- **Sequencing:** What should be addressed before other investments?
- **Tradeoffs:** What are residents willing to prioritize over competing needs?

Lower-ranked priorities (like "redevelopment," "arts," and "economic development") are not viewed as unimportant, but rather as conditional investments that are best advanced once higher-priority needs are addressed.

THE COMMUNITY'S VISION

The prompt below goes beyond specific projects or ideas, allowing the design team to capture shared community values that guide the emotional direction of Estero's future.

2.3% of survey respondents used the "Other" category to add custom comments. The top words chosen from the given list help structure the vision, whereas the open response comments help reinforce and give texture to those words. Open responses revealed:

- **Urgency:** People are worried about losing these qualities, not just aspiring to them.
- **Boundaries:** Residents are implicitly saying how far they're willing to change.
- **Conditions:** Vibrancy, growth, and innovation are acceptable only if safety, nature, and

"Connected, not fragmented."

"Peaceful and relaxed, not congested."

"A place that still feels like a town, not just another overdeveloped area."

"A place where you can walk and bike without feeling unsafe."

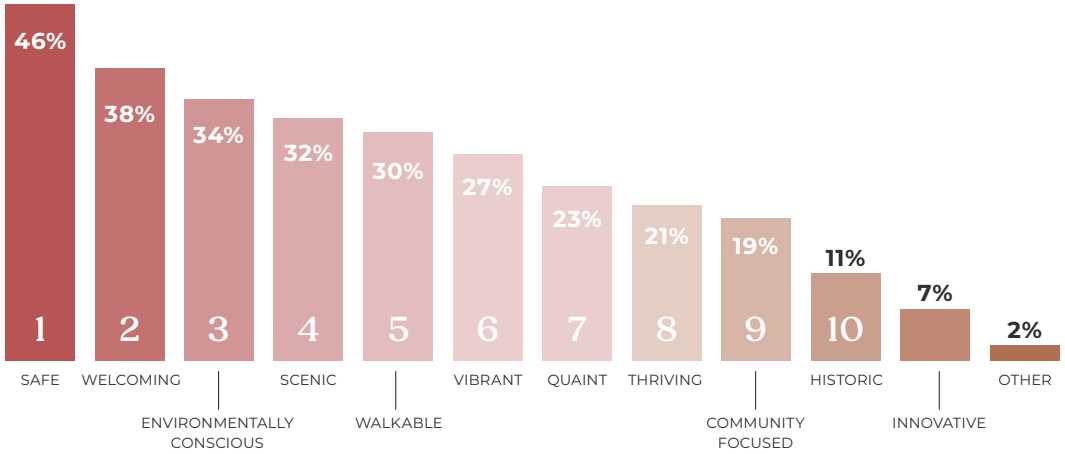
"Preserve what makes Estero beautiful — the river, trees, and open space."

"Protect the natural environment and green spaces."

"A place where people feel connected to each other."

"Smart growth that doesn't destroy what we love about Estero."

HOW YOU WOULD LIKE ESTERO TO FEEL IN THE FUTURE?



KEY TAKEAWAYS

- "Safe" is the leading quality, reinforcing themes that appear throughout the survey – mobility, crossings, traffic, and walkability are deeply tied to how people emotionally experience Estero.
- High rankings for environmentally conscious, scenic, and quaint signal that Estero's identity is inseparable from its natural setting. Words like "quaint" and "scenic" suggest a preference for human-scale, low-stress environments over spectacle.

Comparing What We Heard about Vision at the 1st Open House:

Together, responses from the survey and the 1st Open House reinforce a consistent and actionable vision. The community is asking for a future that feels **safe, connected, and rooted in its natural setting, supported by walkable streets, shared civic spaces, and well-integrated infrastructure.** Growth is supported when it strengthens these qualities rather than competes with them.

Small Town Character & Vibrant Village Life

- "Small town community charm, shops, restaurants, and lights"
- "Maintain character trees"
- "[Streets] lined with oaks or tall trees"

Infrastructure & Connectivity

- "Alt[ernative] transportation... and business"
- "Improved traffic issues"
- "Connected to BERT!"

Open House Session 2 Summary

The 2nd Open House was held at Estero Town Hall on March 10, 2026. The meeting was a drop-in format with five stations for participants to review and engage with.

1. **Introduction:** Overview of project goals, study area, and planning process
2. **What We Heard:** Summary of data and key takeaways from the online community survey
3. **Existing Conditions:** Key findings from the analysis and how they inform the recommendations
4. **Draft Strategies:** Preview of the proposed strategies and actions in the plan
5. **Prioritization Exercise:** Participants identify and rank their top three priorities by placing chips in corresponding buckets

An Activity Guide was provided to collect qualitative feedback through open-ended questions, supported by a small number of multiple-choice prompts to quickly gauge alignment with the project direction.

A total of **46 participants signed in,** though attendance was likely higher as some signed in as groups. In total, 31 completed activity guides with comments were collected.

WHAT GOAL IS MOST IMPORTANT FOR ESTERO'S FUTURE?

#1 **44%** GUIDE RESPONSIBLE GROWTH

#2 **39%** PROTECT IRREPLACEABLE ENVIRONMENTAL ASSETS

#3 **17%** STRENGTHEN COMMUNITY IDENTITY & QUALITY OF LIFE

DOES THE ONLINE SURVEY SUMMARY REFLECT ESTERO'S BIGGEST OPPORTUNITIES & CHALLENGES?

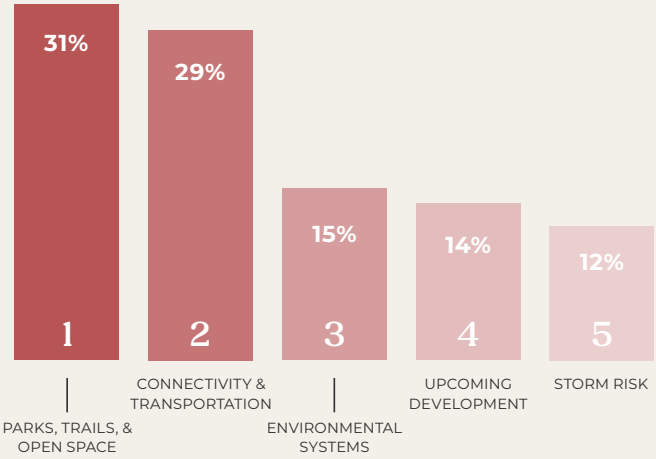
65% RESPONDED "YES"

29% RESPONDED "MOSTLY"

7% RESPONDED "NO"

- Emphasize traffic concerns more
- Lack of sidewalks
- "Not enough specificity in what will actually be done"

IN YOUR OPINION, WHICH OF THE EXISTING CONDITIONS WILL MOST INFLUENCE ESTERO'S FUTURE GROWTH?



ARE THERE STRATEGIES YOU FEEL ARE MISSING OR UNDERREPRESENTED?

Open house attendees were asked to review and provide feedback on the draft strategies and recommendations.

- **Traffic and Mobility:** +/- 10 mentions
- **Growth and Development Concerns:** +/- 7 mentions
- **Comments or Concerns about Implementation of the Plan:** +/- 5 mentions

PRIORITIZATION EXERCISE

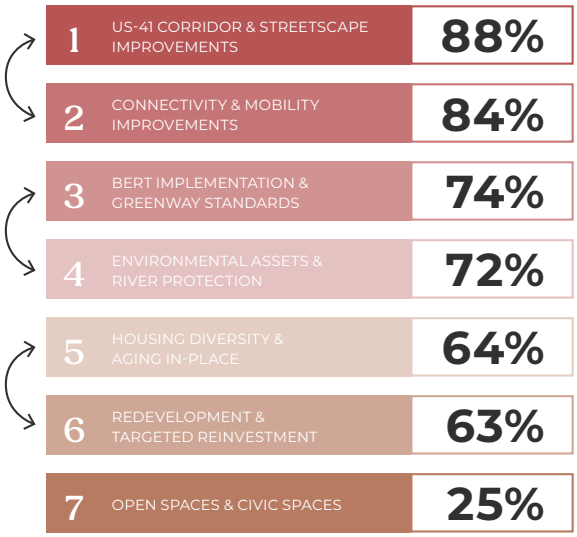
	STRATEGIC ACTION CATEGORY *(ranked, in descending order)*	SCORE	TOTAL VOTES	AVERAGE SCORE
1	**Connectivity & Mobility Improvements**	116	32	3.63
2	**US-41 Corridor & Streetscape Improvements**	88	24	3.67
3	**Environmental Assets & River Protection**	108	32	3.38
4	**BERT Implementation & Greenway Standards**	103	31	3.32
5	**Redevelopment & Targeted Reinvestment**	54	19	2.84
6	**Housing Diversity & Aging In-Place**	38	14	2.71
7	**Open Spaces & Civic Spaces**	30	16	1.88

UNDERSTANDING CONSENSUS VS. POLARIZATION

STRATEGIC ACTION CATEGORY *(ranked, in descending order)*	#1 PRIORITY	#3 PRIORITY	HOW WE INTERPRET
Connectivity & Mobility Improvements	15 chips	5 chips	Strong consensus
US-41 Corridor & Streetscape Improvements	11 chips	3 chips	Very strong consensus
Environmental Assets & River Protection	15 chips	9 chips	Mixed; some disagreement
BERT Implementation & Greenway Standards	11 chips	8 chips	Moderate split
Redevelopment & Targeted Reinvestment	7 chips	7 chips	Highly divided
Housing Diversity & Aging In-Place	3 chips	5 chips	Low urgency, some division
Open Spaces & Civic Spaces	3 chips	12 chips	Strong consensus

HOW OFTEN EACH CATEGORY RANKED IN THE TOP TWO

Looking at "top two" rankings captures both strong preference and general support, providing a more complete picture of which priorities matter most to the community. Arrows in the graphic to the right indicate how rankings swap and shift when broader support is considered.



KEY TAKEAWAYS

- **Mobility is the top priority.** The US-41 corridor and connectivity consistently rank highest, indicating a strong desire for visible, near-term improvements to how people move through Estero.
- **Environmental protection is a shared expectation.** While the environment ranks high, it does not rise to the top when urgency is emphasized—suggesting it is viewed as a baseline condition to maintain, rather than a primary gap to address.
- **Open space is likely perceived as an existing strength.** Lower prioritization may reflect satisfaction with current conditions, with less perceived need for additional investment compared to mobility gaps.
- There is a clear split between near-term needs and long-term aspirations.
  - Mobility improvements are seen as immediate priorities, while other areas reflect more situational interest
  - Although not ranked at the top, Environment and BERT categories still have broad support
  - Housing ranks lower overall, suggesting it is less of an immediate concern

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APPENDIX **C**

Market & Economic Analysis

RCLCO
REAL ESTATE CONSULTING

Market Research Findings and Existing Conditions Overview

Village of Estero
Estero, Florida

Prepared for LandDesign

May 26, 2026

RCLCO
REAL ESTATE CONSULTING

55+ Years in Business

400+ Engagements Annually

>100 Employees Globally

RCLCO REAL ESTATE ECONOMICS

Economics and market research services backed by 55+ years of analyzing trends and consultation to the best minds in real estate.

RCLCO MANAGEMENT CONSULTING

Collaborative and actionable strategy planning, and operational, portfolio, and capital consultation to real estate enterprises.

RFA RCLCO FUND ADVISORS

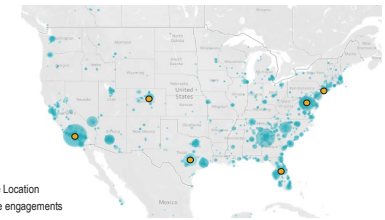
Customized real estate advisory to institutional investors built on a legacy of thought leadership and analytical rigor.

We Partner with Clients to Look Around the Corner

Since 1967, RCLCO has been the "first call" for real estate developers, investors, the public sector, and non-real estate companies and organizations seeking strategic and tactical advice regarding property investment, planning, and development.

RCLCO leverages quantitative analytics and a strategic planning framework to provide end-to-end business planning and implementation solutions at an entity, portfolio, or project level. With the insights and experience gained over 55 years and thousands of projects – RCLCO brings success to all product types across the United States and around the world. RCLCO is organized into three service areas: real estate economics, management consulting, and advisory services for institutional investors through RCLCO Fund Advisors.

Where We Work



KEY
RCLCO Office Location
Larger dot = more engagements

Learn more about RCLCO at RCLCO.com

RCLCO

Village of Estero | 15404.01 | May 26, 2026 | 2

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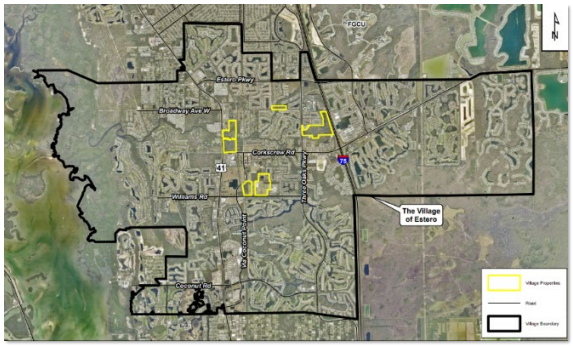
BACKGROUND AND OBJECTIVES

The Village of Estero ("Village") is seeking to create a Master Plan for an approximately 750-acre area that includes properties along US-41 from south of Estero Parkway to south of Willaims Road ("Study Area") including the Koreshan State Park and Village's property along the Estero River. LandDesign ("Prime") is the lead master planner for this project, and RCLCO has been engaged to provide research and support relative to Market Demand and Economic Development Strategies.

The following report outlines RCLCO's findings relative to demographic and economic research for the Village, along with an overview of existing conditions and market research findings for the support of various land uses meant to inform the planning process for specific parcels within the Village of Estero.

Village of Estero Boundary with Village Owned Parcels Highlighted



Source: LandDesign; RCLCO

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EXECUTIVE SUMMARY

- Presently, the demographic composition of Estero is characterized by a significant concentration of affluent retiree households who exhibit a strong propensity for single-family home ownership. There has been a significant influx of new multifamily deliveries in Lee County since 2020, however Estero has not kept pace, with fewer opportunities for new multifamily development over the last several years.
- Despite a lack of new multifamily deliveries in Estero, the village's average annual household growth rate has still outpaced that of Lee County since 2010. Much of this growth has further enhanced the region's concentration of affluent retirees with a median household income near $150,000 and a jobs per household ratio of 0.68.
- Lee County employment is diverse, led by the Trade, Transportation, & Utilities sector and followed by Professional & Business Services. Locally, Estero features a net outflow of workers to places such as Florida Gulf Coast University and Bonita Springs. Retail, particularly at the Miromar Outlets and Coconut Point Shopping Centers, represent the largest employment nodes in Estero.
- Most of the existing neighborhood serving retail supply throughout Lee County is concentrated along US-41, with I-95 interchanges hosting regional draws such as the Miromar Outlets. Net absorption of retail space has consistently outpaced new deliveries in Lee County since 2010, pushing vacancy rates to under 4%, indicating potential capacity for additional retail – particularly in key categories supportive of daily resident needs.
- Based on the quantity of residents and employees in Estero, soft goods retail is significantly oversupplied due to the presence of the Miromar Outlets. However, strong opportunities for additional development exist in Grocery & Drug, as well as Restaurant or other Food and Beverage-oriented tenants.
- Although new multifamily development and additional neighborhood-serving retail would likely allow Estero to capture a more significant percentage of younger households, the existing concentration of older, retiree households likely presents an opportunity for medical office development. Currently, most Estero residents must travel to Downtown Fort Myers or Bonita Springs for medical procedures due to a local undersupply of about 75,000 square feet. Additionally, there is structural demand for an additional 130,000 square feet of medical office space through 2035 in Estero based on typical capture rates and retiree household growth. Strong demand, coupled with a limited pipeline, means medical office could be a compelling opportunity on one or multiple sites controlled by Estero.
- Downtown Fort Myers represents Lee County's traditional office hub, with the Hertz Global Headquarters representing the most significant node in Estero. Given the industry's macroeconomic headwinds in recent years, there is likely limited opportunity for new traditional office space in Estero unless a catalytic user is identified. Small scale neighborhood serving office may continue to exhibit demand due to strong household growth, but medical office presents a more attractive opportunity given market conditions and demographics.
- There is a deep pipeline of hotels anticipated to come to market in Estero through 2029 which limits the opportunity for development in the near- to mid-term. When coupled with new medical office and retail developments, hospitality represents a potentially attractive land-use for select sites, barring the current supply-demand imbalance due to the large pipeline.

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Regional Overview and Demographic Trends

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DESCRIPTION OF RELEVANT GEOGRAPHIES

Estero is characterized as an affluent submarket within Lee County with approximately 20,000 households, or 6% of Lee County

- The Estero PMA has a notably higher median household income ($148K) compared to Lee County ($111K), displaying the affluence present in the local market.
- Despite representing 6% of households within Lee County, Estero only represents 4% of jobs in the county, with a relatively low jobs per household ratio of 0.68, likely due to the significant concentration of retirees and the fact that many working households within Estero commute elsewhere for employment.
- Residents in Estero have a strong propensity to own (82%), although nearly 29% of units are vacant, primarily used as seasonal homes.

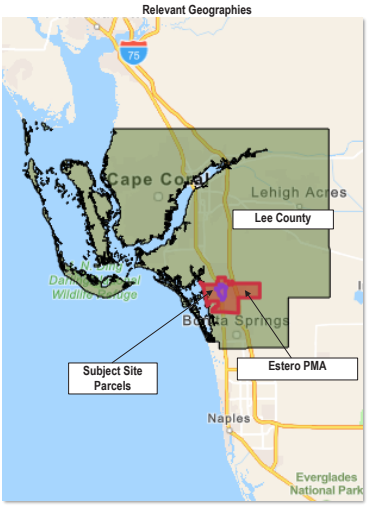
Key Statistics by Geography, Lee County, FL; 2025

Key	Geography	House-holds	Median Income	Employees	Housing Units	Jobs Per HH
	Lee County	366,546	$111,476	346,836	468,392	0.95
	Estero PMA	20,530 (6% of County)	$148,451 (133% of County)	13,849 (4% of County)	28,470 (6% of County)	0.68 (72% of County)

Estero Housing Tenure Snapshot; 2025

Housing Units by Occupancy Status and Tenure	2025 Number	2025 Percent
Total Housing Units	28,735	100.0%
Occupied	20,530	71.4%
Owner	16,902	58.8%
Renter	3,628	12.6%
Vacant	8,205	28.6%

Relevant Geographies



Sources: ESRI Business Analyst; RCLCO

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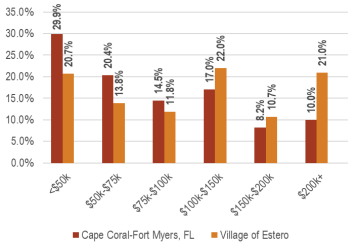
LOCAL DEMOGRAPHIC SNAPSHOT

The Estero PMA is characterized by affluent retiree households with a majority aged over 65 (62%) and earning above $100k per year (54%)

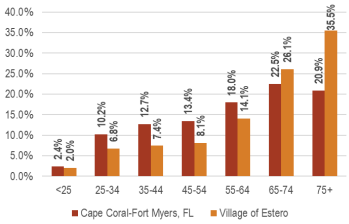
- The Village of Estero PMA is defined by the Village of Estero boundaries, occupying the space between San Carlos Park to the north and Bonita Springs to the south.
- There is an outsized presence of affluent households in Estero with over half (54%) of households earning more than $100,000 per year, comparatively greater than the broader Lee County (35%).
- Southwest Florida is renowned as one of the country's most popular retirement destinations as exemplified by the Village of Estero with nearly two-thirds (62%) of households older than 65 (43% in Lee County), while only 16% of households are younger than 45 (26% in Lee County).

Map of Competitive Market Area

Household Distribution by Income



Household Distribution by Age



Source: Esri; RCLCO

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HOUSEHOLD GROWTH AND ECONOMIC CONTEXT

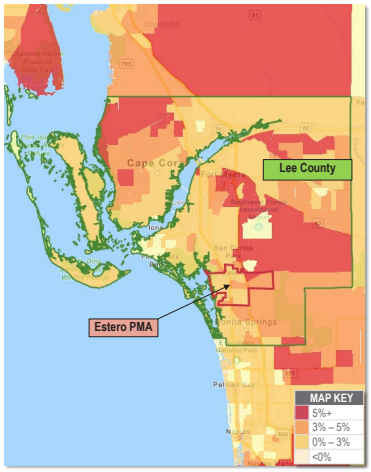
The Estero PMA has a faster average annual household growth rate than Lee County and is positioned adjacent to the Corkscrew Corridor, one of the fastest growing areas in the region

- From 2010 to 2025, the Estero PMA added over 6,300 households, growing at a rate of 3% per year, slightly higher than Lee County's overall growth rate of 2.7%.
- A growth momentum index of 1.08 (Share of Growth / Share of Households) indicate that Estero is increasing its significance within the county, a trend that is supported by the recent influx of multifamily communities and pipeline of future projects.

Household Growth by Geography, Lee County, FL; Estero PMA; 2025

Location	2010 Total Households	2025 Total Households	2010 - 2025 HH Growth	2010 – 2025 Share of Lee County HH Growth	Average Annual HH Growth Rate
Lee County, FL	259,818	366,546	106,728	100%	2.7%
Estero PMA	13,961	20,339	6,378	6%	3%

Household Annual Growth Rate by Census Tracts, 2010 – 2024; Lee County FL



Sources: US Census Bureau; Moody's Analytics; ESRI Business Analyst; RCLCO

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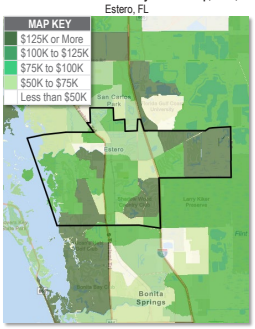
REGIONAL DEMOGRAPHIC CONTEXT

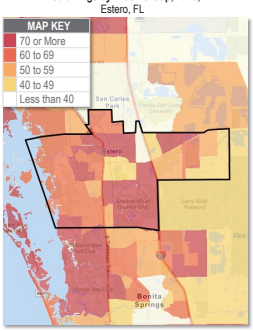
Many of the gated golf communities in Estero host high-earning older households, while elevated household growth rates are common throughout the region, particularly in inland locations

- Overall, Estero features a median household income near $150,000 per year, with most of these high-earning households located in block groups that align with golf courses and other gated neighborhoods.
- There are several block groups in Estero with a median age older than 60, especially west of I-75. Areas north and east of Estero are currently attracting more of the younger, working aged households in the region.
- The most significant household growth is occurring east of Estero, with much of the region experiencing a compound annual growth rate over 5%. Internally, most of Estero has featured positive household growth since 2020, with some neighborhoods also eclipsing an annual growth rate of 5%.

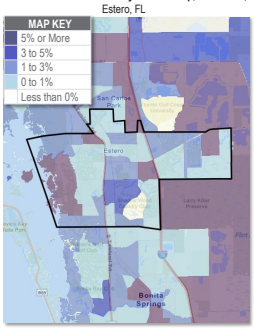
Median Household Income by Block Group, 2025; Estero, FL



Median Age by Block Group, 2025; Estero, FL



Annual Household Growth by Block Group, 2020-2025; Estero, FL



Sources: Esri; U.S. Census Bureau; RCLCO

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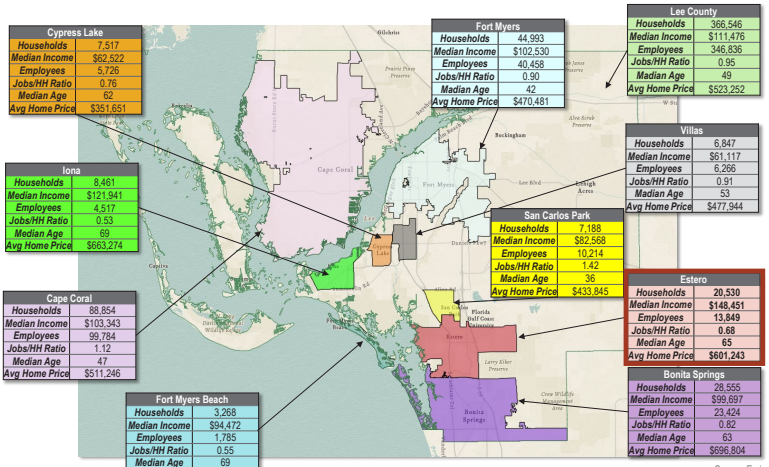
DEMOGRAPHIC OVERVIEW OF LOCAL SUBMARKET AREAS

Estero features an average home price over $600,000 and a median age of 65, indicating the city's current appeal to retirees, only surpassed by some coastal cities like Iona and Fort Myers Beach



Cypress Lake	
Households	7,517
Median Income	$62,522
Employees	5,726
Jobs/HH Ratio	0.76
Median Age	62
Avg Home Price	$351,651

Iona	
Households	8,461
Median Income	$121,941
Employees	4,517
Jobs/HH Ratio	0.53
Median Age	69
Avg Home Price	$663,274

Cape Coral	
Households	88,854
Median Income	$103,343
Employees	99,784
Jobs/HH Ratio	1.12
Median Age	47
Avg Home Price	$511,246

Fort Myers Beach	
Households	3,268
Median Income	$94,472
Employees	1,785
Jobs/HH Ratio	0.55
Median Age	69
Avg Home Price	$754,867

Fort Myers	
Households	44,993
Median Income	$102,530
Employees	40,458
Jobs/HH Ratio	0.90
Median Age	42
Avg Home Price	$470,481

Lee County	
Households	366,546
Median Income	$111,476
Employees	346,836
Jobs/HH Ratio	0.95
Median Age	49
Avg Home Price	$523,252

Villas	
Households	6,847
Median Income	$61,117
Employees	6,266
Jobs/HH Ratio	0.91
Median Age	53
Avg Home Price	$477,944

San Carlos Park	
Households	7,188
Median Income	$82,568
Employees	10,214
Jobs/HH Ratio	1.42
Median Age	36
Avg Home Price	$433,845

Estero	
Households	20,530
Median Income	$148,451
Employees	13,849
Jobs/HH Ratio	0.68
Median Age	65
Avg Home Price	$601,243

Bonita Springs	
Households	28,555
Median Income	$99,697
Employees	23,424
Jobs/HH Ratio	0.82
Median Age	63
Avg Home Price	$696,804

Source: Esri

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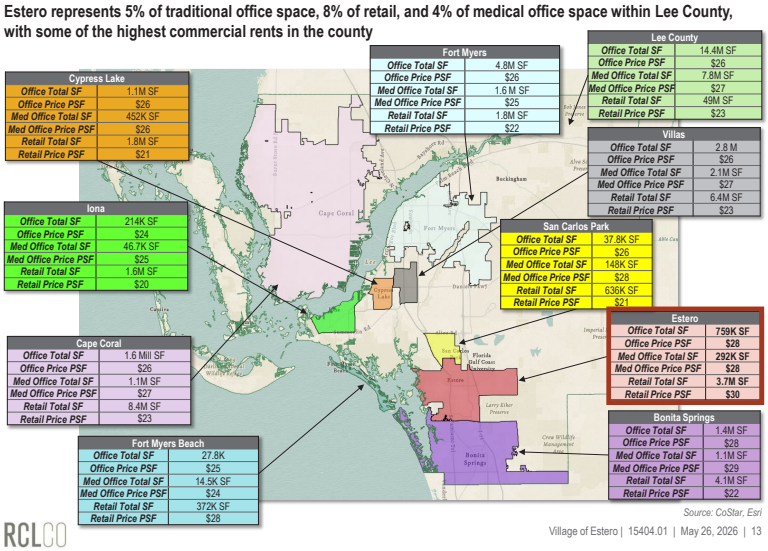
COMMERCIAL OVERVIEW OF LOCAL SUBMARKET AREAS

Estero represents 5% of traditional office space, 8% of retail, and 4% of medical office space within Lee County, with some of the highest commercial rents in the county



Cypress Lake	
Office Total SF	1.1M SF
Office Price PSF	$26
Med Office Total SF	452K SF
Med Office Price PSF	$26
Retail Total SF	1.8M SF
Retail Price PSF	$21

Fort Myers	
Office Total SF	4.8M SF
Office Price PSF	$26
Med Office Total SF	1.6 M SF
Med Office Price PSF	$25
Retail Total SF	1.8M SF
Retail Price PSF	$22

Lee County	
Office Total SF	14.4M SF
Office Price PSF	$26
Med Office Total SF	7.8M SF
Med Office Price PSF	$27
Retail Total SF	49M SF
Retail Price PSF	$23

Villas	
Office Total SF	2.8 M
Office Price PSF	$26
Med Office Total SF	2.1M SF
Med Office Price PSF	$27
Retail Total SF	6.4M SF
Retail Price PSF	$23

Iona	
Office Total SF	214K SF
Office Price PSF	$24
Med Office Total SF	46.7K SF
Med Office Price PSF	$25
Retail Total SF	1.6M SF
Retail Price PSF	$20

San Carlos Park	
Office Total SF	37.8K SF
Office Price PSF	$26
Med Office Total SF	148K SF
Med Office Price PSF	$28
Retail Total SF	636K SF
Retail Price PSF	$21

Estero	
Office Total SF	759K SF
Office Price PSF	$28
Med Office Total SF	292K SF
Med Office Price PSF	$28
Retail Total SF	3.7M SF
Retail Price PSF	$30

Cape Coral	
Office Total SF	1.6 Mill SF
Office Price PSF	$26
Med Office Total SF	1.1M SF
Med Office Price PSF	$27
Retail Total SF	8.4M SF
Retail Price PSF	$23

Bonita Springs	
Office Total SF	1.4M SF
Office Price PSF	$28
Med Office Total SF	1.1M SF
Med Office Price PSF	$29
Retail Total SF	4.1M SF
Retail Price PSF	$22

Fort Myers Beach	
Office Total SF	27.8K
Office Price PSF	$25
Med Office Total SF	14.5K SF
Med Office Price PSF	$24
Retail Total SF	372K SF
Retail Price PSF	$28

Source: CoStar, Esri

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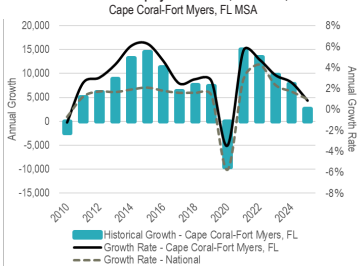
REGIONAL EMPLOYMENT GROWTH

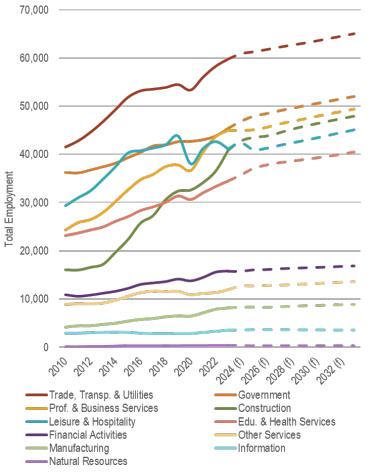
The Cape Coral-Fort Myers MSA is defined by consistently strong employment growth led by Trade, Transportation, & Utilities, Construction, and Professional & Business Services sectors

- Entering 2025, the Cape Coral-Fort Myers MSA had outperformed the national average in employment growth for 14 consecutive years, during times of prosperity and downturn. A total of 117,000 jobs have been created since 2010, 33% of which occurred during the 2020's.
- Trade, Transportation, & Utilities is the most significant industry in the MSA, employing over 61,000 people; however, Construction and Professional & Business Services have been the fastest growing sectors since 2010, with average annual growth of 6.9% and 4.2%, respectively.

Historical Employment Growth, 2010-2025;
Cape Coral-Fort Myers, FL MSA



Employment Forecast by Industry, 2010-2032(f);
Cape Coral-Fort Myers, FL MSA



Sources: Oxford Economics; RCLCO

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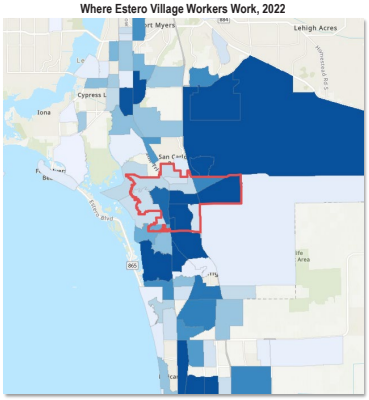
COMMUTE PATTERNS – VILLAGE OF ESTERO

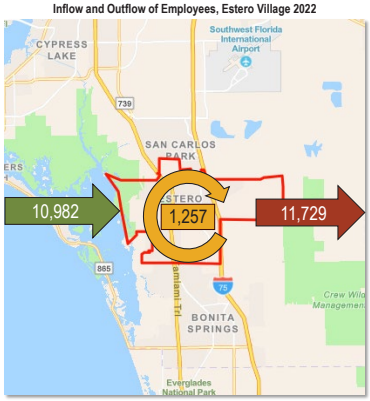
Estero features a balanced dispersion of employment inflow and outflow, with many resident commuters working just outside the Village of Estero boundary

- The Village of Estero features a net outflow of 747 people despite approximately 90% of residents working outside village boundaries. Some of the significant employment locations for Estero residents are Florida Gulf Coast University to the north and Bonita Springs to the south. Downtown Fort Myers does represent an employment destination, but no more significant than locations in and immediately surrounding Estero.

Where Estero Village Workers Work, 2022



Inflow and Outflow of Employees, Estero Village 2022



Source: RCLCO; ArcGIS; U.S. Census Bureau

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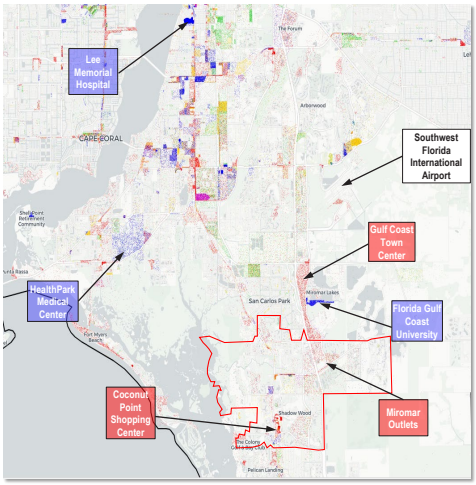
JOB DENSITY

The Village of Estero has predominantly retail-oriented employment clusters, with nearby healthcare and education nodes located to the north towards Fort Myers

- The Miromar Outlets and Coconut Point Shopping Center are two of the primary employment nodes within the Village of Estero. The Hertz Global Headquarters are also located within Estero, although its concentration is small relative to other employment clusters.
- Florida Gulf Coast University is directly north of Estero and is one of the primary employment destinations of Estero resident commuters. Furthermore, healthcare, light industrial logistics, and professional services employment nodes are mostly north of Estero near Fort Myers.

Employment Concentrations by Industry, Greater Fort Myers area, FL; 2020



MAP KEY - INDUSTRY
Manufacturing and Logistics
Professional Services
Healthcare and Education
Retail, Hospitality, Other Services
Government

Source: U.S. Census Bureau; RCLCO

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JOB ANNOUNCEMENTS FOR LEE COUNTY

Several major employers are in the process of expansion efforts that will significantly impact economic growth.

Amazon and Lee Health are key drivers of local economic growth, contributing significantly to both current job creation during construction and long-term employment once their projects are fully operational.

- According to Lee Health's economic impact study, they will not only be a major employer but also boost local sales by $1.3 billion over five years—driving demand for housing, retail, and services, and encouraging further investment in the area.
- Amazon and Lee Health's projects are major drivers of construction job growth, while upcoming roles at Amazon, Scotlynn Logistics, and Arthrex are set to sustain trade, transportation, and utilities as a top employment sector.

Major Employment Announcements in Lee County, FL

Company	Expansion	Jobs	Investment	Average Wage	2025	2026	2027	2028
Lee Health	Hospital	~6,000*	$481,000,000	~$90,000	**~1,200**	**~1,200**	**~1,200**	**~1,200**
Amazon	Robotics Distribution Center	1,000	$500,000,000	$45,000			**1,000**	
HCA Healthcare	Full-Service Hospital	~600	$134,500,000	~$90,000				**~600**
Scotlynn (Logistics & Transport)	New HQ Expansion	350	$11,000,000	~$66,700	**~200**	**350+**		
Arthrex, Inc	Logistics Center Expansion	~200+	$200,000,000	~$45,000-$70,000				**~200+**
NeoGenomics	Lab Expansion	118	>$25,000,000	$59,900	**~59**	**~59**		
Total / Average		**~7,068**	**$1,351,000,000**	**$60,683**	**~1,459**	**1,609**	**2,200**	**2,000**

**Note 1: Annual phasing is estimated. Additionally, some job announcements have already seen hiring in 2024 and as such the sum of expected jobs in 2025 – 2028 does not sum to the total in the "Jobs" column.*

**Note 2: Lee Health's projected job growth of over 6,000 positions starting in 2024 reflects official estimates. However, the additional jobs expected between 2025, and the completion of construction were approximated based on the time elapsed since the initial announcement.*

Source: Lee County Economic Development; RCLCO

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Existing Conditions and Trends by Land Use

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EXISTING CONDITIONS SUMMARY BY LAND USE

Land Use	Site Fit (One or More Sites)	Near-Term (<5 Years) Demand Based on Comps / Pipeline	Long-Term (>5 Year) Demand Based on Market Trends	Site Fit	Typical Pricing in Local Market	Typical Product Typology in Local Market
Multifamily / Rental Residential	Strong	Moderate	Strong	There are multiple sites where multifamily development is feasible, although a deep pipeline relative to existing supply suggests more limited opportunity in the near-term.	$2.00 / SF to $2.30 / SF	Mix of 3-story and 4-story elevator-serviced, with a typical scale of ~250 units per project.
Retail	Moderate/ Strong	Moderate/ Strong	Moderate/ Strong	Estero represents a strong existing retail location with several shopping destinations including Coconut Point Town Center and the Miramar Outlets, although there is a void of walkable entertainment, restaurant-oriented retail, and other retail supportive of daily resident needs in the local market.	$25 / SF to $35 / SF (NNN)	Large-scale power centers and regional malls, as well as grocery-anchored neighborhood and strip centers
Medical Office	Moderate/ Strong	Moderate/ Strong	Moderate/ Strong	Given the concentration of elder households in the village of Estero, a more significant concentration of medical office space is supportable as residents currently must travel to Bonita Springs or Downtown Fort Myers for medical needs.	$20 / SF to $30 / SF (NNN)	Standalone outparcel buildings and multi-tenant in-line developments
Traditional Office (Class B)	Moderate	Moderate/ Weak	Moderate	There may be demand for additional small scale office space in the Village of Estero over the long-term, although this land use has faced macroeconomic headwinds in recent years and larger-scale development is unlikely without an identified catalytic user.	$15 / SF to $25 / SF (NNN)	Multi-level Class A and Class B buildings located in an office park setting
Hospitality	Moderate/ Strong	Moderate/ Weak	Moderate	Both US-41 and I-75 are spinal roads in West Florida which host numerous hospitality nodes, although a significant pipeline of projects locally limit the opportunity in the near-term.	$150 to $250 ADR / Night	Upper midscale and upscale hotels with between 100 and 150 keys

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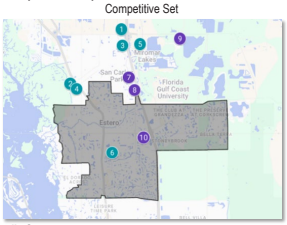
MULTIFAMILY COMPETITIVE MARKET

Most recently delivered competitive multifamily projects are located just north of the village of Estero, where elevator-serviced projects are achieving a 9% premium per square foot over walk-up communities

- Both elevator-service and walk-up product types are common in the Estero multifamily market and average similar chunk rents of about $2,150, although four-story elevator communities are earning a 9% per square foot premium over three-story walk-up projects.
- The average unit size of elevator-serviced communities is mostly under 1,000 square feet, while walk-up projects have an average size of about 1,050 square feet. Despite the larger unit sizes, walk-up communities are typically larger in scale with lower densities, requiring more significant footprints for development.

