VILLAGE OF ESTERO
PLANNING ZONING AND DESIGN BOARD MEETING
PACKET
OCTOBER 20, 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

October 20, 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 September 15, 2026 meeting minutes**

      Attachment: 09152026 PZDB Minutes.pdf

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

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

a. **Coconut Point Zoning and DRI Amendments-- Waypoint Residences (DCI2026-E002 and DRI2026-E001) (District 6) 8021 Cinema Way. This is a redevelopment of the Regal Coconut Point Mall theater which closed in 2022. The completed project area will extend from Cinema Way to Via Coconut.**

The applicant seeks to demolish the cinema and redevelop the area into a 355-unit 4-story apartment building with an adjacent parking garage and shared surface parking.

A Public Information Meeting was held January 13, and a Workshop was held March 10, 2026.

See Staff Report, Draft Zoning Ordinance and DRI Amendment.

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

Attachment: 1. Coconut Point MPD PDA - DCI2026-E002 Draft Staff Report.pdf
Attachment: 2. Attachment A - Maps.pdf
Attachment: 3. Attachment B - Master Concept Plan.pdf
Attachment: 4. Attachment C - Line of Sight Exhibit.pdf
Attachment: 5. Attachment D - Pattern Book.pdf
Attachment: 6. Attachment E - DRAFT Ordinance 2026-XX.pdf
Attachment: 7. Attachment F - Coconut Point MPD TIS Review Memorandum.pdf
Attachment: 8. Attachment G - Coconut Point MPD PDS Review Memorandum.pdf
Attachment: 9. 8- Day Letter- Waypoint Residential_ Coconut Point.pdf
Attachment: 10. Coconut Point MPD PDA - Presentation Revised.pdf
Attachment: Coconut Point DRI DO Eleventh Amendment rev.10-2-2026 gibbs changes.pdf

7. Board Communications

a. Next meeting -November 17, 2026

8. Adjourn

General Attachments

- Transcipt.pdf

PLANNING ZONING AND DESIGN BOARD MEETING
TUESDAY, OCTOBER 20, 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.

4:31:46PM [SOUNDING GAVEL]
4:31:47PM >>Anthony Gargano: I WOULD LIKE TO CALL TO ORDER THE REGULAR
4:31:50PM MEETING OF THE VILLAGE OF ESTERO PLANNING ZONING AND DESIGN
4:31:53PM BOARD.
4:31:53PM WOULD EVERYONE PLEASE RISE FOR THE PLEDGE OF ALLEGIANCE?
4:31:59PM [PLEDGE OF ALLEGIANCE]
4:32:15PM TAMMY, CAN WE HAVE A CALL OF THE ROLL, PLEASE?
4:32:23PM >>Kristin Jeannin: HERE.
4:32:25PM >> BOARD MEMBER JONES IS NOT HERE YET.
4:32:27PM >>Al Paivandy: HERE.
4:32:29PM >>Michael Sheeley: HERE.
4:32:31PM >>James Tatooles: HERE.
4:32:32PM >>Jim Wallace: HERE.
4:32:34PM >>Dan Williams: HERE.
4:32:36PM >>Anthony Gargano: HERE.
4:32:37PM OKAY.
4:32:42PM I'D LIKE TO CALL FOR A MOTION TO APPROVE TONIGHT'S AGENDA.
4:32:46PM >>Michael Sheeley: SO MOVED.

4:32:48PM >>Dan Williams: SECOND.
4:32:48PM >>Anthony Gargano: IT'S BEEN MOVED AND SECONDED.
4:32:50PM ANY DISCUSSION ON THE MOTION?
4:32:51PM CAN WE HAVE A ROLL CALL VOTE, TAMMY?
4:32:56PM >>Tammy Duran: BOARD MEMBER JEANNIN?
4:33:00PM >>Kristin Jeannin: YES.
4:33:01PM >>Al Paivandy: YES.
4:33:04PM >>Michael Sheeley: YES.
4:33:06PM >>James Tatooles: YES.
4:33:07PM >>Jim Wallace: YES.
4:33:09PM >>Dan Williams: YES.
4:33:11PM >>Anthony Gargano: YES.
4:33:11PM NEXT, WE NEED A MOTION ON APPROVAL OF THE CONSENT AGENDA.
4:33:22PM >>Michael Sheeley: SO MOVED. SECOND.
4:33:26PM >>Anthony Gargano: MOVED AND SECONDED.
4:33:27PM ANY DISCUSSION ON THE MOTION?
4:33:28PM ALL IN FAVOR?
4:33:30PM ANY OPPOSED?

4:33:31PM THE AYES HAVE IT.
4:33:33PM THE CONSENT AGENDA IS APPROVED.
4:33:35PM TONIGHT, LADIES AND GENTLEMEN, WE HAVE JUST ONE APPLICATION.
4:33:42PM THAT APPLICATION IS A QUASI-JUDICIAL APPLICATION.
4:33:46PM SO, WHEN THE BOARD SITS IN A QUASI-JUDICIAL CAPACITY -- THIS
4:33:54PM IS INFORMATION I MUST READ HERE.
4:33:56PM SO IF YOU INTEND TO PROVIDE TESTIMONY ON THIS APPLICATION,