Map of Rental Apartment Communities, March 2025;
Competitive Set



Overview of Competitive Multifamily Set

MAP KEY	COMMUNITY NAME	YEAR BUILT	NUMBER OF STORIES	MARKET RATE UNITS	OCC. RATE	AVG. MONTHLY ABSORPTION	AVG. SIZE (SF)	AVG. ASKING RENT	AVG. ASKING $/SF	PRODUCT TYPE
1	The Centro	2023	4	264	80%	10	904	$2,088	$2.31	Surface Parked Elevator-Service
2	The Riley	2025	4	274	11%	15	1,037	$2,402	$2.32	Surface Parked Elevator-Service
3	Murano at Three Oaks	2021	4	318	95%	N/A	939	$1,888	$2.01	Surface Parked Elevator-Service
4	Estero Vista	2024	4	144	83%	9	998	$2,103	$2.11	Surface Parked Elevator-Service
5	Ilumina at GCTC	2025	4	277	4%	12	879	$2,221	$2.53	Surface Parked Elevator-Service
6	The Reserve at Coconut Point	2022	4	180	98%	N/A	908	$2,055	$2.26	Surface Parked Elevator-Service
7	The Orchard at Portofino Vineyards	2024	3	264	79%	15	1,072	$2,381	$2.22	Surface Parked Walk-Up
8	The Grove at Portofino Vineyards	2021	3	312	85%	N/A	978	$1,963	$2.01	Surface Parked Walk-Up
9	Las Palmas	2021	3	300	90%	N/A	1,076	$2,064	$1.92	Surface Parked Walk-Up (With Some Townhomes)
10	Corsa at Estero Crossing	2024	3	306	93%	17	1,065	$2,304	$2.16	Surface Parked Walk-Up
	AVERAGE	**2023**	**4**	**264**	**91%**	**14**	**989**	**$2,146**	**$2.17**	
	ELEVATOR-SERVICE AVERAGE	**2023**	**4**	**243**	**90%**	**11**	**942**	**$2,126**	**$2.26**	
	WALK-UP AVERAGE	**2023**	**3**	**296**	**91%**	**16**	**1,046**	**$2,170**	**$2.07**	

Sources: Google Maps; Axiometrics; CoStar; Leasing Agent Interviews; RCLCO

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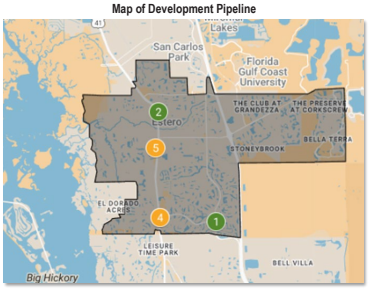
MULTIFAMILY COMPETITIVE PIPELINE

Currently, there are 1,430 existing multifamily rental units within the Village of Estero, with a pipeline of 1,279 units in various stages of development indicating significant future growth in the local market, with some potential oversupply in the near-term as new product is absorbed.

- The Village of Estero is experiencing a rapid increase of multifamily rental product with 684 of the existing 1,430 units having delivered since 2020. Additionally, there are 1,249 potential new units in various stages of development within the pipeline, representing 89% of the current supply. Recently delivered projects like *Corsa at Estero Crossings* have experienced strong lease-up paces of nearly 20 units per month and are priced competitively with supply in San Carlos Park.
- Two of the five pipeline projects, representing 464 total units, are currently under construction with an estimated delivery by 2027. The remaining three pipeline projects, or 815 units, remain in the planning phase and may not ultimately deliver in the near-term.

Map of Development Pipeline



Development Pipeline
Estero; August 2025

MAP KEY	PROJECT	DEVELOPER	EST. OPENING	TOTAL UNITS
	UNDER CONSTRUCTION			
1	Coconut Pointe Residences at Brooks Town Center	P.A.C. Land Development Corp.	2026	154
2	Estero Broadway	Buckingham Companies / FL Star Development	2027	310
	Under Construction Totals			**464**
	PLANNED/PROPOSED			
3	Woodfield Estero I	Woodfield Development	2027	296
4	Woodfield Estero II	Woodfield Development		300
5	21681 Pelican Sound Drive	Fareri Associates		219
	Planned Totals			**815**

Source: Axiometrics; CoStar; Interviews with Leasing Agents; RCLCO

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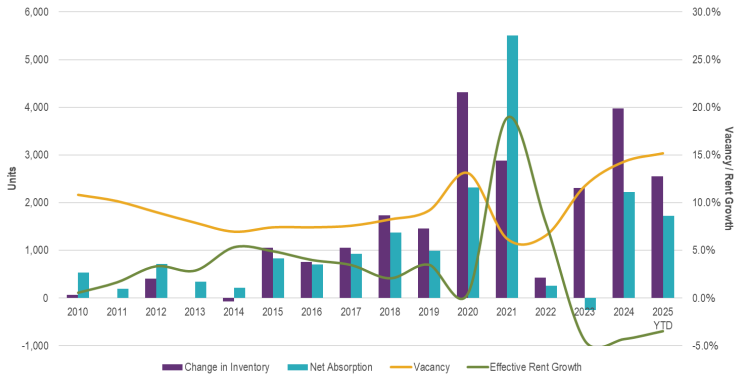
MULTIFAMILY RENTAL MARKET TRENDS

Lee County experienced an influx of supply in 2020 that led to peak absorption during 2021, although the second wave of deliveries in 2023 and 2024 have not been met with the same level of absorption, resulting in an elevated market vacancy rate of 15% and negative rent growth. Locally, in the Village of Estero, similar near-term indigestion and a robust pipeline suggests the multifamily opportunity is likely longer-term.

Multifamily Rental Apartment Market Trends
Lee County, FL



Sources: CoStar; RCLCO

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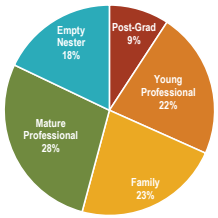
MARKET DEPTH FOR MULTIFAMILY UNITS

RCLCO Demand Analysis suggests Estero's multifamily market has capacity to capture a larger share of county-wide growth over the long-term

- RCLCO's demographic demand analysis evaluates both existing renter turnover and projected household growth by income, age, and household size, as well as the share likely to prefer multifamily housing. Based on this analysis, RCLCO estimates income-qualified structural demand for approximately 1,640 new apartment units annually in Lee County, consistent with recent absorption trends.
- Working-age households dominate the renter pool, with 71% of renter households between ages 25 and 54. The renter profile remains diverse across life stages, though young and mature professionals comprise half (50%) of all renter households.
- Since 2010, Estero has historically captured 7% to 10% of Lee County's new apartment deliveries and absorption, but that share has moderated to 4% to 5% since 2020. This decline likely reflects limited new development opportunities rather than diminished renter demand. Given Estero's strong rent growth and consistently low vacancy, the submarket appears well positioned to capture a greater share of countywide multifamily demand as new development opportunities emerge.

Renter Demand by Life Segment in Lee County



Annual Demand for New Rental Apartments by Age and Income, 2024-2029; Lee County, FL

INCOME	AGE: UNDER 25	25-34	35-54	55-64	65+	TOTAL
$50,000 - $74,999	74	176	201	61	72	583
	4%	11%	12%	4%	4%	36%
$75,000 - $99,999	42	141	168	43	32	427
	3%	9%	10%	3%	2%	26%
$100,000 - $149,999	29	131	186	37	26	408
	2%	8%	11%	2%	2%	25%
$150,000 AND OVER	7	61	108	27	17	221
	0%	4%	7%	2%	1%	13%
TOTAL	**152**	**509**	**662**	**168**	**147**	**1,638**
	9%	**31%**	**40%**	**10%**	**9%**	**100%**

Historical Completions, Absorption, Vacancy, and Rent Growth; Lee County, FL and Estero

		Change in Inventory	Net Absorption	Vacancy	Effective Rent Growth
Lee County	Short Term (2020 - 2025 YTD)	2,745	1,963	11.2%	2.5%
	Long Term (2010 – 2025 YTD)	1,433	1,163	9.5%	2.9%
Estero	Short Term (2020 - 2025 YTD)	114	107	7.0%	3.7%
	Long Term (2010 – 2025 YTD)	137	76	5.9%	3.2%
Estero Capture / Difference to Lee County	**Short Term (2020 - 2025 YTD)**	**4%**	**5%**	**-4.2%**	**1.2%**
	Long Term (2010 – 2025 YTD)	**10%**	**7%**	**-3.6%**	**0.2%**

Sources: Esri; American Community Survey PUMS; RCLCO

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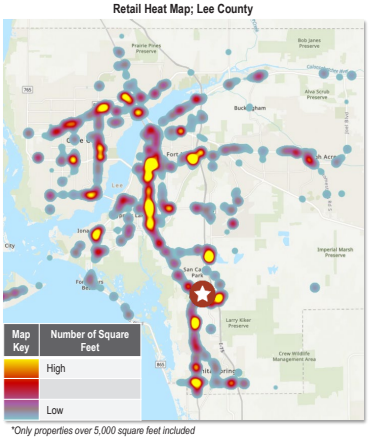
RETAIL HEAT MAP

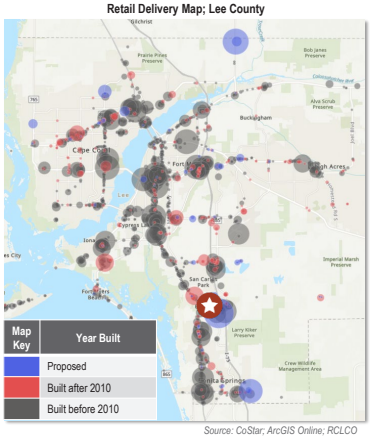
Most retail in Lee County is concentrated along US-41, with additional nodes at various I-75 interchanges. There are multiple proposed projects in the Village of Estero, including a 310,000 square foot development named Estero Crossing, although this project has been discussed for years and has yet to proceed

Retail Heat Map; Lee County



**Only properties over 5,000 square feet included*

Retail Delivery Map; Lee County



Source: CoStar; ArcGIS Online; RCLCO

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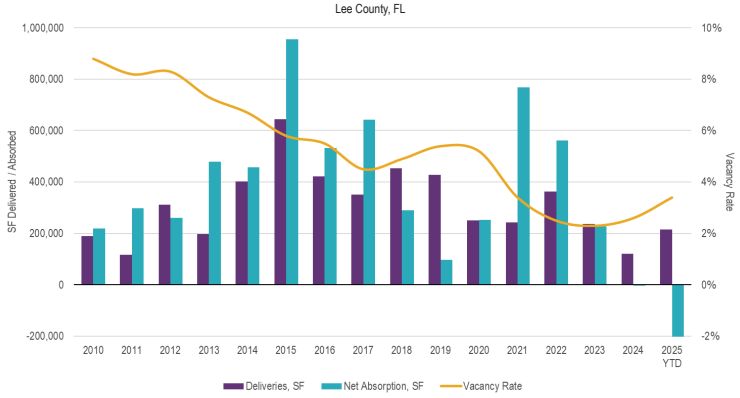
RETAIL MARKET TRENDS

Retail within Lee County has experienced consistent growth since 2010 to account for the rising number of households, while pushing market vacancy to under 4%. Much like the broader market, new retail supply in the Village of Estero has been quickly absorbed, indicating a healthy market capable of supporting additional development in specific categories.

Retail Market Trends
Lee County, FL



Sources: CoStar; RCLCO

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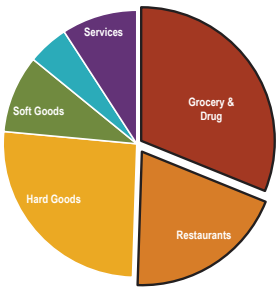
RETAIL DEMAND AND SURPLUS ANALYSIS

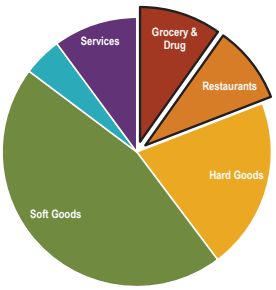
Currently, there is a mismatch between market demand (based on spending trends) and existing supply within the Village of Estero, which has a larger degree of soft goods retailers than those focused on the daily needs of nearby residents (i.e. grocery, restaurants, services, entertainment, etc.)

- The Village of Estero currently has a significant concentration of soft goods retailers associated with the Miromar Outlets, a regionally serving shopping destination. While this serves a much broader market, there are fewer retail offerings aimed toward local households and residents.
- It is likely that there is a near-term opportunity for food-and-beverage-oriented retail, such as grocery and restaurant retail, targeted toward the needs of local households.

Retail Structural Demand by Category, 2025;
Primary Market Area



Retail Occupied Space by Category, 2025;
Primary Market Area



Source: Esri; CoStar; Placer.ai; Consumer Expenditure Survey; ICSC; RCLCO

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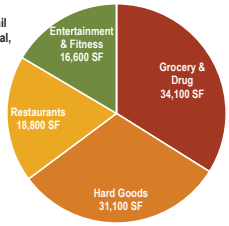
RETAIL DEMAND AT SITE

RCLCO Retail Demand Analysis indicates potential for ~100,000 SF of additional household-serving retail over next decade

- Based on existing household counts and daytime employment in Estero, RCLCO estimates the village could support approximately 100,000 square feet of additional retail space over the next 10 years, likely distributed across multiple parcels.
- The current market is heavily concentrated in Soft Goods retail due to the regional draw of Miromar Outlets, resulting in an oversupply in that category relative to local household demand. Service and Entertainment & Fitness uses are also largely balanced, with some unmet need given the existing base of residents and employees.
- By contrast, RCLCO's analysis identifies a notable undersupply in Grocery & Drug and Restaurant space, representing the most significant near- to mid-term retail development opportunities. These household-serving categories are best positioned to capture future spending growth as Estero continues to add residents and strengthen its local consumer base.

Additional Retail Demand Potential, 2035; Estero



Current Over/Under Supply of Each Store Type in Estero

Store Type	Demand	Occupied SF	Variance
Grocery & Drug	709,100	275,150	433,950
Restaurants	441,700	261,130	180,570
Hard Goods	591,400	578,016	13,384
Soft Goods	214,400	1,275,214	-1,060,814
Entertainment & Fitness	113,200	130,218	-17,018
Services	208,500	283,510	-75,010
Total	2,278,300 SF	2,803,238 SF	-524,938 SF

Retail Demand Potential (SF), 2025-2035; Estero

Store Type	2030	2035
Grocery & Drug	14,600	34,100
Restaurants	8,500	18,800
Hard Goods	14,500	31,100
Soft Goods	0	0
Entertainment & Fitness	9,800	16,600
Services	0	0
TOTAL	47,400 SF	100,600 SF

Source: Esri; Consumer Expenditure Survey; ICSC; RCLCO

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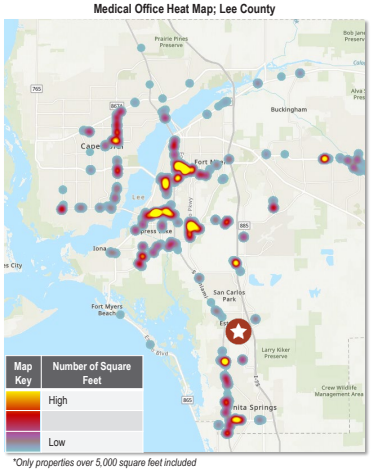
MEDICAL OFFICE HEAT MAP

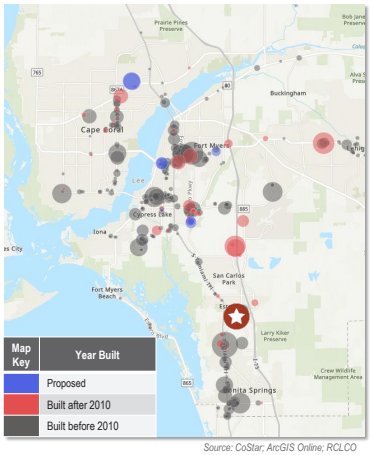
Most medical office concentrations are near Downtown Fort Myers with limited presence in the Village of Estero, although Bonita Springs also has an older node of medical office space

Medical Office Heat Map; Lee County



**Only properties over 5,000 square feet included*

Medical Office Delivery Map; Lee County



Source: CoStar; ArcGIS Online; RCLCO

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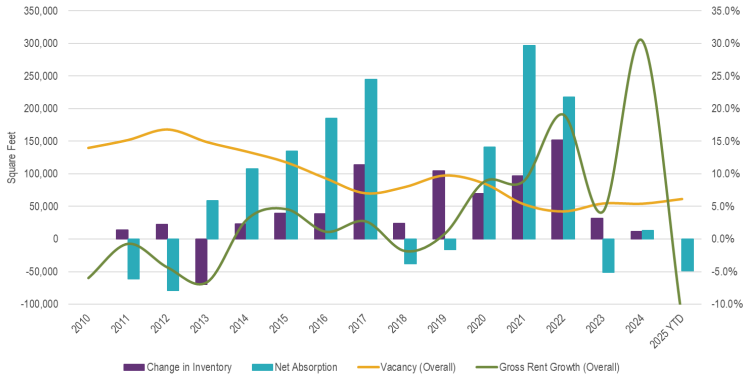
MEDICAL OFFICE MARKET TRENDS

Medical Office absorption has been strong in Lee County with over 1.1 million square feet of space having been absorbed since 2010, despite only 670,000 square feet of deliveries in the same period. The Village of Estero has not captured a large portion of this absorption, with less than 100,000 square feet of new space having come to market in the last 15 years, presenting a potential opportunity in the near-term.

Medical Office Market Trends
Lee County, FL



Sources: CoStar; RCLCO

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MEDICAL OFFICE DEMAND

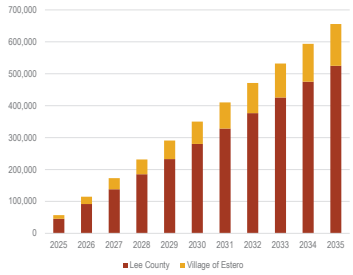
There is likely additional demand for over 130,000 square feet of medical office space in Estero through 2035, in addition to the nearly 75,000 square feet of undersupply in comparison to Lee County overall

- Estero's medical office inventory remains limited relative to its household base and age profile, creating a near-term opportunity for additional development. The village currently supports approximately 23 square feet of medical office space per household, compared to 27 square feet per household countywide, despite having an older resident population that tends to generate higher healthcare utilization rates.
- As a result, many residents must travel to Fort Myers or Bonita Springs for medical services, contributing to an estimated current undersupply of roughly 75,000 square feet of medical office space in Estero. Looking ahead, RCLCO projects demand for an additional 130,000 square feet of medical office space through 2035, or approximately 11,000 to 13,000 square feet annually, based on expected household growth.

Medical Office Over/Under Supply;
Estero, Lee County; 2025

	Estero	Lee County
Households (2025)	20,339	254,036
Medical Office SF (Inventory in 2025)	465,084	6,743,708
Medical Office Space / Household	22.9	**26.5**
Medical Office Space Supportable at Lee County Level of Space/Household	539,925	
Potential Undersupply of Medical Office in Estero	**74,841**	

Medical Office Cumulative Structural Demand;
Lee County, Estero; 2025-2035



Sources: ESRI; CoStar; Broker Interviews; RCLCO

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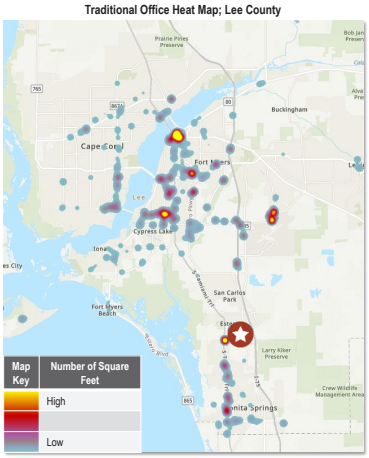
TRADITIONAL OFFICE HEAT MAP

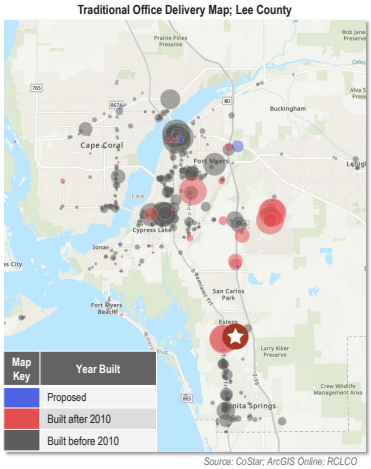
Downtown Fort Myers represents Lee County's traditional office hub, although larger recent deliveries have moved south along I-75, including the Hertz Global Headquarters in Estero, with minimal significant pipeline projects

Traditional Office Heat Map; Lee County



*Only properties over 5,000 square feet included

Traditional Office Delivery Map; Lee County



Source: CoStar; ArcGIS Online; RCLCO

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TRADITIONAL OFFICE MARKET TRENDS

Traditional office in Lee County has performed with relative consistency, with vacancy rates remaining about 5% in recent years, despite macroeconomic headwinds for this space. However, there have been few new deliveries, and the demographic and commute patterns of the Village of Estero suggest more limited opportunity for office in the near-term.

Traditional Office Market Trends
Lee County, FL

Sources: CoStar; RCLCO

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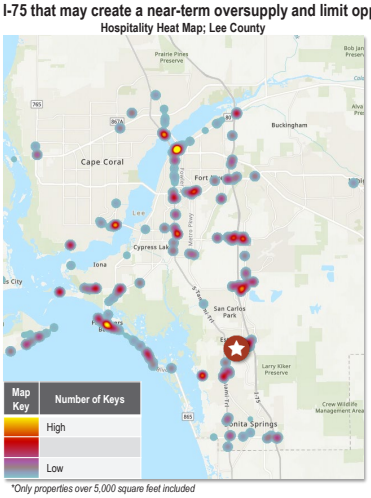
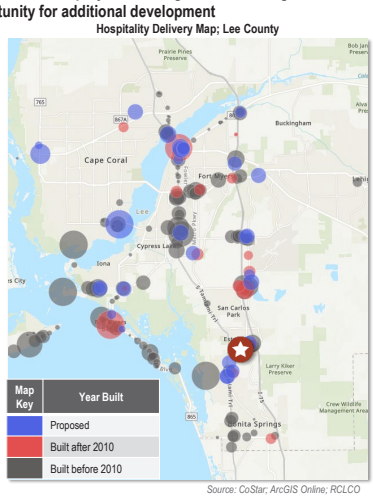
HOSPITALITY HEAT MAP

There is a deep pipeline of hotels in the Village of Estero with four new projects coming to market along US-41 and I-75 that may create a near-term oversupply and limit opportunity for additional development

Hospitality Heat Map; Lee County



Hospitality Delivery Map; Lee County



**Only properties over 5,000 square feet included*

Source: CoStar; ArcGIS Online; RCLCO

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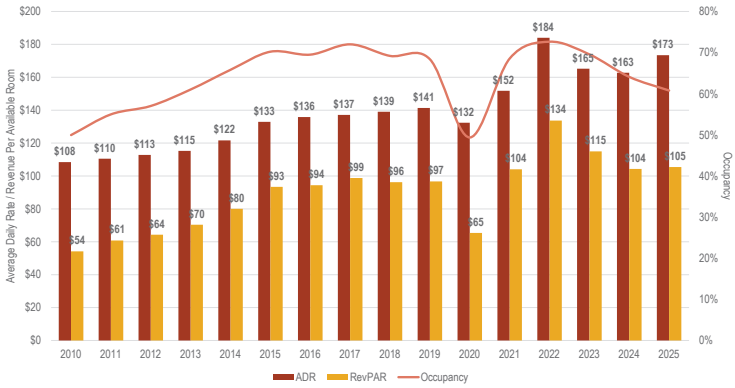
HOSPITALITY MARKET TRENDS

Hotel market fundamentals in Lee County and Estero show relatively stable occupancy and gradual ADR growth, likely indicating support for future development potential, though a growing pipeline presents risk for near-term hospitality deliveries

Hospitality Market Trends
Lee County, FL



Sources: CoStar; RCLCO

RCLCO

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DEMAND FOR HOTEL SPACE

Estero currently has five proposed hotels that likely limit additional opportunity for hospitality development in the near- to mid-term, although structural demand for between 80 and 100 more hotel keys exists through 2035

- Estero has experienced strong hotel occupancy rates and ADR growth in recent years, however a robust pipeline of five new projects representing 729 keys or 71% of existing room supply, presents a threat of near-term oversupply and limits the opportunity of further hospitality development in Estero in the near-term.

Hotel Demand Analysis;
PMA; 2020-2035

	HISTORICAL						PROJECTED									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
SUPPLY																
Beginning Room Nights	358,973	391,057	391,387	393,978	393,978	393,992	393,992	393,992	424,524	517,654	580,252	580,252	580,252	580,252	580,252	580,252
Change in Room Nights (Pipeline)	32,084	330	2,591	0	14	0	0	30,532	93,130	62,598	0	0	0	0	0	0
Ending Room Nights	**391,057**	**391,387**	**393,978**	**393,978**	**393,992**	**393,992**	**393,992**	**424,524**	**517,654**	**580,252**	**580,252**	**580,252**	**580,252**	**580,252**	**580,252**	**580,252**
DEMAND																
Demonstrated Demand Growth Rate	-39.6%	52.5%	19.8%	-1.8%	-5.0%	*2.8%*	*2.8%*	*2.8%*	*2.8%*	*2.8%*	*2.8%*	*2.8%*	*2.8%*	*2.8%*	*2.8%*	*2.8%*
Beginning Demand Nights	270,482	163,253	248,903	298,184	292,855	278,093	285,916	293,958	302,227	310,729	319,469	328,456	337,695	347,194	356,960	367,001
Demonstrated Demand Growth	-107,229	85,650	49,281	-5,329	-14,762	7,823	8,043	8,269	8,501	8,741	8,986	9,239	9,499	9,766	10,041	10,324
Ending Demand Nights	**163,253**	**248,903**	**298,184**	**292,855**	**278,093**	**285,916**	**293,958**	**302,227**	**310,729**	**319,469**	**328,456**	**337,695**	**347,194**	**356,960**	**367,001**	**377,325**
Historical & Projected Occupancies	41.7%	63.6%	75.7%	74.3%	70.6%	72.6%	74.6%	71.2%	60.0%	55.1%	56.6%	58.2%	59.8%	61.5%	63.2%	65.0%
Target Occupancy	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*	*65.0%*
SUBJECT SITE CAPTURE OF DEMAND																
Fair Share Capture						8.5%	8.5%	7.9%	6.6%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%	5.9%
Subject Site Capture of Demand (Nights)						24,242	24,924	23,928	20,466	18,907	19,438	19,985	20,547	21,125	21,720	22,330
Subject Site Capture of Demand (Rooms)						66	68	66	56	52	53	55	56	58	60	61
Supported Room Supply (at Target Occupancy)						**102**	**105**	**101**	**86**	**80**	**82**	**84**	**87**	**89**	**92**	**94**

Source: Smith Travel Research; CoStar; RCLCO

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Disclaimers

RCLCO
REAL ESTATE CONSULTING

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CRITICAL ASSUMPTIONS

Our conclusions are based on our analysis of the information available from our own sources and from the client as of the date of this report. We assume that the information is correct, complete, and reliable.

We made certain assumptions about the future performance of the global, national, and local economy and real estate market, and on other factors similarly outside either our control or that of the client. We analyzed trends and the information available to us in drawing these conclusions. However, given the fluid and dynamic nature of the economy and real estate markets, as well as the uncertainty surrounding particularly the near-term future, it is critical to monitor the economy and markets continuously and to revisit the aforementioned conclusions periodically to ensure that they are reflective of changing market conditions.

We assume that the economy and real estate markets will experience a period of slower growth in the next 12 to 24 months, and then return to a stable and moderate rate in 2025 and beyond. However, stable and moderate growth patterns are historically not sustainable over extended periods of time, the economy is cyclical, and real estate markets are typically highly sensitive to business cycles. Further, it is very difficult to predict when inflection points in economic and real cycles will occur.

With the above in mind, we assume that the long-term average absorption rates and price changes will be as projected, realizing that most of the time performance will be either above or below said average rates.

Our analysis does not consider the potential impact of future economic shocks on the national and/or local economy, and does not consider the potential benefits from major "booms" that may occur. Similarly, the analysis does not reflect the residual impact on the real estate market and the competitive environment of such a shock or boom. Also, it is important to note that it is difficult to predict changing consumer and market psychology.

As such, we recommend the close monitoring of the economy and the marketplace, and updating this analysis as appropriate.

Further, the project and investment economics should be "stress tested" to ensure that potential fluctuations in revenue and cost assumptions resulting from alternative scenarios regarding the economy and real estate market conditions will not cause failure.

In addition, we assume that the following will occur in accordance with current expectations:

- Economic, employment, and household growth
- Other forecasts of trends and demographic and economic patterns, including consumer confidence levels
- The cost of development and construction
- Tax laws (i.e., property and income tax rates, deductibility of mortgage interest, and so forth)
- Availability and cost of capital and mortgage financing for real estate developers, owners and buyers
- Competitive projects will be developed as planned (active and future) and that a reasonable stream of supply offerings will satisfy real estate demand
- Major public works projects occur and are completed as planned

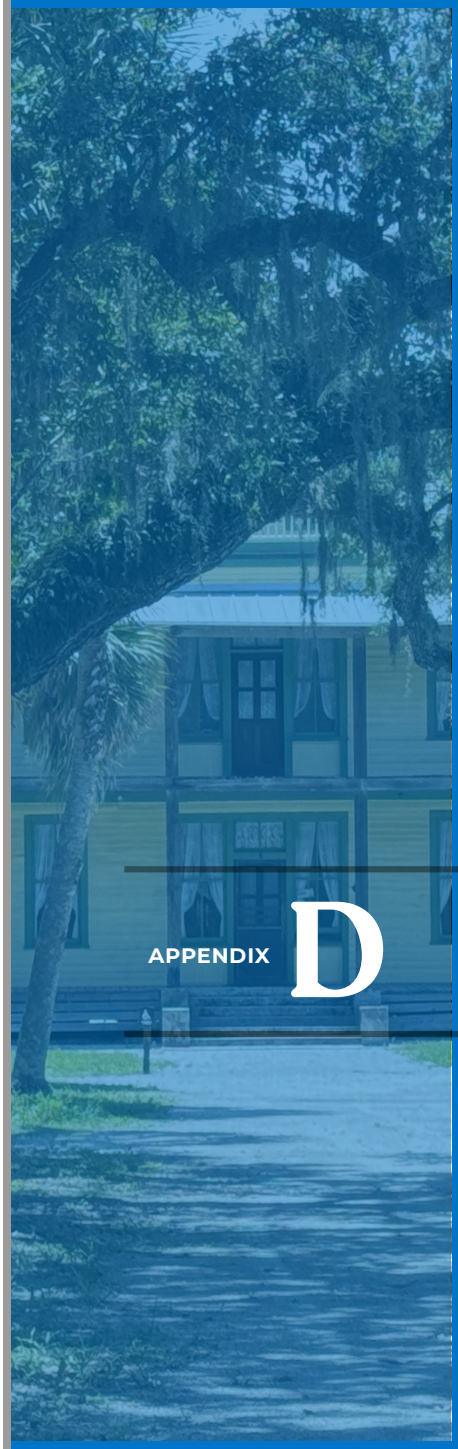
Should any of the above change, this analysis should be updated, with the conclusions reviewed accordingly (and possibly revised).

GENERAL LIMITING CONDITIONS

Reasonable efforts have been made to ensure that the data contained in this study reflect accurate and timely information and are believed to be reliable. This study is based on estimates, assumptions, and other information developed by RCLCO from its independent research effort, general knowledge of the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent, and representatives or in any other data source used in preparing or presenting this study. This report is based on information that to our knowledge was current as of the date of this report, and RCLCO has not undertaken any update of its research effort since such date.

Our report may contain prospective financial information, estimates, or opinions that represent our view of reasonable expectations at a particular time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by RCLCO that any of the projected values or results contained in this study will be achieved.

Possession of this study does not carry with it the right of publication thereof or to use the name of "Robert Charles Lesser & Co." or "RCLCO" in any manner without first obtaining the prior written consent of RCLCO. No abstracting, excerpting, or summarization of this study may be made without first obtaining the prior written consent of RCLCO. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person other than the client without first obtaining the prior written consent of RCLCO. This study may not be used for any purpose other than that for which it is prepared or for which prior written consent has first been obtained from RCLCO.



APPENDIX D

Architectural Style Guide

HISTORICAL CONTEXT

Inspiration: Traditional Florida Vernacular

Familiar Forms With Generous Porches

Dog Trot, Separate Massing

- First Level Elevated with Porches
- Vertically Proportioned Windows
- Deep Roof Overhangs
- Simple Architectural Forms

DEVELOPMENT EXHIBIT A

NORTH CATALYST FLORIDA VERNACULAR

Commercial Adaptations

Covered Outdoor Roooms

Covered Porches

DEVELOPMENT EXHIBIT A

NORTH CATALYST
FLORIDA VERNACULAR

Commercial & MultiFamily Adaptations

Caribbean Influence

Solid base with lighter expression above

Porch Vernacular As Defining Style

DEVELOPMENT EXHIBIT A

VILLAGE CENTER
FLORIDA RANCH VERNACULAR

Florida cattle ranch vernacular architecture:
Rural, stables, farmhouse, clerestory, covered space for livestock

Simple, Rural, Agrarian

DEVELOPMENT EXHIBIT A

VILLAGE CENTER
FLORIDA RANCH VERNACULAR

Contemporary interpretation: more industrial

Simple, Agrarian Forms

Separate Massing

DEVELOPMENT EXHIBIT A

SOUTH STUDY AREA
FLORIDA RANCH/ANGLO CARIBBEAN

Covered Patio & Shade Trellis

Hyde Park, Tampa

Anglo/Caribbean

DEVELOPMENT EXHIBIT A

APPENDIX E

Crossing Treatment Toolbox

CROSSING TREATMENTS FOR POTENTIAL BERT CROSSINGS

MIDBLOCK TREATMENTS

Source: Kittelson & Associates, Inc.

Advance Warning Signage and Pavement

- Used where pedestrian crossings may not be expected by motorists

Source: Kittelson & Associates, Inc.

Median Refuge Island

- Medians can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users
- Allows pedestrians to cross the street in two stages

Source: Kittelson & Associates, Inc.

Rectangular Rapid Flashing Beacon (RRFB)

- Pedestrian-activated enhancements used in combination with a pedestrian, school, or trail crossing warning sign
- Improves safety at uncontrolled, marked crosswalks
- Includes two rectangular yellow indications, each with an LED-array-based light source that flash with high frequency when activated
- The FDOT TEM limits use to roadways with a posted speed limit of 35 mph or lower and four through lanes (both directions) or less regardless of median presence, or five lanes with a median refuge island

Source: Collier County

Pedestrian Hybrid Beacon

- A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections
- Beacon head consists of two red lenses above single yellow lens
- Lenses remain "dark" until a pedestrian pushes the call button to activate the beacon, which then initiates a yellow to red lighting sequence consisting of flashing and steady lights
- Directs motorists to slow and come to a stop, which provides the right-of-way to the pedestrian to safely cross the roadway before the lenses return to dark
- The MUTCD includes pedestrian crossing volume guidance for installation

Source: Space Coast TPO

Midblock Pedestrian Signal

- Operates similarly to a standard semi-actuated vehicular traffic control signal at a midblock crossing, except that it displays a flashing red indication in place of a solid red indication during the pedestrian clearance interval
- Must meet MUTCD warrant

Source: Space Coast TPO

Midblock Traffic Control Signal

- Any highway traffic signal which alternatively directs traffic to stop and permits pedestrians to proceed at midblock crosswalk
- Must meet MUTCD warrant

Source: Friends of the Legacy Trail

Grade Separated Crossings

- Provides continuity of a bicycle/pedestrian facility over or under a barrier
- The crossing structure may be either a bridge or an underpass

STANDARD SIGNALIZED INTERSECTION TREATMENTS

Source: Kittelson & Associates, Inc.

High-Visibility Crosswalk Markings

- Use patterns (i.e., bar pairs, continental ladder, etc.) that are visible to drivers farther away compared to traditional transverse line crosswalks
- Should be considered at all midblock crossings and uncontrolled intersections
- Should use materials such as inlay or thermoplastic tap, instead of paint or brick

Source: Kittelson & Associates, Inc.

Crosswalks on All Approaches

- Helps drivers better identify the intersection and guides pedestrians to the best crossing location

Source: Kittelson & Associates, Inc.

Raised Crosswalk

- Ramped speed tables spanning the entire width of the roadway to allow

pedestrians to cross at-grade with the sidewalk
- Acts as a traffic-calming measure
- Demarcated with paint and/or special paving materials
- May be used on roadways with design speeds of 35 mph or less

Source: the32769

Raised Intersection

- Reinforces slow speeds and encourages motorists to yield to pedestrians at the crosswalk, similar to speed humps and other vertical control elements
- May be used on roadways with design speeds of 25 mph

Source: WB Development & Construction

Reducing Curb Radii with Truck Aprons

- A raised, mountable curb extension designed to allow vehicles to turn safely at intersections without conflicting with pedestrians and bicyclists
- Passenger cars and small trucks can turn at a tighter radius, reducing their turning speed
- Large vehicles can still turn without encroaching on sidewalks, avoiding conflicts with pedestrians

Source: Kittelson & Associates, Inc.

Bicycle Boxes

- Designated area at the head of a traffic lane at a signalized intersection
- Provides bicyclists with a safer and more visible way to get ahead of queuing traffic during the red signal phase

Source: Kittelson & Associates, Inc.

Protected Intersection

- Keeps bicycles physically separate from motor vehicles up until the intersection
- Provides a high degree of comfort and safety for people of all ages and abilities

"Turning Vehicles Stop for Pedestrians" (R10-15a) Signs

- Emphasis to drivers turning where potential pedestrian conflicts might not be readily apparent
- Should be used at signalized intersections

Source: Kittelson & Associates, Inc.

Leading Pedestrian Intervals

- Gives pedestrians the opportunity to enter the crosswalk at an intersection three to seven seconds before vehicles are given a green indication
- Allows pedestrians to better establish their presence in the crosswalk

Source: Kittelson & Associates, Inc.

Protected-permissive Flashing Yellow Arrow

- Indicates that left turns are permitted, but drivers must first yield to oncoming traffic and pedestrians, and then proceed with caution
- Does not replace the solid yellow arrow and its meaning

Source: Kittelson & Associates, Inc.

No Turn on Red

- Prohibits right turns at red traffic signals using static, static conditional, and/or electronic signs
- Consider "No Turn on Red" sign to enhance leading pedestrian interval implementation

Source: Kittelson & Associates, Inc.

Exclusive Pedestrian Phasing

- Stops all vehicular movement and allows pedestrians to cross in any direction at the intersection, including diagonally
- Clears the intersection of pedestrians during the vehicular phase
- Allows better movement of vehicles and permits pedestrians to cross without vehicle interference

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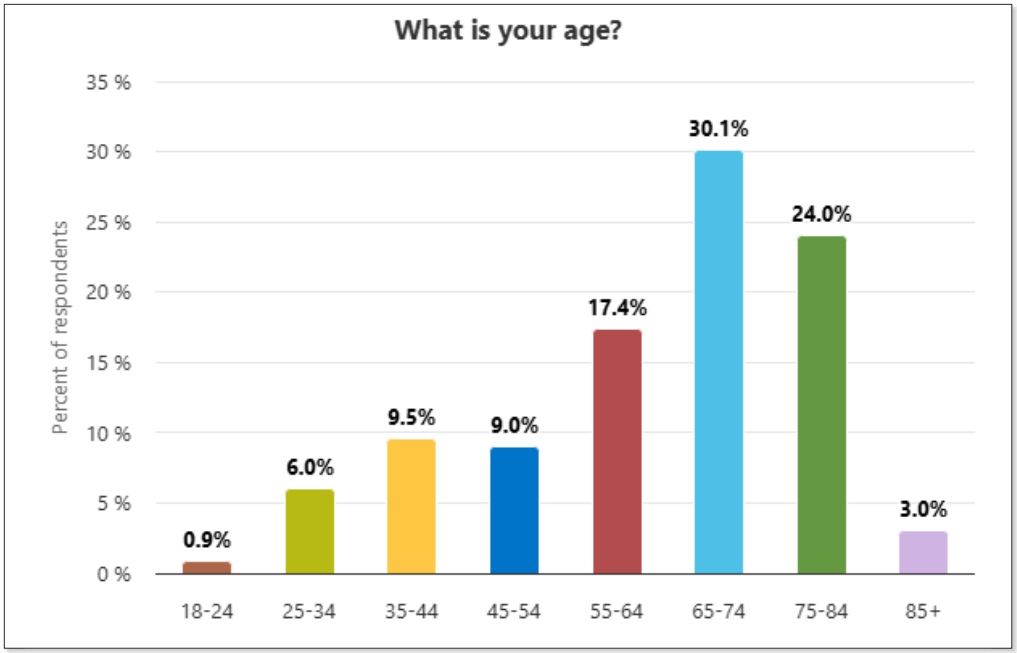
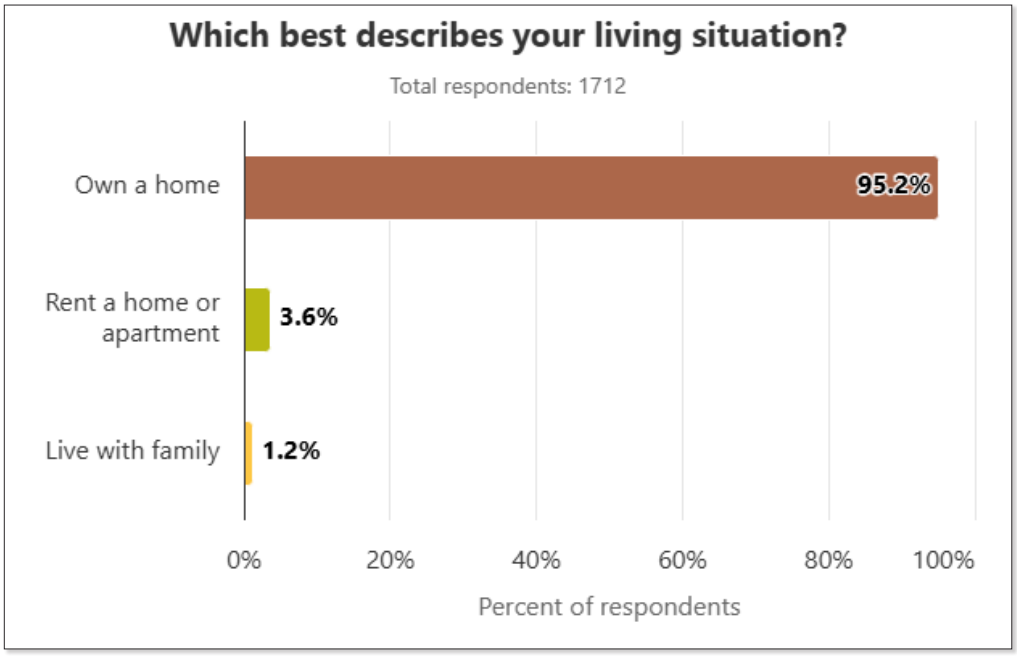
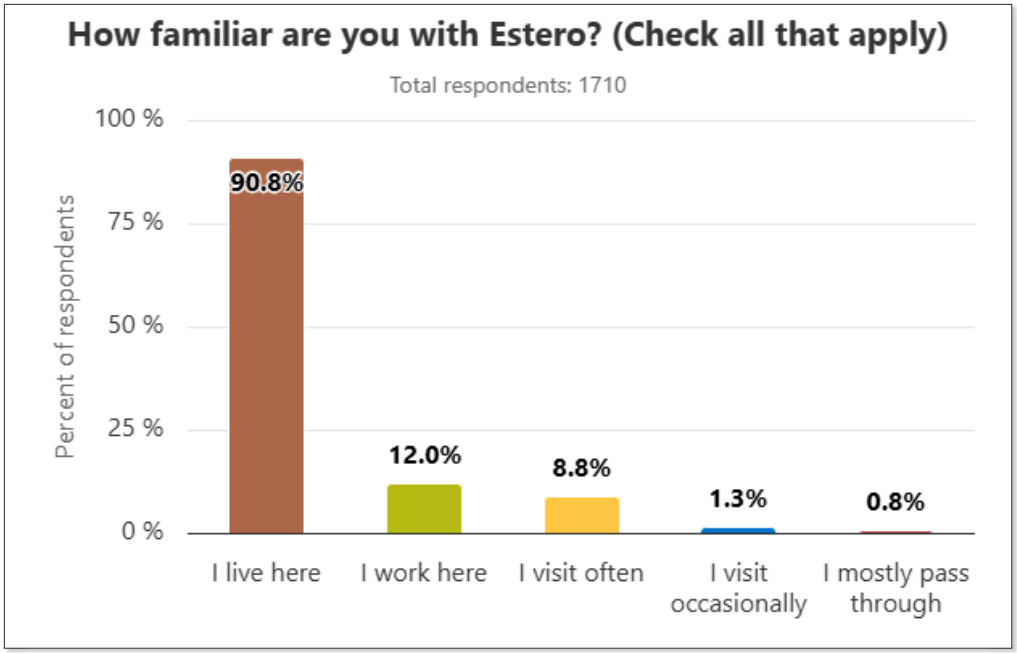
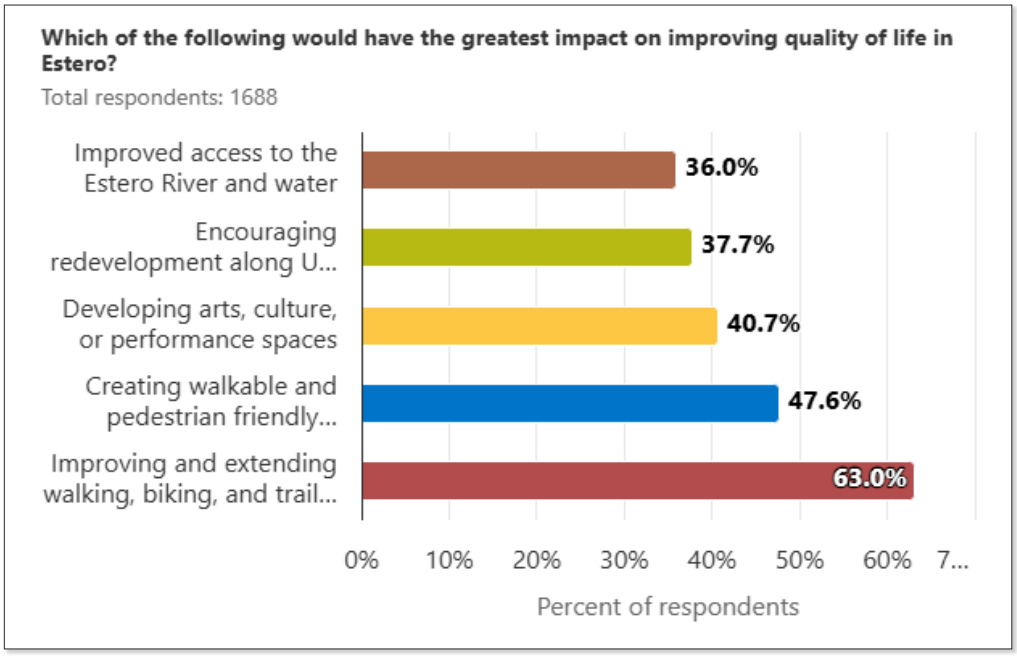
APPENDIX F

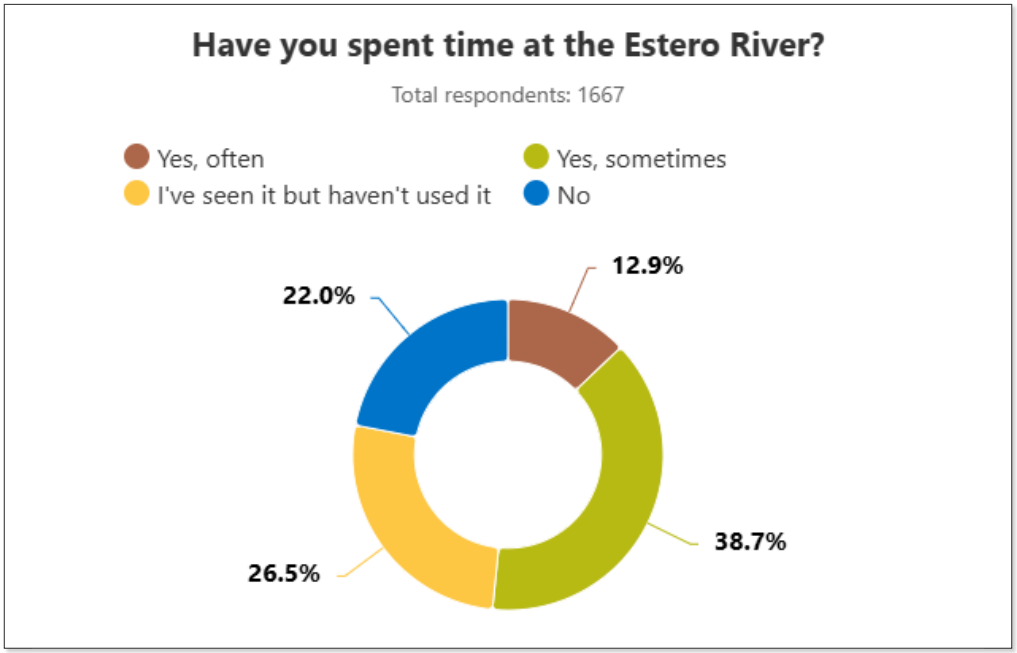
Online Survey Responses

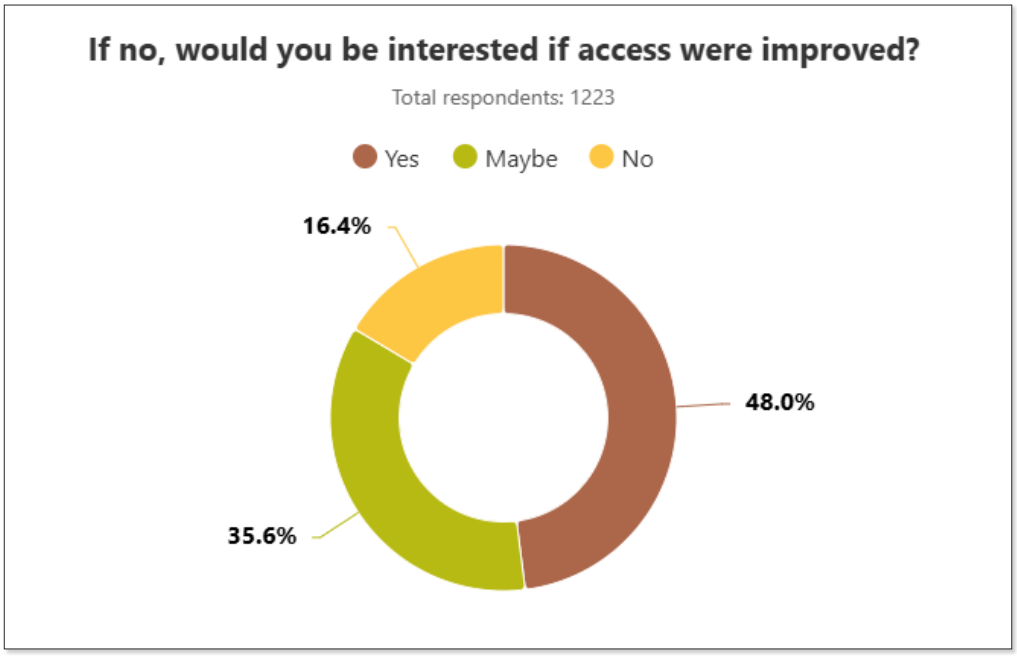

What is your age?
Percent of respondents
35 %
30 %
25 %
20 %
15 %
10 %
5 %
0 %
0.9%
6.0%
9.5%
9.0%
17.4%
30.1%
24.0%
3.0%
18-24
25-34
35-44
45-54
55-64
65-74
75-84
85+


Which best describes your living situation?
Total respondents: 1712
Own a home
95.2%
Rent a home or apartment
3.6%
Live with family
1.2%
0%
20%
40%
60%
80%
100%
Percent of respondents


How familiar are you with Estero? (Check all that apply)
Total respondents: 1710
100 %
75 %
50 %
25 %
0 %
Percent of respondents
90.8%
12.0%
8.8%
1.3%
0.8%
I live here
I work here
I visit often
I visit occasionally
I mostly pass through

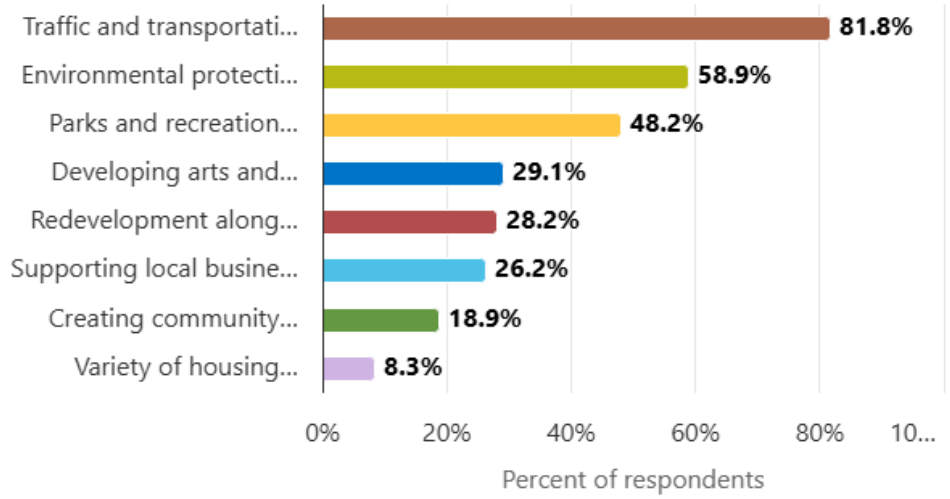

Which of the following would have the greatest impact on improving quality of life in Estero?
Total respondents: 1688
Improved access to the Estero River and water
36.0%
Encouraging redevelopment along U...
37.7%
Developing arts, culture, or performance spaces
40.7%
Creating walkable and pedestrian friendly...
47.6%
Improving and extending walking, biking, and trail...
63.0%
0%
10%
20%
30%
40%
50%
60%
7...
Percent of respondents


Have you spent time at the Estero River?
Total respondents: 1667
Yes, often
Yes, sometimes
I've seen it but haven't used it
No
12.9%
22.0%
38.7%
26.5%


If no, would you be interested if access were improved?
Total respondents: 1223
Yes
Maybe
No
16.4%
48.0%
35.6%

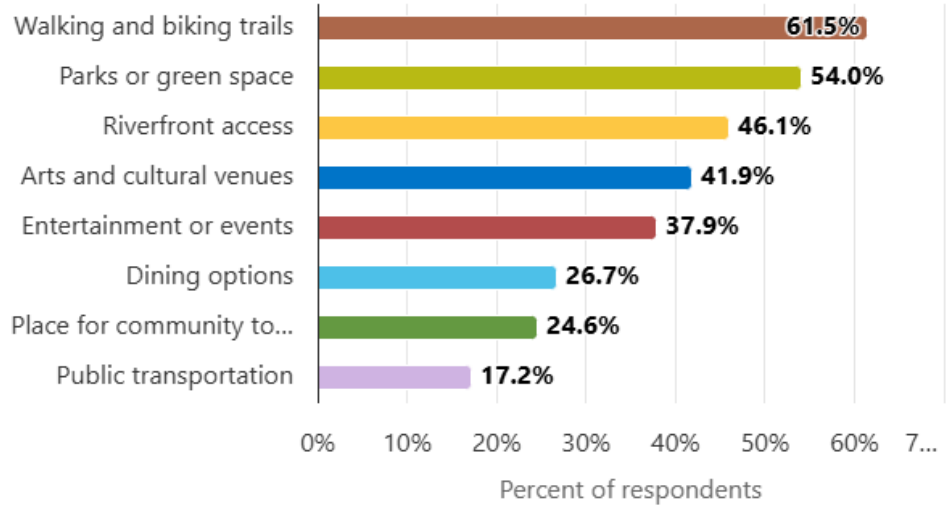
If the Village could only focus on THREE of the following over the next few years, which should they be?

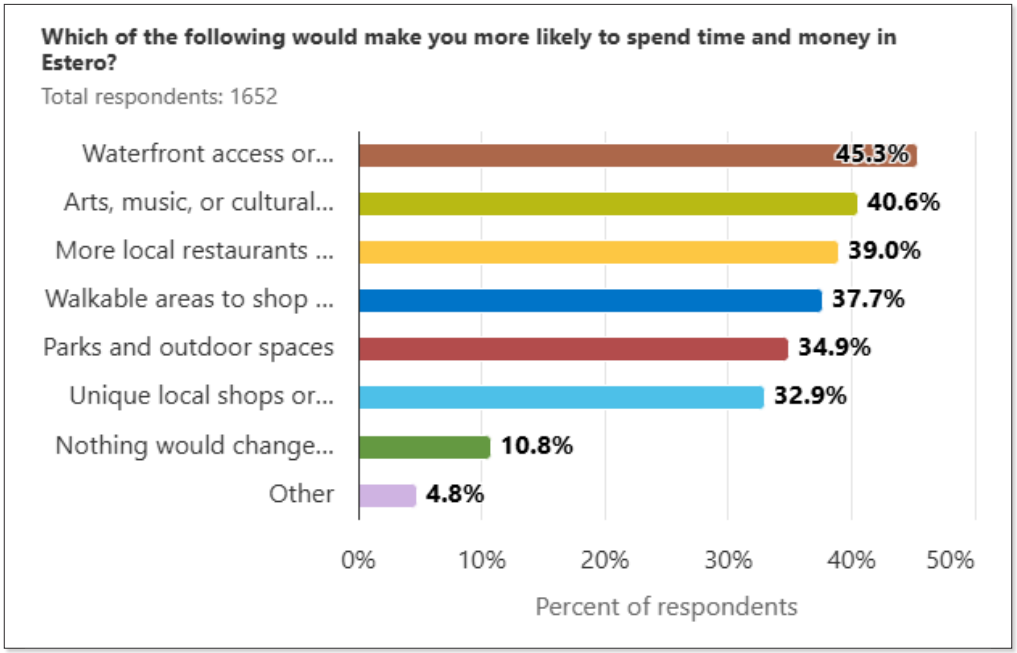
Total respondents: 1673



What do you feel is missing in Estero today?

Total respondents: 1661





GROWTH & INFRASTRUCTURE CONCERNS

- Less development
- Less traffic congestion
- "Stop overdevelopment"
- "Less apartment development in commercial areas and less traffic congestion everywhere"
- "Road improvements so that our roads are not parking lots"
- "Traffic is currently horrible driving to local places to shop is getting to be impossible."
- Better, less crowded roadways
- "Would be out in the community more if not for the traffic congestion. I believe Estero has lost sight of its mission and lost the uniqueness of the community"
- "Fix Corkscrew Rd"
- "Quit building apartment complexes. It has greatly increased traffic congestion"
- Infrastructure to support increased traffic

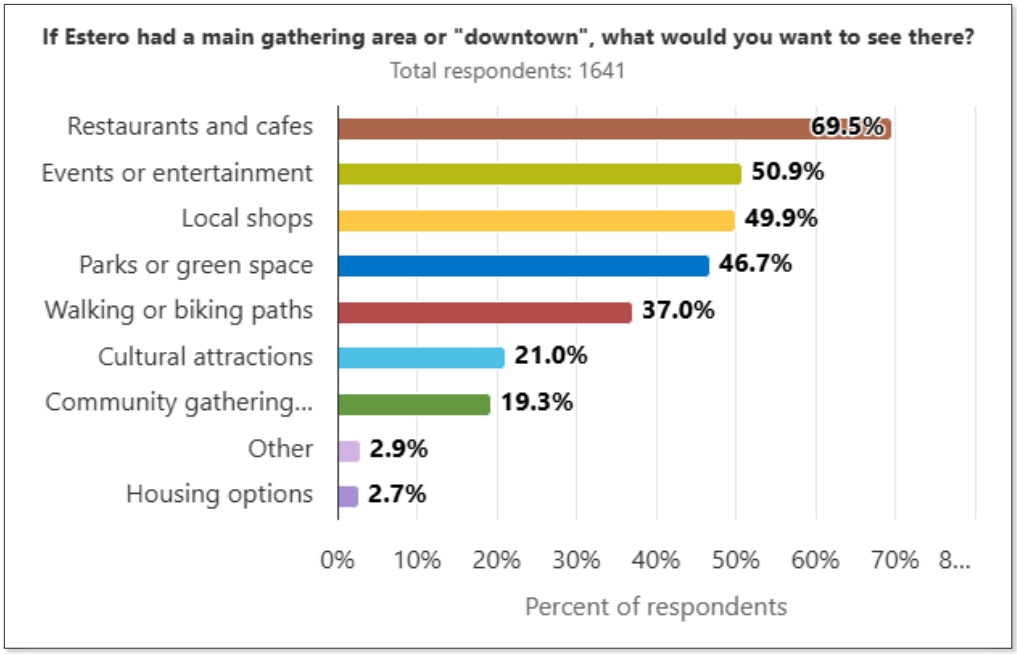
CONNECTIVITY & ACCESS

- More transportation choices
- BERT Trail
- "Make the river more navigable"
- "The rail trail. I want it to happen before all my kids grow up and don't get a chance to enjoy it as children"

- "More spots to drive in our golf carts!"
- "More taxi available service for hospital visits, appointments, etc!!!"
- Bike trails
- "Bike bridge over US-41"

RECREATION & COMMUNITY AMENITIES

- "More upscale dining and music options"
- "Indoor aquatic center or community pool"
- Casino
- "More parks and playgrounds, spaces for youth sports and activities"
- Different/diverse grocery stores
- Golf / driving range
- Disc golf
- "Having a movie theater close would be nice. We had one at Coconut Point that is now closed"
- "Active nightlife, bars with live music/dancing etc."
- "Downtown Village Vibe"
- "Places for Christian Churches to be in the center of town and serve the community"
- "Places for teens and kids to hang out safely"
- More areas for wildlife
- Family friendly places
- Youth sports facilities
- "A cute small city center area with shops, restaurants & entertainment"
- Indoor pickleball
- "Clean up the river and make it safer for kayakers and boaters"
- "More shops and businesses. Uniqueness doesn't matter"
- "Restore the original City Hall on E Broadway and use as Museum or add park; just utilize it its sad we have not restored it"
- Gymnastics/sports facilities



GROWTH & INFRASTRUCTURE CONCERNS

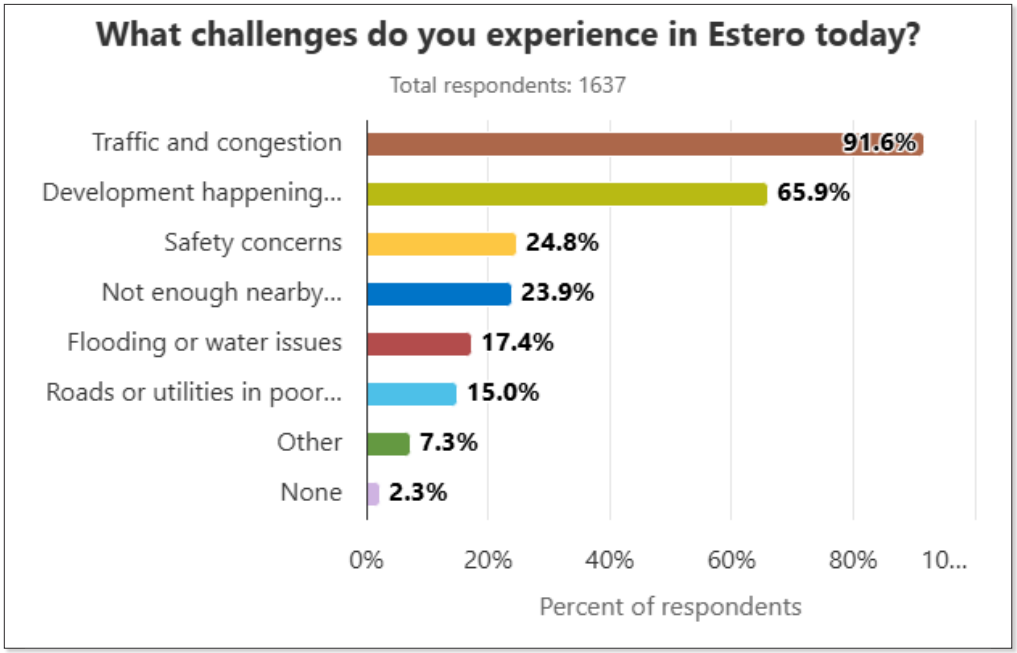
- "None of the above is necessary"
- "We have enough congestion and traffic and building here already. The wonderful Estero is getting to be a disaster you are ruining it with all the building and businesses here already"
- "No more buildings!!!"
- "If you build anymore housing it would be a disaster. Traffic already a problem. We have enough restaurants and cafes, they go broke and out of business. Need more parks"
- "More vertical development/density with housing options--mid to high rise buildings that aren't remotely located over by the Gulf"
- "No more apartments or housing!"
- "Parking and less congestion on Corkscrew and US-41"
- "Fewer apartments"
- "No more growth"
- "Elected officials need to review spending - especially the Fire Department"
- "Our municipal building in one area"
- "Better roadways"
- "Less condos"
- "It appears that you have predetermined that we need a gathering area. We don't. Save our money and reduce taxes. An option should be none of the above."

ENVIRONMENT & OPEN SPACE

- "Walking paths through nature would be great"
- "STOP OVER DEVELOPMENT, STOP DESTROYING GOPHER TORTOISE HABITATS"
- "More natural environment, trees, etc. that use carbon dioxide and provide oxygen. Too many cars and building is causing Estero to be less healthy and enjoyable"
- Natural areas
- "Stop building make gathering place within existing nature"
- Preserved green space
- "Protect nature"

ECONOMY & COMMUNITY SERVICES

- Community pool
- "Diverse selection of markets. It would be wonderful to have a Fresh Market and/or Whole Foods"
- Driving range"
- We need more professional job opportunities in Estero"
- Pickleball
- Trader Joe's
- Indoor pickleball



- Lack of sidewalks on River Ranch
- "We need lights and sidewalks for students on River Ranch Rd. At 6:30am is dark and last month a student was hit by a car. Please do something"
- Road safety and walkability
- "Lack of police enforcement for speeding, red light violations and erratic driving"
- "Corkscrew widening taking way too long"
- "No traffic control here. Drivers speeding , going 50-60 mph on Via Coconut Rd when it's a 40 mph... Also, please build "cat walks " over 41 so walkers and bikers can avoid death via speeding cars. This area is very outdated , time to build some bridges"
- "The amount of time it is taking to widen the short distance from 75 to Alico Rd. is criminal. Roads need to be improved. It's a parking lot"
- Police presence on roadways
- Traffic lights along Corkscrew
- Safe bicycling options
- "Outside of the gated communities, it's not safe to walk due to traffic and minimal pedestrian safety"
- "Current east-west roads cannot handle the current traffic"
- Lack of crosswalks
- "More round-a-bouts would be good in my opinion"
- "Not enough multi-use paths for bicycles and pedestrians"

- "No easy water access, and not enough golf cart trails/connections"
- "Rt. 75 noise blocking"
- "It's not a walkable town"
- "Poor access to the beach"

GROWTH, HOUSING, & DEVELOPMENT

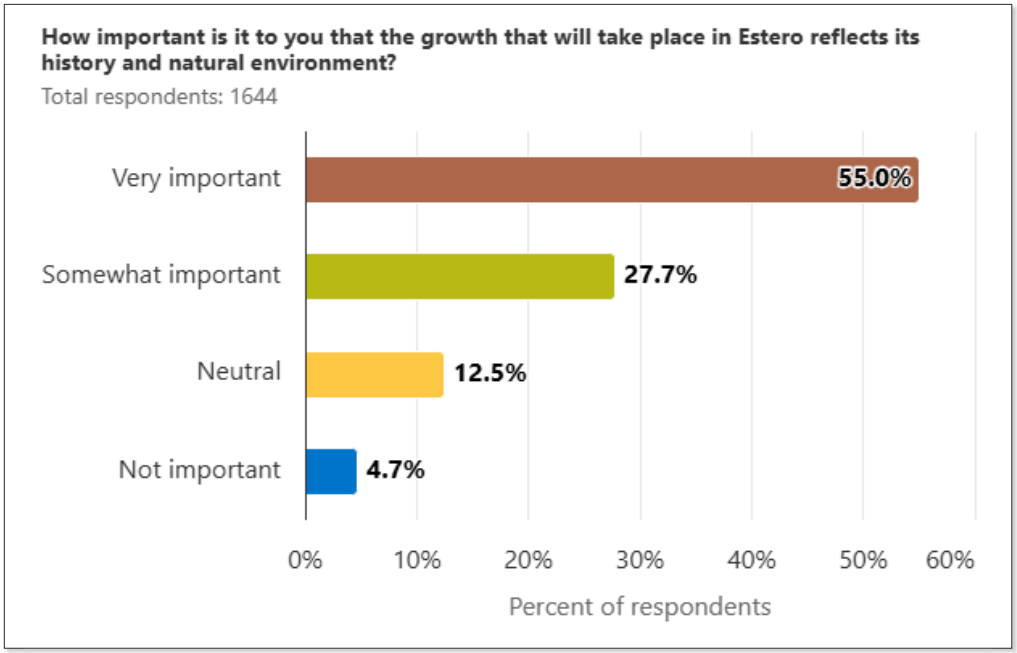
- "Lack of independent living facilities!"
- AFFORDABLE housing for young working (18-30 year olds"
- "Overbuilding of residences, too many duplicate businesses. There are 3 Starbucks and 2 Dunkin in a 2 mile area
- "WAY TOO MANY STORAGE UNITS! All the field space is gone and nothing but big ugly buildings. No more car washes or storage units. Does not increase property values"
- Cost of housing
- Too many high density developments
- Too many apartment complexes
- Would like to see more non-gated communities
- "Too much housing, not enough green space, parks, recreational spaces for family's and people of any age"

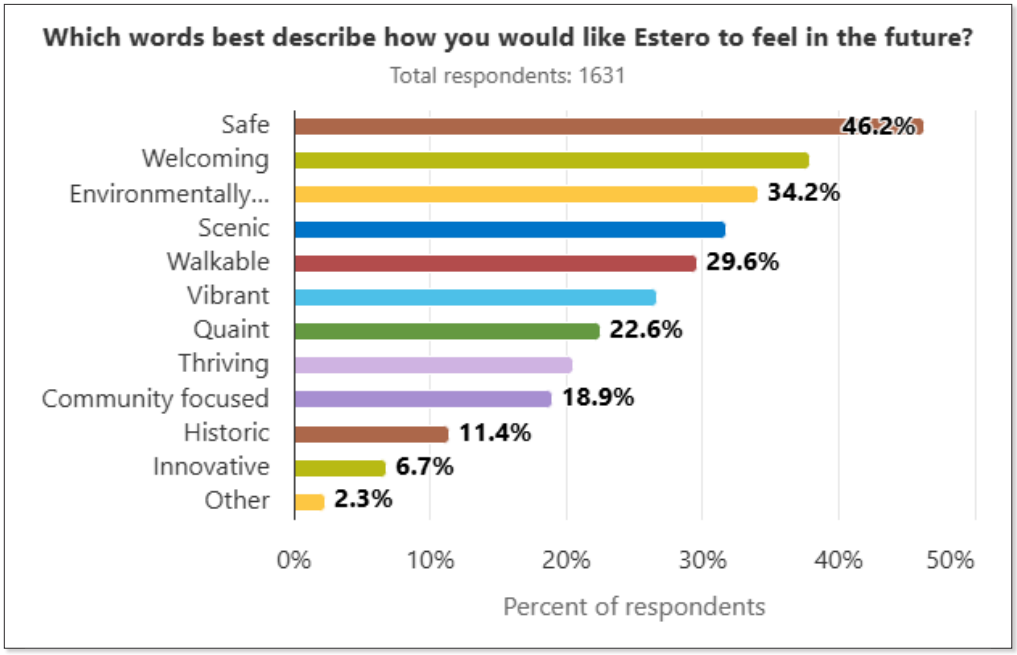
PARKS, RECREATION, & ENVIRONMENT

- "Need more parks & recs for the kids- softball fields, basketball courts, etc"
- Pedestrian friendly trails
- Public sports centers basketball, golf, etc.
- "Lack of foresight for improvement of quality of life for all such as pools for kids to swim and a therapy pool for seniors to exercise in to extend their quality of life"
- "Not enough dedicated park space with walking paths"
- "Not enough recreation spaces, schools overcrowded"
- "For a family community, lack of sports fields and opportunities for youth. Parks and recreation facilities, fields and spaces are much needed"
- "No aquatics center"
- "Riverfront dining would be beautiful, adding a splash pad into park would be super fun for the warmer days"
- Kid friendly parks (such as water parks and playgrounds)
- "I feel like there is a lack of child programs offered at our parks and libraries. The programs are offered, but class sizes are for 20 kids and then are filled up FAST. Having The Village of Estero host programming for all, including the young, will foster the community that we desperately want"
- "Fields for the kids to play. Come see how many kids play at Stoneybrook!"
- "Destruction of woods and natural Florida"
- "The River's dire need for dredging!"
- "Daily views on the road of DEAD wildlife! Estero river is often unusable due to changes in the river since the hurricane"
- Loss of open spaces, cow pastures, etc.
- Dirty river

ECONOMY & COMMUNITY SERVICES

- "Events, attractions other than a mall support for working class"
- "I would like to see a cool venue that identifies with Estero. Like how downtown Bonita Springs has become so cool with their downtown with SugarShack-Downtown. We go to Downtown Bonita because it's cooler"
- Different grocery store options
- "All franchise establishments, very few local businesses"
- "Not enough outdoor seating with live music options"
- Unique places that separate Estero from other nearby communities
- "Businesses along 41 do not look attractive or reflect Estero history or quaint development. Estero could look like an inviting, modern with historical integrity feel with nice walking paths, lights, greenery, etc."
- "I don't want more storage units, chain restaurants, and car washes. Make it more like downtown Bonita springs!!"
- "No downtown area to have events like concerts or gather within the community"
- "Need more high end/luxury stores and restaurants"
- "We do not need anything more till you get the roads and water issues under control"
- "Lack funding to complete our septic to sewer conversion"
- "Cell service poor"
- "Lack of community"
- "There is a lack of professional jobs. This results in people that are professionals leaving the area or not relocating to the area"
- No indoor pickleball


How important is it to you that the growth that will take place in Estero reflects its history and natural environment?
Total respondents: 1644
Very important
55.0%
Somewhat important
27.7%
Neutral
12.5%
Not important
4.7%
0%
10%
20%
30%
40%
50%
60%
Percent of respondents



IDENTITY & SENSE OF PLACE

- "Historic, Thriving, Vibrant, innovative"
- "Nice"
- "Youthful, I don't want the area to feel like it's only for old people like Punta Gorda. Make more welcome to young professionals and younger families."
- "I don't think Estero has a personality and it is often thought of as the ugly step-child of Bonita and Naples. I think there is a real opportunity to market Estero a the up and coming."
- "Small"
- "Prosperous"
- "Upscale" x3
- "Welcoming and architecturally attractive"
- "Love it now"
- "Cute city center"
- "Pickleball capital of the world"
- "Luxurious"

GROWTH & AFFORDABILITY CONCERNS

- "Not over-developed"
- Stop the building madness"
- "Lower housing development"
- "More water access to the bay. Given it all away to hotels and developers"
- "Too crowed, to much traffic, not caring"
- "Less congestion"

- "Less traffic and congestion, more quaint, and less parking lots due to new building"
- "I'm very disappointed that the growth has not considered the amount of traffic we sit in every day. I am very concerned about healthcare delivery"
- "Affordable.... Need to review all budgets to see where you can trim some fat as fiduciaries"
- "A place where the elected officials tighten their belt - too easy for you to spend OPM - other people's money"
- "Elected officials that respect tax dollars especially if the property tax on full time residents gets eliminated"

MOBILITY & CONNECTIVITY

- "Bikeable"
- "Bike Friendly, Improved Navigation on the river!"
- "Bike paths for athletes"
- "Pedestrian friendly areas that are interconnected via non car paths. That connect the shopping, local restaurants, parks, and is environmentally conscious"

AMENITIES & COMMUNITY SERVICES

- "Separate police department"
- "Caring about all, just not those who are perfect in health, those who need help in achieving a better doctors and quality of life"
- "Family friendly, pay for better teachers at Estero High School"
- "More entertainment, NO MORE APARTMENTS!!!"
- "You can't build a stable economy on service jobs. We need more professional companies to move to the area to create opportunity."
- "A community pool to exercise at and meet friends"

Other Online Survey Comments

To capture additional input beyond structured prompts, respondents were asked, “Is there anything else you would like to share about what Estero should prioritize moving forward?” This question generated 1,599 comments, which have been categorized by theme. Bold entries denote topics mentioned 10 or more times, signaling areas of strongest consensus among respondents.