4:34:01PM YOU MUST BE SWORN IN BY THE BOARD ATTORNEY IN A MOMENT, AND
4:34:05PM YOU SHOULD ALSO FILL OUT A PUBLIC SPEAKER'S CARD, GIVE IT TO
4:34:09PM THE DEPUTY VILLAGE CLERK BEFORE THE ITEM IS CALLED.
4:34:13PM IN GENERAL, WE'LL FIRST HEAR AN INTRODUCTION FROM THE
4:34:18PM VILLAGE COMMUNITY DEVELOPMENT DIRECTOR, AND THEN A
4:34:21PM PRESENTATION FROM THE APPLICANT.
4:34:25PM THE DIRECTOR THEN MAY MAKE A PRESENTATION.
4:34:28PM AFTER THIS, I WILL ALLOW ANYONE FROM THE AUDIENCE WHO HAS
4:34:30PM BEEN SWORN IN TO PROVIDE TESTIMONY.
4:34:34PM PLEASE BE CONCISE IN YOUR COMMENTS, NOT EXCEEDING FIVE
4:34:38PM MINUTES.
4:34:38PM YOU'LL NOTE THE TIMER.
4:34:39PM THE APPLICANT HAS THE RIGHT TO CROSS-EXAMINE ANY WITNESS AND
4:34:45PM PROVIDE REBUTTAL.
4:34:46PM ABOUT CROSS-EXAMINATION, WITNESSES, INCLUDING THE PUBLIC,
4:34:51PM MAY BE SUBJECT TO CROSS-EXAMINATION.
4:34:54PM THE PUBLIC WILL NOT BE PERMITTED TO CROSS-EXAMINE WITNESSES,
4:34:57PM BUT THE PUBLIC MAY REQUEST THE BOARD TO DIRECT QUESTIONS ON
4:35:02PM THEIR BEHALF TO EITHER THE STAFF OR THE APPLICANT.
4:35:05PM PERSONS WHO HAVE BEEN DETERMINED BY THE BOARD TO BE
4:35:10PM INTERESTED PARTIES MAY CROSS-EXAMINE WITNESSES.
4:35:12PM IF A PERSON REPRESENTS AN ORGANIZATION, EVIDENCE OF THEIR
4:35:17PM AUTHORITY TO SPEAK FOR THE ORGANIZATION MUST BE PROVIDED.
4:35:22PM IN ADDITION, BEFORE THE PRESENTATION ON THE APPLICATION
4:35:25PM BEGINS, ANY WRITTEN COMMUNICATIONS THAT HAVE BEEN RECEIVED

4:35:29PM ON THE QUASI-JUDICIAL MATTER WILL BE PLACED IN THE PUBLIC
4:35:33PM RECORD.
4:35:34PM I WILL ALSO ASK EACH BOARD MEMBER TO DISCLOSE ANY EX PARTE
4:35:38PM COMMUNICATIONS REGARDING THIS MATTER AND ANY BOARD MEMBER
4:35:43PM THAT HAS A CONFLICT REGARDING THE APPLICATION MUST DECLARE
4:35:47PM THAT CONFLICT AND WILL NOT BE ALLOWED TO PARTICIPATE IN THE
4:35:49PM DISCUSSION OR VOTE ON THE APPLICATION.
4:35:52PM NOW, WILL ALL THOSE WHO INTEND TO TESTIFY IN THIS HEARING,
4:35:58PM PLEASE STAND, RAISE YOUR RIGHT HAND.
4:36:00PM OUR BOARD ATTORNEY WILL ADMINISTER THE OATH.
4:36:04PM >>Erica Augello: DO YOU SWEAR OR AFFIRM THAT THE TESTIMONY
4:36:07PM YOU ARE ABOUT TO GIVE IS THE TRUTH, THE WHOLE TRUTH AND
4:36:09PM NOTHING BUT THE TRUTH?
4:36:11PM >> YES.

4:36:11PM >>Erica Augello: SO SWORN.
4:36:14PM >>Anthony Gargano: OKAY.
4:36:15PM THANK YOU.
4:36:15PM LET ME START BY ASKING IF ANY OF THE BOARD MEMBERS HAVE A
4:36:23PM CONFLICT OF INTEREST ON THIS MATTER.
4:36:25PM >> NO.
4:36:26PM >> NO.
4:36:26PM >> NO.
4:36:27PM >>Anthony Gargano: ANY BOARD MEMBERS HAVE ANY EX PARTE
4:36:29PM COMMUNICATIONS ON THIS MATTER?
4:36:30PM >> NO.

4:36:30PM >> NO.
4:36:31PM >> NO.
4:36:31PM >> NO.
4:36:32PM >>Anthony Gargano: OKAY.
4:36:32PM WITH THAT, MARY, I'M GOING TO ASK YOU TO KICK IT OFF.
4:36:45PM >>Mary Gibbs: GOOD EVENING, EVERYBODY.
4:36:46PM CAN EVERYBODY HEAR ME IN THE AUDIENCE?
4:36:48PM >> YES.
4:36:48PM >>Mary Gibbs: I DO WANT TO SAY WE DID GET SEVEN E-COMMENTS,
4:36:53PM WHICH WE HAVE PLACED IN THE RECORD.
4:36:55PM WE E-MAILED TO THE BOARD MEMBERS AND THE APPLICANT AS WELL.
4:36:59PM THEY WERE NOT IN FAVOR.
4:37:00PM THERE ARE SOME VARIOUS, YOU KNOW, QUESTIONS ABOUT
4:37:03PM TRANSPORTATION, WHICH I'M SURE WILL BE COVERED TONIGHT.
4:37:06PM BASICALLY, THIS IS THE COCONUT POINT MALL.
4:37:10PM THIS IS A PORTION OF THE MALL.
4:37:12PM IT'S A ZONING APPLICATION.
4:37:14PM THERE IS A REQUEST TO AMEND THE ZONING, WHICH IS A MIXED USE
4:37:17PM PLANNED DEVELOPMENT, AND THERE'S ALSO A PARKING REDUCTION
4:37:20PM REQUEST THAT GOES ALONG WITH THAT.
4:37:22PM THERE'S ALSO A REQUEST TO AMEND THE DEVELOPMENT OF REGIONAL
4:37:25PM IMPACT, WHICH COVERS THAT WHOLE COCONUT POINT DEVELOPMENT.
4:37:31PM THAT'S KIND OF A COMPANION REQUEST THAT GOES ALONG WITH THE
4:37:34PM ZONING REQUEST.
4:37:34PM WHAT IS PROPOSED IS A FOUR-STORY, 355 UNIT MULTIFAMILY