GROWTH & OVERDEVELOPMENT

- **"Stop building" (x18)**
- **"No more apartments" (x14)**
- **"Too much development" (x12)**
- **"Too many apartments" (x11)**
- **"Too many housing developments" (x10)**
- "Stop the overdevelopment" (x9)
- "No more housing developments" (x8)
- "Slow down development" (x7)
- "Less development" (x6)
- "Less housing development" (x6)
- "Too much housing" (x6)
- "Stop building apartments and condos" (x6)
- "Limit development" (x5)
- "Less building" (x5)
- "Too many condos" (x5)
- "Development is happening too fast" (x5)
- "Controlled growth" (x4)
- "No more developments" (x4)
- "Not overdevelop" (x4)
- "Stop building on every green space" (x3)
- "Limit apartment construction" (x3)
- "No more buildings" (x3)
- "Growth exceeds infrastructure" (x3)
- "Slow residential development" (x3)
- "Limit population expansion" (x2)
- "No more growth" (x2)
- "No more construction" (x2)
- "Focus on quality vs quantity development" (x2)

TRAFFIC & INFRASTRUCTURE

- **"Traffic" (x25+)**
- **"Traffic congestion" (x20+)**
- **"Corkscrew road traffic" (x10+)**
- "Infrastructure before development" (x9)
- "Traffic is terrible" (x8)
- "Traffic is a huge issue" (x7)
- "Improve roads" (x7)
- "Traffic is a nightmare" (x6)
- "Better roads" (x6)
- "Road improvements" (x6)
- "Expand Corkscrew road" (x6)
- "Bike paths" (x6)

- "Speeding enforcement" (x6)
- "Fix traffic" (x5)
- "Need infrastructure" (x5)
- "Better traffic flow" (x5)
- "Pedestrian safety" (x5)
- "More police presence" (x5)
- "More sidewalks" (x4)
- "Safe biking" (x4)
- "More north south roads" (x4)
- "More east west roads" (x3)
- "Traffic light timing" (x3)
- "Improve I75 access" (x3)
- "Public transportation" (x3)
- "More traffic signals" (x3)
- "Roundabouts" (x2)
- "Synchronize traffic lights" (x2)

ENVIRONMENTAL SYSTEMS

- **"Preserve green space" (x10+)**
- "More green space" (x9)
- "Clean up the river" (x8)
- "Protect wildlife" (x7)
- "Protect nature" (x6)
- "River access" (x6)
- "More natural environment" (x5)
- "Environmental protection" (x5)
- "Loss of open space" (x4)
- "Stop destroying habitats" (x4)
- "River dredging" (x4)
- "Water concerns" (x4)
- "Flooding concerns" (x3)
- "Preserve forests and undeveloped areas" (x3)
- "Too much concrete" (x3)
- "Storm mitigation" (x2)
- "Protect aquifer" (x2)
- "Less concrete more nature" (x2)
- "Dirty river" (x2)

IDENTITY & SENSE OF PLACE

- **"Downtown area" (x12+)**
- "Less chain restaurants" (x7)
- "More local businesses" (x6)
- "More entertainment" (x6)
- "Affordable housing" (x6)
- "More grocery store options" (x5)
- "Better restaurants" (x5)
- "Support local businesses" (x5)
- "Too many chains" (x5)
- "Town center" (x5)
- "More professional jobs" (x4)

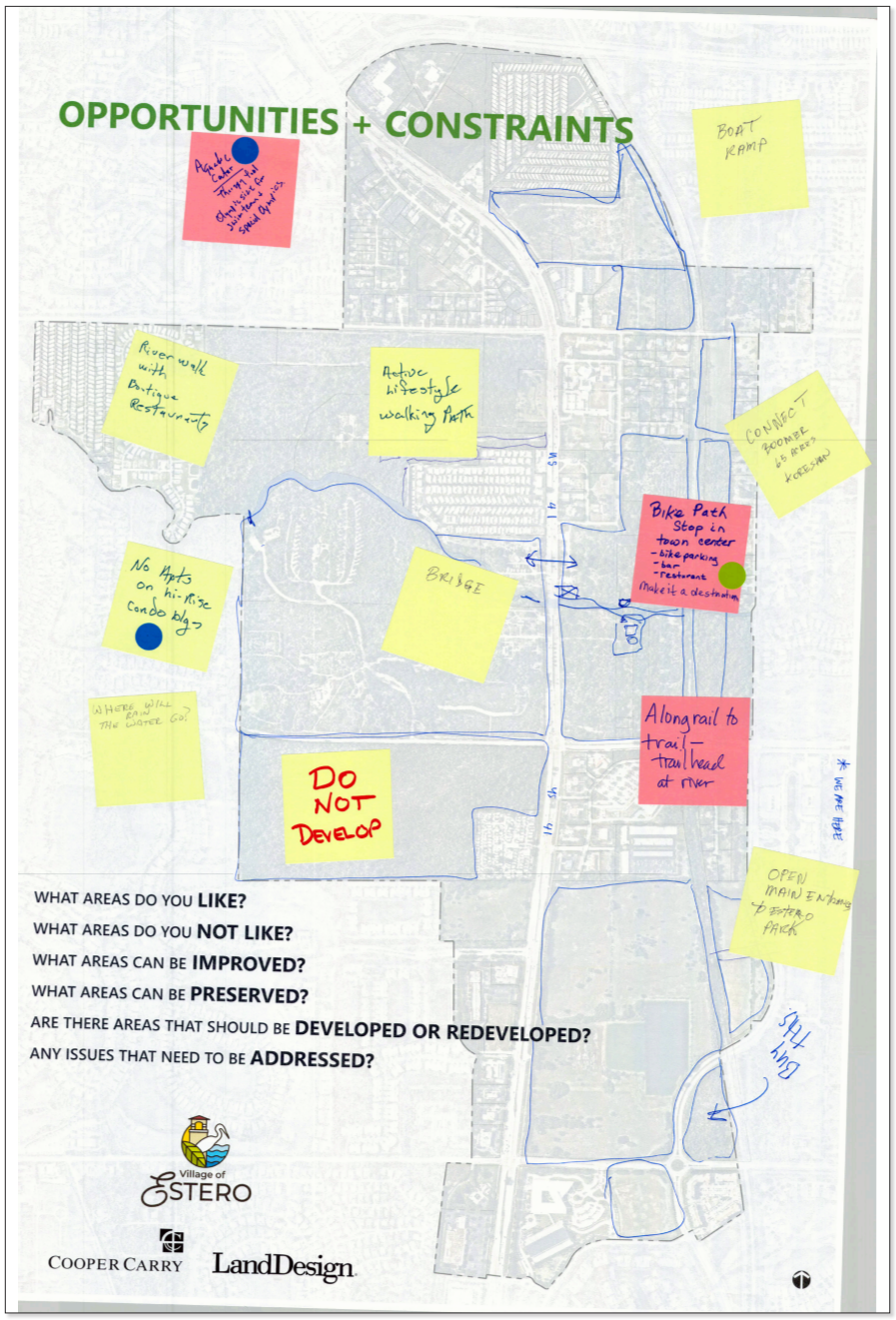
- "More upscale dining" (x4)
- "Unique places" (x4)
- "Community events" (x4)
- "Sense of community" (x4)
- "Better landscaping" (x4)
- "Improve aesthetics" (x3)
- "Need better jobs" (x3)
- "More nightlife" (x3)
- "Arts and culture" (x3)
- "Village identity" (x3)
- "Architectural standards" (x2)
- "Cultural center" (x2)
- "Splash pads" (x4)
- "Pickleball" (x4)
- "Rail trail" (x4)
- "Aquatics center" (x3)
- "Programs for youth" (x3)
- "Places for teens and kids" (x3)
- "Riverfront parks" (x3)
- "Kayak access" (x3)
- "Golf cart paths" (x2)
- "Indoor pickleball" (x2)
- "Water park" (x2)

RECREATION & COMMUNITY LIFE

- "More parks" (x8)
- "BERT Trail" (x7)
- "Bike trails" (x6)
- "Youth sports facilities" (x6)
- "More sports fields" (x6)
- "Community pool" (x6)
- "Community gathering spaces" (x6)
- "Walking trails" (x5)
- "Family friendly places" (x5)
- "More playgrounds" (x5)
- "Recreation opportunities" (x4)

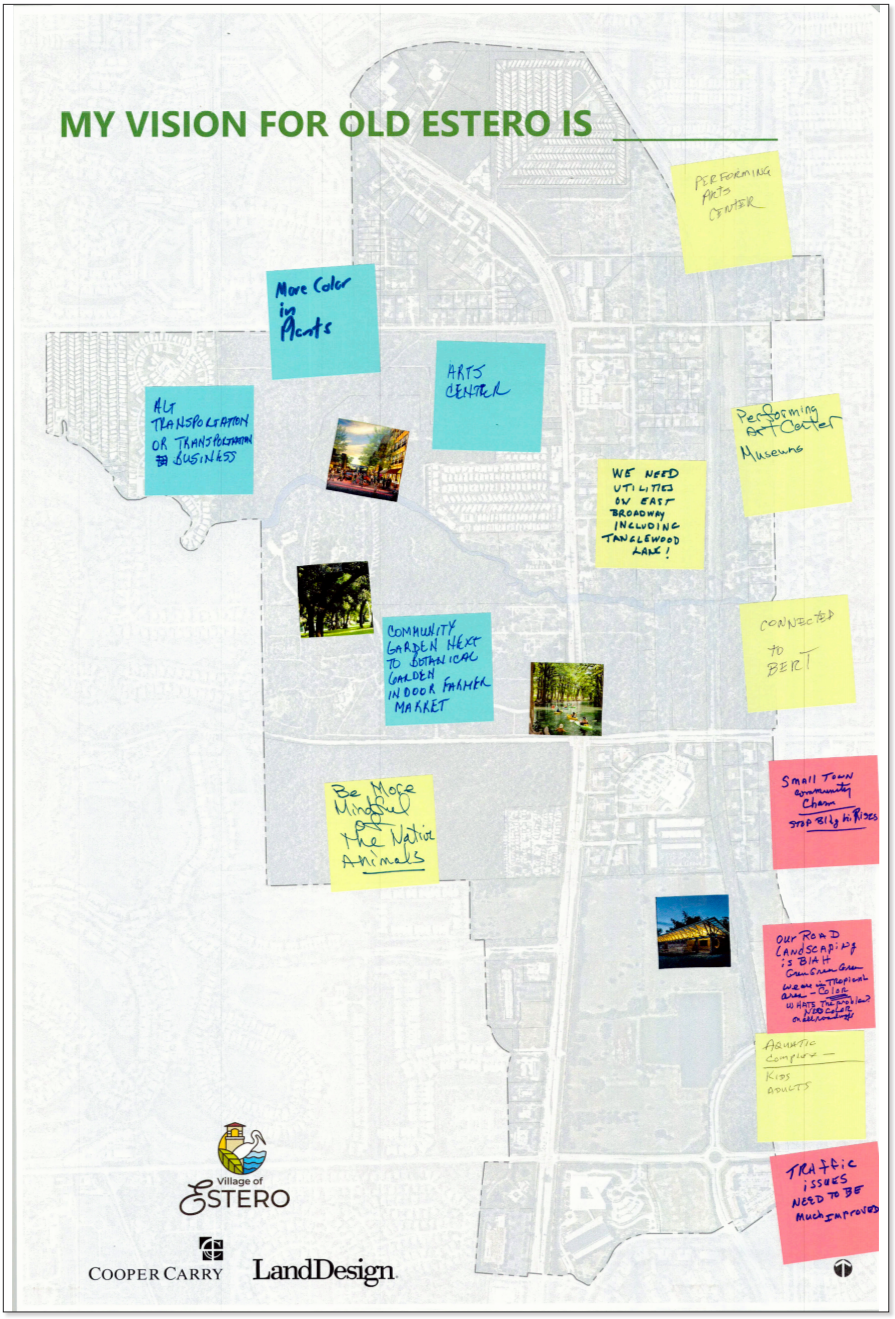
APPENDIX G

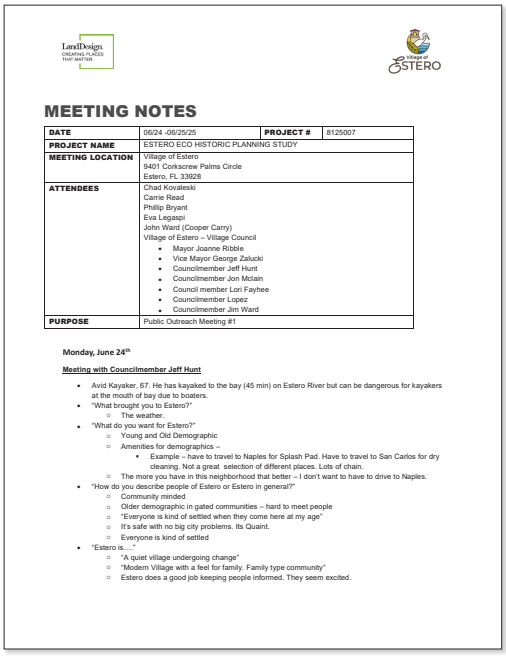
Community Engagement Materials - Open House 1


OPPORTUNITIES + CONSTRAINTS
Aquatic Center
BOAT RAMP
River walk with Boutique Restaurants
Active lifestyle walking Path
CONNECT BOONE to RIVER + OREGON
Bike Path
Stop in town center
- bike parking
- bar
- restaurant
Make it a destination
No Apts on hi-rise Condo bldgs
BRIDGE
WHERE WILL RAIN THE WATER GO?
Along rail to trail - trailhead at river
DO NOT DEVELOP
WE ARE HERE
OPEN MAIN ENTRANCE to ESTERO PARK
Bay Lake
WHAT AREAS DO YOU LIKE?
WHAT AREAS DO YOU NOT LIKE?
WHAT AREAS CAN BE IMPROVED?
WHAT AREAS CAN BE PRESERVED?
ARE THERE AREAS THAT SHOULD BE DEVELOPED OR REDEVELOPED?
ANY ISSUES THAT NEED TO BE ADDRESSED?
Village of ESTERO
COOPER CARRY
LandDesign

DEVELOPMENT TYPES + PREFERENCES
What type of Development Style would you like to see in the Village of Estero Eco-Historic Planning area?
Place a sticker on your TOP 5 CHOICES.
RESIDENTIAL
MIXED-USE
COMMERCIAL
INSTITUTIONAL + CIVIC
Single-Family Residential
Walkable Mixed-Use Neighborhood
Retail
Performing Arts Venues
Duplex/Triplex
Residential and Retail
Office Space
Educational
Townhomes
Vertical Mixed-Use
Development Along Future Rail Trail (BRRT)
Botanical Garden
Apartment Buildings
Office and Retail
Light Industrial
Museums
Condominium
Hotel and Retail
Business Parks
Libraries
Senior Housing / Assisted Living
Mixed-Use Industrial Parks
Hotel/Attractions
Community Center

DEVELOPMENT TYPES + PREFERENCES
What type of Development Style would you like to see in the Village of Estero Eco-Historic Planning area?
Place a sticker on your TOP 5 CHOICES.
RESIDENTIAL
Single-Family Houses Clustered Developments
Duplex / Triplex /
Townhomes
Condo / Apartment
MIXED USE
Live / Work unit (2-3 Stories)
Village Style (3-4 Stories)
Vertical Mixed-Use (5+ Stories)
Town or Village Center
COMMERCIAL
Boutique Style
Restaurant
Boutique Hotel or Bed and Breakfast
Retail
CIVIC + INSTITUTIONAL
Educational
Performing Arts or Community Center
Museum
Hospital


MY VISION FOR OLD ESTERO IS
PERFORMING ARTS CENTER
More Color in Plants
ARTS CENTER
ALT TRANSPORTATION OR TRANSPORTATION & BUSINESS
Performing Art Center
Museums
WE NEED UTILITIES ON EAST BROADWAY INCLUDING TANGLEWOOD LANE!
COMMUNITY GARDEN NEXT TO BOTANICAL GARDEN INDOOR FARMER MARKET
CONNECTED TO BERT
Be More Mindful of The Native Animals
Small Town Community Charm
Our Road Landscaping is BLAH
AQUATIC Complex
KIDS ADULTS
TRAFFIC ISSUES NEED TO BE MUCH IMPROVED
Village of ESTERO
COOPER CARRY
LandDesign



LandDesign CREATING PLACES THAT MATTER

Village of ESTERO

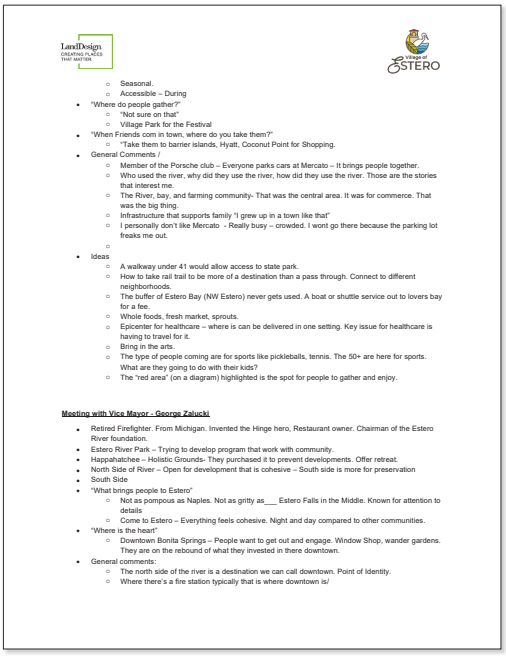
MEETING NOTES

DATE	06/24 -06/25/25	**PROJECT #**	8125007
PROJECT NAME	ESTERO ECO HISTORIC PLANNING STUDY		
MEETING LOCATION	Village of Estero 9401 Corkscrew Palms Circle Estero, FL 33928		
ATTENDEES	Chad Kovaleski Carrie Read Phillip Bryant Eva Legaspi John Ward (Cooper Carry) Village of Estero – Village Council • Mayor Joanne Ribble • Vice Mayor George Zalucki • Councilmember Jeff Hunt • Councilmember Jon Mclain • Council member Lori Fayhee • Councilmember Lopez • Councilmember Jim Ward		
PURPOSE	Public Outreach Meeting #1		

Monday, June 24th

Meeting with Councilmember Jeff Hunt

- Avid Kayaker, 67. He has kayaked to the bay (45 min) on Estero River but can be dangerous for kayakers at the mouth of bay due to boaters.
- "What brought you to Estero?"
  - The weather.
- "What do you want for Estero?"
  - Young and Old Demographic
  - Amenities for demographics –
    - Example – have to travel to Naples for Splash Pad. Have to travel to San Carlos for dry cleaning. Not a great selection of different places. Lots of chain.
  - The more you have in this neighborhood that better – I don't want to have to drive to Naples.
- "How do you describe people of Estero or Estero in general?"
  - Community minded
  - Older demographic in gated communities – hard to meet people
  - "Everyone is kind of settled when they come here at my age"
  - It's safe with no big city problems. Its Quaint.
  - Everyone is kind of settled
- "Estero is…."
  - "A quiet village undergoing change"
  - "Modern Village with a feel for family. Family type community"
  - Estero does a good job keeping people informed. They seem excited.



LandDesign CREATING PLACES THAT MATTER

Village of ESTERO

  - Seasonal.
  - Accessible – During
- "Where do people gather?"
  - "Not sure on that"
  - Village Park for the Festival
- "When Friends com in town, where do you take them?"
  - "Take them to barrier islands, Hyatt, Coconut Point for Shopping.
- General Comments /
  - Member of the Porsche club – Everyone parks cars at Mercato – It brings people together.
  - Who used the river, why did they use the river, how did they use the river. Those are the stories that interest me.
  - The River, bay, and farming community- That was the central area. It was for commerce. That was the big thing.
  - Infrastructure that supports family "I grew up in a town like that"
  - I personally don't like Mercato - Really busy – crowded. I wont go there because the parking lot freaks me out.
  -
- Ideas
  - A walkway under 41 would allow access to state park.
  - How to take rail trail to be more of a destination than a pass through. Connect to different neighborhoods.
  - The buffer of Estero Bay (NW Estero) never gets used. A boat or shuttle service out to lovers bay for a fee.
  - Whole foods, fresh market, sprouts.
  - Epicenter for healthcare – where is can be delivered in one setting. Key issue for healthcare is having to travel for it.
  - Bring in the arts.
  - The type of people coming are for sports like pickleballs, tennis. The 50+ are here for sports. What are they going to do with their kids?
  - The "red area" (on a diagram) highlighted is the spot for people to gather and enjoy.

Meeting with Vice Mayor - George Zalucki

- Retired Firefighter. From Michigan. Invented the Hinge hero, Restaurant owner. Chairman of the Estero River foundation.
- Estero River Park – Trying to develop program that work with community.
- Happahatchee – Holistic Grounds- They purchased it to prevent developments. Offer retreat.
- North Side of River – Open for development that is cohesive – South side is more for preservation
- South Side
- "What brings people to Estero"
  - Not as pompous as Naples. Not as gritty as___ Estero Falls in the Middle. Known for attention to details
  - Come to Estero – Everything feels cohesive. Night and day compared to other communities.
- "Where is the heart"
  - Downtown Bonita Springs – People want to get out and engage. Window Shop, wander gardens. They are on the rebound of what they invested in there downtown.
- General comments:
  - The north side of the river is a destination we can call downtown. Point of Identity.
  - Where there's a fire station typically that is where downtown is/

- What do you not like about Estero?
  - What I don't want is a supplemental police presence. Crime is low.
- How would you describe yourself as being different?
  - Community embrace – known for developers to account.
- Estero attitude is shaped by government. Government is well positioned and committed to keeping things committed.
- "What are the values of Estero?"
  - Transparency – high level of confidence. Lowest tax rate. Less Bueracracy.
- People want to be in Estero.
- Estero only has 12 Full Times Employee's
- People want to be in Estero. Even the ones that aren't in Estero say they're in Estero.
- "What amenities do you wish were in Estero?
  - The Arts
- Woodfield will be a mini Mercato.
- We need a downtown, that is what is missing.
- Saint Army Circle is an example of where people can walk around.
- North Village is a blank canvas.
- New mountain bike path, nothing like it around – Destination spot.

Meeting with Councilmembe John McClain

- Became counselmember right before Hurricane Irma. Terming out in a year. Ex business guy.
- General Notes –
  - 44 HOA's
- Goal was to make the villages self sufficient but recognized its dangerous for the success of the village.
- FGCU is a great asset
- Estero River Outfitter -we want to support them.
- Great to get restaurants in there.
- River Oaks – natural habitat for growing native plants
- Ponds purchased for water for Hurricane Stormwater
- Trying to buy the railroad 70.4 million investment. – Stretch of 34 Miles with three rest areas.
- Vision – We need to be bigger than 40K People,
- Millers Ale house and Mcdonalds – Example of cohesive architecture.
- "Estero is….?"
  - "Pause" "I should have an answer for that"
  - Estero is best place to recreate.
  - Estero pkwy is best road in all of Lee County.
- Let's make Estero Different. The prairie architecture doesn't work.
- We Need places to get you out of your HOA. Variety of age groups, cultures. Don't want to be known as a bedroom town.
- Performing arts .

Monday, June 25th

Meeting with Councilmembe Rafeal Lopez

- "How do you describe Estero?"
  - Paradise.
  - People want to live in Estero because we have a high standard.
  - Younger Community. I used to think older community.
  - "Vibrant younger community that does have older community in it"
  - The facebook page people talk about the splash pad and other issues.
  - My Grandchild said Why are we bringing in franchises. Why not bring in more local.
  - Local would support that local small town feel.
- "What does Estero need?"
  - Veterans Park, Mission BBQ, Mental Health Committee, City Hall, place to leave debri after Hurricanes (can be at park)
- Opportunities
  - The Area North of river can include city hall, fire department, police.
  - Corkscrew and 75 is a great location for a hospital.
  - Ben Hill Griffin and Estero Pkway is a very dangerous intersection.
- What is Estero?
  - I don't know what Estero is but I can tell you what it could be or can be.
- Estero is never mentioned in the weather. I don't want it to become Miami. We are trying to make it go to a place but not Miami.
- We want a community that…..?
  - That has a local hospital.
  - That has attainable or workforce housing, but not the term "affordable housing"
- What is the heart of Estero?
  - Coconut Palm Mall if you ask my wife and friends.
- How do you protect the environment?

Meeting with Councilmember Ward

- Lived here for 20 years. Before counsel lived in PA May through Oct and Estero June to Summer.
- What brought you to Estero?
  - Friends and Family. Has a house in Marco Island.
  - If I had done a wider search I may have ended up in St. Pete.
- Estero is…. ?
  - A Growing Community
  - Close to Airport, Naples, and Beaches.
- People is gated communities typically stay in gated communities.
- Drive is only 5 min. to Coconut Point
- People want Estero to remain the quiet sleepy town – He Hears.
- In regards to growth – The 20 year people don't like it. The 5 year people do.
- 50% live in gates communities. The other 50% have needs.
- What does Estero need?
  - Youth Oriented programs
  - Pool - San Carlos is the closest. FGCU has a public pool too.
- What is Missing in Estero?
  - Some upscale restuarants. Chops is an upscale restaurant.
- What is the heart of Estero. ?
  - I think think there is a heart of the commity.
  - The Estero river will be part of that.
  - Sports Complex will be part of that.
- What do you Envision? – Sunken Garden in St. Pete.
  - Nature Trails to points of interest.
  - Old School House -raised 100k to do physical transport.
  - Downtown Restaraunts. Events
  - Estero Park
  - Coconut Point was a big concern at first but is now part of the community.
- Estero was established largely by the annexation efforts of Bonita Springs. Estero people did not want to be under the umbrella of them so it was established as a way to control its destiny.
- How much would you say Estero is a family community?
  - People within those gates communities don't need to understand that needs of the other side?

Meeting with Councilmember Lori Fayhee

- From Illinois. Lived here for 20 years. Did medical sales before becoming full time mom.
- How did you become councilmember?
  - No one else wanted to do it.
- "Estero is….?"
  - Growing
  - Has a reputation for being older community.
  - Getting families that are younger but doesn't feel like they are being heard that much.
  - Between Ft. Meyers and Bonita Springs.
- "What is missing in the community?
  - Stuff for families
  - City Pool
  - Splash pad
  - Movie Theater – However didn't attend much
- City Park has had same playground equipment for 20+ years.

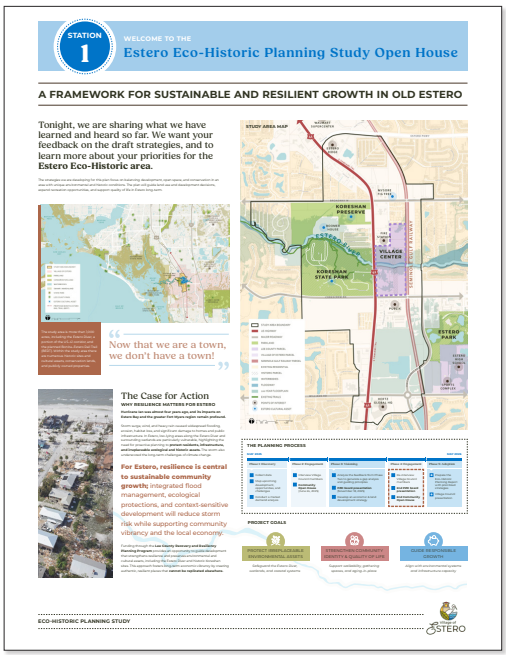
Meeting with Mayor Joanne Ribble

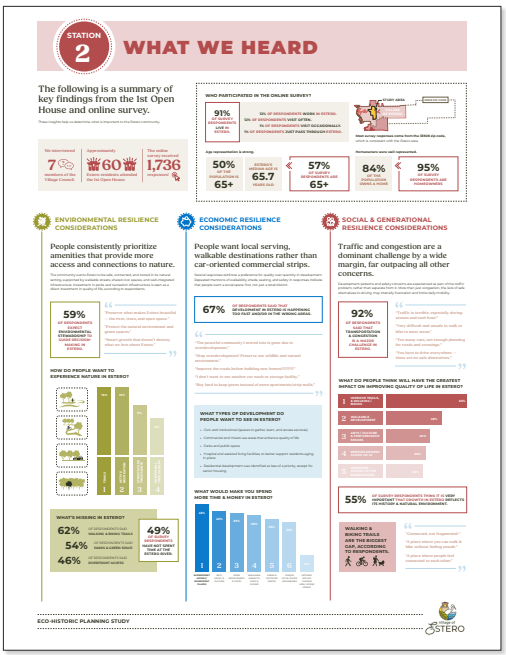
- Lives here for 17 years. Retirement brought her here
- "Estero is……?"
  - Little Village caught in a growth spurt that no one wants (due to traffic)
  - Large amounts of gates communities
  - "Now that we are a town, we don't have a town"
  - The only heart of Koreshan State Park.
  - It's an area to cross through. People pass through Estero therefore we need interconnectivity.
- Strives for a hometown feel.
- Basically, everyone is happy here except for the traffic.
- Mix of retired people for Golf and Pickleball.
- What makes us lovable?
  - Trying to achieve that small town feel.
- "What does Estero Value…"
  - Quiet, Peace, Environment, beauty of Landscape.
  - We have one of the nicest interstate exchanges because we insisted upon it.
  - Room for activities
- What is missing?
  - Parks
  - Nothing for Children.
  - Arts
  - A city Hall that can be a focal point
  - A library to call ours.
  - Only town that doesn't do holiday events like memorial day, Christmas. No fireworks, no decorations (palm trees that can be lit), no 5k races We need a place to create traditions.
  - Coconut point has outdoor markets, but we are ok with competing with them.
  - No beach Access
  - Density is the issue. We need low density. It can always trade density for public amenities.
  - There is a reputation that anything that comes here that isn't an apartment is luxury?
- General Comments
  - The new fire Chief described Estero as the Boca Raton of the West Coast.
  - We want a return on investment
  - Generally, do not see a pool coming here. That is what the YMCA is for.
  - Chastain Park in Atlanta is good precedent/
  - There is a cohesiveness with Architecture but no cohesiveness with the people.
  -

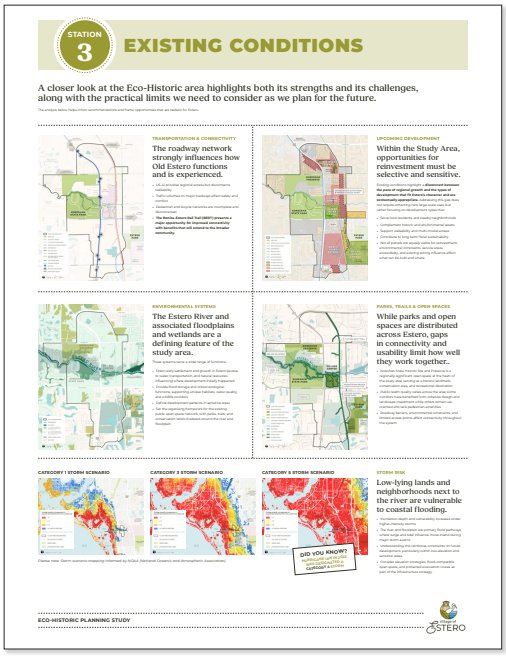
APPENDIX H

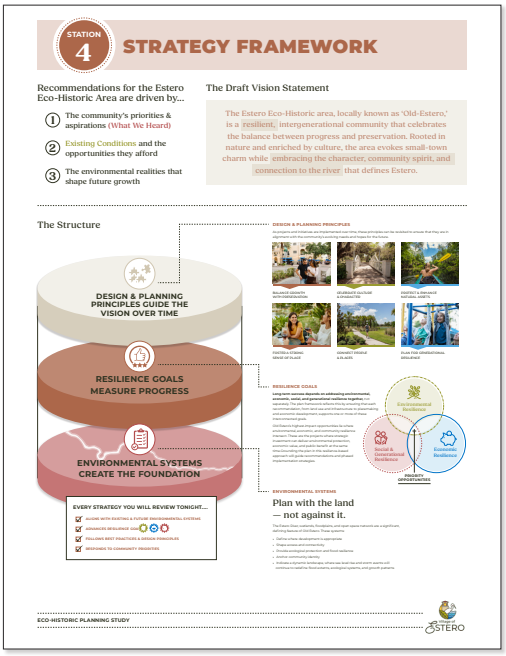
Community Engagement Materials - Open House 2

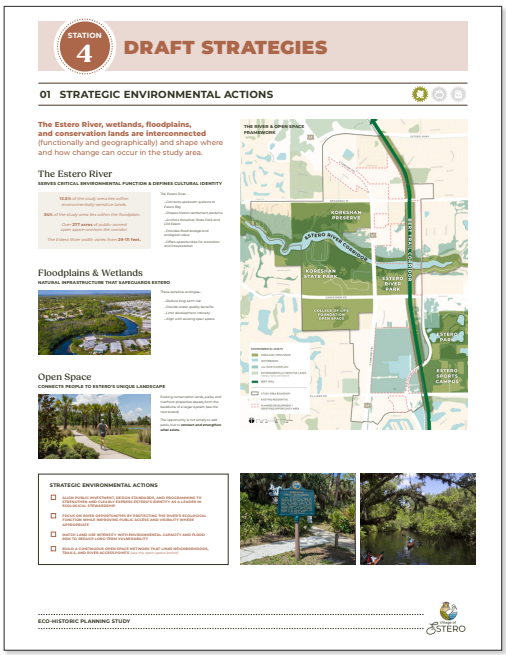
4 | APPENDIX H COMMUNITY ENGAGEMENT MATERIALS - OPEN HOUSE 2

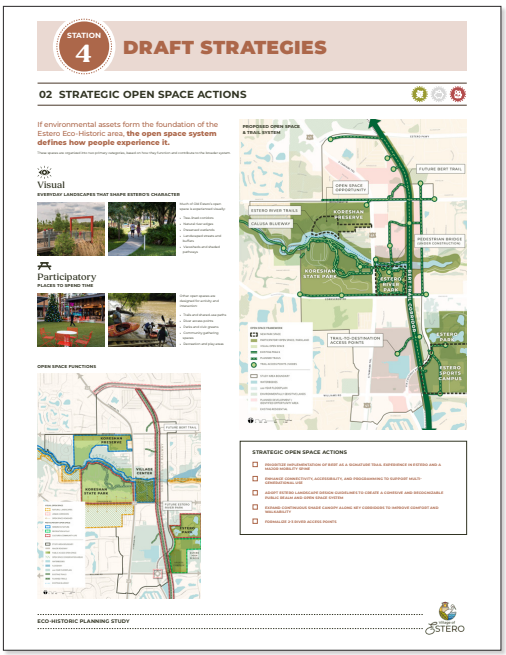


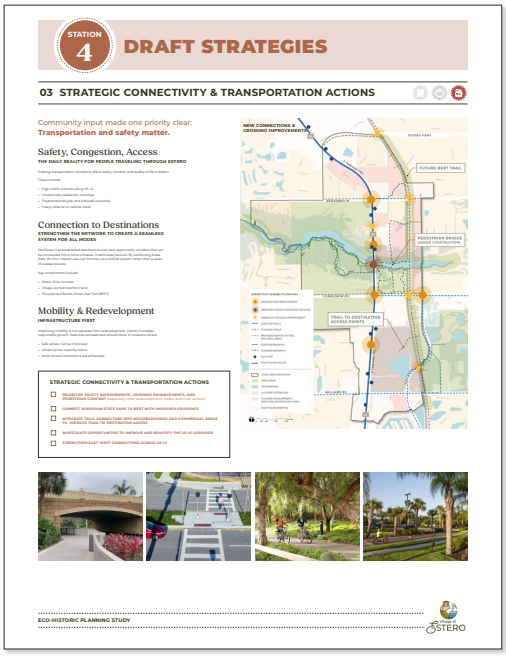


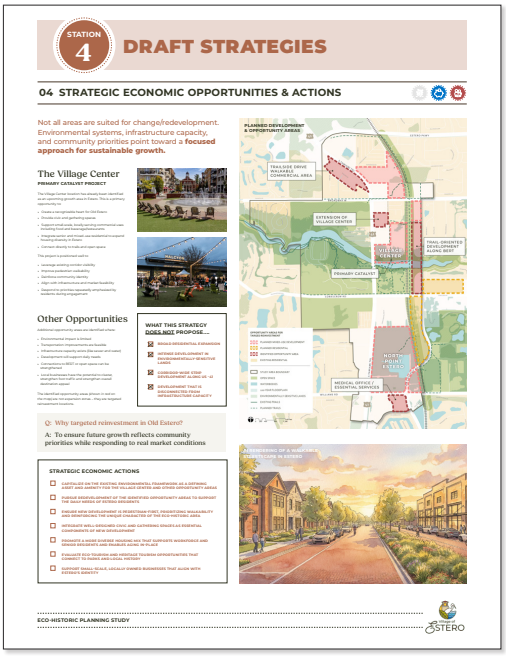





STATION 4
DRAFT STRATEGIES
01 STRATEGIC ENVIRONMENTAL ACTIONS
The Estero River, wetlands, floodplains, and conservation lands are interconnected (functionally and geographically) and shape where and how change can occur in the study area.
The Estero River
Floodplains & Wetlands
Open Space
STRATEGIC ENVIRONMENTAL ACTIONS
ECO-HISTORIC PLANNING STUDY
ESTERO


STATION 4
DRAFT STRATEGIES
02 STRATEGIC OPEN SPACE ACTIONS
Visual
Participatory
STRATEGIC OPEN SPACE ACTIONS
ECO-HISTORIC PLANNING STUDY
ESTERO


STATION 4
DRAFT STRATEGIES
03 STRATEGIC CONNECTIVITY & TRANSPORTATION ACTIONS
Safety, Congestion, Access
Connection to Destinations
Mobility & Redevelopment
STRATEGIC CONNECTIVITY & TRANSPORTATION ACTIONS
ECO-HISTORIC PLANNING STUDY
ESTERO


STATION 4
DRAFT STRATEGIES
04 STRATEGIC ECONOMIC OPPORTUNITIES & ACTIONS
The Village Center
Other Opportunities
STRATEGIC ECONOMIC ACTIONS
ECO-HISTORIC PLANNING STUDY
ESTERO

OPEN HOUSE ACTIVITY GUIDE

Estero Eco-Historic Planning Study

OPEN HOUSE ACTIVITY GUIDE

Welcome! Tonight, you are invited to explore a series of exhibits that highlight key findings from our existing conditions analysis, stakeholder interviews, and past community input. These insights have shaped the foundation of this plan, and inspired the strategic actions that you will review today.

Visit the five (5) stations and fill out the form below. **Please return it before you leave** – your voice is a vital part of the process.

OPTIONAL CONTACT INFORMATION FOR PROJECT-RELATED COMMUNICATION:

Name _____ Phone _____

Email _____

STATION 1: **INTRODUCTION**

Visit this station to learn more about why this planning effort is happening now, the project goals, and planning process. This overview provides context for the ideas and input you will review tonight.

Which goal is most important for Estero's future, and why?

- ☐ **Protect irreplaceable environmental assets**
- ☐ **Strengthen community identity & quality of life**
- ☐ **Guide responsible growth**

STATION 2: **WHAT WE HEARD**

Review what we've heard so far from the community through the online survey and first Open House, and see how that input is shaping our understanding of Estero's opportunities for long-term resilience.

Does this summary reflect what you believe are Estero's biggest opportunities and challenges?

- ☐ **Yes**
- ☐ **Mostly**
- ☐ **No, this is missing:** _____

ECO-HISTORIC PLANNING STUDY

STATION 3: **EXISTING CONDITIONS**

Review a high-level summary of existing conditions in the study area and how they shape project priorities and guide strategic actions.

Which of these existing conditions will most influence Old Estero's future growth? Why?

- ☐ **Transportation & connectivity**
- ☐ **Upcoming development**
- ☐ **Environmental systems**
- ☐ **Parks, trails, & open space**
- ☐ **Storm risk**

STATION 4: **DRAFT STRATEGIES**

Review the five (5) draft strategy boards.

Are there strategies or projects you feel are missing or underrepresented?

STATION 5: **PRIORITIZATION EXERCISE**

After reviewing all of the proposed strategic actions, you will be provided three colored chips: one blue (5 points), one orange (3 points), and one white (1 point) to prioritize the projects and initiatives that matter most to you. Please use only one chip for each bucket.

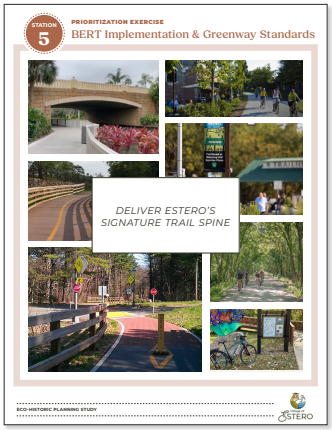
- **1ST PRIORITY** 5 Points
- **2ND PRIORITY** 3 Points
- **3RD PRIORITY** 1 Point

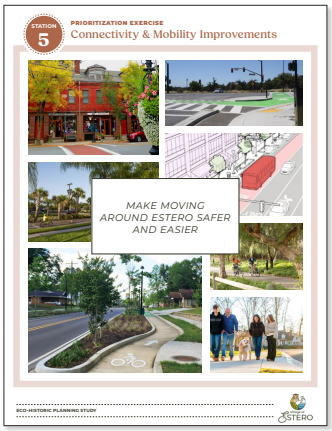
Which three buckets did you prioritize, and why?