4:37:40PM BUILDING, WHICH WOULD GO IN THE KIND OF BACK PARKING LOT
4:37:44PM AREA, WHICH WOULD REPLACE THE OLD MUVICO MOVIE THEATER WHICH
4:37:49PM HAS BEEN VACANT FOR A COUPLE OF YEARS AND PLANNED TO BE
4:37:52PM DEMOLISHED AS -- POSSIBLY BEFORE THIS PROJECT.
4:37:55PM AND THEN THE BUILDING WOULD GO IN PLACE OF THE MOVIE THEATER
4:37:58PM AND EXTEND OUT TOWARDS VIA COCONUT ROAD.
4:38:01PM SO IT'S BASICALLY SOUTH OF THE TARGET SHOPPING AREA.
4:38:05PM THE APPLICANT IS PROPOSING TO DO JUST ONE BUILDING.
4:38:09PM IT'S GOT A PARKING GARAGE THAT COMES ALONG WITH IT, AND THEN
4:38:13PM THERE IS A SHARED PARKING AREA THAT WOULD BE CONSTRUCTED

4:38:16PM JUST TO THE WEST OF THE BUILDING, BUT THAT SHARED PARKING
4:38:21PM AREA IS ACTUALLY OWNED BY SIMON.
4:38:23PM SO THE APPLICANT IN THIS CASE IS WAYPOINT RESIDENTIAL.
4:38:26PM SO WAYPOINT RESIDENTIAL WILL HAVE THE SITE WITH THE BUILDING
4:38:30PM AND THE PARKING GARAGE, BUT SIMON WILL CONTROL THE SHARED
4:38:32PM PARKING AREA.
4:38:34PM JUST FOR A LITTLE EXPLANATION.
4:38:37PM THIS REQUEST CAME TO PLANNING ZONING AND DESIGN BOARD BACK
4:38:40PM IN JANUARY WHEN THERE WAS A PUBLIC INFORMATION MEETING TO
4:38:43PM KIND OF GO OVER THE INITIAL CONCEPT.
4:38:45PM AND THEN THERE WAS A FOLLOW-UP WORKSHOP IN MARCH.
4:38:49PM WHEN IT CAME TO THE BOARD BACK THEN, YOU ALL HAD SOME
4:38:52PM CONCERNS AND SOME POINTS YOU BROUGHT UP.
4:38:54PM YOU ASKED THE APPLICANT TO KIND OF LOOK AT THE DESIGN A
4:38:57PM LITTLE BIT.

4:38:58PM THERE WAS A QUESTION ABOUT THE HEIGHT.
4:38:59PM THERE WAS A QUESTION ABOUT THE NUMBER OF UNITS ON THE
4:39:02PM PROJECT, AND THEN MAKING SURE THAT THE DESIGN INTEGRATED
4:39:06PM WITHIN THE COCONUT POINT.
4:39:08PM IT WASN'T JUST SPLICED IN.
4:39:09PM THAT IT WAS KIND OF BLENDED IN WITH THE REST OF COCONUT
4:39:12PM POINT MALL.
4:39:13PM SINCE THEN, THE APPLICANT DID MAKE SOME CHANGES.
4:39:17PM PLANNING ZONING AND DESIGN BOARD HAS NOT SEEN THEM YET, SO I
4:39:20PM ASKED THEM TO MAKE SURE THEY COVER THOSE CHANGES TONIGHT
4:39:22PM WHEN THEY EXPLAIN WHAT THEY HAVE DONE, YOU KNOW, REDUCING
4:39:28PM THE HEIGHT.
4:39:29PM INITIALLY IT WAS PARTLY FOUR STORY AND PARTLY FIVE STORY, SO
4:39:32PM THEY DID TAKE AWAY THE FIVE STORY PART AND MAKE IT ALL FOUR
4:39:36PM STORY.
4:39:36PM AND THEN THEY DID PAY SOME ATTENTION ON THE DESIGN ALONG THE
4:39:39PM VIA COCONUT POINT, MADE SOME DESIGN CHANGES.
4:39:42PM SO I WOULD LIKE THEM TO COVER THAT.
4:39:45PM I DON'T WANT TO GO IN, LIKE COVER WHAT THEY ARE GOING TO
4:39:47PM COVER BECAUSE THEY HAVE GOT QUITE A FEW PowerPoint SLIDES
4:39:50PM IN THEIR PRESENTATION THAT ARE PRETTY DETAILED.
4:39:52PM I WOULD LIKE TO TURN IT OVER TO THE APPLICANT AND LET THEM
4:39:57PM BEGIN THE PRESENTATION, UNLESS YOU HAVE SPECIFIC QUESTIONS,
4:40:00PM AND THEN AFTER THEY PRESENT, I MAY WANT TO GET BACK UP AT
4:40:03PM SOME POINT AND COVER SOME MORE POINTS.

4:40:06PM BUT IF YOU DON'T HAVE ANY QUESTIONS, I WOULD TURN IT OVER,
4:40:09PM THEY'VE GOT SEVERAL SPEAKERS.
4:40:12PM I THINK NEALE MONTGOMERY IS GOING TO BE THE FIRST SPEAKER.
4:40:21PM >>Neale Montgomery: GOOD EVENING.
4:40:22PM FOR THE RECORD, NEALE MONTGOMERY.
4:40:23PM MARY DID A REALLY GOOD JOB OF KIND OF GIVING YOU THE WARM-UP

4:40:28PM FOR THIS.
4:40:28PM IN THIS CASE, I JUST WANT TO SAY THE DRI AND THE ZONING,
4:40:34PM THERE'S WHAT IS CALLED A MAP H THAT GOES WITH THE DRI, AND
4:40:37PM IT LOOKS ALMOST EXACTLY LIKE THE MASTER CONCEPT PLAN.
4:40:41PM SO WE'RE NOT GOING TO FOCUS ON THE DRI VERY MUCH TONIGHT
4:40:46PM BECAUSE IT'S BASICALLY UPDATING DATES, PUTTING IN --
4:40:51PM ADJUSTING THE NUMBERS BASED ON THE TRAFFIC ANALYSIS, AND
4:40:54PM CONFORMING THE MAP TO THE MCP THAT YOU'RE GOING TO SEE.
4:40:58PM WE HAVE EXPERT WITNESSES WITH US.
4:41:02PM JEREMIE CHASTAIN WILL TALK TO YOU.
4:41:05PM AICP PLANNER.
4:41:06PM CHARLIE KREBS IS A CERTIFIED PROFESSIONAL ENGINEER.
4:41:09PM LILLIAN IS A LANDSCAPE ARCHITECT.
4:41:13PM THE ATTORNEY, TED TREESH, TRANSPORTATION CONSULTANT.
4:41:16PM AND THEN THE LANDSCAPE ARCHITECT.
4:41:18PM SO MARY HAS ALREADY GONE THROUGH IT.
4:41:23PM THIS IS BASICALLY ON THE THEATER SITE.
4:41:24PM SO WE'RE REPLACING THE THEATER WITH THE APARTMENTS.
4:41:28PM I THINK ONE OF THE THINGS IN LIGHT OF THE FACT THAT YOU GOT

4:41:31PM ALL THOSE E-MAILS, AND, UNFORTUNATELY, BECAUSE THEY ARE
4:41:34PM E-MAILED, THEY ARE NOT SUBJECT TO CROSS-EXAMINATION, WHICH
4:41:37PM IN ORDER TO ACTUALLY BE EVIDENCE, THAT WOULD BE A
4:41:39PM REQUIREMENT.
4:41:41PM THEY DID TALK A LOT ABOUT TRAFFIC.
4:41:43PM TED WILL TALK ABOUT THAT MORE.
4:41:44PM BUT THIS PROJECT, BECAUSE IT WAS A DRI, IT PREPAID FOR ALL
4:41:51PM OF THE TRAFFIC IMPACTS.
4:41:53PM IN OTHER WORDS, THE TRAFFIC ANALYSIS LOOKED AT HOW MANY NEW
4:41:56PM EXTERNAL TRIPS THERE WERE GOING TO BE, AND IT REQUIRED THE
4:42:01PM PAYMENT UP FRONT.
4:42:03PM IT WAS DONE THROUGH DEDICATION OF RIGHT-OF-WAY.
4:42:06PM IT WAS DONE THROUGH CONSTRUCTION OF VIA COCONUT, CASH
4:42:11PM PAYMENTS AND OTHER THINGS.
4:42:12PM SO ALL OF THOSE TRIPS HAVE BEEN PAID FOR.
4:42:16PM WHILE FOLKS MAY HAVE CONCERNS, BECAUSE THEY ALREADY
4:42:19PM MITIGATED TRAFFIC IMPACTS, THAT'S NOT REALLY A CONCERN, BUT
4:42:23PM TED IS GOING TO TALK TO YOU ABOUT HOW WE TRANSITION FROM ONE
4:42:29PM USE TO ANOTHER USE BASED ON ITE.
4:42:31PM AND WITH THAT, I'M GOING TO TURN IT OVER TO JEREMIE
4:42:35PM CHASTAIN.
4:42:37PM >> NEALE, OVER HERE.
4:42:39PM I HAVE A COMMENT OR QUESTION FOR YOU.
4:42:40PM YOU JUST SAID THAT THE TRAFFIC SPOTS HAVE BEEN PAID FROM THE
4:42:47PM BEGINNING.

4:42:48PM >>Neale Montgomery: YES.
4:42:48PM >>Anthony Gargano: BUT FROM THE BEGINNING, THE TRAFFIC STUDY

4:42:54PM THAT WAS MADE WAS UNDER THE ASSUMPTION OF THE EXISTING
4:42:57PM ZONING AND USES, NOT A CHANGE IN ZONING THAT'S BEING
4:43:04PM REQUESTED HERE TONIGHT.
4:43:06PM >>Neale Montgomery: IT'S NOT BASED -- IT'S BASED ON TRIPS.
4:43:10PM SO YOU HAVE A TOTAL NUMBER OF TRIPS, LIKE MR. WALLACE DID
4:43:18PM RAPALLO, SO HE KNOWS ABOUT THE TRIPS THAT WERE IDENTIFIED IN
4:43:22PM THE DRI DEVELOPMENT ORDER.
4:43:24PM IF YOU'RE GOING TO DO A USE WHERE YOU WOULD EXCEED THOSE
4:43:27PM TRIPS THAT ARE APPROVED AND PAID FOR, THAT WOULD BE A
4:43:30PM DISCUSSION.
4:43:31PM BUT WHEN YOU'RE TAKING AWAY ONE USE AND REDUCING SQUARE
4:43:36PM FOOTAGE AND ADDING ANOTHER USE, THE DRI RULES ACTUALLY
4:43:41PM PROVIDE FOR A SIMULTANEOUS INCREASE AND DECREASE IN 380.
4:43:48PM AND SO WE'RE NOT EXCEEDING THE AMOUNT OF TRIPS THAT WERE
4:43:51PM APPROVED AND PAID FOR.
4:43:53PM SO YOU DON'T GET TO REVISIT THAT.
4:43:55PM THEY HAVE ALREADY PAID THEIR MONEY AND FOLKS ARE USING THE
4:43:58PM CAPACITY THEY PROVIDED.
4:44:00PM >>Anthony Gargano: SO WE'RE GOING TO HEAR THAT THE NUMBER OF
4:44:03PM TRIPS -- THE NUMBER OF TRIPS FOR THE THEATER USE IS BEING
4:44:08PM REDUCED?
4:44:10PM >> DRAMATICALLY.
4:44:12PM >>Neale Montgomery: TED WILL TALK ABOUT IT.