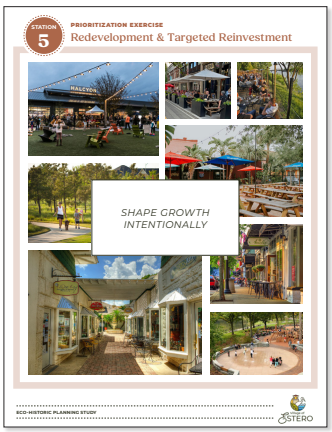
- ☐ **Environmental assets & river protection**
- ☐ **BERT implementation & greenway standards**
- ☐ **Open space & civic spaces**
- ☐ **Connectivity & mobility improvements**
- ☐ **Housing diversity & aging in place**
- ☐ **US-41 corridor & streetscape improvements**
- ☐ **Redevelopment & targeted reinvestment to develop the economy**

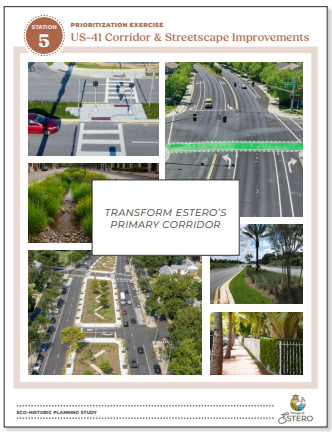
ECO-HISTORIC PLANNING STUDY

PRIORITIZATION CATEGORY BOARDS





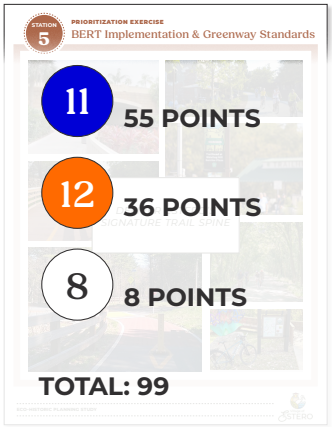


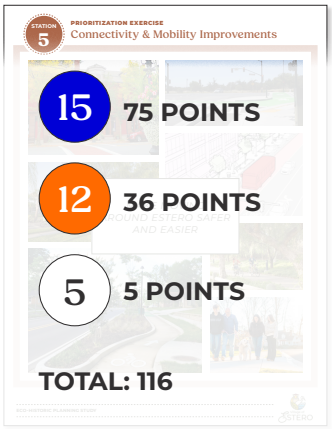


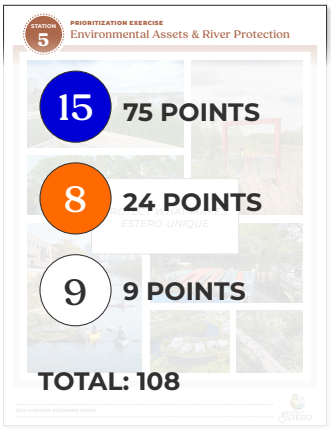
PRIORITIZATION CATEGORY BOARDS (WITH SCORES)

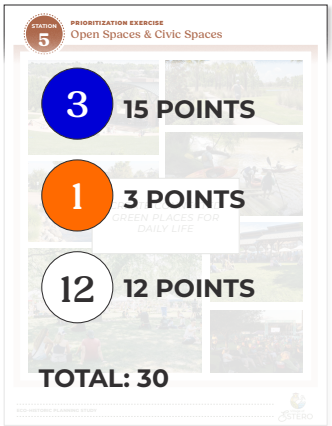
Legend

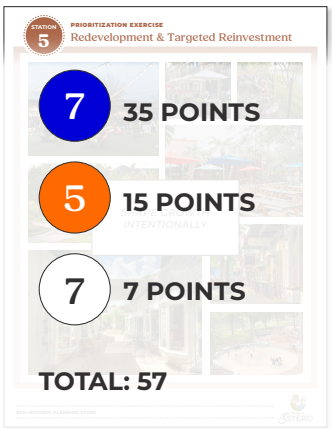
- Blue chip = 5 points (#1 priority)
- Orange chip = 3 points (#2 priority)
- White chip = 1 point (#3 priority)

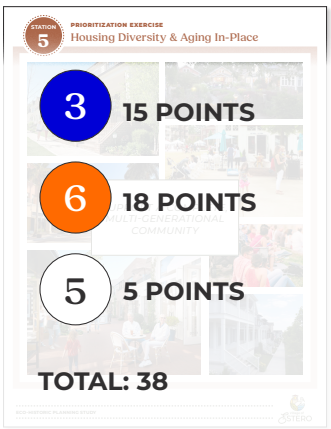


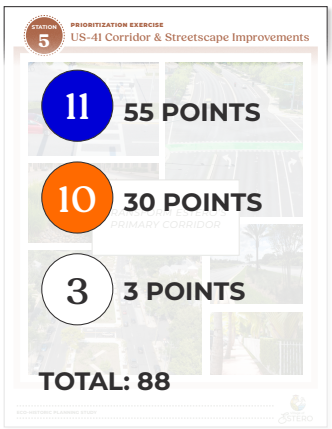


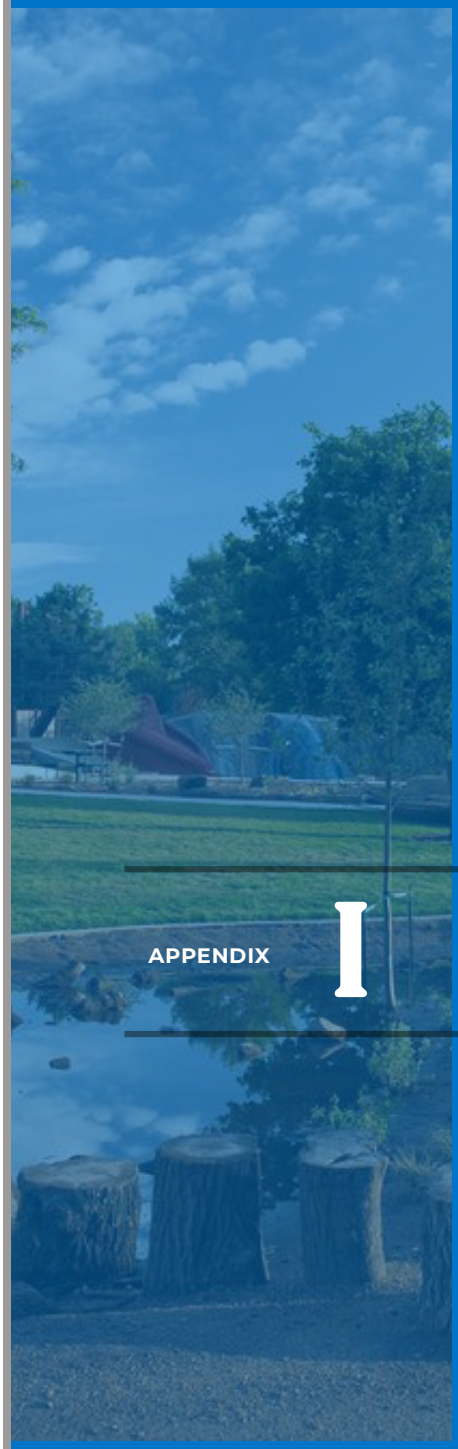












APPENDIX I

Nature Park Precedent Research

CASE STUDY ANALYSIS

BONNET SPRINGS PARK | LAKELAND, FL

Bonnet Springs Park is a 168-acre urban park that transforms a former industrial brownfield into a vibrant public space centered on ecology, education, and community. At Bonnet Springs Park, the playground and circulation features are thoughtfully integrated into the landscape to create an immersive, nature-based experience. An elevated boardwalk rises above the ground plane and weaves through tree canopies, offering a unique vantage point and a sense of exploration while connecting different areas of the park. The main playground is built into large, sculpted hills, where slides are embedded directly into the terrain, encouraging children to move fluidly between climbing, walking, and sliding in a continuous play sequence. Complementing this are animal-themed play structures, such as the interactive owl installation, which combine climbing, sliding, and imaginative play while reflecting local wildlife and reinforcing the park's connection to nature.

BONNET SPRINGS PARK

SLIDES EMBEDDED INTO THE TERRAIN

ALLIGATOR PLAY STRUCTURE

TREE HOUSE

OWL PLAY STRUCTURE

ELEVATED BOARDWALK

OUTPOST PRESIDIO PLAYGROUND | SAN FRANCISCO, CA

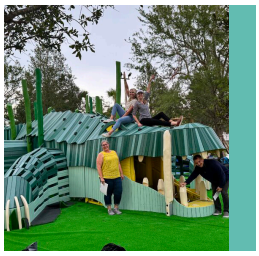
The Outpost Playground at Presidio Tunnel Tops in San Francisco is a two-acre, nature-inspired play environment designed to encourage exploration, creativity, and physical activity for children of all ages. Built using natural materials such as wood, stone, sand, and water, the playground features climbing structures, logs, boulders, and interactive water elements that reflect the Presidio's ecological history and landscape.

BERNHEIM FOREST | CLERMONT, KY

Bernheim Forest is a 16,000-acre forest preserve and arboretum known for its extensive trails, diverse ecosystems, and immersive nature experiences. A highlight for families is the whimsical troll sculptures scattered along the forest paths, which encourage exploration and imaginative play while connecting visitors to the natural environment.

PIONEER PARK | PORT ST. LUCIE, FL

Pioneer Park's is a 9.75-acre plot transformed into a vibrant space offering a mix of recreational amenities for all ages, including playgrounds, picnic areas, walking trails, and sports facilities. It features a standout alligator-themed play element that combines fun and education. The large, sculpted alligator structure allows children to climb, slide, and explore safely while engaging with a playful representation of Florida's native wildlife.



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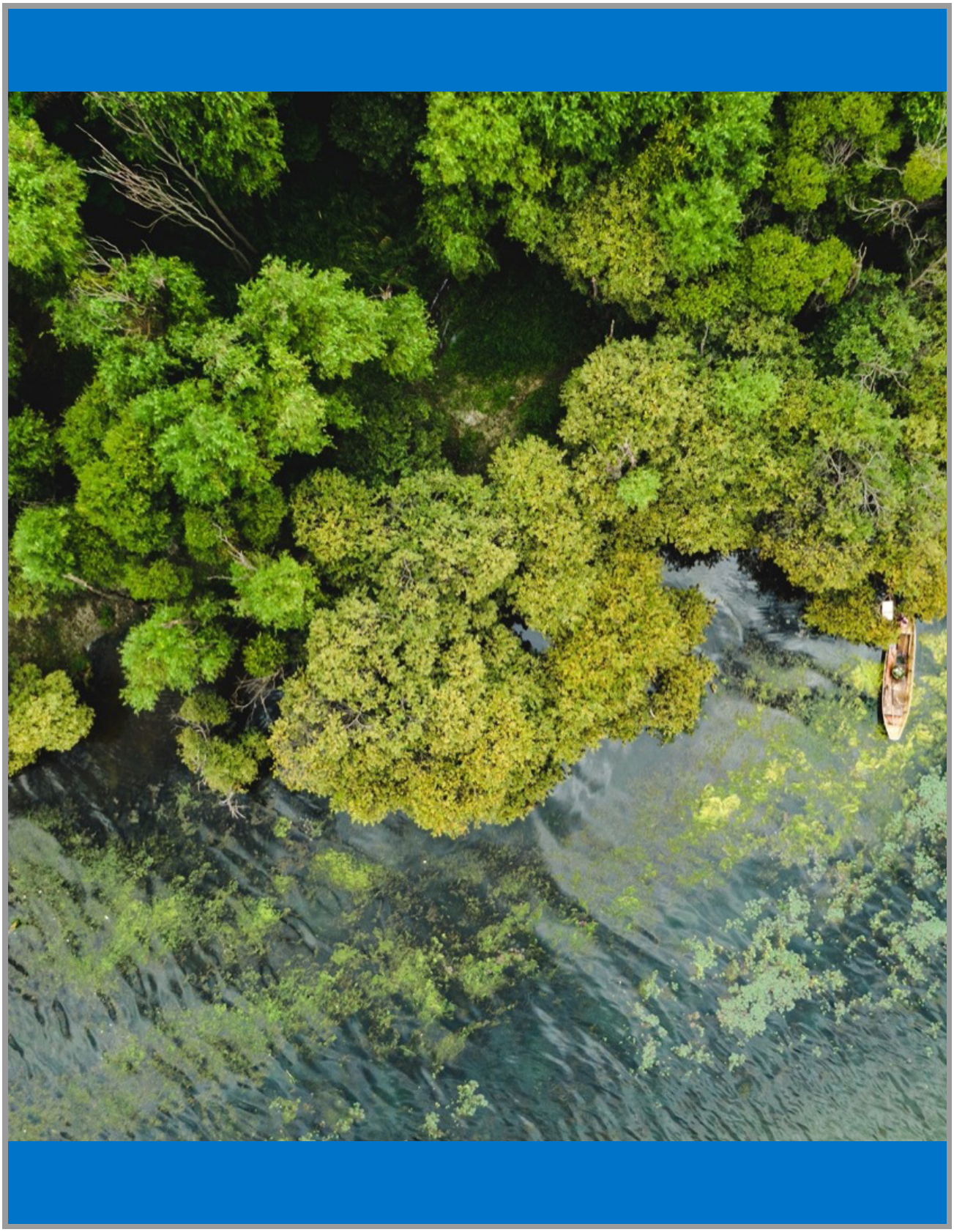


Village of Estero
Eco-Historic Planning Study

5 BACKGROUND MATERIALS

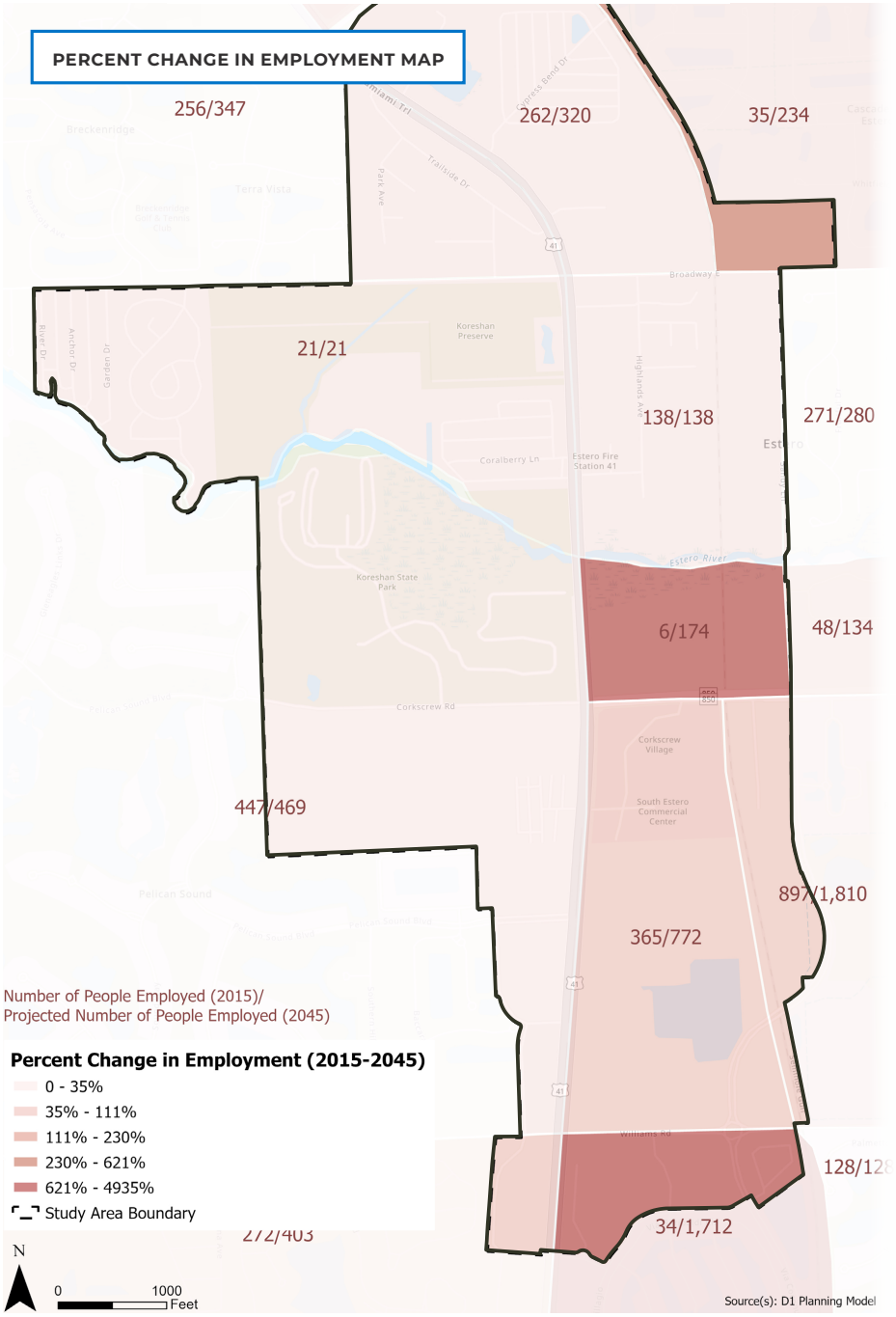
A. Supplemental Analysis Maps

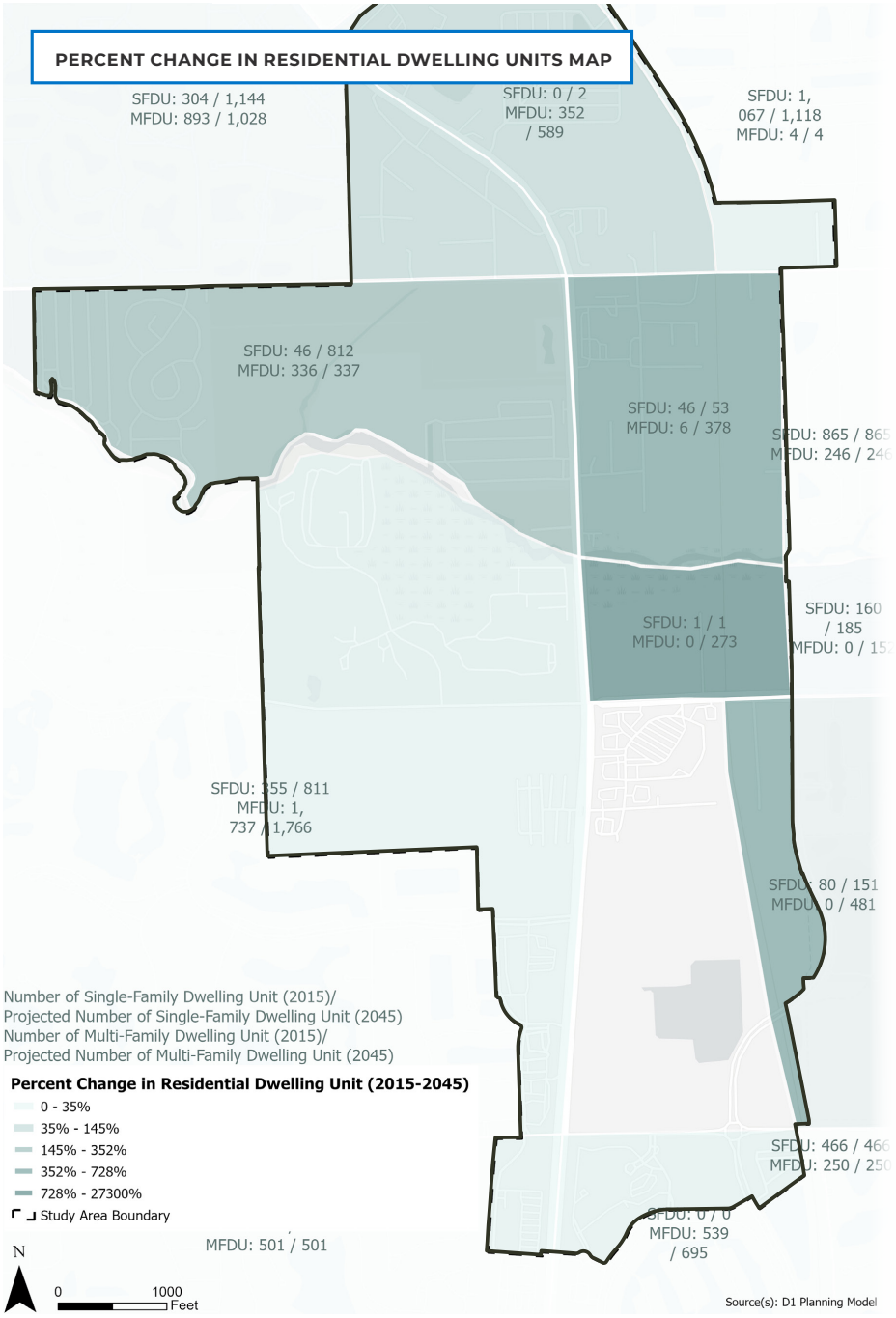
B. Environmental Conditions

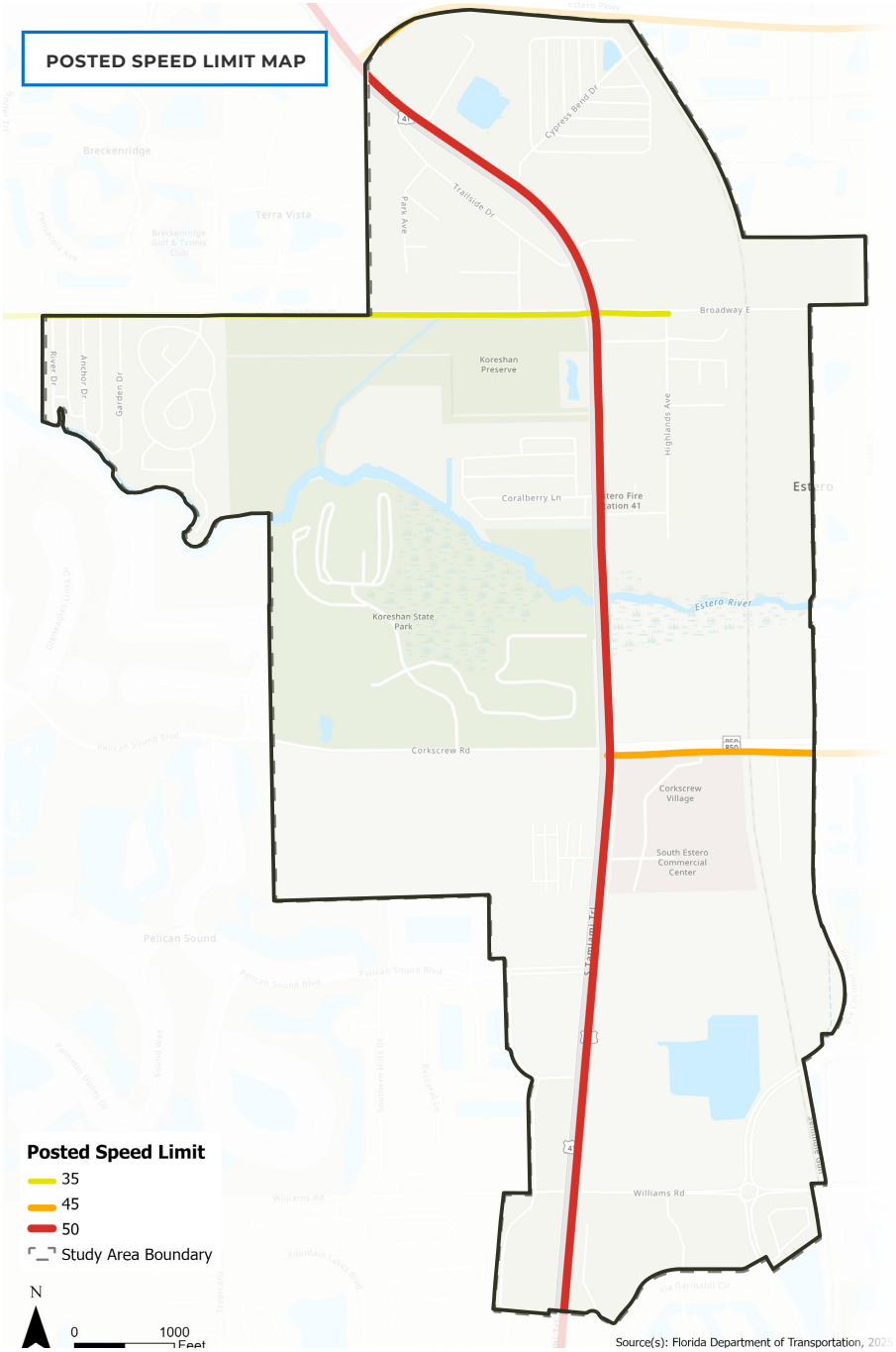
C. Inventory of Existing Utilities

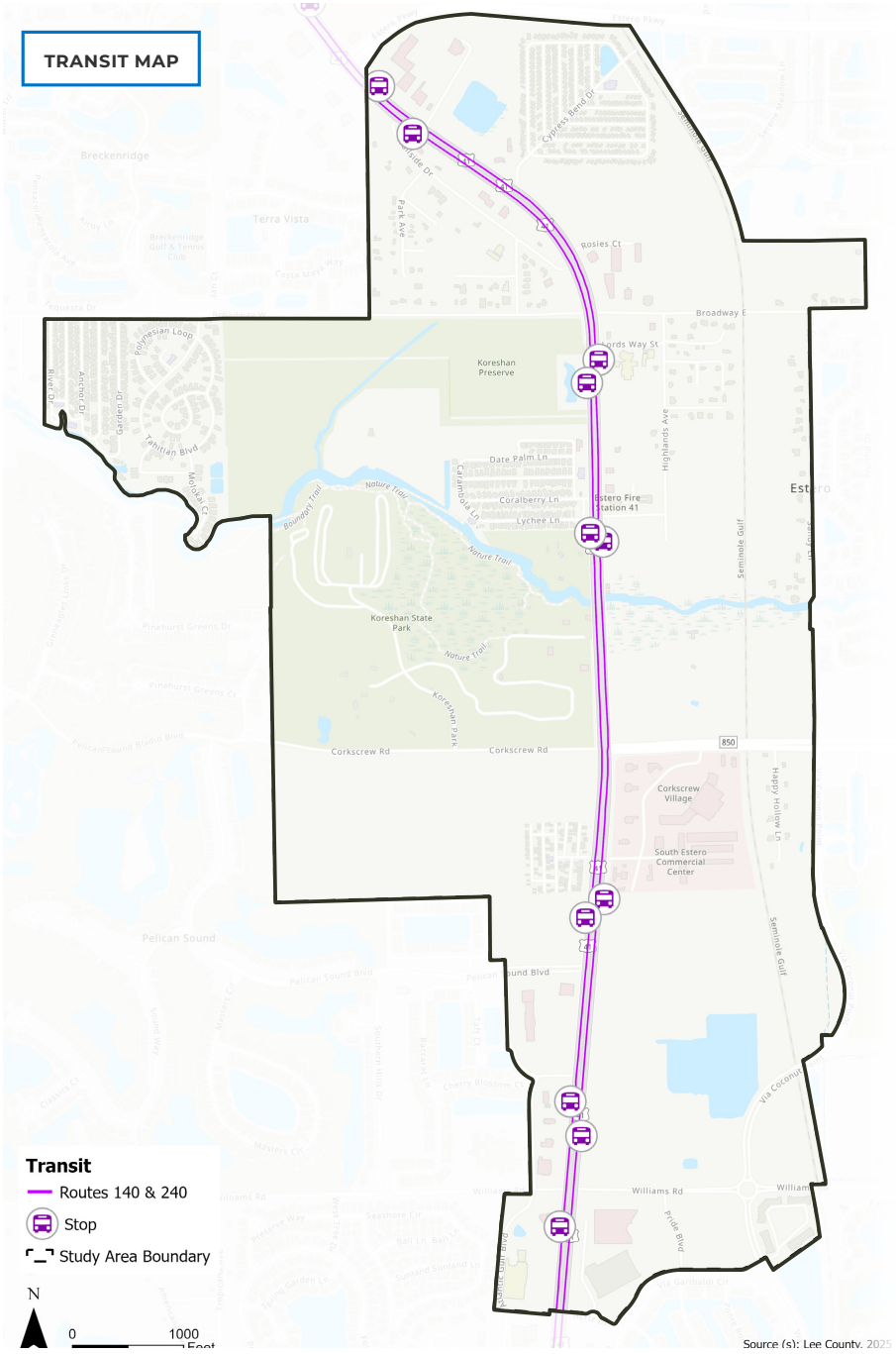
BACKGROUND MATERIALS

A Supplemental Analysis Maps


PERCENT CHANGE IN EMPLOYMENT MAP
256/347
262/320
35/234
21/21
138/138
271/280
6/174
48/134
447/469
897/1,810
365/772
128/128
34/1,712
272/403
Number of People Employed (2015)/
Projected Number of People Employed (2045)
Percent Change in Employment (2015-2045)
0 - 35%
35% - 111%
111% - 230%
230% - 621%
621% - 4935%
Study Area Boundary
N
0
1000
Feet
Source(s): D1 Planning Model


PERCENT CHANGE IN RESIDENTIAL DWELLING UNITS MAP
SFDU: 304 / 1,144
MFDU: 893 / 1,028
SFDU: 0 / 2
MFDU: 352
/ 589
SFDU: 1,
067 / 1,118
MFDU: 4 / 4
SFDU: 46 / 812
MFDU: 336 / 337
SFDU: 46 / 53
MFDU: 6 / 378
SFDU: 865 / 865
MFDU: 246 / 246
SFDU: 1 / 1
MFDU: 0 / 273
SFDU: 160
/ 185
MFDU: 0 / 152
SFDU: 355 / 811
MFDU: 1,
737 / 1,766
SFDU: 80 / 151
MFDU: 0 / 481
Number of Single-Family Dwelling Unit (2015)/
Projected Number of Single-Family Dwelling Unit (2045)
Number of Multi-Family Dwelling Unit (2015)/
Projected Number of Multi-Family Dwelling Unit (2045)
Percent Change in Residential Dwelling Unit (2015-2045)
0 - 35%
35% - 145%
145% - 352%
352% - 728%
728% - 27300%
Study Area Boundary
SFDU: 466 / 466
MFDU: 250 / 250
SFDU: 0 / 0
MFDU: 539
/ 695
MFDU: 501 / 501
N
0
1000
Feet
Source(s): D1 Planning Model


POSTED SPEED LIMIT MAP
Cypress Bend Dr
Trailside Dr
Park Ave
Breckenridge
Terra Vista
Broadway E
Koreshan Preserve
Highlands Ave
Coralberry Ln
Estero
Estero River
Koreshan State Park
Corkscrew Rd
Corkscrew Village
South Estero Commercial Center
Pelican Sound
Pelican Sound Blvd
Williams Rd
Posted Speed Limit
35
45
50
Study Area Boundary
N
0
1000
Feet
Source(s): Florida Department of Transportation, 2025


TRANSIT MAP
Breckenridge
Terra Vista
Koreshan Preserve
Koreshan State Park
Estero Fire Station 41
Corkscrew Village
South Estero Commercial Center
Pelican Sound
Corkscrew Rd
Williams Rd
Broadway E
Estero
Transit
Routes 140 & 240
Stop
Study Area Boundary
N
0
1000
Source (s): Lee County, 2025

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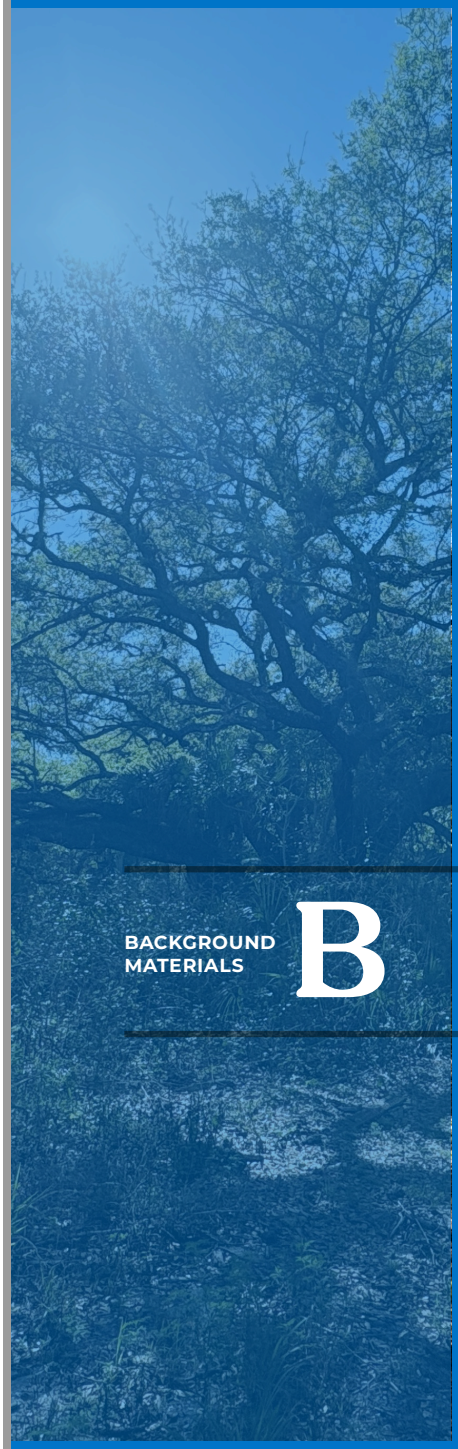

BACKGROUND MATERIALS

B

Environmental Conditions

BDA
BREEDLOVE, DENNIS & ASSOCIATES, INC.

August 29, 2025
File: 2025002-100

SENT VIA ELECTRONIC MAIL

Ms. Carrie Read
LandDesign, Inc.
P.O. Box 36959
Charlotte, North Carolina 28236
Phone: (502) 337-5224
Email: cread@landdesign.com

RE: Environmental Existing Conditions Report
Village of Estero Planning Study Project
Lee County, Florida

Dear Ms. Read:

Breedlove Dennis & Associates, Inc. (BDA) conducted an existing conditions review on the 1,078.57-acre Village of Estero Planning and Study Project located within Estero, Lee County, Florida (Site). The Site is 1,078.57 acres and is located in Sections 21, 27-29 and 33-34, Township 46 South, Range 25 East, and Section 4, Township 47 South, Range 25 East, Lee County, Florida (Exhibit 1). More specifically, the Site is located along South Tamiami Trail (U.S. 41) and west of Interstate 75. An aerial photograph of the Site is included as Exhibit 2.

The purpose of the review was to identify the existing ecological conditions on the Site. and constraints which could affect the feasibility and ground the planning process with a clear understanding of current conditions and context.

The Planning Study and Master Plan is expected to result in a comprehensive plan for how the Site could be developed and re-developed to better utilize the properties located along U.S. 41 and to create a desired destination for residents. This report is intended to aid the Planning Study to identify gaps hindering future development.

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ENVIRONMENTAL CONSULTANTS
BDA-INC.COM
330 WEST CANTON AVENUE, WINTER PARK, FLORIDA 32789
T: 407.677.1882 | F: 407.657.7008
WAKE FOREST, NORTH CAROLINA
T: 407.949.8069

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Ms. Carrie Read
August 29, 2025
Page 2

Executive Summary

Based on BDA's assessment, the Site contains wetlands and surface waters that may be subject to state and federal permitting requirements. Specific limits of wetlands and surface waters may vary upon specific delineations and field investigations.

Listed wildlife species with the potential to occur on the Site are regulated by the U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA), and Florida Fish and Wildlife Conservation Commission (FWC). BDA completed a desktop review. No field assessments were completed for this analysis and report. The likelihood of occurrence for Listed Species is based on a comparison of known general habitat requirements by these species with the habitats found on or near the Site, the quantity, quality, and adjacency of these habitats and historical records.

Based on FWC habitat models (3, 5, 6), potential suitable habitat for gopher tortoises occurs throughout the undeveloped upland areas on the Site. A 100% survey of all areas of suitable gopher tortoise habitat should be conducted at least 90 days prior to the start of any Site development activities in accordance with the FWC Gopher Tortoise Permitting Guidelines (Guidelines) (4), to determine the population size and distribution of gopher tortoises currently on the Site and evaluate management options available for this species. The Audubon EagleWatch database shows an eagle nest (No. LE134) located within the Site that was last active during the 2023/2024 nesting season. Since a bald eagle nest is documented on the Site, it is recommended to coordinate with the USFWS for guidance prior to undertaking any activity that may result in "disturbance" of nesting bald eagles. Additionally, based on the proximity of at least one known active rookery within normal foraging distances of the Site, there is a potential for the onsite wetlands and surface waters to contribute to the nesting success of listed species of wading birds. Preconstruction surveys are recommended to be completed in accordance with the FWC ISMP Species Conservation Measures and Permitting Guidelines (5).

The Site is located within the USFWS consultation area for the following federally listed species: Florida scrub-jay (*Aphelocoma coerulescens*) and Piping plover (*Charadrius melodus*) which are listed as federally threatened species; and the Florida Bonneted Bat (*Eumops floridanus*) and Everglade snail kite (*Rostrhamus sociabilis plumbeus*), which are listed as federally endangered species.

Although the Site is located within the consultation area for federally listed species, suitable habitat does not occur onsite for the Florida scrub-jay, the Piping plover, or the Everglade snail kite. Based on the lack

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of suitable habitat and absence of historical observations for these species on the Site, a "no effect" determination for these species could be justified for proposed development.

However, since the Site is located within the consultation area for the Florida bonneted bat and has potential suitable habitat for the Florida bonneted bat, formal consultation with the USFWS will likely be required as it relates to the Florida bonneted bat. The Site is also located within the USFWS range for the West Indian manatee. The upper reaches of the Estero River that is located on the Site is included within the USFWS Proposed Critical Habitat for the West Indian manatee (41). Thus, if work is proposed in or within the vicinity of the Estero River, consultation with USFWS may be required.

Databases reviewed contained no records of federally listed plants on or near the Site. Appendix A includes a detailed listed species review for the Site.

Previously recorded cultural resources were identified by the Florida Department of State, Division of Historical Resources (DHR) within the Site. The preliminary search results identified 63 potential and known cultural resources on the Site, including, potentially eligible structures, resources, and known archeological sites.

Please see the following sections for additional detail.

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Ms. Carrie Read
August 29, 2025
Page 4

INTRODUCTION

The Site is approximately 1,078.57 acres located in Sections 21. 27-29 and 33-34, Township 46 South, Range 25 East and Section 4, Township 47 South, Range 25 East, Lee County, Florida (Exhibit 1). An aerial is included as Exhibit 2. BDA conducted a desktop analysis of the Site to identify current ecological conditions, existing historical resources, and design constraints which could affect the feasibility and planning process for the Site.

ECOLOGICAL CONDITIONS

Existing Conditions

This report provides a summary of the existing ecological conditions and an evaluation of the occurrence and potential for occurrence of wildlife species listed as Threatened or Endangered (T&E) species by the U.S. Fish and Wildlife Service (USFWS) and/or the Florida Fish and Wildlife Conservation Commission (FWC) and plant species listed as T&E by the USFWS under provisions of the Endangered Species Act (ESA) (1) and/or Florida rule (3). A review of the bald eagle (*Haliaeetus leucocephalus*) nest databases and the wading bird rookery database has been performed to identify possible active eagle nests and wading bird rookeries within the vicinity of the Site.

Additional materials were reviewed for this report, including the Natural Resources Conservation Service (NRCS) soils map (9), U.S. Geological Survey topographic map, and the BDA database of listed (protected) wildlife and plant species for Lee County. The characterization of the vegetative communities, surface waters, and land use types was based on the Florida Land Use, Cover and Forms Classification System (2) and the South Florida Water Management District (SFWMD) (7). Vegetative community descriptions were based on the Florida Natural Areas Inventory (6). Botanical nomenclature (scientific names), as presented in this report, is per Wunderlin and Hanson (10).