4:44:14PM BUT THE SQUARE FOOTAGE APPROVED IS BEING REDUCED SO THAT YOU
4:44:17PM DON'T HAVE AN INCREASE IN TRIPS.
4:44:20PM AND I THINK TED WILL EVEN TELL YOU IT IS A DECREASE OF
4:44:23PM TRIPS.
4:44:23PM >>Anthony Gargano: OKAY.
4:44:24PM THANK YOU.
4:44:31PM >>Mary Gibbs: MAY I JUST ADD SOMETHING?
4:44:32PM I DIDN'T WANT TO JUMP INTO PROBABLY THE MOST COMPLICATED
4:44:35PM PART OF THIS IMMEDIATELY.
4:44:37PM THANK YOU, NEALE.
4:44:39PM THE MOVIE THEATER TRIPS IS ONE THING.
4:44:43PM THE MOVIE THEATER IS CLOSED, BUT I THINK WHAT NEALE IS
4:44:46PM TRYING TO SAY AND WHAT WE WERE GOING TO EXPLAIN LATER IS
4:44:48PM THAT THEY ARE ASKING TO INCREASE THE NUMBER OF RESIDENTIAL
4:44:52PM UNITS SO THEY CAN GET THE 355.
4:44:54PM BUT AT THE SAME TIME, IN ORDER TO APPROVE THAT, WE ARE
4:44:58PM RECOMMENDING WHAT THEY TYPICALLY DO IS THEY WILL HAVE TO
4:45:00PM REDUCE SOME OTHER USE SO THAT THE TRIPS STAY THE SAME.
4:45:05PM SO WHAT THEY ARE PROPOSING -- AND I WAS GOING TO EXPLAIN
4:45:07PM THIS LATER, IS THAT IN THE DRI, THEY ARE GOING TO DECREASE
4:45:12PM SOME OF THE RETAIL USES.
4:45:14PM DRI, THIS IS LIKE A 500-ACRE SITE.
4:45:16PM IT'S GOT SOME FLEXIBILITY BUILT IN.
4:45:19PM THEY'VE GOT MULTIFAMILY USES APPROVED ALREADY.

4:45:21PM SO THEY HAVE GOT THAT FLEXIBILITY BUILT IN TO ALLOW THEM TO

4:45:25PM KIND OF MIX AND MATCH THINGS A LITTLE BIT AS LONG AS YOU
4:45:29PM KEEP THAT TRAFFIC NUMBER THE SAME SO THERE'S NO INCREASE IN
4:45:32PM THE TRAFFIC, NO NET INCREASE.
4:45:34PM IT'S A COMPLICATED KIND OF THEORY.
4:45:37PM BUT THAT'S HOW IT WORKS.
4:45:39PM SO WE CAN PROBABLY EXPLAIN THAT LATER AFTER WE GO THROUGH
4:45:42PM ALL THE OTHER THINGS.
4:45:44PM >>Jim Wallace: MARY, MAYBE I MISREAD IT, BUT MY
4:45:47PM UNDERSTANDING FROM THE TRAFFIC REPORT IS THAT COMPARED TO
4:45:53PM THE THEATER TRAFFIC TRIPS GENERATED, THAT THE NUMBER OF
4:45:56PM TRIPS WOULD BE DECREASING.
4:45:59PM DID I MISREAD THAT?
4:46:02PM >>Mary Gibbs: IN THE TRAFFIC, WHICH JEREMIE IS NOT THE
4:46:05PM TRAFFIC PERSON, BUT LET ME ANSWER THAT ANYWAY.
4:46:08PM IN THE TRAFFIC STUDY, YOU COMPARE -- THEY COMPARED -- THE
4:46:13PM MOVIE THEATER IS GOING AWAY SO THAT MOVIE THEATER GENERATED
4:46:16PM A LOT OF TRIPS, PARTICULARLY ON FRIDAY EVENINGS BECAUSE THAT
4:46:19PM WAS THE PEAK TIME.
4:46:20PM THE MOVIE THEATER STUDIES ARE A LITTLE BIT LIMITED SO THEY
4:46:24PM COMPARED TO LIKE FRIDAYS.
4:46:26PM COMPARED TO RESIDENTIAL, YES, THE MOVIE THEATER GENERATES A
4:46:29PM LOT MORE TRIPS.
4:46:31PM BUT THAT'S KIND OF -- SET THAT ASIDE, AS LONG AS YOU DON'T
4:46:35PM INCREASE YOUR OVERALL TRIPS, YOU HAVE FLEXIBILITY IN YOUR
4:46:38PM DRI TO KIND OF MIX AND MATCH USES A LITTLE BIT.

4:46:40PM >>Jim Wallace: OBVIOUSLY THOSE TRIPS WOULD BE HAPPENING AT
4:46:43PM DIFFERENT TIMES.
4:46:44PM INSTEAD OF CONCENTRATION AT THE MORNING AND 5:00, VERSUS
4:46:47PM MOVIE HOURS.
4:46:49PM DIFFERENT AREAS, BUT TOTAL TRIPS ACTUALLY WENT DOWN.
4:46:54PM >>Mary Gibbs: EVEN IF YOU LOOKED AT THE MOVIE THEATER, WHICH
4:46:56PM IS A WEIRD TRAFFIC GENERATOR, MULTIFAMILY IS TYPICALLY LESS
4:47:00PM THAN COMMERCIAL AS A RULE OF THUMB.
4:47:03PM IT JUST GENERATES LESS TRIPS.
4:47:04PM >>Jim Wallace: I DIDN'T KNOW IF I MISREAD IT.
4:47:06PM THANK YOU.
4:47:10PM >>Mary Gibbs: MAYBE I SHOULD QUALIFY MYSELF AS AN EXPERT
4:47:13PM TRAFFIC --
4:47:14PM [LAUGHTER]
4:47:18PM >>Jeremie Chastain: GOOD EVENING.
4:47:19PM MY NAME IS JEREMIE CHASTAIN.
4:47:20PM I AM AN AICP CERTIFIED PLANNER FROM PAPE-DAWSON.
4:47:27PM I'M GOING TO RUN THROUGH SOME SLIDES REALLY QUICKLY.
4:47:29PM YOU VERY WELL MAY KNOW ABOUT THE LOCATION AND EVERYTHING,
4:47:34PM BUT I'LL DO IT ANYWAY.

4:47:35PM THIS IS THE OVERALL MCP FOR COCONUT POINT.
4:47:39PM WE PUT AN AERIAL OVER TRACT 2A, AND THEN HIGHLIGHTED THE
4:47:43PM SUBJECT SITE IN PINK.
4:47:44PM JUST TO BE ABLE TO VISUALLY SHOW THE RELATION OF THIS
4:47:48PM PROJECT TO TRACT 2A AND TO THE OVERALL MPD.

4:47:53PM HERE WE ARE ZOOMED IN ON THE SUBJECT PROPERTY.
4:48:00PM YOU CAN SEE THE MOVIE THEATER.
4:48:02PM IT IS THE LARGE BUILDING RIGHT IN THE MIDDLE.
4:48:04PM JUST TO KIND OF GIVE YOU AN IDEA OF WHERE THIS IS, THE PGA
4:48:09PM TOUR SUPER STORE IS TO THE WEST.
4:48:12PM ORDINANCE 2025-02 WAS THE PREVIOUS AMENDMENT APPROVED FOR
4:48:16PM COCONUT POINT AND THAT'S JUST TO THE SOUTH OF HERE.
4:48:19PM IT WAS FOR A HOTEL.
4:48:20PM AND THEN TO THE NORTH, YOU CAN SEE WEST ELM.
4:48:24PM THE SUPER TARGET IS ACROSS VIA UMBRIA WAY TO THE NORTH AND
4:48:28PM NOT IN THE AERIAL.
4:48:29PM VIA COCONUT IS TO THE EAST.
4:48:30PM THIS IS THE PREVIOUS MCP THAT WE PRESENTED TO YOU ALL AT THE
4:48:41PM PIM, AT THE FIRST WORKSHOP.
4:48:43PM AS YOU CAN SEE, WE HAD A PORTION THAT WAS FOUR STORIES.
4:48:46PM THEN A PORTION THAT WAS FIVE STORIES.
4:48:48PM THE ACCESS, WE HAD THE TWO ACCESS POINTS TO THE SOUTH AND
4:48:53PM THEN THE ONE TO THE NORTH, WHICH YOU ALL THOUGHT WOULD CAUSE
4:48:58PM CONFUSION WITH PEOPLE TRAVELING THROUGH THE SITE.
4:49:01PM THERE'S TWO PEDESTRIAN CONNECTIONS.
4:49:02PM ONE FROM THE BUILDING TO VIA COCONUT AND THEN AN ADDITIONAL
4:49:06PM ONE VIA SIDEWALK TO THE SOUTH.
4:49:08PM THAT'S A LITTLE BIT HARD TO SEE BECAUSE OF THE SCALE OF THE
4:49:11PM MCP.
4:49:12PM WE PREVIOUSLY REQUESTED 365 UNITS.

4:49:17PM THE PARKING GARAGE, YOU CAN SEE IN THE DESIGN THAT IT WAS
4:49:20PM HALF OF THAT FRONTAGE FACING INTO THE VILLAGE CENTER.
4:49:23PM AND THEN YOU CAN ALSO SEE THAT FRONTAGE TO THE NORTH.
4:49:27PM AND THEN THE MAIN BUILDING, OUR MAIN ENTRANCE WAS DOWN IN
4:49:31PM THE SOUTHERN CORNER THERE WHERE THE FIVE-STORY LABEL IS.
4:49:35PM AND THEN FOR THE PARKING DEVIATION, WE INITIALLY REQUESTED
4:49:39PM 1.5 SPACES PER UNIT.
4:49:41PM THIS IS THE REDESIGNED MASTER CONCEPT PLAN.
4:49:49PM NOW THE ENTIRE BUILDING IS FOUR STORIES.
4:49:52PM THE PARKING GARAGE WILL PROVIDE ALL THE PARKING FOR THE
4:49:55PM RESIDENTS, AND WE'VE REVISED THE DEVIATION TO REQUEST 1.8
4:49:59PM SPACES PER UNIT, WHICH WAS CONSISTENT WITH OUR REVIEW WITH
4:50:04PM STAFF.
4:50:04PM THE SURFACE PARKING LOT, AS MARY SAID, IS GOING TO BE SHARED
4:50:08PM AND OWNED BY SIMON.
4:50:10PM SO WE'LL BE MOVING THE PARKING NOW THAT'S CURRENTLY BEHIND

4:50:14PM THE MOVIE THEATER AND PUTTING IN A BETTER PLACE TO SERVE THE
4:50:17PM VILLAGE CENTER.
4:50:20PM THE RECYCLE AND TRASH IS ACTUALLY INTEGRATED INTO THE
4:50:24PM BUILDING, WHICH IS RIGHT ABOUT HERE.
4:50:27PM WE'RE PROPOSING MORE PEDESTRIAN CONNECTIONS NOW.
4:50:33PM WE'VE ADDED BRANCHES TO BREAK UP THE FRONTAGE ALONG VIA
4:50:37PM COCONUT, AND WITH THESE BRANCHES, THERE IS A PEDESTRIAN
4:50:40PM CONNECTION FOR EACH ONE.
4:50:42PM SO THERE'S ONE HERE, HERE, HERE, AND HERE.