Vegetative Communities and Land Use

Pursuant to the Lee County FLUCFCS, the Site is composed primarily of uplands which include Fixed Single Family Units (111), Mixed Units, Fixed and Mobile Home Units (113), Fixed Single Family Units (121), Mobile Home Units (122), Mobile Home Units (132), Multiple Dwelling Units, Low Rise (133), Commercial and Services (140), Shopping Centers (141), Commercial and Services Under Construction (149), Institutional (170), Golf Course (182), Parks and Zoos (185), Improved Pastures (211),

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Unimproved Pastures (212), Abandoned Groves (224), Herbaceous (Dry Prairie) (310), Upland Shrub and Brushland (320), Mixed Rangeland (330), Pine Flatwoods (411), Upland Hardwood Forests (420), Melaleuca (424), Upland Mixed Coniferous/Hardwood (434), Disturbed Land (740), and Roads and Highways (814) (Exhibit 3). Surface waters and wetlands on the Site include, Natural River, Stream, Waterway (511), Reservoirs (530), Mixed Wetland Hardwoods (617), Freshwater Marshes/Graminoid Prairie – Marsh (641), and Emergent Aquatic Vegetation (644) (Exhibit 3).

Code	FLUCFCS[1] Text	Acreage	Percent Cover
111	Fixed Single Family Units	86.71	8.04
113	Mixed Units, Fixed and Mobile Home Units	35.76	3.32
121	Fixed Single Family Units	1.54	0.14
122	Mobile Home Units	0.18	0.02
132	Mobile Home Units	115.60	10.72
133	Multiple Dwelling Units, Low Rise	7.14	0.66
140	Commercial and Services	115.98	10.75
141	Shopping Centers	16.86	1.56
149	Commercial and Services Under Construction	<0.01	0.00
170	Institutional	21.61	2.00
182	Golf Course	0.25	0.02
185	Parks and Zoos	9.54	0.89
211	Improved Pastures	107.40	9.96
212	Unimproved Pastures	27.48	2.55
224	Abandoned Groves	7.75	0.72
310	Herbaceous (Dry Prairie)	11.55	1.07
320	Upland Shrub and Brushland	13.62	1.26
330	Mixed Rangeland	21.70	2.01
411	Pine Flatwoods	201.19	18.65
420	Upland Hardwood Forests	42.96	3.98
424	Melaleuca	25.80	2.39
434	Upland Mixed Coniferous/Hardwood	71.33	6.61
511	Natural River, Stream, Waterway	4.69	0.44

[1] Florida Land Use, Cover and Forms Classification System.

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Code	FLUCFCS[1] Text	Acreage	Percent Cover
530	Reservoirs	13.55	1.26
617	Mixed Wetland Hardwoods	49.02	4.55
641	Freshwater Marshes/Graminoid Prairie – Marsh	0.01	0.00
644	Emergent Aquatic Vegetation	3.34	0.31
740	Disturbed Land	15.08	1.40
814	Roads and Highways	50.93	4.72
Total		**1,078.57**	**100.00**

Uplands

The Site is comprised of various developed residential and commercial properties including, Fixed Single Family Units (111), Mixed Units, Fixed and Mobile Home Units (113), Fixed Single Family Units (121), Mobile Home Units (122), Mobile Home Units (132), Multiple Dwelling Units, Low Rise (133), Commercial and Services (140), Shopping Centers (141), Commercial and Services Under Construction (149), Institutional (170), Golf Course (182), and Parks and Zoos (185) . Vegetation within these land uses typically consists of various landscape and ornamental species subject to routine maintenance.

Improved Pastures – 211 account for approximately 107.40 acres of the site. This cover type is typically represented by actively grazed and managed pasturelands. Predominate cover is by planted forage-grass species such as bahiagrass (*Paspalum notatum*). Other groundcover species may include Baldwin's spikerush (*Eleocharis baldwinii*), beaked panicum (*Panicum anceps*), blackroot (*Pterocaulon pycnostachyum*), bluestem (*Andropogon* sp.), dogfennel (*Eupatorium capillifolium*), flatsedge (*Cyperus* sp.), pricklypear (*Opuntia humifusa*), slender flattop goldenrod (Euthamia caroliniana), sweetbroom (*Scoparia dulcis*), and tropical soda apple (*Solanum viarum*). Small, scattered patches of live oak (*Quercus virginiana*), slash pine (*Pinus elliottii*), and saw palmetto (*Serenoa repens*) could also be present within this land use.

Unimproved Pastures – 212, Abandoned Groves – 224, Herbaceous (Dry Prairie) – 310, Upland Shrub and Brushland – 320 and Mixed Rangeland – 330 account for approximately 82.10 acres of the site. These community types are represented by areas subject to previous agricultural activities and management but not improved with planted forage grasses. Predominate cover is characterized by shrubs and grasses with occasional canopy/subcanopy species. Species composition and diversity differs based on historic management cycles and cattle usage. Characteristic species include bluestem, bracken fern

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(*Pteridium aquilinum*), gallberry (*Ilex glabra*), goldenrod (*Solidago* sp.), groundsel tree (*Baccharis halimifolia*), live oak, muscadine (*Vitis rotundifolia*), saw palmetto, sawtooth blackberry (*Rubus argutus*), shiny blueberry (*Vaccinium myrsinites*), slash pine, slender flattop goldenrod, staggerbush (*Lyonia* sp.), wax myrtle (*Myrica cerifera*), winged sumac (*Rhus copallinum*), wiregrass (*Aristida stricta*).

Pine Flatwoods – 411, Upland Hardwood Forests – 420, and Upland Mixed Coniferous/Hardwood – 434 consist of 315.48 acres of the site. These cover types generally consist of mature or regenerating upland forests of live oak and/or slash pine with a variable understory of immature canopy species, woody shrubs, and frequently a thick detritus layer. Diversity and density of the understory can vary by location, due to prior land uses and prolonged fire suppression. Other subcanopy and shrub species may include gallberry, loblolly bay (*Gordonia lasianthus*), maleberry (*Lyonia ligustrina*), swamp bay (*Persea palustris*), wax myrtle, and winged sumac. Groundcover species characteristically present include airplant (*Tillandsia* sp.), bahiagrass, beaked panicum, blue maidencane (*Amphicarpum muhlenbergianum*), bluestem, bracken fern.

Melaleuca – 424 consists of 25.80 acres of the site. This community type is dominated by the invasive plant species melaleuca (*Melaleuca* spp.).

Disturbed Land – 740 and Roads and Highways – 814 consist of 66.01 acres of the site. These cover types are represented by parcels of land that have been previously mass graded as well as right of ways associated with U.S. 41 and Via Coconut Point. U.S. 41 bisects the Site from north to south; Via Coconut Point borders the eastern boundary of the Site. Roads and highways are typically dominated by grass species and ornamental plantings subject to routine maintenance.

Surface waters

Natural River, Stream, Waterway – 511 accounts for 4.69 acres of the site and consists of the upper reaches of the Estero River.

Reservoirs – 530 comprise 13.55 acres of the site. This community is represented by existing Stormwater Management System (SWMS) adjacent to mobile home units and Via Coconut Point and a borrow pond located in the south section of the project. The SWMS vary in size. Species composition is variable by location but can include species such as American white waterlily (*Nymphaea odorata*), bahiagrass, Baldwin's spikerush, blue waterhyssop (*Bacopa caroliniana*), bulltongue arrowhead (*Sagittaria lancifolia*), Leconte's flatsedge (*Cyperus lecontei*), maidencane (Panicum hemitomon), pickerelweed

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(*Pontederia cordata*), primrosewillow (*Ludwigia* sp.), soft rush (*Juncus effusus* subsp. *solutus*), and spatterdock (*Nuphar advena*). Where present, banks may include shrub species such as dahoon (*Ilex cassine* var. *cassine*), pond-cypress (*Taxodium ascendens*), and wax myrtle.

Wetlands

Mixed Wetland Hardwoods – 617 consist of 49.02 acres of the site. This forested community type is typically characterized by a canopy of species such as cypress (*Taxodium* sp.), swamp tupelo (*Nyssa sylvatica* var. *biflora*), red maple (*Acer rubrum*), dahoon, laurel oak (*Quercus laurifolia*), sweetbay (*Magnolia virginiana*), loblolly bay, and swamp bay, with varying densities of pine. Additional vegetative species associated with this cover type include species such as swamp fern (*Blechnum serrulatum*), Virginia chain fern (*Woodwardia virginica*), lizard's tail (*Saururus cernuus*), blue maidencane, and cinnamon fern (*Osmunda cinnamomea*).

Freshwater Marshes/Graminoid Prairie – Marsh – 641 and Emergent Aquatic Vegetation – 644 comprise of 3.35 acres of the site. Vegetation within these cover types generally include pickerelweed, maidencane, soft rush, Jamaica swamp sawgrass (*Cladium jamaicense*), blue waterhyssop. Characteristic species also include broadleaf emergents and floating plants, particularly bulltongue arrowhead, bladderworts (*Utricularia* spp.) and spatterdock.

Soils

The U.S. Department of Agriculture (USDA) National Technical Committee for Hydric Soils (NTCHS) defines a hydric soil as a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (8). The NTCHS and NRCS have generated a National Hydric Soils List using selected soil properties indicative of hydric soils. The hydric classification, listed within this table, is based on the properties of all soil types which comprise a map unit. Soils are classified as hydric, predominantly hydric, partially hydric, predominantly nonhydric, and nonhydric. A classification of "partially hydric" indicates the map unit is comprised of both hydric and nonhydric soils. "Partially hydric" soils require field verification to determine the presence or absence of hydric soil indicators. The Percent of Map Unit identifies the percentage of the soil components that would be considered hydric.

According to the USDA, NRCS Soil Survey Geographic database for Lee County, Florida, the following soil types occur within the Site (Exhibit 4).

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Soil Map Unit	Number	Hydric Classification	Percent of Map Unit	General Description
Brynwood fine sand, wet, 0 to 2 percent slopes	6	Predominantly hydric	91	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces
Matlacha gravelly fine sand-Urban land complex, 0 to 2 percent slopes	7	Nonhydric	0	Somewhat poorly drained; 0 to 2% slope, Flats on marine terraces
Pompano fine sand, 0 to 2 percent slopes	10	Predominantly hydric	94	Poorly drained, 0 to 2% slope, Flats on marine terraces
Myakka fine sand, 0 to 2 percent slopes	11	Predominantly nonhydric	5	Poorly drained, 0 to 2% slope, Drainageways on flatwoods on marine terraces
Cypress Lake fine sand, 0 to 2 percent slopes	13	Predominantly hydric	92	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces, drainageways on marine terraces
Pineda-Pineda, wet, fine sand, 0 to 2 percent slopes	26	Partially hydric	52	Poorly drained, 0 to 2% slope, Drainageways on marine terraces, flatwoods on marine terraces
Immokalee sand, 0 to 2 percent slopes	28	Predominantly nonhydric	6	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces
Immokalee sand-Urban land complex, 0 to 2 percent slopes	36	Predominantly nonhydric	10	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces
Valkaria fine sand, frequently ponded, 0 to 1 percent slopes	41	Hydric	100	Very poorly drained, 0 to 1% slope, Depressions on marine terraces
Smyrna fine sand, 0 to 2 percent slopes	43	Predominantly nonhydric	6	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces
Myakka fine sand, frequently ponded, 0 to 1 percent slopes	53	Predominantly hydric	97	Very poorly drained, 0 to 1% slope, Depressions on marine terraces

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Cocoa fine sand, 0 to 2 percent slopes	55	Predominantly nonhydric	15	Moderately well drained, 0 to 2% slope, Flatwoods on marine terraces
Brynwood fine sand, wet-Urban land complex, 0 to 2 percent slopes	64	Partially hydric	63	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces
Smyrna fine sand-Urban land complex, 0 to 2 percent slopes	67	Predominantly nonhydric	6	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces
Copeland fine sandy loam, ponded-Urban land complex, 0 to 1 percent slopes	105	Partially hydric	58	Very poorly drained, 0 to 1% slope, Depressions on marine terraces
Malabar fine sand-Urban land complex, 0 to 2 percent slopes	119	Partially hydric	56	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces
Myakka fine sand-Urban land complex, 0 to 2 percent slopes	123	Predominantly hydric	5	Poorly drained, 0 to 2% slope, Drainageways on flatwoods on marine terraces
Myakka fine sand, ponded-Urban land complex, 0 to 1 percent slopes	124	Partially hydric	57	Very poorly drained, 0 to 1% slope, Depressions on marine terraces
Pineda fine sand-Urban land complex, 0 to 2 percent slopes	129	Predominantly nonhydric	22	Poorly drained, 0 to 2% slope, Drainageways on marine terraces, flats on marine terraces
Pompano fine sand-Urban land complex, 0 to 2 percent slopes	131	Partially hydric	56	Poorly drained, 0 to 2% slope, Flats on marine terraces
Valkaria fine sand-Urban land complex, 0 to 2 percent slopes	136	Partially hydric	54	Poorly drained, 0 to 2% slope, Drainageways on flats on marine terraces
Wabasso sand, limestone substratum-Urban land complex, 0 to 2 percent slopes	138	Predominantly nonhydric	15	Poorly drained, 0 to 2% slope, Flatwoods on marine terraces

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Cocoa fine sand-Urban land complex, 0 to 2 percent slopes	141	Predominantly nonhydric	15	Moderately well drained, 0 to 2% slope, Flatwoods on marine terraces, rises on marine terraces
Valkaria fine sand, ponded-Urban land complex, 0 to 1 percent slopes	149	Partially hydric	55	Very poorly drained, 0 to 1% slope, Depressions on marine terraces

Listed Animals and Plants

The vegetative cover types on the Site were analyzed to assess the occurrence or likelihood of occurrence for species of wildlife or plants listed for protection by the USFWS and FWC (Listed Species) under provisions of the Endangered Species Act of 1973, as amended (1) and the Florida Rule (3). Listed species known to occur within Lee County, Florida are summarized in Attachment 1 of Appendix A.

The likelihood of occurrence for Listed Species is based on a comparison of known general habitat requirements by these species with the habitats found on or near the Site, the quantity, quality, and adjacency of these habitats and historical records. The likelihood of occurrence for Listed Species referenced in this report was rated as high, moderate, low, unlikely, or not applicable based on knowledge of a species' habitat preference and site conditions. A likelihood of occurrence given as "unlikely" indicates that no, or very limited, suitable habitat for this species exists onsite, but the Site is within the documented range of the species; "not applicable" indicates that the habitat for this species does not exist on or adjacent to the Site.

The gopher tortoise, bald eagle, and wading bird are the only listed species noted with potential habitat onsite that will require additional investigation. Attachment 3 and Attachment 4 of Appendix A depict the bald eagle nests, wading bird rookeries, and wood stork colonies on and in the vicinity of the Site.

Since the Site is located within the consultation area for the Florida bonneted bat and has potential suitable habitat for the Florida bonneted bat, formal consultation with the USFWS will likely be required. If the tricolored bat is determined to be a federally endangered species, consultation with the USFWS may be required.

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Available databases do not contain records of listed plant species within or immediately adjacent to the Site. Based on the current cover types, plant species listed for protection by the USFWS are not likely to occur on the Site.

A review of the listed species with potential to occur within the Site is included as Appendix A.

Archaeological/Historical Resources

A preliminary search for previously recorded cultural resources was conducted by the DHR on July 23, 2025 (Appendix B). The search resulted identification of 63 previously recorded or potential cultural resources. Exhibit 5 depicts the location of the potentially eligible cultural structures on the Site. Exhibit 6 depicts the potentially eligible resources on the Site, consisting of the Koreshan Unity Settlement Historic District and the CSX Railroad. Exhibit 7 depicts the locations of the known archeological sites on the Site.

Conclusion

The results of this environmental conditions report indicate that the Listed Species of wildlife with high potential of occurrence on the Site include the gopher tortoise, bald eagle, wading bird, and Florida bonneted bat. Preconstruction surveys for gopher tortoises and wading birds are recommended to be completed in accordance with the FWC Gopher Tortoise Guidelines (4) and the FWC ISMP Species Conservation Measures and Permitting Guidelines (5). Additional permitting with the FWC and relocation efforts will be required to address the gopher tortoises on the Site. Consultation with the USFWS will likely be required for the bald eagle and Florida bonneted bat. If work is proposed in or within the vicinity of the Estero River, consultation with USFWS may be required for the West Indian manatee, gulf sturgeon, and smalltooth sawfish. Databases reviewed contained no records of federally listed plants on or near the Site

The Site includes wetlands and surface waters that may require state and/or federal permitting. Field investigations and delineations will specify the limits of the existing wetlands and surface waters. Known cultural, historic, and archaeological resources are present on the Site. Coordination with DHR will be required prior to construction activities.

Please do not hesitate to contact our office should you have any questions or require additional information.

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Sincerely yours,

Stephanny G. Houghton, M.S.
Associate Scientist IV

D. Dale Dowling, B.S.
Principal Scientist

SGH/DDD/tnp

Enclosures

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End References

1. Endangered Species Act. 16 United States Code 1531-1544, December 28, 1973, as amended 1976-1982, 1984, and 1988; 1973.
2. Florida Department of Transportation. Florida Land Use, Cover and Forms Classification System. Third Edition; 1999. 91pp.
3. Florida Fish and Wildlife Conservation Commission. Chapter 68A-27 Florida Administrative Code. Rules Relating to Endangered or Threatened Species. Tallahassee, Florida; 2017.
4. Florida Fish and Wildlife Conservation Commission. Gopher Tortoise Permitting Guidelines: *Gopherus polyphemus*. Tallahassee, Florida; 2023.
5. Florida Fish and Wildlife Conservation Commission. Florida's Imperiled Species Management Plan 2016 - 2026. Tallahassee, Florida; 2016.
6. Florida Natural Areas Inventory. Natural Resource Inventory. (Lee County). Tallahassee, Florida; 2012.
7. *South Florida Water Management District Statewide Land Use Land Cover.* Florida Department of Environmental Protection Geospatial Open Data. (n.d.). https://geodata.dep.state.fl.us/datasets/FDEP::statewide-land-use-land-cover/about
8. U.S. Department of Agriculture, Soil Conservation Service. 1994. *National Food Security Act Manual. Title 180.* USDA Soil Conservation Service, Washington, D.C.
9. U.S. Department of Agriculture, Natural Resources Conservation Service. Soil Survey Geographic Database; 2016. https://websoilsurvey.nrcs.usda.gov/.
10. Wunderlin, Richard P. and Bruce F. Hansen. Guide to the Vascular Plants of Florida, third edition. University Press of Florida; 2011.

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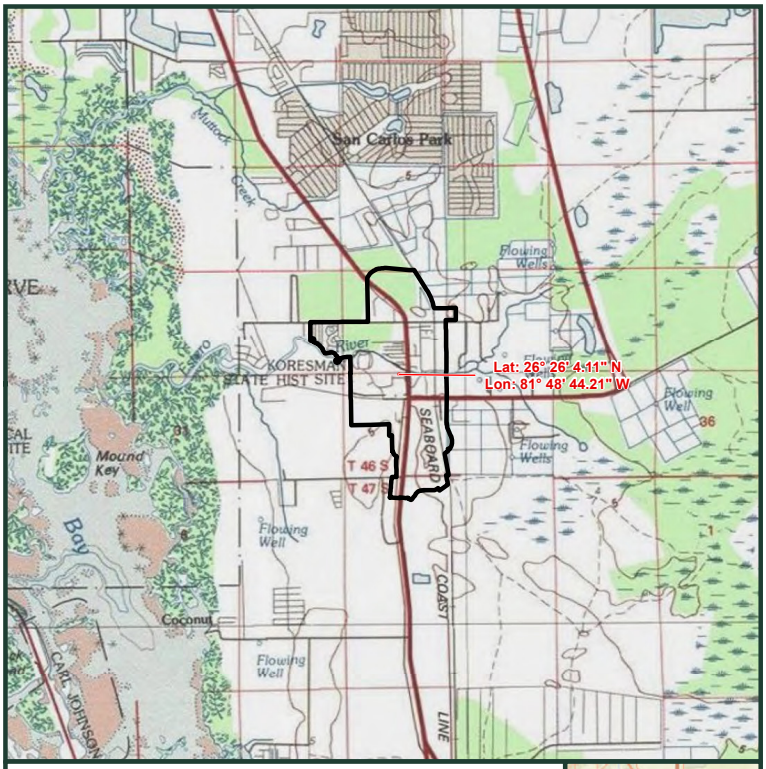

EXHIBIT 1
LOCATION OF THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, (SECTIONS 21, 27-29 AND 33-34, TOWNSHIP 46 S, RANGE 25 E AND SECTION 4, TOWNSHIP 47 S, RANGE 25 E), LEE COUNTY, FLORIDA.

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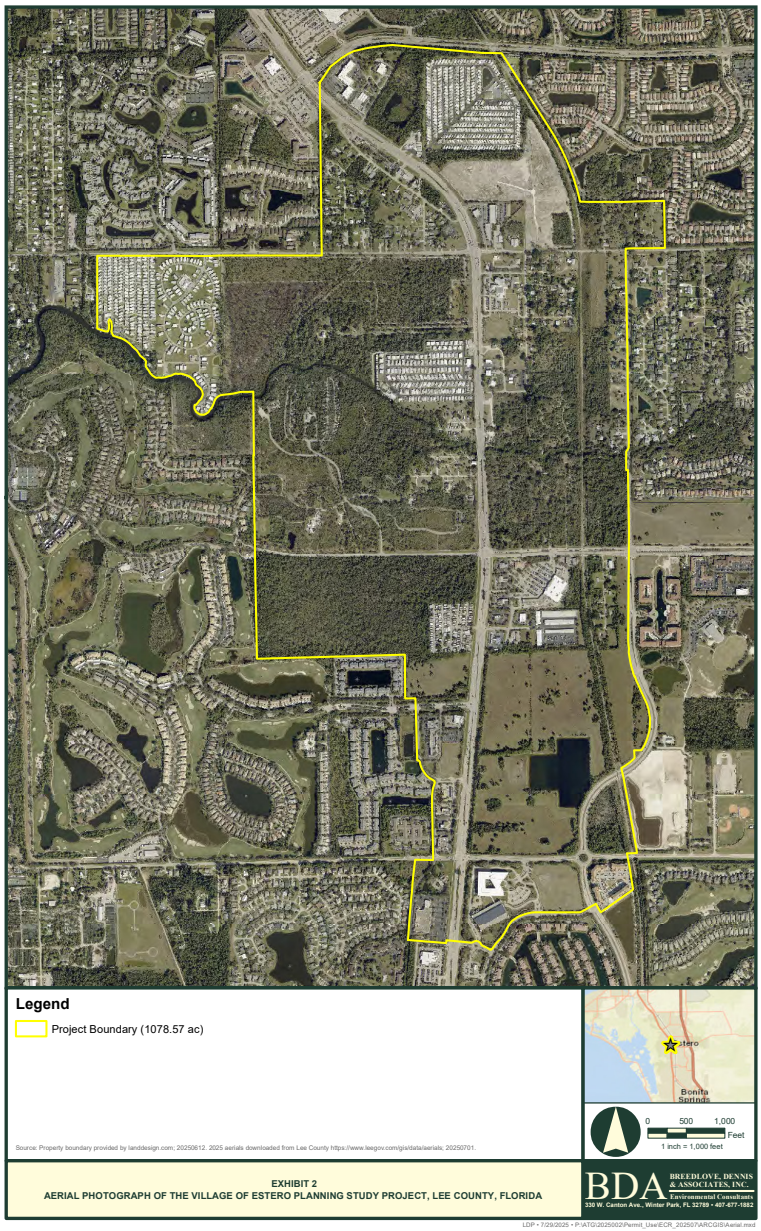
Legend
Project Boundary (1078.57 ac)
Source: Property boundary provided by landdesign.com; 20250612. 2025 aerials downloaded from Lee County https://www.leegov.com/gis/data/aerials; 20250701.
Bonita Springs
0 500 1,000 Feet
1 inch = 1,000 feet
EXHIBIT 2
AERIAL PHOTOGRAPH OF THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA
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EXHIBIT 3 FLORIDA LAND USE, COVER AND FORMS CLASSIFICATION SYSTEM (FLUCFCS) MAP FOR THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA

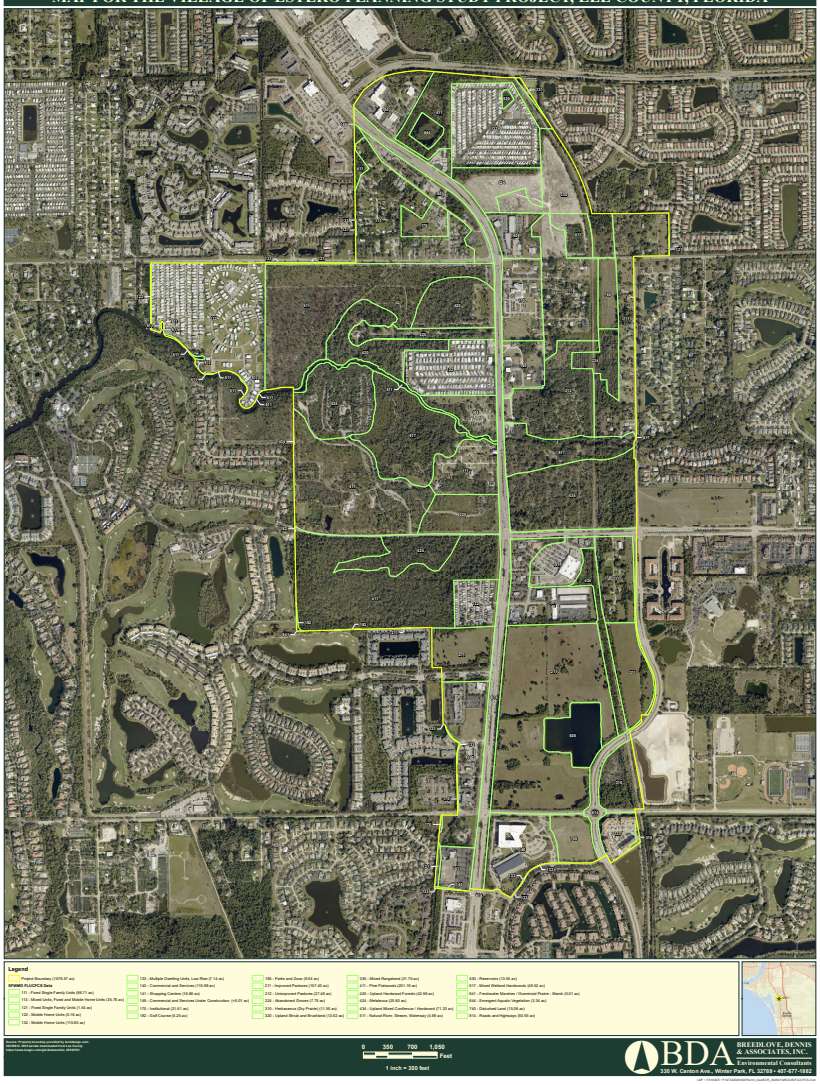
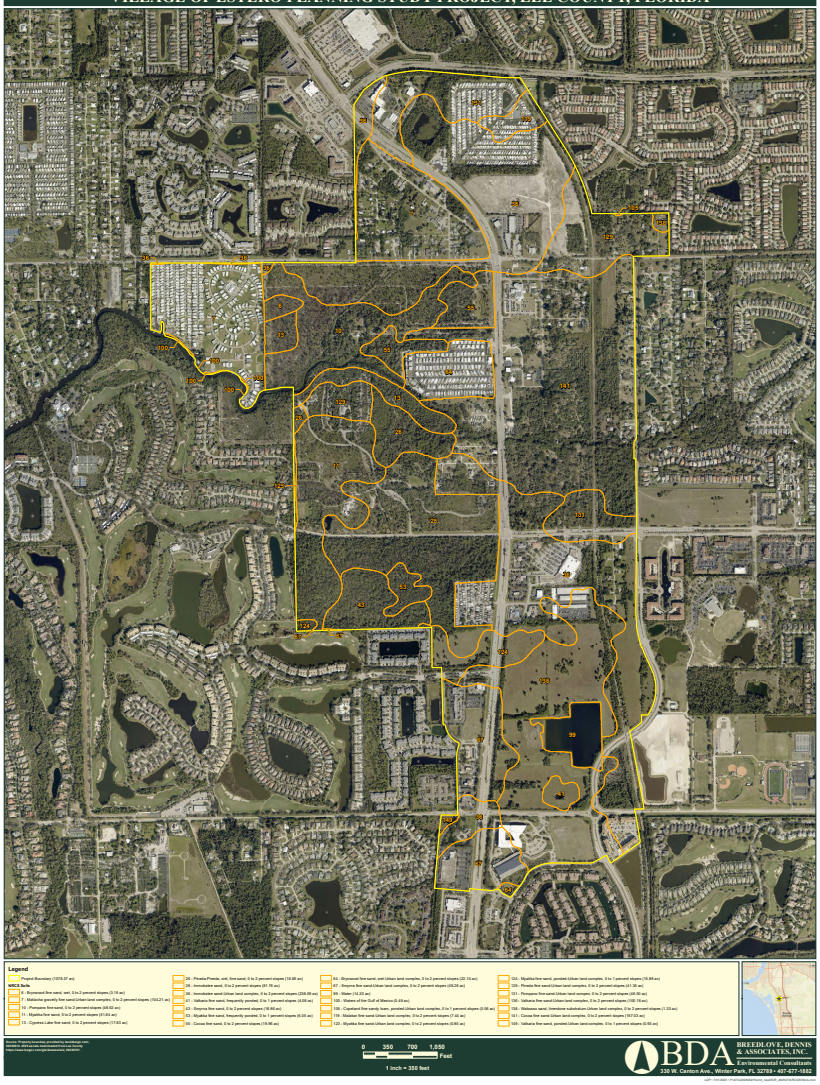


EXHIBIT 4 NATURAL RESOURCES CONSERVATION SERVICE (NRCS) SOILS MAP OF THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA



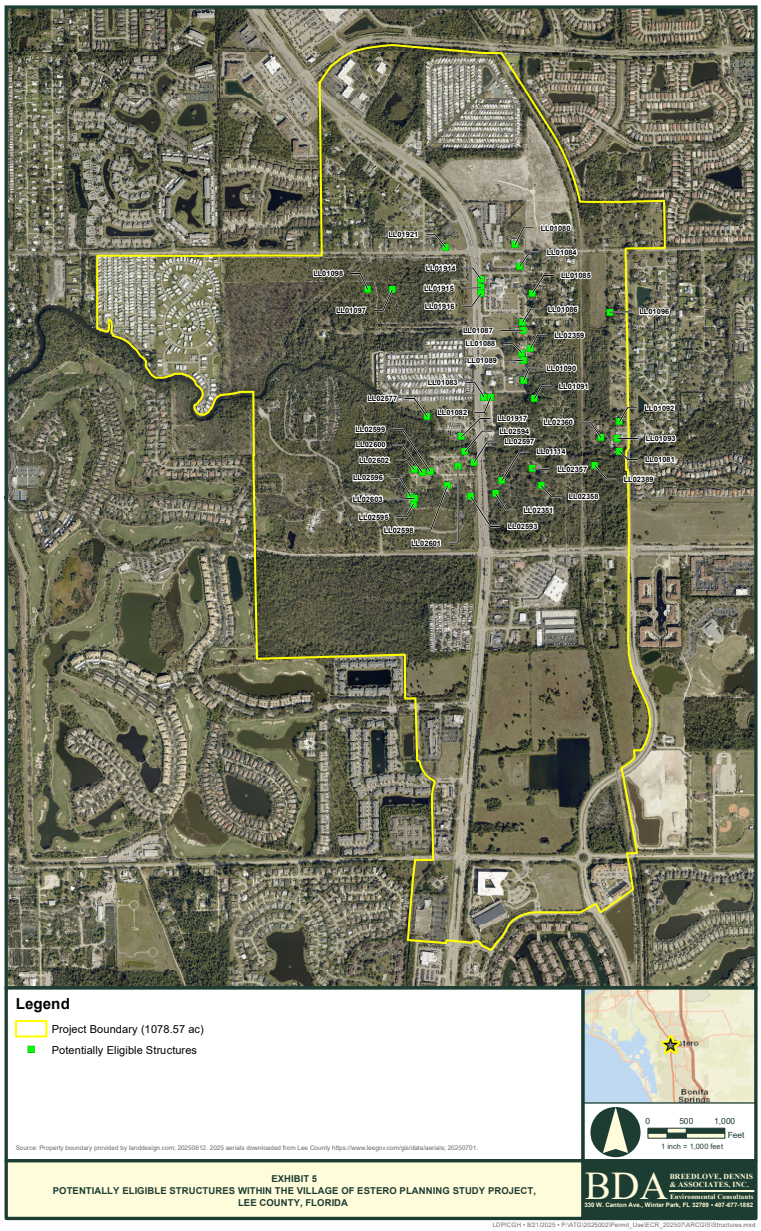


EXHIBIT 5
POTENTIALLY ELIGIBLE STRUCTURES WITHIN THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA

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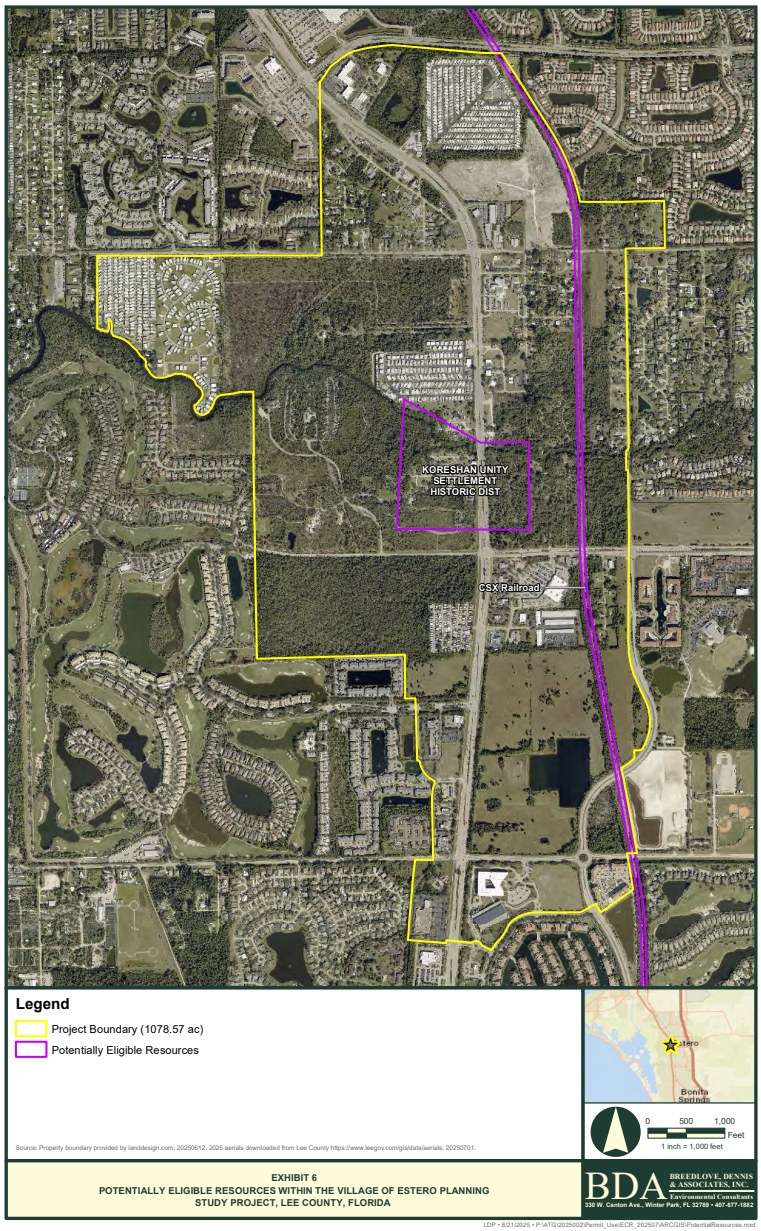
KORESHAN UNITY SETTLEMENT HISTORIC DIST
CSX Railroad
Legend
Project Boundary (1078.57 ac)
Potentially Eligible Resources
Source: Property boundary provided by landdesign.com; 20250612. 2025 aerials downloaded from Lee County https://www.leegov.com/gis/data/aerials; 20250701.
Bonita Springs
0 500 1,000 Feet
1 inch = 1,000 feet
EXHIBIT 6
POTENTIALLY ELIGIBLE RESOURCES WITHIN THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA
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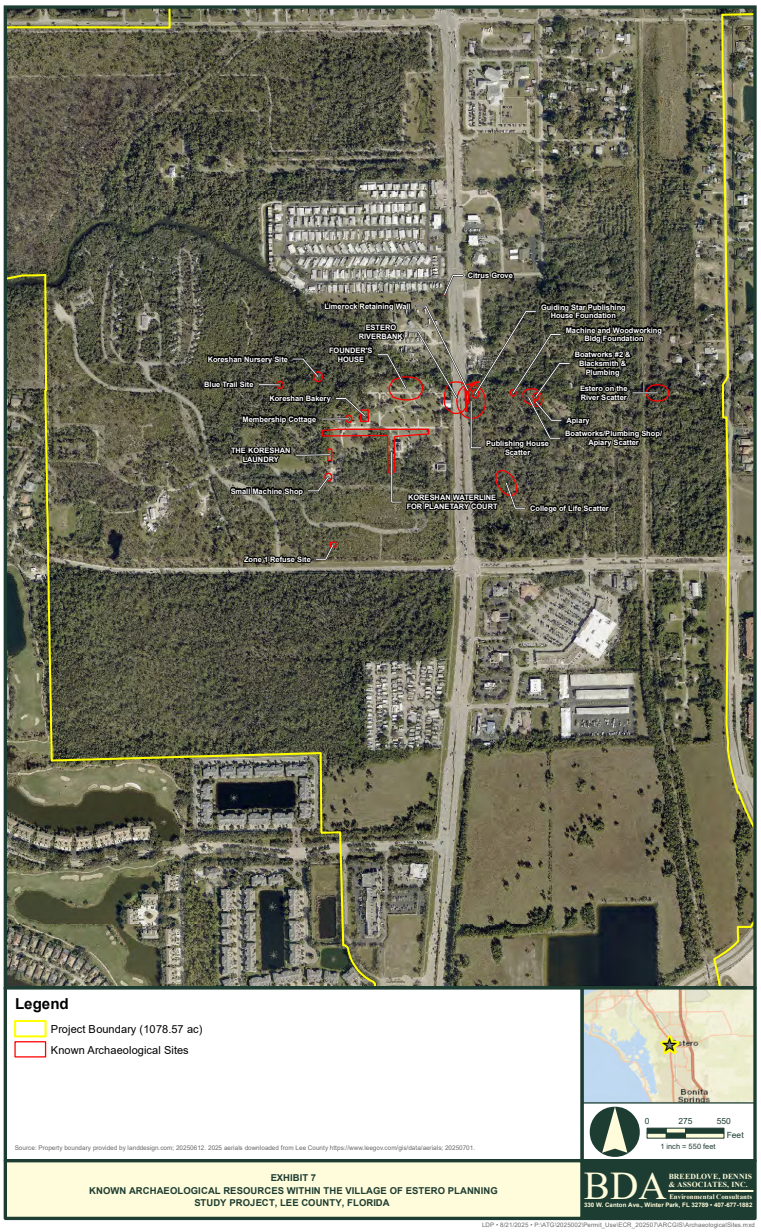
Citrus Grove
Limerock Retaining Wall
ESTERO RIVERBANK
FOUNDER'S HOUSE
Koreshan Nursery Site
Blue Trail Site
Koreshan Bakery
Membership Cottage
THE KORESHAN LAUNDRY
Small Machine Shop
Zone 1 Refuse Site
KORESHAN WATERLINE FOR PLANETARY COURT
Guiding Star Publishing House Foundation
Maching and Woodworking Bldg Foundation
Boatworks #2 & Blacksmith & Plumbing
Estero on the River Scatter
Apiary
Boatworks/Plumbing Shop/ Apiary Scatter
Publishing House Scatter
College of Life Scatter
Legend
Project Boundary (1078.57 ac)
Known Archaeological Sites
Source: Property boundary provided by landdesign.com; 20250612. 2025 aerials downloaded from Lee County https://www.leegov.com/gis/data/aerials; 20250701.
Estero
Bonita Springs
0 275 550 Feet
1 inch = 550 feet
EXHIBIT 7
KNOWN ARCHAEOLOGICAL RESOURCES WITHIN THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA
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Listed Species Review for The Village of Estero Planning Study Project,
Lee County, Florida
August 2025

Listed Species

The Village of Estero Planning Study Project Site (Site) consists of approximately 1,078.67 acres located within The Village of Estero, Lee County, Forida. The vegetative cover types within the Site are based on the Southwest Florida Water Management District (SWFWMD) Florida Land Cover Classification System (FLUCFCS) (8). The assessment of the likelihood of occurrence of habitat and/or likelihood of occurrence for species of wildlife or plants listed for protection by the U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA) and Florida Fish and Wildlife Conservation Commission (FWC) (Listed Species) under provisions of the Endangered Species Act (ESA) of 1973, as amended (4) and the Florida Rule (19) are based on statewide GIS databases of known locations and potential habitat models for protected and/or listed species of plants and animals that occur or are likely to occur within the Site and within Lee County. Breedlove, Dennis & Associates, Inc. (BDA) was requested to complete a desktop review; therefore, no field assessments were completed for this analysis and report. Listed species known to occur within Lee County, Florida are summarized in Attachment 1.