4:50:46PM THIS PEDESTRIAN CONNECTION DOWN HERE IS REMAINING TO VIA
4:50:49PM COCONUT, VIA AN EXTERNAL SIDEWALK.
4:50:51PM ACCESS TO THE PARKING GARAGE IS HERE.
4:50:55PM BY VIA UMBRIA.
4:50:58PM AS YOU CAN SEE, THE ACCESS LINES UP WITH THE EXISTING
4:51:02PM INTERNAL ACCESS DRIVES.
4:51:03PM AND WE'VE ALIGNED THE ACCESS TO THE SURFACE PARKING LOT NOW.
4:51:08PM SO NOW THERE'S JUST A SINGLE ENTRANCE ON THIS SIDE TO THE
4:51:11PM NORTH AND A SINGLE ENTRANCE TO THE SOUTH TO MAKE IT EASIER
4:51:15PM TO NAVIGATE IF YOU ARE DRIVING THROUGH.
4:51:17PM NOW IT'S JUST A STRAIGHT CONNECTION BETWEEN THE ACCESS
4:51:20PM POINTS AS OPPOSED TO HAVING AN ACCESS HERE, HERE, AND THEN
4:51:24PM THERE.
4:51:24PM WE'VE ALSO MOVED THE MAIN ENTRANCE TO THIS AREA WHERE YOU
4:51:29PM SEE THE GRAY HATCHING.
4:51:31PM JUST TO BETTER CENTER THE BUILDING WITH THE VILLAGE CENTER,
4:51:35PM IT ALLOWED US TO ADD PEDESTRIAN CONNECTIONS TO EITHER SIDE
4:51:38PM OF THE FUTURE GREEN AREA.
4:51:40PM THAT WOULD BE EVENTUALLY REPLACING THAT MALL DROP-OFF, THE
4:51:44PM MOVIE THEATER DROP-OFF THAT'S THERE NOW.
4:51:47PM THIS IS SEPARATE FROM THIS REQUEST, BUT WE WANTED TO SHOW
4:51:49PM IT.
4:51:50PM THAT WILL BE SUBJECT TO A DIFFERENT DEVELOPMENT ORDER
4:51:52PM APPROVAL PROCESS.
4:51:58PM >>Jim Wallace: BEFORE YOU LEAVE THAT, YOUR NARRATIVE, IF I

4:52:02PM REMEMBER CORRECTLY, AND I THINK I MADE A NOTE OF IT, SAID
4:52:06PM THAT YOU WERE GOING TO HAVE NORTH AND SOUTH ACCESS TO THE
4:52:11PM PARKING STRUCTURE.
4:52:12PM BUT I SEE THAT'S NOT THE CASE.
4:52:16PM I GUESS THAT WAS A SCRIVENER'S ERROR.
4:52:21PM OR IS THERE SOMETHING I'M NOT SEEING?
4:52:23PM DOESN'T SEEM TO BE A SOUTH ENTRANCE TO THE PARKING GARAGE.
4:52:26PM >>Jeremie Chastain: YOU'RE CORRECT.
4:52:28PM INITIALLY WE HAD A SOUTHERN ENTRANCE, BUT TO ENCLOSE THE
4:52:30PM PARKING GARAGE AND MAKE IT A LITTLE BIT MORE SEAMLESS WITH
4:52:33PM THE BUILDING, WE MOVED TO ONE ACCESS IN AND OUT.
4:52:36PM WE FELT THAT THAT'S SUFFICIENT TO SERVE THE PROPOSED

4:52:39PM DEVELOPMENT SINCE NOW THIS IS FOR RESIDENTS ONLY.
4:52:42PM >>Jim Wallace: SO YOU ARE COMFORTABLE WITH 645 CARS COMING
4:52:46PM OUT OF ONE EXIT IN THE MORNING AND COMING BACK IN IN THE
4:52:49PM AFTERNOON?
4:52:51PM >>Jeremie Chastain: I DO NOT WANT TO SPEAK ON BEHALF OF TED,
4:52:54PM BUT YES.
4:52:55PM WHEN WE GET FURTHER ON, WE HAVE SOME FAIRLY EXTENSIVE
4:52:57PM TRANSPORTATION SLIDES.
4:52:59PM SO WE'LL GO OVER ALL OF THAT.
4:53:01PM >>Jim Wallace: I WAS PLEASED TO SEE THAT YOU -- YOUR
4:53:04PM NARRATIVE SAID YOU HAD TWO BUT APPEARS YOU ONLY HAVE ONE.
4:53:08PM >>Jeremie Chastain: THAT WAS MY MISTAKE.
4:53:10PM WE SHOULD HAVE UPDATED THAT AFTER WE REDESIGNED THE PARKING