The likelihood of occurrence for Listed Species is based on a comparison of known general habitat requirements by these species with the habitats found on or near the Site; the quantity, quality, and adjacency of these habitats and historical records. The likelihood of occurrence for Listed Species referenced in this report was rated as high, moderate, low, unlikely, or not applicable based on knowledge of a species' habitat preference and site conditions. A likelihood of occurrence given as "unlikely" indicates that no, or very limited, suitable habitat for this species exists onsite, but the Site is within the documented range of the species; "not applicable" indicates that the habitat for this species does not exist on or adjacent to the Site.

Fishes

Gulf Sturgeon (*Acipenser oxyrinchus desotoi*) (Threatened [T], USFWS): The USFWS and NOAA are joint lead federal agencies responsible for managing the gulf sturgeon, which is a federally threatened species. The gulf sturgeon is a large sturgeon, generally reaching 5 - 7.5 feet, having prominent bony scutes and generally has a body color that is blue-black dorsally, fading on sides, and eventually white ventrally (22). The gulf sturgeon forages in the Gulf of Mexico and associated estuaries, and spawns in most major coastal rivers in areas with limestone outcrops (22). Lee County is located within the range for gulf sturgeon as mapped by USFWS. The Site is not located within the Critical Habitat Unit for gulf sturgeon (28, 39).

Based on the *Gulf Sturgeon Consultation Framework* from NOAA dated August 2022 (28), Gulf Sturgeon are not known to occur south of the Tampa Bay region and consultation with NOAA south of the Tampa Bay region is not generally initiated or required. The Site contains upper reaches of the Estero River; however, based on the information from the NOAA *Gulf Sturgeon Consultation Framework*, it is unlikely for gulf sturgeon to utilize the Site.

Smalltooth sawfish (*Pristis pectinata*) (Endangered [E], USFWS): The NOAA Fisheries is the federal agency responsible for managing the smalltooth sawfish, as the smalltooth sawfish is a federally endangered species. Smalltooth sawfish live in tropical seas and estuaries of the Atlantic Ocean and Gulf of Mexico. This species is known to inhabit shallow, coastal waters, and sometimes enter the lower reaches of freshwater river systems (29). In the United States, they were historically found from North Carolina to Texas but are now generally only found in Florida's coastal waters (29). During their first two to three years,

juveniles live in estuaries and the smaller habitats within them, such as shallow portions of bays, lagoons, and rivers. Once they reach approximately 7 feet, they begin moving out of the shallow estuaries into more coastal habitats (29). The NOAA Fisheries have critical habitat designated for the smalltooth sawfish. This critical habitat includes Estero Bay and the lower reaches of the Estero River. The Project Site is not located within the designated critical habitat for the smalltooth sawfish. The Site does contain portions of the upper reaches of the Estero River which are most likely too shallow or lack sufficient salinity parameters for the smalltooth sawfish; therefore, there is a low likelihood for the smalltooth sawfish to occur on the Site. If work is proposed in or within the vicinity of the Estero River, consultation with NOAA Fisheries may be required. Take of a federal threatened or endangered species is not lawful without authorization from the USFWS and/or NOAA. Authorization may be obtained through consultation with the USFWS under Section 7 or Section 10 of the ESA of 1973, as amended (4). Section 7 may be used if there is a federal nexus for the project (i.e. a permit from the Department of the Army, Corps of Engineers [ACOE]).

Amphibians and Reptiles

American Alligator (*Alligator mississippiensis*) (Federally Threatened under Similarity of Appearance, FWC; Threatened (S/A), USFWS): The American alligator is classified as Federally Threatened under S/A by the FWC and T(S/A) by the USFWS. The similarity of appearance designation reflects that, while the American alligator is fully recovered and is not itself threatened, its close resemblance to other crocodilian species, which are endangered or threatened, requires that the American alligator also be regulated. American alligators are found throughout the state of Florida in permanent bodies of fresh water, including marshes, swamps, lakes, and rivers. Based on the presence of the Estero River located on the Site, there is a high likelihood that the American alligator occurs on the Site

Eastern Indigo Snake (*Drymarchon corais couperi*) (T, USFWS): Eastern indigo snakes are found in a variety of habitats throughout Florida, from mangrove swamps and wet prairies to sandhill and scrub habitats, and they often winter in the burrows of gopher tortoises (*Gopherus polyphemus*). They have relatively large home ranges and require a mosaic of habitats to complete their life cycle, often feeding along wetland edges. Based on the USFWS habitat model (47), the Site contains some primary and secondary potential suitable habitat for the eastern indigo snake. Currently, the USFWS uses a 0.65-mile radius from a documented occurrence to assess the probability of occurrence on a site in the South Ecological region. There are no known occurrence data within a 0.65-mile radius from the Site; however, BDA does not have access to the USFWS occurrence data for eastern indigo snakes. Eastern indigo snakes have a low to moderate likelihood of occurrence on the Site based on the overall Site being surrounded by development and major highways. Take of a federal threatened or endangered species is not lawful without authorization from the USFWS. Authorization may be obtained through consultation with the USFWS under Section 7 or Section 10 of the ESA of 1973, as amended (4). Section 7 may be used if there is a federal nexus for the project (i.e. a permit from the ACOE). Federal permitting may require implementation of the USFWS *Standard Protection Measures for the Eastern Indigo Snake* (49) for project development (Attachment 2).

Gopher Tortoise (*Gopherus polyphemus*) (ST, FWC): BDA did not complete field investigations on the Site. Based on FWC habitat models (3, 5, 6), potential suitable habitat for gopher tortoises does occur throughout the undeveloped upland areas on the Site. A 100% survey of all areas of suitable gopher tortoise habitat should be conducted at least 90 days prior to the start of any Site development activities (including silt fence installation, clearing, or grading) in accordance with the FWC *Gopher Tortoise Permitting Guidelines* (Guidelines) (16), to determine the population size and distribution of gopher tortoises currently on the Site and, evaluate management options available for this species.

A relocation permit from the FWC will be required to relocate a gopher tortoise(s) to an off-site FWC Certified Gopher Tortoise Recipient Site if gopher tortoises are present. The gopher tortoises will need to

be relocated in accordance with FWC Guidelines (16). All survey, capture, and relocation activities associated with permits must be conducted by an "Authorized Gopher Tortoise Agent". Gopher tortoise census data is valid for 90 days prior to permitting. Permitting beyond 90 days require an updated census.

Birds

American oystercatcher (*Haematopus palliatus*) (ST, FWC): The American oystercatcher is listed as a threatened species by FWC. The American oystercatcher is a shorebird species that is easily identified by its long, bright reddish-orange bill, yellow eyes, and distinct red eye ring. These features are a contrast to the deep black-colored head, brown and black backside, and white belly. The American oystercatcher inhabits beaches, sandbars, spoil islands, shell rakes, salt marsh, and oyster reefs. Oystercatchers can be found from the coasts of the northeastern U.S. down to Florida's Gulf Coast (31). Florida is home to both a resident breeding population and a large wintering population of American oystercatchers. The American oystercatcher is one of a few bird species that feed primarily on mollusks, although they will also eat jellyfish, worms, and insects. Because of their preference for mollusks, oystercatchers inhabit coastal areas that support intertidal shellfish. In Florida, American oystercatchers nest in shallow scrapes in the sand or shell, often on open or sparsely vegetated beaches or spoil islands. Oystercatchers have also been known to nest on gravel rooftops like another shorebird species, the least tern. Nesting begins in March and can extend through August. The Site is located within the current range of the American oystercatcher as depicted by the FWC ISMP (10). Based on the FWC IBNB Shoremapper online database (17), the closest American oystercatcher breeding site is located approximately 4.5 miles west of the Site and was last known active in 2024. Based on the limited amount of suitable habitat on the Site, it is unlikely that the American oystercatcher occurs on the Site.

If any active nesting or breeding is suspected or detected on or immediately adjacent to any of the Site, FWC may require the Recommended Survey Methodology be completed by an IBNB Permitted Monitor as outlined in the FWC *Imperiled Beach-Nesting Bird Conservation Measures and Permitting Guidelines* (18). If active nesting or breeding is confirmed, avoidance and minimization measures will need to be implemented consistent with the FWC *Imperiled Beach-Nesting Bird Conservation Measures and Permitting Guidelines* (18) and permitting coordination will need to be initiated with FWC to address any potential impacts that may occur to this species.

Bald Eagle (*Haliaeetus leucocephalus*): The bald eagle is protected by the USFWS under provisions of the Bald and Golden Eagle Protection Act (BGEPA) (2) and the Migratory Bird Treaty Act (27). Recovery goals have been achieved for this species; therefore, the bald eagle is no longer listed or protected as a "Threatened" species under the ESA of 1973, as amended. The FWC revised the state bald eagle rule (9) to remove the need for a state permit to impact bald eagles or their nests. The USFWS has implemented National Guidelines (44) to assist private landowners and others to plan land-use activities in proximity (within 660 feet) of active bald eagle nests that will minimize the likelihood of causing "disturbance" to nesting bald eagles, as defined under the BGEPA.

The FWC bald eagle nest database (13) and the Audubon EagleWatch database (1) were reviewed to determine the locations of all nests that occur on or in close proximity to the three project areas. The Audubon EagleWatch database shows an eagle nest (No. LE134) located within the Site that was last active during the 2023/2024 nesting season (Attachment 3). The eagle nest is located at the northeast corner of the intersection of South Tamiami Trail and Corkscrew Road. This nest does not occur within the FWC database. The FWC database shows the nearest eagle nest as LE004, approximately 1.0 mile west of the Site (Attachment 3). It was last surveyed in 2016 and last known active in 2012. Nest LE004 is not monitored by the Audubon EagleWatch. Since a bald eagle nest is documented on the Site, it is recommended to coordinate with the USFWS for guidance prior to undertaking any activity that may result in "disturbance" of nesting bald eagles.

Black Skimmer (*Rynchops niger*) (ST, FWC): The black skimmer is listed as a threatened species by FWC. The black skimmer is a seabird with defining physical characteristics that make it easily distinguishable from others. The key physical feature of the skimmer is its large red and black bill. The diet of the black skimmer primarily consists of fish. The skimmer has a unique style of feeding that involves "skimming" the surface of the water with their lower bill. The black skimmer inhabits coastal areas in Florida such as estuaries, beaches, and sandbars. Breeding occurs during the summer, generally between May and early September (18). Skimmers nest on the sand along beaches, sandbars, and islands developed by dredged-up material. Nesting occurs in colonies consisting of one to several hundred pairs of skimmers. The Site is located within the current range of the black skimmer as depicted by the FWC ISMP (10); however, the FWC Imperiled Beach-Nesting Bird (IBNB) Shoremapper online database (17) contains no records of black skimmer nests or breeding sites on or within the vicinity of the Site. It is unlikely that black skimmers forage or nest on the Site based on the absence of suitable habitat and the surrounding development.

If any active nesting or breeding is suspected or detected on or immediately adjacent to any of the Site, FWC may require the Recommended Survey Methodology be completed by an IBNB Permitted Monitor as outlined in the FWC *Imperiled Beach-Nesting Bird Conservation Measures and Permitting Guidelines* (18). If active nesting or breeding is confirmed, avoidance and minimization measures will need to be implemented consistent with the FWC *Imperiled Beach-Nesting Bird Conservation Measures and Permitting Guidelines* (18) and permitting coordination will need to be initiated with FWC to address any potential impacts that may occur to this species.

Everglade Snail Kite (*Rostrhamus sociabilis plumbeus*) (Federally Endangered [FE], FWC; E, USFWS): The Everglade snail kite is classified as FE by the FWC and E by the USFWS. The eastern portion of the Site is located within the USFWS consultation area for the snail kite (48). The Site is not located within the historic breeding range of the snail kite as mapped by Rodgers (37). Snail kites nest in shrub-dominated wetlands associated with lakes, rivers, and extensive wetland systems in central and south Florida (37). Snail kites will occasionally nest in herbaceous wetlands when wetland shrubs are lacking as long as hydrologic conditions are suitable. Snail kites feed almost exclusively on apple snails (*Pomacea paludosa*) by aerially hunting and capturing snails found on emergent vegetation in relatively shallow open water systems. There are no records of Everglade snail kite nests within the vicinity of the Site, nor does the site contain large lakes with shorelines dominated by shrub swamps or freshwater marsh, the primary nesting habitat of Everglade snail kites. Everglade snail kites are unlikely to occur on the Site based on the absence of suitable habitat conditions.

Florida Burrowing Owl (*Athene cunicularia floridana*) (ST, FWC): Burrowing owls typically occur in open, well drained treeless areas where herbaceous groundcover is low and sparse. Burrowing owls historically occurred primarily in the dry prairies of central Florida, but land clearing and wetlands drainage have greatly expanded the range and habitats used by burrowing owls (52). Burrowing owls presently occur in a variety of open well-drained habitats including improved pastures, golf courses, school campuses, athletic fields, airports, cemeteries, and industrial/residential complexes (52). Burrowing owls construct burrows in well drained soils but will also adopt abandoned gopher tortoise burrows or will nest in polyvinyl chloride pipes, culverts, and under the eaves of buildings (52).

The Site is located within the current range of the burrowing owl as depicted by the FWC Imperiled Species Management Plan (ISMP) (10). Based on available databases (3, 6), there is no potential suitable habitat for burrowing owls on or near the Site. The closest Breeding Bird Atlas (BBA) block (25) is located approximately ten miles northwest of the Site. Based on the absence of suitable habitat indicated by the FWC databases and the distance to the closest BBA block, this species has a low likelihood of occurrence on the Site. If burrowing owls are detected on or immediately adjacent to the Site, avoidance and

minimization measures will need to be implemented consistent with the FWC *Florida Burrowing Owl Species Conservation Measures and Permitting Guidelines* (11) and permitting coordination will need to be initiated to address any potential impacts that may occur to this species.

Florida Sandhill Crane (*Antigone canadensis pratensis*) (ST, FWC): The Florida sandhill crane is a resident, breeding, non-migratory subspecies of the sandhill crane (*Grus canadensis*). The greater sandhill crane (*Antigone canadensis tabida*) also occurs in Florida as a wintering migrant, arriving in Florida during October and November and beginning spring migration in late February (38). Florida sandhill cranes nest in shallow, emergent palustrine wetlands, particularly those dominated by pickerelweed (*Pontederia cordata*) and maidencane (*Panicum hemitomon*). They feed in a variety of open, upland habitats, mostly prairies, but also human-manipulated habitats such as sod farms, ranchlands, pastures, golf courses, airports, and suburban subdivisions (38, 52). Home ranges of individual pairs overlap with those of adjacent pairs, and average approximately 1,100 acres. Core nesting territories within home ranges vary from approximately 300 acres to 625 acres and are aggressively defended from other Florida sandhill cranes (52).

The Site is not located within the range for Florida sandhill cranes as depicted by Nesbitt (30). Based on available databases (5, 6), there is no potential suitable habitat for Florida sandhill cranes on or near the Site. The closest Breeding Bird Atlas (BBA) block (25) is located approximately 3.6 miles north of the Site. Based on this information, there is a low to moderate likelihood that Florida sandhill cranes occur on the Site. If Florida sandhill cranes are detected nesting on or immediately adjacent to the Site, avoidance and minimization measures will need to be implemented consistent with the FWC *Florida Sandhill Crane Species Conservation Measures and Permitting Guidelines* (12) and permitting coordination will need to be initiated to address any potential impacts that may occur to this species.

Florida Scrub-Jay (*Aphelocoma coerulescens*) (T, USFWS; FT, FWC): Florida scrub-jays live in family groups that consist of a breeding pair and their offspring. Scrub-jays inhabit sand pine and xeric oak scrub, and scrubby flatwoods, which occur in some of the highest and driest areas of Florida including ancient sandy ridges that run down the middle of the state, old sand dunes along the coasts, and sandy deposits along rivers in the interior of the state. Scrub-jays do best in areas that contain large quantities of oak shrubs with an optimal height at one to three meters (7).

The Site is located within the USFWS consultation area for Florida scrub-jays. Available databases do not contain records of Florida scrub-jay territories within the Site or the vicinity of the Site (35, 36). Based on historical records, the nearest occurrence record for scrub-jays is from 2010 and is located approximately 20 miles northeast of the Site at Hickey Creek Mitigation Park (35). The vast majority (85%) of documented Florida scrub-jay dispersals is within two miles of the natal territory, but Florida scrub-jays may occasionally disperse up to five miles to establish territories of their own (7, 36). Recolonization of vacant patches of habitat rarely occurs beyond approximately 7.4 miles (35). Florida scrub-jay territories that are within 7.4 miles of one another are considered to be members of the same metapopulation (35, 36). This information suggests that the Site is not within dispersal distances of recorded Florida scrub-jay territories. Due to the historic nature and distance of the nearest record and the absence of suitable habitat on the Site, it is unlikely that the Florida scrub-jay occurs on the Site.

Least Tern (*Sternula antillarum*) (ST, FWC): The least tern is listed as a threatened species by FWC. The least tern is a migratory bird that is a breeding summer resident in Florida (24). Least terns typically occur in coastal areas, including beaches, lagoons, bays, and estuaries, but they increasingly are nesting in inland areas near large bodies of water. Historically, least terns nested along the coast on broad, sparsely vegetated, sandy beaches. Typical nesting habitat has been characterized as open bare sand or gravel with vegetation covering <20% of the site (24). However, the loss of natural nesting habitats has resulted in least terns nesting in a variety of artificial habitats, including gravel rooftops, dredge spoil islands or other dredged material deposits, construction sites, causeways, and mine lands. The Site is located within the

current range of the least tern as depicted by the FWC ISMP (10). Based on the FWC IBNB Shoremapper online database (17), the closest least tern breeding site is located approximately 4.2 miles northeast of the Site and was last known active in 2024. Based on the absence of open bare sand or gravel that would be considered suitable habitat for the least tern on the Site, there is a low to moderate likelihood that least terns forage and/or nest on the Site.

If any active nesting or breeding is suspected or detected on or immediately adjacent to the Site, FWC may require the Recommended Survey Methodology be completed by an IBNB Permitted Monitor as outlined in the FWC *Imperiled Beach-Nesting Bird Conservation Measures and Permitting Guidelines* (18). If active nesting or breeding is confirmed, avoidance and minimization measures will need to be implemented consistent with the FWC *Imperiled Beach-Nesting Bird Conservation Measures and Permitting Guidelines* (18) and permitting coordination will need to be initiated with FWC to address any potential impacts that may occur to this species.

Piping plover (*Charadrius melodus*) (FT, FWC; T, USFWS): The western portion of the Site is located within the USFWS consultation area for the piping plover (45). The USFWS has critical habitat designated for piping plover; however, the Site is not located within the designated critical habitat for the piping plover. Available databases contain no records of piping plover occurrences within the vicinity of the Site. The piping plover is a small shorebird that has a white belly, pale grayish upperparts, bright yellow-orange legs, and a small bi-colored bill. Piping plovers inhabit sandy beaches, sand flats, and mudflats along coastal areas (23). The species can be found along Gulf Coast States and Mexico, along the Atlantic Coast from Florida to Newfoundland, and west to northern Michigan and Wisconsin. Piping plovers do not breed in Florida but spend a large portion of their year "wintering" here. The nesting range extends from southern Canada to Nebraska (23). Based on the absence of suitable foraging habitat for the piping plover on the Site, it is unlikely that the piping plover occurs on the Site.

Snowy Plover (*Charadrius nivosus*) (ST, FWC): The snowy plover is listed as a threatened species by FWC. Snowy plovers are solitary rather than colonial-nesters, with territories spaced closer together in higher quality habitat (18). Snowy plovers breed on open or sparsely vegetated barrier islands and coastal beaches. Snowy plovers nest in scrapes: shallow, inconspicuous depressions in sand, shell, gravel, cobble, dredge spoil, or some combination of these materials (11). The Site is within the current range of the snowy plover as depicted by the FWC ISMP (10). Based on the FWC IBNB Shoremapper online database (17), the closest snowy plover breeding site is located approximately 5.3 miles west of the Site and was last known active in 2024. Based on the absence of sand, shell, gravel, or cobble that would be considered suitable habitat for the snowy plover on the Site, there is a low likelihood that snowy plovers forage and/or nest on the Site.

If any active nesting or breeding is suspected or detected on or immediately adjacent to the Site, FWC may require the Recommended Survey Methodology be completed by an IBNB Permitted Monitor as outlined in the FWC *Imperiled Beach-Nesting Bird Conservation Measures and Permitting Guidelines* (18). If active nesting or breeding is confirmed, avoidance and minimization measures will need to be implemented consistent with the FWC *Imperiled Beach-Nesting Bird Conservation Measures and Permitting Guidelines* (18) and permitting coordination will need to be initiated with FWC to address any potential impacts that may occur to this species.

Southeastern American Kestrel (*Falco sparverius paulus*) (ST, FWC): Two subspecies of American kestrels (*Falco sparverius*) occur in Florida, the eastern American kestrel (*Falco sparverius sparverius*) and the southeastern American kestrel. The eastern American kestrel winters in Florida, arriving in September and leaving during March/April (37, 52). The southeastern American kestrel is a permanent resident in Florida. Southeastern American kestrels and eastern American kestrels co-occur in Florida during the winter and are virtually indistinguishable in the field. Surveys intended to determine the presence

of resident southeastern American kestrels should be conducted between April and August, and surveys for nesting American kestrels ideally would be conducted in April or May (37, 52). Southeastern American kestrels are secondary cavity nesters, typically using cavities excavated by other species in trees or snags. They will occasionally nest in human structures such as utility poles (41). American kestrels feed in open areas, such as croplands, pasture, and open pine flatwoods that are adjacent to nest sites. Home ranges around nest sites range in size from 125 to 800 acres (37, 52).

According to the FWC ISMP (10), the Site is not located within the population eclipses for southeastern American kestrels; however, the Site is located within a secondary management unit for the southeastern American kestrel. The FWC habitat model (3) indicates that none of the Site was mapped as potentially suitable for American kestrels. The closest Breeding Bird Atlas (BBA) block (25) is located approximately 12.3 miles north of the Site. Based on this information, there is a low to moderate likelihood that southeastern American kestrels utilize the Site. If any active nest cavity locations are detected on or immediately adjacent to the Site, avoidance and minimization measures will need to be implemented consistent with the FWC *Southeastern American Kestrel Species Conservation Measures and Permitting Guidelines* (20) and permitting coordination will need to be initiated to address any potential impacts that may occur to this species.

Wading Bird Rookeries (1999): There are four state-Threatened wading birds; the little blue heron (*Egretta caerulea*), reddish egret (*Egretta rufescens*), roseate spoonbill (*Platalea ajaja*), and tricolored heron (*Egretta tricolor*). All four occur throughout the state, although the reddish egret occurs almost exclusively in coastal areas. Wading birds typically nest in multi-species colonies, although reddish egrets and tricolored herons may nest in small, single species groups or build solitary nests. The FWC wading bird rookery database (21) from the 1999 statewide survey contains no records of rookeries used by species of wading birds on the Site. There are three known wading bird rookeries within 9.3 miles of the Site that were active in 1999. The closest known active wading bird rookery (No. 619301) is located approximately 3.43 miles southwest of the Site and was last known active in 1999 (21) (Attachment 4). Wetlands within 9.3 miles of wading bird colonies that provide foraging or sheltering are considered important to wading bird nesting success (3). Based on the proximity of at least one known active rookery within normal foraging distances of the Site, there is a potential for the onsite wetlands and surface waters to contribute to the nesting success of listed species of wading birds.

Wood Stork (*Mycteria americana*) (T, USFWS; FT, FWC): There are no records of a wood stork colony on the Site based on the most recent USFWS wood stork data. The USFWS uses a regulatory tool known as the Core Foraging Area (CFA) to determine the potential effects of project activities on wood stork colonies that have been active within ten years of initiation of consultation. The CFA in Lee County, Florida, has been determined as a circle, 18.6 miles in radius, around a nesting colony (50). The area included within the circle represents an area used extensively by adult and juvenile wood storks for foraging during the nesting season. The Site is located within the 18.6-mile CFA of three known wood stork colonies that has been active in the last ten years. The closest wood stork colony, Corkscrew Colony, is located approximately 12.3 miles southeast of the Site and was last known active in 2019 (Attachment 4). Wood storks typically return to the same rookery sites each year to nest (32). Wood storks will travel up to 18.6 miles from rookeries to forage in wetlands and return food to incubating adults and nestlings during the nesting season (3). Wetlands within this distance are considered critical to nesting success and are considered by the USFWS to comprise core foraging areas for known wood stork colonies.

The USFWS describes suitable wood stork foraging habitat (SFH) as "…any area containing open (<25% aquatic vegetation), calm water, and having a permanent or seasonal water depth between 2 and 15 inches (5 to 38 cm) deep. SFH supports and concentrates, or is capable of supporting and concentrating small fish, frogs, and other aquatic prey. Examples of SFH include, but are not limited to, freshwater marshes and stock ponds, shallow, seasonally flooded roadside or agricultural ditches, narrow tidal creeks or shallow

tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs" (32). The Site's forested wetlands are not considered suitable foraging habitat for wood storks due to canopy closure located within the majority of the on-site forested wetlands. The Estero River and the onsite reservoir are more likely to provide potential foraging habitat for the wood stork. There is a moderate to high likelihood that wood storks may forage on or within the vicinity of the Site.

Mammals

Big Cypress Fox Squirrel *(Sciurus niger avicennia)* (ST, FWC): The Big Cypress fox squirrel is a state threatened species (10). According to the FWC ISMP, the Site is located within the range for the Big Cypress fox squirrel (10). In natural habitats, Big Cypress fox squirrels prefer areas where cypress dome swamp habitat is interspersed among pine flatwoods forest habitat in a mosaic (10, 26, 51). Big Cypress fox squirrels rely on cypress domes for nest sites, as well as food, while foraging widely in pine flatwoods. Areas of pasture where large trees, cypress dome wetlands, and food sources occur may serve a similar function as the pine flatwoods. Large populations of Big Cypress fox squirrel are found in Big Cypress National Preserve, which is located approximately 30 miles southeast of the Site (26, 51). Based on the FLUCFCS map of the Site, the Site does not contain cypress dome habitat which is the prime nesting habitat for the Big Cypress fox squirrel. Therefore, there is a low to moderate likelihood for the Big Cypress fox squirrel to occur on the Site.

Florida Black Bear: The Florida black bear (*Ursus americanus floridanus*) is a wide-ranging omnivore that is not listed as T or E by the FWC or USFWS (10). However, the black bear is protected under the Florida Black Bear Conservation Rule (68A-4.009, F.A.C.). This rule provides that it is unlawful to injure or kill bears, and it states that the FWC will work with landowners and regulatory agencies to guide future land use to be in line with the FWC's Florida Black Bear Management Plan (10, 14). Florida black bears are dependent on forest vegetation but are not limited to specific forest types (3, 6, 10). Forested wetlands provide optimal habitat, but any forested areas of large size with diverse foods and dispersed cover can support bears.

According to the FWC ISMP, the Site is located in the South Management Unit for Florida Black Bear and is mapped as being located within a "Abundant" subspecies range (10, 14). FWC databases contains no records of Florida black bear telemetry or roadkill on the Site; however, there are two Florida black bear nuisance complaints within the southwest portion of the Site from 2014 and 2017. The Site is not mapped as containing potential habitat for Florida black bears (6) and is not within the primary or secondary range of populations of Florida black bears as mapped by the FWC (10, 14). This information indicates that there is a low to moderate likelihood that Florida black bears may occur on the Site.

Florida Bonneted Bat (*Eumops floridanus*) (E, USFWS; FE, FWC): The Florida bonneted bat (*Eumops floridanus*) is classified as FE by the FWC and E by the USFWS. Relatively little is known about the ecology of the Florida bonneted bat, and long-term habitat requirements are poorly understood (42, 48) Habitat for the Florida bonneted bat consists of foraging areas and roosting sites, including artificial structures such as bat houses. Prime foraging areas for this species generally are open, freshwater and wetlands habitats, including ponds and streams, and bats will drink when flying over open water. Echolocation calls and observations of foraging bonneted bats have been recorded in a wide variety of habitats, including pine flatwoods, pine rocklands, cypress, hardwood hammocks, mangroves, wetlands, rivers, lakes, canals, and urban residential areas (42, 48). Florida bonneted bats in south Florida roost primarily in trees and manmade structures. Bonneted bats are thought to be closely associated with forested areas because of their tree-roosting habits (42, 48).

The Site is located within the USFWS consultation area for the Florida bonneted bat. The Site is not located within critical habitat for the Florida bonneted bat and the closest critical habitat is approximately 2.1 miles

east of the Site, east of Interstate 75 (I-75) (42). Since the Site has potential suitable habitat for the Florida bonneted bat, there is a low to moderate likelihood that the Florida bonneted bat may occur on the Site. Since the Site is located within the consultation area for the Florida bonneted bat, formal consultation with the USFWS will likely be required. Take of a federal threatened or endangered species is not lawful without authorization from the USFWS. Authorization may be obtained through consultation with the USFWS under Section 7 or Section 10 of the ESA of 1973, as amended (4). Section 7 may be used if there is a federal nexus for the project (i.e. a permit from the ACOE).

Florida Panther (*Puma concolor coryi*) (FE, FWC; E, USFWS): The Florida panther is a wide-ranging predator that is listed as E by the USFWS (43). The Florida panther represents the only breeding population of puma in the eastern United States (43, 46). Florida panthers are carnivores, and their diet consists primarily of deer, raccoons (*Procyon lotor*), wild hogs (*Sus scrofa*), nine-banded armadillos (*Dasypus novemcinctus*), and rabbits. Large carnivores require large areas to roam. Florida panther home ranges average 75 and 150 square miles (194.25 and 388.5 square kilometers) for females and males, respectively. There is some overlap amongst home ranges, particularly for females, but males are typically intolerant of other males. Florida panthers inhabit large, forested communities and wetlands (43, 46). Although dispersing sub-adult and adult males occasionally are sighted in central Florida, the main reproducing population of Florida panthers occurs in south Florida, south of the Caloosahatchee River and Lake Okeechobee (46).

The Site is not located within the USFWS Consultation Area for the Florida Panther. In addition, the Site is not located within any USFWS Panther Focal Areas or Panther Habitat Zones. Based on the FWC database (15), the closest Florida panther data, including telemetry and mortality, are located approximately 1.5 miles to the east of the Site. Based on this information, there is a low potential for the Florida panther to occur on the Site.

Tricolored Bat (*Perimyotis subflavus*) (Proposed Endangered, USFWS): On September 14, 2022, the USFWS published a Proposed Rule in the Federal Register (50 CFR Part 17) for an Endangered Species Status under the ESA of 1973, as amended (4), for the tricolored bat for where the tricolored bat is known to or is believed to occur, including 39 states, including Florida. The USFWS determined designating critical habitat for this species was not prudent at this time.

The tricolored bat is a small insectivorous bat that is distinguished by its unique tricolored fur and often appears yellowish to nearly orange (40). During the winter, tricolored bats are often found in caves and abandoned mines, although in the southern United States, where caves are sparse, tricolored bats are often found roosting in road-associated culverts where they exhibit shorter torpor bouts and forage during warm nights. During the spring, summer, and fall, tricolored bats are found in forested habitats where they roost in trees, primarily among leaves of live or recently dead deciduous hardwood trees, but may also be found in Spanish moss, pine trees, and occasionally human structures. Tricolored bats face extinction due primarily to the range wide impacts of white-nose syndrome, a deadly disease affecting cave-dwelling bats across the continent (40).

If the tricolored bat is determined to be a federally endangered species, consultation with the USFWS may be required. Take of a federal threatened or endangered species is not lawful without authorization from the USFWS. Authorization may be obtained through consultation with the USFWS under Section 7 or Section 10 of the ESA of 1973, as amended (4). Section 7 may be used if there is a federal nexus for the project (i.e. a permit from the ACOE).

West Indian Manatee (*Trichechus manatus*) (T, USFWS): The West Indian manatee is listed as T by USFWS. The Site is located within the USFWS range for the West Indian manatee and the upper reaches of the Estero River that is located on the Site is located within the USFWS Proposed Critical Habitat for

the West Indian manatee (41). The Florida manatee (*Trichechus manatus latirostris*) is a subspecies of the West Indian manatee that is found in the shallow coastal waters, rivers, and springs of Florida and adjoining states (41). Florida manatees are sub-tropical animals at the northern limit of their range, and they are dependent on warm water during times of cold weather. The manatee is found in the shallow coastal waters, rivers, and springs of Florida and adjoining states (33). Manatees range widely in summer, but they congregate near warm water sources such as springs during the winter. Manatees can move freely between salinity extremes, and they are found in both clear and muddy water. Water depths of at least three to seven feet are preferred, and flats and shallows are avoided unless adjacent to deeper water (33). Manatees forage on a wide variety of aquatic plants including seagrasses, bank grasses, overhanging mangroves, and submerged, floated, or rooted species (33).

If work is proposed in or within the vicinity of the Estero River, consultation with USFWS may be required. Take of a federal threatened or endangered species is not lawful without authorization from the USFWS. Authorization may be obtained through consultation with the USFWS and/or NOAA under Section 7 or Section 10 of the ESA of 1973, as amended (4). Section 7 may be used if there is a federal nexus for the project (i.e. a permit from the Department of the Army, Corps of Engineers [ACOE]).

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ATTACHMENT 1

LISTED SPECIES WITH POTENTIAL FOR OCCURRENCE WITHIN THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA

Attachment 1 Listed Species with Potential for Occurrence on The Village of Estero Planning Study Project, Lee County, Florida.

Species	Habitat of Occurrence	Likelihood of Occurrence	Designated Status[1]	
			USFWS[2]	
PLANTS				
Deeringothamnus pulchellus beautiful pawpaw	Pine flatwoods.	Low	E	
Harrisia aboriginum prickly applecactus	Coastal strand vegetation, tropical coastal hammocks.	Not Applicable	E	
Species	**Habitat of Occurrence**	**Likelihood of Occurrence**	**Designated Status[1]**	
			USFWS[2]	**FWC[3,4]**
FISH				
Acipenser oxyrinchus desotoi gulf sturgeon	Rivers, estuaries, marine waters.	Unlikely	T	FT
Pristis pectinata smalltooth sawfish	Coastal areas such as estuaries, river mouths, bays, creeks, canals, open water habitats.	Low	E	FE
REPTILES				
Alligator mississippiensis American alligator	Freshwater marsh, cypress swamp, mixed hardwood swamp, shrub swamp, bottomland hardwoods, lakes, ponds, rivers, streams.	High	T(S/A)	FT(S/A)
Caretta caretta loggerhead sea turtle	Marine coastal and oceanic waters, beaches.	Not Applicable	T	FT

Attachment 1 Continued.

Species	Habitat of Occurrence	Likelihood of Occurrence	Designated Status[1]	
			USFWS[2]	FWC[3,4]
Chelonia mydas green sea turtle	Estuarine and marine coastal and oceanic waters, beaches.	Not Applicable	T	FT
Crocodylus acutus American crocodile	Salt marsh, mangrove swamp, bays and lagoons.	Unlikely	T	FT
Dermochelys coriacea leatherback sea turtle	Oceanic waters, beaches.	Not Applicable	E	FE
Drymarchon couperi eastern indigo snake	Xeric oak scrub, sand pine scrub, sandhill, pine flatwoods, pine rocklands, torpical hardwood hammock, hydric hammock, wet prairie, mangrove swamp.	Low to Moderate	T	FT
Eretmochelys imbricata hawksbill sea turtle	Marine coastal and oceanic waters, beaches.	Not Applicable	E	FE
Goperhus polyphemus gopher tortoise	Sandhill, sand pine scrub, xeric oak scrub, coastal strand, xeric hammock, dry prairie, pine flatwoods, mixed hardwood-pine forests, ruderal.	High	—	ST
Lepidochelys kempii Kemp's ridley sea turtle	Marine coastal waters.	Not Applicable	E	FE
Pituophis melanoleucus mugitus Florida pine snake	Xeric oak scrub, sand pine scrub, sandhill, scrubby pine flatwoods, old fields on former sandhill and scrub sites.	Unlikely	—	ST
BIRDS				
Antigone canadensis pratensis Florida sandhill crane	Dry prairie, freshwater marsh, pasture.	Low to Moderate	—	ST

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Updated August 7, 2025

Attachment 1 Continued.

Species	Habitat of Occurrence	Likelihood of Occurrence	Designated Status[1]	
			USFWS[2]	FWC[3,4]
Aphelocoma coerulescens Florida scrub-jay	Xeric oak scrub.	Unlikely	T	FT
Athene cunicularia floridana Florida burrowing owl	Sandhill, dry prairie, pastures, ruderal.	Low	—	ST
Calidris canutus rufa red knot	Coastal sandy beaches, saltmarshes, lagoons, mudflats of estuaries and bays, and mangrove swamps.	Unlikely	T	FT
Charadrius melodus piping plover	Beaches, tidal mud flats.	Unlikely	T	FT
Charadrius nivosus snowy plover	Sandy beaches along coastal areas.	Low	—	ST
Dryobates (=Picoides) borealis red-cockaded woodpecker	Sandhill, pine flatwoods.	Unlikely	T	FT
Egretta caerulea little blue heron	Freshwater marsh, various types of forested wetlands, lakes, steams, salt marsh, mangrove swamp, tidal mud flats.	High	—	ST
Egretta rufescens reddish egret	Salt marsh, mangrove swamp, tidal mud flats, shallow bays, lagoons.	Moderate to High	—	ST
Egretta tricolor tricolored heron	Salt marsh, mangrove swamp, tidal mud flats, tidal creeks, tidal dtiches, freshwater marsh, various types of forested wetlands, lakes, ponds.	High	—	ST
Falco sparverius paulus southeastern American kestrel	Sandhill, pine flatwoods, dry prairie, pasture, old field.	Low to Moderate	—	ST

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Attachment 1 Continued.

Species	Habitat of Occurrence	Likelihood of Occurrence	Designated Status[1]	
			USFWS[2]	FWC[3,4]
Haematopus palliates American oystercatcher	Beaches, sandbars, tidal mud flats, shellfish beds.	Unlikely	—	ST
Laterallus jamaicensis jamaicensis eastern black rail	Dense overhead vegetation cover with shallow inundation in salt, brackish, and freshwater wetlands.	Low	T	FT
Mycteria americana wood stork	Freshwater marsh, various types of forested wetlands, ponds, salt marsh, mangrove swamp, tidal mud flats, lagoons, flooded pastures.	Moderate to High	T	FT
Platalea ajaja roseate spoonbill	Salt marsh, mangrove swamp, estuarine bays and lagoons, tidal flats and pools.	Moderate to High	—	ST
Polyborus plancus audubonii Audubon's crested caracara	Dry prairie, cabbage palm–live oak hammock, freshwater marsh, pasture.	Unlikely	T	FT
Rostrhamus sociabilis plumbeus Everglade snail kite	Freshwater marsh, lakes.	Unlikely	E	FE
Rynchops niger black skimmer	Beaches, tidal mud flats, sandbars, tidal creeks, estuarine bays and lagoons.	Unlikely	—	ST
Sternula antillarum least tern	Beaches, tidal mud flats, estuarine and marine waters, lakes.	Low to Moderate	—	ST
MAMMALS				
Blarina shermani Sherman's short-tailed shrew	Dense, herbaceous habitats and moist forests, including mixed wetland forests, mixed hardwood-pine forests, ditches, disturbed/transitional habitat.	Low	—	ST

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Attachment 1 Continued.

Species	Habitat of Occurrence	Likelihood of Occurrence	Designated Status[1]	
			USFWS[2]	FWC[3,4]
Eumops floridanus Florida bonneted bat	Pine flatwoods, cabbage palm-live oak hammock, tropical hardwood hammock, cypress swamp, urban.	Low to Moderate	E	FE
Oryzomys palustris sanibeli Sanibel Island rice rat	Coastal marshes, hydric hammocks, swamps, freshwater marshes, meadows.	Unlikely	—	ST
Puma concolor coryi Florida panther	Cypress swamp, pine flatwoods, upland hardwood hammock, cabbage palm-live oak hammock, mixed hardwood swamp, freshwater marsh.	Low	E	FE
Sciurus niger avicennia Big Cypress fox squirrel	Cypress, slash pine savanna, mangrove swamps, tropical hardwood forests, live oak woods, coastal broadleaf evergreen hammocks, suburban habitats.	Low to Moderate	—	ST
Trichechus manatus latirostris Florida manatee	Estuarine bays and lagoons, seagrass beds, rivers, spring runs.	Low	T	FT

[1] Federal Designations: E = Endangered; T = Threatened; T(S/A) = Threatened Due to Similarity of Appearance; State Designations: ST = State-designated Threatened; FE = Federally-designated Endangered; FT = Federally-designated Threatened; FT(S/A) = Federally-designated Threatened Due to Similarity of Appearance.
[2] U.S. Fish and Wildlife Service.
[3] Florida Fish and Wildlife Conservation Commission.
[4] Species are listed as "Federally-designated endangered or threatened species" on the Florida Endangered and Threatened Species list; however, regulatory authorizations for take are only provided by the federal agency administering the species under the Endangered Species Act of 1973, as amended.

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ATTACHMENT 2

U.S. FISH AND WILDLIFE SERVICE STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE

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STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE

U.S. Fish and Wildlife Service

May 2024

The Standard Protection Measures for the Eastern Indigo Snake (Plan) below has been developed by the U.S. Fish and Wildlife Service (USFWS) in Florida and Georgia for use by project proponents and their construction personnel help minimize adverse impacts to eastern indigo snakes. However, implementation of this Plan does not replace any state of federal consultation or regulatory requirements. At least 30 days prior to any land disturbance activities, the project proponent shall notify the appropriate USFWS Field Office (see Field Office contact information) via e-mail that the Plan will be implemented as described below.

As long as the signatory of the e-mail certifies compliance with the below Plan (including use of the approved poster and pamphlet (USFWS Eastern Indigo Snake Conservation webpage), no further written confirmation or approval from the USFWS is needed regarding use of this Plan as a component of the project.

If the project proponent decides to use an eastern indigo snake protection/education plan other than the approved Plan below, written confirmation or approval from the USFWS that the plan is adequate must be obtained. The project proponent shall submit their unique plan for review and approval. The USFWS will respond via e-mail, typically within 30 days of receiving the plan, either concurring that the plan is adequate or requesting additional information. A concurrence e-mail from the appropriate USFWS Field Office will fulfill approval requirements.

STANDARD PROTECTION MEASURES

BEFORE AND DURING CONSTRUCTION ACTIVITIES:

- All Project personnel shall be notified about the potential presence and appearance of the federally protected eastern indigo snake (*Drymarchon couperi*).
- All personnel shall be advised that there are civil and criminal penalties for harassing, harming, pursuing, hunting, shooting, wounding, killing, capturing, or collecting the species, in knowing violation of the Endangered Species Act of 1973.
- The project proponent or designated agent will post educational posters in the construction office and throughout the construction site. The posters must be clearly visible to all construction staff and shall be posted in a conspicuous location in the

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Project field office until such time that Project construction has been completed and time charges have stopped.

- Prior to the onset of construction activities, the project proponent or designated agent will conduct a meeting with all construction staff (annually for multi-year projects) to discuss identification of the snake, its protected status, what to do if a snake is observed within the project area, and applicable penalties that may be imposed if state and/or federal regulations are violated. An educational pamphlet including color photographs of the snake will be given to each staff member in attendance and additional copies will be provided to the construction superintendent to make available in the onsite construction office. Photos of eastern indigo snakes may be accessed on USFWS, Florida Fish and Wildlife Conservation Commission and/or Georgia Department of Natural Resources websites.
- Each day, prior to the commencement of maintenance or construction activities, the Contractor shall perform a thorough inspection for the species of all worksite equipment.
- If an eastern indigo snake (alive, dead or skin shed) is observed on the project site during construction activities, all such activities are to cease until the established procedures are implemented according to the Plan, which includes notification of the appropriate USFWS Office. The contact information for the USFWS is provided below and on the referenced posters and pamphlets.
- During initial site clearing activities, an onsite observer is recommended to determine whether habitat conditions suggest a reasonable probability of an eastern indigo snake sighting (example: discovery of snake sheds, tracks, lots of refugia and cavities present in the area of clearing activities, and presence of gopher tortoises and burrows).
- Periodically during construction activities, the project area should be visited to observe the condition of the posters and Plan materials and replace them as needed. Construction personnel should be reminded of the instructions (above) as to what is expected if any eastern indigo snakes are seen.
- For erosion control use biodegradable, 100% natural fiber, net-free rolled erosion control blankets to avoid wildlife entanglement.

POST CONSTRUCTION ACTIVITIES:

Whether or not eastern indigo snakes are observed during construction activities, a monitoring report should be submitted to the appropriate USFWS Field Office within 60 days of project completion (See USFWS Field Office Contact Information).

USFWS FIELD OFFICE CONTACT INFORMATION

Georgia Field Office: Phone: (706) 613-9493, email: gaes_assistance@fws.gov
Florida Field Office: Phone: (352) 448-9151, email: fw4flesregs@fws.gov

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POSTER & PAMPHLET INFORMATION

Posters with the following information shall be placed at strategic locations on the construction site and along any proposed access roads (final posters for Plan compliance are available on our website in English and Spanish and should be printed on 11 x 17in or larger paper and laminated (USFWS Eastern Indigo Snake Conservation webpage). Pamphlets are also available on our webpage and should be printed on 8.5 x 11in paper and folded, and available and distributed to staff working on the site.

POSTER CONTENT (ENGLISH):

ATTENTION

Federally-Threatened Eastern Indigo Snakes may be present on this site!

Killing, harming, or harassing eastern indigo snakes is strictly prohibited and punishable under State and Federal Law.

IF YOU SEE A LIVE EASTERN INDIGO SNAKE ON THE SITE:

• Stop land disturbing activities and allow the snake time to move away from the site without interference. Do NOT attempt to touch or handle the snake.

• Take photographs of the snake, if possible, for identification and documentation purposes.

• Immediately notify supervisor/agent, and a U.S. Fish and Wildlife Service (USFWS) Ecological Services Field Office, with the location information and condition of the snake.

• If the snake is located near clearing or construction activities that will cause harm to the snake, the activities must pause until a representative of the USFWS returns the call (within one day) with further guidance.

IF YOU SEE A DEAD EASTERN INDIGO SNAKE ON THE SITE:

• Stop land disturbing activities and immediately notify supervisor/applicant, and a USFWS Ecological Services Field Office, with the location information and condition of the snake.

• Take photographs of the snake, if possible, for identification and documentation purposes.

• Thoroughly soak the dead snake in water and then freeze the specimen. The appropriate wildlife agency will retrieve the dead snake.

DESCRIPTION: The eastern indigo snake is one of the largest non-venomous snakes in North America, reaching up to 8 ft long. Named for the glossy, blue-black scales above and slate blue below, they often have orange to reddish color (cream color in some cases)

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in the throat area. They are not typically aggressive.

SIMILAR SPECIES: The black racer resembles the eastern indigo snake. However, black racers have a white or cream chin, and thinner bodies.

LIFE HISTORY: Eastern indigo snakes live in a variety of terrestrial habitat types. Although they prefer uplands, they also use wetlands and agricultural areas. They will shelter inside gopher tortoise burrows, other animal burrows, stumps, roots, and debris piles. Females may lay from 4 to 12 white eggs as early as April through June, with young hatching in late July through October.

PROTECTED STATUS: The eastern indigo snake is protected by the USFWS, Florida Fish and Wildlife Conservation Commission, and Georgia Department of Natural Resources. Any attempt to kill, harm, harass, pursue, hunt, shoot, wound, trap, capture, collect, or engage eastern indigo snakes is prohibited by the U.S. Endangered Species Act. Penalties include a maximum fine of $25,000 for civil violations and up to $50,000 and/or imprisonment for criminal offenses. Only authorized individuals with a permit (or an Incidental Take Statement associated with a USFWS Biological Opinion) may handle an eastern indigo snake.

Please contact your nearest USFWS Ecological Services Field Office if a live or dead eastern indigo snake is encountered:

Florida Office: (352) 448-9151

Georgia Office: (706) 613-9493

POSTER CONTENT (SPANISH):

ATENCIÓN

¡Especie amenazada, la culebra Índigo del Este, puede ocupar el área!

Matar, herir o hostigar culebras Índigo del Este es estrictamente prohibido bajo la Ley Federal.

SI VES UNA CULEBRA ÍNDIGO DEL ESTE O UNA CULEBRA NEGRA VIVA EN EL ÁREA:

• Pare excavación y permite el movimiento de la culebra fuera del área sin interferir. NO atentes tocar o recoger la culebra.

• Fotografié la culebra si es posible para identificación y documentación.

• Notifique supervisor/agente, y la Oficina de Campo de Servicios Ecológicos del Servicio Federal de Pesca y Vida Silvestre (USFWS) apropiada con información acerca del sitio y condición de la culebra.

• Si la culebra está cerca de un área de construcción que le pueda causar daño, las actividades deben parar hasta un representante del USFWS regrese la llamada (dentro de un día) con más orientación.

SI VES UNA CULEBRA ÍNDIGO DEL ESTE MUERTA EN EL ÁREA:

• Pare excavación. Notifique supervisor/aplicante, y la Oficina de Campo de Servicios Ecológicos apropiada con información acerca del sitio y condición de la culebra.

• Fotografié la culebra si es posible para identificación y documentación.

• Emerge completamente la culebra en agua y congele la especie hasta que personal apropiado de la agencia de vida silvestre la recoja.

DESCRIPCIÓN. La culebra Índigo del Este es una de las serpientes sin veneno más grande en Norte América, alcanzando hasta 8 pies de largo. Su nombre proviene del color azul-negro brilloso de sus escamas, pero pueden tener un color anaranjado-rojizo (color crema en algunos casos) en su mandíbula inferior. No tienden a ser agresivas.

SERPIENTES PARECIDAS. La corredora negra, que es de color negro sólido, es la única otra serpiente que se asemeja a la Índigo del Este. La corredora negra se diferencia por una mandíbula inferior color blanca o crema y un cuerpo más delgado.

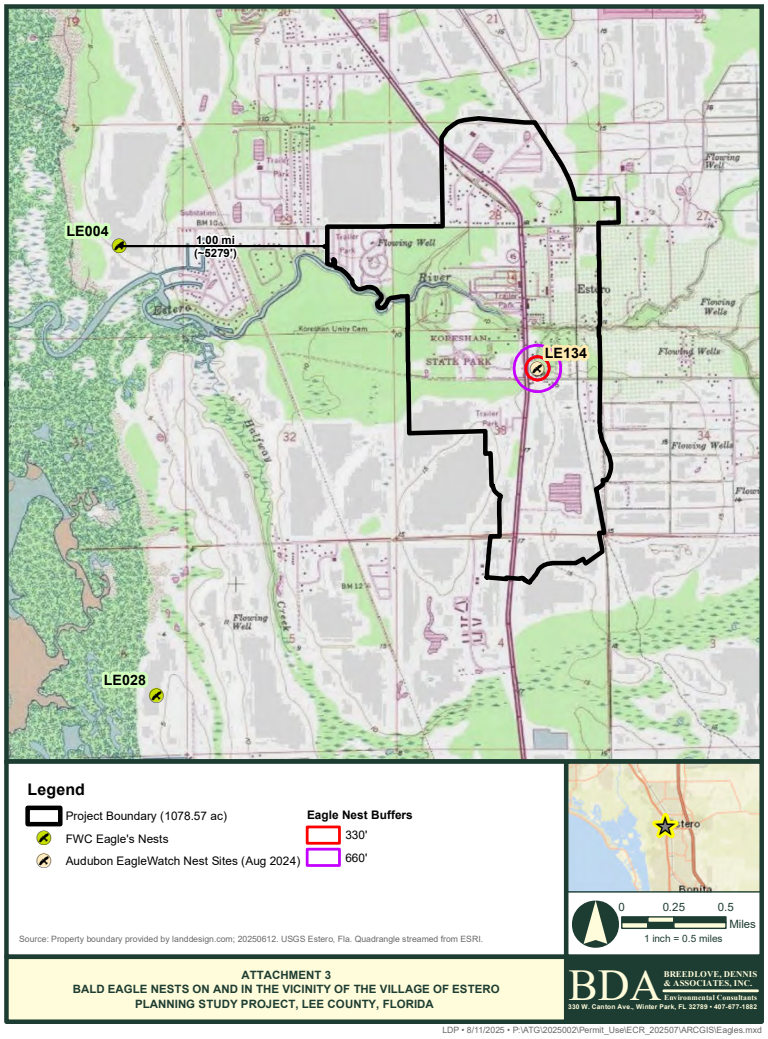
HÁBITATS Y ECOLOGÍA. La culebra Índigo del Este vive en una variedad de hábitats, incluyendo tierras secas, humedales, y áreas de agricultura. Ellas buscan refugio en agujeros o huecos de tierra, en especial madrigueras de tortugas de tierra. Las hembras ponen 4 hasta 12 huevos blancos entre abril y junio, y la cría emergen entre julio y octubre.

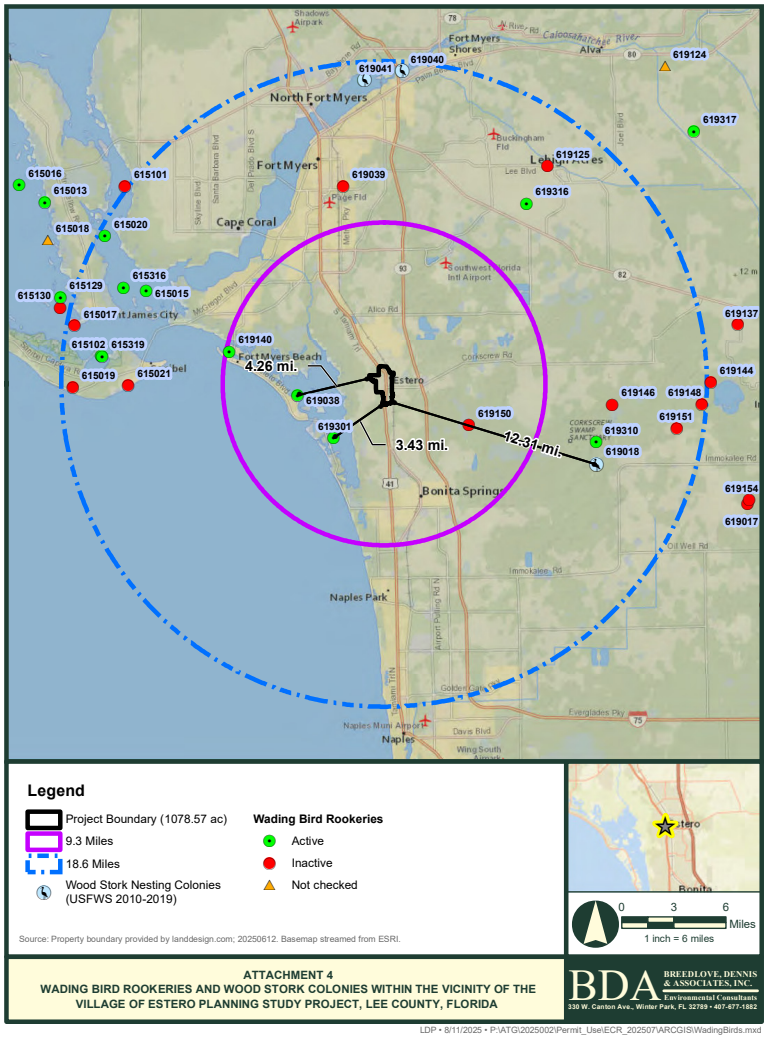
PROTECCIÓN LEGAL. La culebra Índigo del Este es clasificada como especie amenazada por el USFWS, la Comisión de Conservación de Pesca y Vida Silvestre de Florida y el Departamento de Recursos Naturales de Georgia. Intento de matar, hostigar, herir, lastimar, perseguir, cazar, disparar, capturar, colectar o conducta parecida hacia las culebras Índigo del Este es prohibido por la Ley Federal de Especies en Peligro de Extinción. Penalidades incluyen un máximo de $25,000 por violaciones civiles y $50,000 y/o encarcelamiento por actos criminales. Solos individuales autorizados con un permiso o Determinación de toma incidental (Incidental Take Statement) asociado con una Opinión Biológico del USFWS pueden recoger una Índigo del Este.

Por favor de contactar tu Oficina de Campo de Servicios Ecológicos más cercana si encuentras una culebra Índigo del Este viva o muerta:

Oficina de Florida: (352) 448-9151

Oficina de Georgia: (706) 613-9493


LE004
1.00 mi
(~5279')
LE134
LE028
Estero
River
KORESHAN
STATE PARK
Halfway
Creek
Legend
Project Boundary (1078.57 ac)
FWC Eagle's Nests
Audubon EagleWatch Nest Sites (Aug 2024)
Eagle Nest Buffers
330'
660'
Source: Property boundary provided by landdesign.com; 20250612. USGS Estero, Fla. Quadrangle streamed from ESRI.
0
0.25
0.5
Miles
1 inch = 0.5 miles
ATTACHMENT 3
BALD EAGLE NESTS ON AND IN THE VICINITY OF THE VILLAGE OF ESTERO
PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA
BDA
BREEDLOVE, DENNIS & ASSOCIATES, INC.
Environmental Consultants
330 W. Canton Ave., Winter Park, FL 32789 • 407-677-1882
LDP • 8/11/2025 • P:\ATG\2025002\Permit_Use\ECR_202507\ARCGIS\Eagles.mxd


North Fort Myers
Fort Myers
Cape Coral
Fort Myers Shores
Alva
Lehigh Acres
Fort Myers Beach
Estero
Bonita Springs
Naples Park
Naples
4.26 mi.
3.43 mi.
12.31 mi.
619041
619040
619124
619317
619125
619316
619039
615016
615013
615101
615018
615020
615316
615129
615015
615130
615017
615102
615319
615019
615021
619140
619038
619301
619150
619146
619148
619151
619310
619018
619137
619144
619154
619017
Legend
Project Boundary (1078.57 ac)
9.3 Miles
18.6 Miles
Wood Stork Nesting Colonies (USFWS 2010-2019)
Wading Bird Rookeries
Active
Inactive
Not checked
Source: Property boundary provided by landdesign.com; 20250612. Basemap streamed from ESRI.
0 3 6 Miles
1 inch = 6 miles
ATTACHMENT 4
WADING BIRD ROOKERIES AND WOOD STORK COLONIES WITHIN THE VICINITY OF THE VILLAGE OF ESTERO PLANNING STUDY PROJECT, LEE COUNTY, FLORIDA
BDA BREEDLOVE, DENNIS & ASSOCIATES, INC. Environmental Consultants
330 W. Canton Ave., Winter Park, FL 32789 • 407-677-1882
LDP • 8/11/2025 • P:\ATG\2025002\Permit_Use\ECR_202507\ARCGIS\WadingBirds.mxd

APPENDIX B

DEPARTMENT OF HISTORIC RESOURCES
PRELIMINARY SEARCH REQUEST RESULTS

\\BDA-DATA\Projects\Admin\Projects\2025002\Report\Environmental Conditions Report.doc

Florida Master Site File

Created: 7/23/2025

```
AR=20
SS=41
CM=0
RG=2
BR=0
Total=63
```

Cultural Resource Roster

SiteID	Type	Site Name	Address	Additional Info	SHPO Eval	NR Status
LL00094	RG	KORESHAN UNITY SETTLEMENT HISTORIC DIST	ESTERO	Historical District - 20 Contrib Resources	Eligible	NR Listed - May 04, 1976
LL01080	SS	ESTERO SCHOOL	8211 BROADWAY, ESTERO	1927 Mediterranean Revival	Eligible	
LL01081	SS	CORKSCREW RD	8801 Corkscrew RD, Estero	c1910 Mission		
LL01082	SS	STORE	COUNTY RD, ESTERO			
LL01083	SS	WHITTEN GROVE AND STORE	COUNTY RD, ESTERO			
LL01084	SS	SOTO PLACE	1028 HIGHLANDS AVE, ESTERO			
LL01085	SS	FERNANDEZ	HIGHLANDS AVE, ESTERO			
LL01086	SS	HALL	HIGHLANDS AVE, ESTERO			
LL01087	SS	ALVAREZ HOME	HIGHLANDS AVE, ESTERO			
LL01088	SS	ALVAREZ PACKINGHOUSE	20721 Highlands AVE, Estero	c1916 Frame Vernacular		
LL01089	SS	COUNTY BARN	HIGHLANDS AVE, ESTERO			
LL01090	SS	JOHN HALL	20821 Highlands AVE, Estero	c1906 Frame Vernacular		
LL01091	SS	SCHOOL HOUSE	20861 Highlands AVE, Estero	c1904 Frame Vernacular		
LL01092	SS	MEADE/LOUGHMAN HOUSE	SANDY LANE, ESTERO			
LL01093	SS	SANDY LANE HOUSE	SANDY LANE, ESTERO			
LL01096	SS	SANDY LANE HOUSE	563 SANDY LANE, ESTERO			
LL01097	SS	BOOMER CARETAKER HOUSE	20690 S TAMIAMI TRAL, ESTERO	c1917 Frame Vernacular	Not Eligible	
LL01098	SS	BOOMER HOUSE	20690 S TAMIAMI TRAL, ESTERO	c1917 Prairie	Eligible	
LL01114	SS	LEWIS HOME	21101 S Tamiami TRAL, Estero	-RESOURCE DESTROYED- c1930 Frame Vernacular		
LL01845	AR	FOUNDER'S HOUSE	UNSPECIFIED		Eligible	
LL01912	AR	ESTERO RIVERBANK	ESTERO		Not Eligible	
LL01914	SS	TREBELL GARAGE	20555 S TAMIAMI TRAL, ESTERO	1929 Frame Vernacular	Not Eligible	
LL01915	SS	20575 S. TAMIAMI TRAIL	20575 S TAMIAMI TRAL, ESTERO	c1939 Frame Vernacular	Not Eligible	
LL01916	SS	EDITH TREBELL HOUSE	20583 S TAMIAMI TRAL, ESTERO	c1946 Masonry Vernacular	Not Eligible	
LL01917	SS	20950 S. TAMIAMI TRAIL	20950 S TAMIAMI TRAL, ESTERO	c1937 Frame Vernacular	Not Eligible	
LL01921	SS	3440 BROADWAY	3440 BROADWAY, ESTERO	c1946 Masonry Vernacular	Not Eligible	
LL01988	AR	THE KORESHAN LAUNDRY	Estero			
LL02035	AR	KORESHAN WATERLINE FOR PLANETARY COURT	ESTERO			
LL02064	AR	Membership Cottage	Estero			
LL02065	AR	Small Machine Shop	Esterp			
LL02351	SS	Rustic Tea Garden Outhouse	21101 S Tamiami TRAL, Estero	c1910 Frame Vernacular		
LL02352	AR	Guiding Star Publishing House Foundation	Estero			
LL02353	AR	Limerock Retaining Wall	Estero			
LL02354	AR	Machine and Woodworking Bldg Foundation	Estero			
LL02355	AR	Boatworks #2 & Blacksmith & Plumbing	Estero			
LL02356	AR	Apiary	Estero			
LL02357	SS	Holly Park House	8761 Corkscrew RD, Estero	c1949 Ranch		
LL02358	SS	Lockwood House	8751 Corkscrew RD, Estero	c1950 Ranch		
LL02359	SS	20721 Highlands Avenue	20721 Highlands AVE, Estero	c1916 Frame Vernacular		
LL02360	SS	Campbell-Bigelow Farm	20920 Sandy LN, Estero	1917 Frame Vernacular		
LL02362	AR	Estero on the River Scatter	Estero			
LL02363	AR	Boatworks/Plumbing Shop/Apiary Scatter	Estero			
LL02364	AR	Publishing House Scatter	Estero			

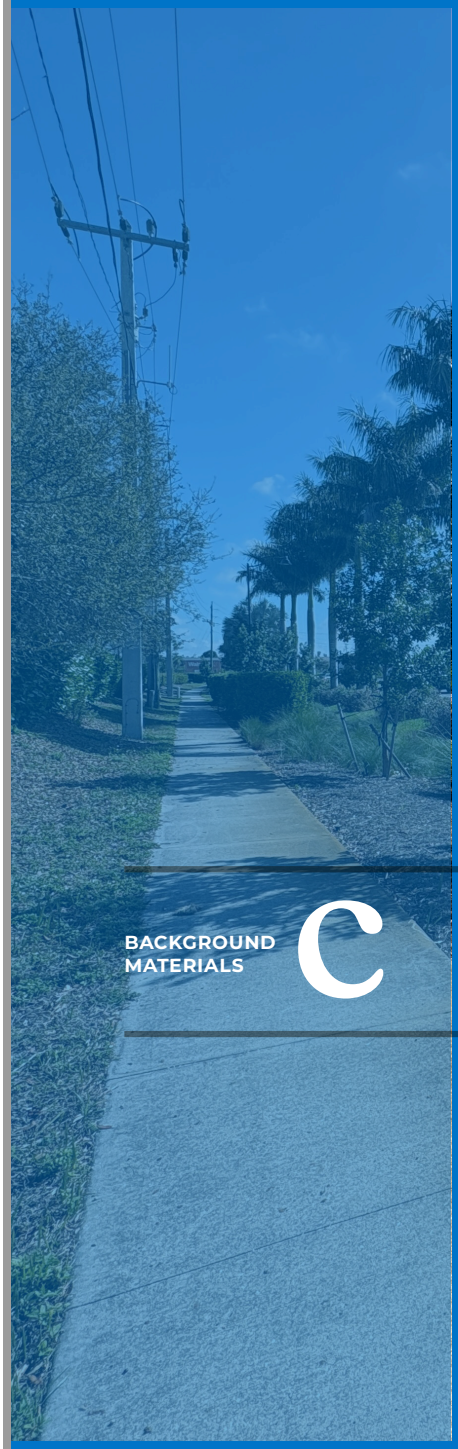
Page 1 of 2

Florida Master Site File

Created: 7/23/2025

SiteID	Type	Site Name	Address	Additional Info	SHPO Eval	NR Status
LI02365	AR	College of Life Scatter	Estero			
LI02389	SS	"Sunlit"/ Hayes House	8901 Corkscrew RD, Estero	1910 Masonry Vernacular		
LI02445	RG	CSX Railroad	Bonita Springs	Linear Resource	Insufficient Info	
LI02541	AR	Koreshan Bakery	Estero			
LI02577	SS	Koreshan Boat House	20950 S Tamiami TRAL, Estero	c1895 Unspecified		
LI02593	SS	Art Hall	3800 Corkscrew RD, Estero	1905 Stick		NR Contrib - LL00094
LI02594	SS	Damkohler Cottage	3800 Corkscrew RD, Estero	c1882 Frame Vernacular		NR Contrib - LL00094
LI02595	SS	Generator Building	3800 Corkscrew RD, Estero	1908- Unspecified		NR Contrib - LL00094
LI02596	SS	Large Machine Shop	3800 Corkscrew RD, Estero	c1904 Unspecified		NR Contrib - LL00094
LI02597	SS	New Store	3800 Corkscrew RD, Estero	c1920 Frame Vernacular		NR Contrib - LL00094
LI02598	SS	Planetary Court	3800 Corkscrew RD, Estero	c1903 Frame Vernacular		NR Contrib - LL00094
LI02599	SS	Bakery Building	3800 Corkscrew RD, Estero	c1903 Frame Vernacular		NR Contrib - LL00094
LI02600	SS	Vesta Newcomb Cottage	3800 Corkscrew RD, Estero	c1920 Frame Vernacular		NR Contrib - LL00094
LI02601	SS	Founder's House (Cyrus Teed House)	3800 Corkscrew RD, Estero	1896 Frame Vernacular		NR Contrib - LL00094
LI02602	SS	Membership Cottage	3800 Corkscrew RD, Estero	1903- Frame Vernacular		NR Contrib - LL00094
LI02603	SS	Small Machine Shop	3800 Corkscrew RD, Estero	1905 Unspecified		NR Contrib - LL00094
LI02815	AR	Zone 1 Refuse Site	Estero			
LI02858	AR	Blue Trail Site	Estero			
LI02866	AR	Koreshan Nursery Site	Estero			
LI03069	AR	Citrus Grove	Estero			

Page 2 of 2



BACKGROUND MATERIALS

C

Inventory of Existing Utilities

5 | BACKGROUND MATERIALS C INVENTORY OF EXISTING UTILITIES

LandDesign.
CREATING PLACES THAT MATTER.

EXISTING CONDITIONS REPORT

VILLAGE OF ESTERO
ECO-HISTORIC PLANNING STUDY
ESTERO, FL
August 28, 2025

PREPARED FOR:
VILLAGE OF ESTERO
9401 CORKSCREW PALMS CIRCLE
ESTERO, FL 33928

PREPARED BY:
LANDDESIGN INC.
100 SOUTH ORANGE AVENUE, SUITE 200
ORLANDO, FL 32801
407.270.7800

TABLE OF CONTENTS

General Summary 2
Stormwater Permits 2
Water Supply 4
Sanitary Sewer Collection 4
Other Utilities 4
Appendix A 5

GENERAL SUMMARY

The purpose of this report is to identify the existing site characteristics and physical conditions of the Eco-Historic Planning Study site in order to develop a master plan for the Village of Estero.

The Eco-Historic Planning Study is located about 3 miles southwest of Florida Gulf Coast University, just west of Estero High School on Williams Road, and just north of Coconut Point mall. The study covers approximately 1,000 acres along the US-41 corridor-an area locally known as Old Estero in Lee County, Florida. US-41, also known as South Tamiami Trail, is the main path for vehicle traffic through the area in the center of the area. The study stretches from Estero Boulevard to just South of Williams Road. Currently, there are residential, commercial, and undeveloped properties, as well as the Seminole gulf railway, Koreshan State Park and the Estero River.

With roots back to 1882, Estero began as a citrus producing area. Along with Koreshan Unity settlers settling next to the Estero River, the area saw development. Though most of the major development has happened in the last 40 years. After over a century of growth and development the community came together, becoming the Village of Estero in 2014.

The zoning plans for an overlay for US-41 and Corkscrew Rd, residential, mixed use, commercial, planned unit development, urban commercial redevelopment, commercial planning development, mobile home, recreational vehicle, parks and community facilities, agriculture, environmentally critical, community commercial, and community special office.

This area is situated in the Estero Bay watershed, requiring coordination and permitting with South Florida Water Management District and Lee County to provide attenuation and treatment to discharge ultimately to Estero Bay.

This area is serviced by Lee County Utilities and Bonita Springs Utilities. Please see Utilities map we have compiled of the study boundaries from exact GIS information where available and approximated water mains and sewer networks where exact information is unavailable.

STORMWATER PERMITS

The Eco-Historic Planning Study is within the South Florida Water Management District. The application process includes a pre-application meeting as well as online submission of an Environmental Resource Permit and Water Use Permit.

The study area has many residential and commercial sites that have permits we have collected and compiled for reference. See list below with locations and comments.

41 & Estero Pkwy (Walmart - North of boundary)
121108-7 (2014)

41 from Corkscrew Rd to San Carlos Blvd (mid to North of boundary)
090323-13 (2010)

41 (South boundary to Northern end of Koreshan State Park)
060613-6 (2006)

41
040127-13 (Scanned in very poorly 1998/2001/2004)

Williams Rd & 41 (Estero Sportspark NE of intersection)
250508-52866 (2025)

Via Coconut Point & Corkscrew
220613-34753 (2023 not constructed as of May 2025)

Northwest of Williams Rd & 41 (large section mostly just of boundary but partially in boundary next to 41)
190219-5 (2019) great basin drainage map

Campground for Koreshan State Park
240125-42130 (2024)

Southeast of Estero & 41, North of Broadway
220815-35555 (2023) Good impact map & plans under permit & Staff Report Information
230828-40109 (2023) Same, more recent

Small section south of Broadway, East of 41
250501-52658 (2025) Drainage Report

Mobile Home Park South of Broadway, West of 41
200501-3350 (2020) not a lot of grading information

Methodist Church East of 41, South of Broadway
160721-17 (2016) includes dry detention under compliance Engineering

41 & Corkscrew (NE)
230116-37195 (2023)

41 (portion)
101216-5 (2011)

41 (portion, very hard to read)
091021-7 (says 2009/2010, date illegible on plans)

Sweetwater South of Corkscrew, North of Bonita Beach Rd, West of 41
020116-8 (1997/2003)

Sandy Lane (From Coconut Road to Williams Road)
040618-27 (2004)

Northeast of Broadway Ave & 41 (Broadway Shoppes)
060413-2 (2006)

SW of Williams & 41 (Ocean Church)
991129-9 (2000)

SE of Williams & 41 (Hertz)
131125-1 (2013)

WATER SUPPLY

The area of the study is served by Lee County utilities North of Williams Road and Bonita Springs Utilities South of Williams Road. The main points of connection for water mainlines are located along US-41, mostly on the West side of the street.

Lee County Utilities
(239) 533-8845

Bonita Springs Utilities
(239) 992-0711

SANITARY SEWER COLLECTION

The area of the study is served by Lee County utilities North of Williams Road and Bonita Springs Utilities South of Williams Road.

Lee County Utilities
(239) 533-8845

Bonita Springs Utilities
(239) 992-0711

OTHER UTILITIES

The area of the study is serviced by Lee County Solid Waste and FPL. A small section between Estero Parkway and Broadway West of 41 is Area 2 (Waste Management) and the remaining is area 3 (Waste Pro). Reuse is serviced through Lee County Utilities and Bonita Springs Utilities, north and south of Williams Road respectively.

Lee County Solid Waste
(239) 533-8000

Waste Management
(239) 334-1224

Waste Pro
(239) 337-0800

FPL
(888) 988-8249

LandDesign.
CREATING PLACES THAT MATTER.

APPENDIX A
Exhibits

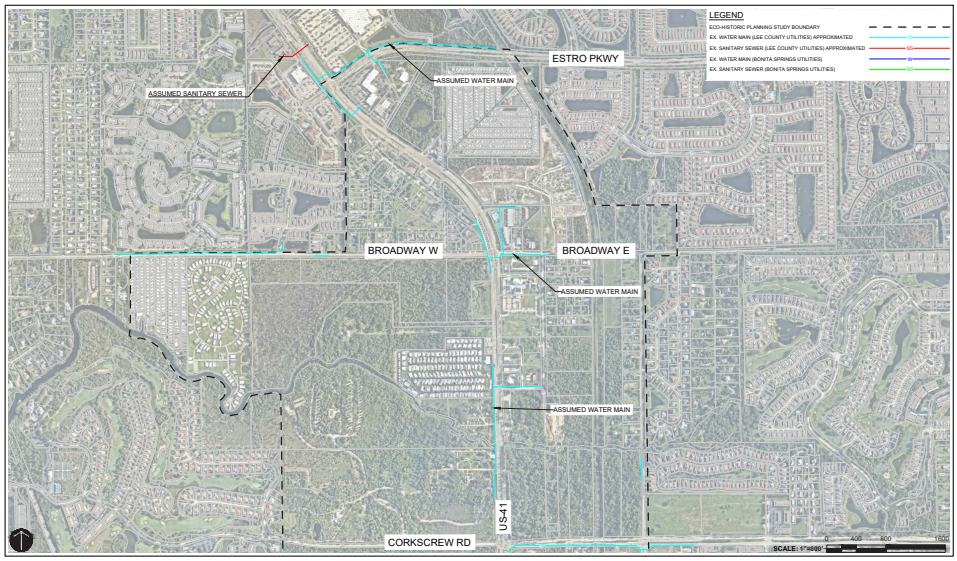
Carrie Read

cread@landdesign.com
407.270.7800
100 S Orange Ave Suite 200
Orlando, FL 32801

CHARLOTTE | WASHINGTON DC | DALLAS | ORLANDO | DENVER

LandDesign.com

5 | BACKGROUND MATERIALS C INVENTORY OF EXISTING UTILITIES



VILLAGE OF ESTERO ECO-HISTORIC PLANNING STUDY ▪ ESTERO, FL ▪ EXISTING UTILITIES NORTH

PN8125007 | 08.27.2025 | VILLAGE OF ESTERO

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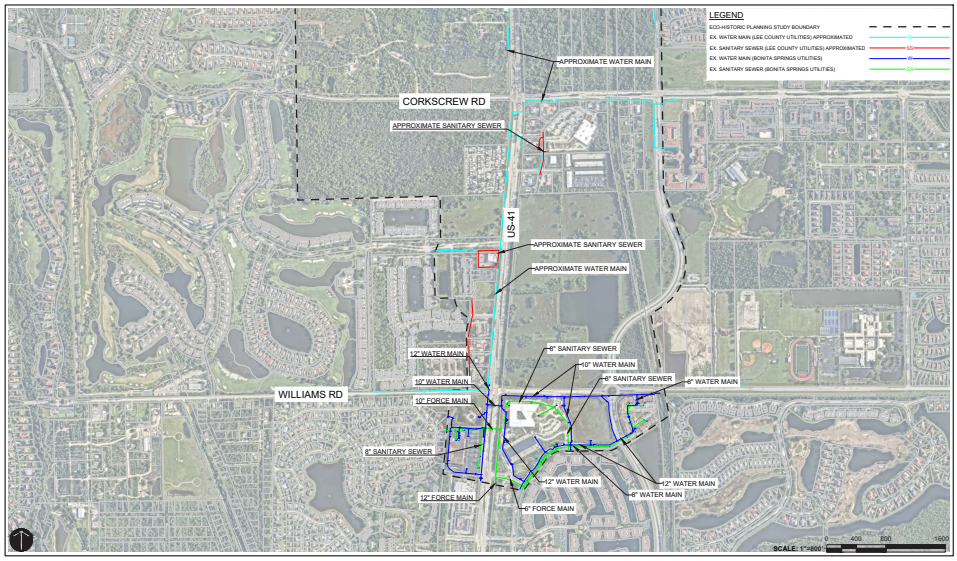
LandDesign.



VILLAGE OF ESTERO ECO-HISTORIC PLANNING STUDY ▪ ESTERO, FL ▪ EXISTING UTILITIES SOUTH

PN8125007 | 08.27.2025 | VILLAGE OF ESTERO

8/29/2025 9:31 AM JSANDS P:\CRLL_2025\81250\07\CAD\DOCUMENTATION\EXHIBITS\81250\7-X-UTIL_EXHIBIT.DWG

LandDesign.