4:53:13PM GARAGE.
4:53:13PM SO, IN ACCORDANCE WITH THE DECISION-MAKING CRITERIA
4:53:25PM ESTABLISHED FOR PLAN DEVELOPMENT AMENDMENTS AND LDC SECTION
4:53:29PM 2-501-C-2-A, ANALYSIS PROVIDED IN THE ENCLOSED APPLICATION
4:53:36PM DEMONSTRATES THE FOLLOWING: THE APPLICATION IS CONSISTENT
4:53:38PM WITH AND FURTHERS THE GOALS, OBJECTIVES, AND POLICIES OF THE
4:53:41PM COMPREHENSIVE PLAN.
4:53:41PM THE REQUEST WILL MEET OR EXCEED ALL PERFORMANCE AND
4:53:45PM LOCATIONAL STANDARDS SET FORTH IN THE COMPREHENSIVE PLAN AND
4:53:48PM LDC.
4:53:49PM ONE NEW DEVIATION WAS REQUESTED THAT ENHANCES THE
4:53:53PM ACHIEVEMENT OF THE OBJECTIVES OF THE PLANNED DEVELOPMENT;
4:53:56PM PROMOTES THE GENERAL INTENT OF THE LDC TO PROTECT THE PUBLIC
4:53:59PM HEALTH, SAFETY, AND WELFARE; IS COMPATIBLE WITH SURROUNDING
4:54:03PM USES; AND DOES NOT CREATE AN UNDUE BURDEN ON ESSENTIAL
4:54:06PM PUBLIC FACILITIES.
4:54:07PM THE PROPOSED AMENDMENT ADDRESSES A DEMONSTRATED COMMUNITY
4:54:12PM NEED FOR A VARIETY OF HOUSING TYPES THROUGHOUT ESTERO.
4:54:14PM THE PROPOSED AMENDMENT IS COMPATIBLE WITH SURROUNDING
4:54:18PM EXISTING AND PROPOSED USES.
4:54:20PM THE PROPOSED AMENDMENT WILL ALLOW FOR REDEVELOPMENT OF
4:54:26PM PROPERTY ALREADY IMPACTED BY DEVELOPMENT AND RESULTS IN
4:54:29PM INFILL DEVELOPMENT IN AN AREA WITH ACCESS TO ADEQUATE PUBLIC
4:54:33PM FACILITIES.
4:54:34PM THE REQUESTED AMENDMENT WILL NOT ADVERSELY AFFECT THE

4:54:38PM PROPERTY VALUES IN THE AREA.
4:54:39PM THE PROJECT WILL HAVE ACCESS TO ADEQUATE PUBLIC FACILITIES
4:54:43PM AND WILL NOT UNDULY BURDEN THE TRANSPORTATION NETWORK.
4:54:47PM THE DRI HAS ALREADY FUNDED THE REQUIRED TRANSPORTATION
4:54:49PM IMPROVEMENTS.
4:54:50PM THE PROJECT WILL NOT ADVERSELY AFFECT ENVIRONMENTALLY
4:54:55PM CRITICAL OR SENSITIVE AREAS AND NATURAL RESOURCES.
4:54:58PM THESE ENVIRONMENTAL ISSUES ARE ANALYZED AS PART OF THE DRI

4:55:01PM AND MPD REZONING PROCESS AND THE AREAS FOR NATURAL RESOURCES
4:55:05PM HAVE ALREADY BEEN SET ASIDE PURSUANT TO THE CONDITIONS SET
4:55:08PM FORTH IN THE DRI D.O. AND MPD ZONING RESOLUTION.
4:55:13PM THIS SPECIFIC PROPERTY WITHIN THE DRI IS COMPLETELY
4:55:17PM DEVELOPED.
4:55:17PM RIGHT NOW, IT'S A MOVIE THEATER BUILDING AND THE PARKING
4:55:19PM LOT.
4:55:19PM AND THE PROPOSED AMENDMENT IS COMPATIBLE WITH EXISTING OR
4:55:23PM PLANNED USES IN THE SURROUNDING AREA.
4:55:26PM THE PROPOSED USE IS APPROPRIATE AT THIS LOCATION AS THE
4:55:31PM TRANSITIONAL MIXED USE FUTURE LAND USE CATEGORY ALLOWS FOR
4:55:35PM MODERATE DENSITY RESIDENTIAL USES.
4:55:37PM WITH THAT, I WILL LET LILLI COME UP AND SPEAK ABOUT THE
4:55:46PM ARCHITECTURE OF THE BUILDING.
4:55:51PM >> GOOD AFTERNOON.
4:55:52PM LILLI WITH THE ARCHITECTS.
4:55:55PM JEREMIE ALREADY COVERED MOST OF THE IMPORTANT THINGS THAT WE

4:55:58PM TALKED LAST TIME, THAT IT WAS BASICALLY THE COMMENTS THAT
4:56:01PM YOU SEE ON THIS SITE PLAN.
4:56:02PM AND WE RECEIVED YOUR FEEDBACK, YOUR COMMENTS, AND IT WAS
4:56:05PM GREAT BECAUSE IT IMPROVED THE BUILDING OVERALL, RIGHT.
4:56:10PM AND YOUR MAIN CONCERNS WERE THE HEIGHT OF THE BUILDING OF
4:56:13PM FIVE STORIES.
4:56:15PM THE WALKABILITY DISTANCE FROM GARAGE ACCESS TO DIFFERENT
4:56:19PM UNITS AROUND THE BUILDING PLAN.
4:56:20PM BY ROTATING THE GARAGE -- AND I'LL FLIP THE PAGE -- SO THIS
4:56:32PM IS THE -- BY ROTATING THE GARAGE, WE JUST LEFT WITH ONE
4:56:37PM FACADE THAT WE HAVE TO BASICALLY DESIGN.
4:56:41PM AND DESIGNING GARAGES ARE NOT --
4:56:46PM >>Barry Jones: DO YOU HAVE THIS ON PowerPoint SO THE
4:56:48PM PUBLIC CAN SEE?
4:56:49PM >> YES, MY APOLOGIES.
4:56:50PM LET ME GO BACK TO THE SITE PLAN.
4:56:55PM WHAT YOU SEE HERE IS JUST A COLORED VERSION OF THE SAME
4:57:00PM PLAN, NOTHING DIFFERENT.
4:57:02PM IT'S JUST I BROUGHT IT FOR THE BOARD TO SEE.
4:57:04PM BY ROTATING THE GARAGE, WE MINIMIZED THE EXPOSURE OF THE
4:57:10PM FACADE ENHANCEMENT.
4:57:11PM AND THIS FACADE IS JUST FRONTING PARTICULARLY THE LOADING
4:57:14PM ZONE, AND WE WANTED TO REDUCE THE AMOUNT OF UNITS FRONTING
4:57:17PM THIS LOADING AREA, RIGHT?
4:57:18PM SO THAT LEFT US WITH ONE ACCESS TO THE GARAGE, AND THAT

4:57:24PM GIVES US MORE SECURITY TO RESIDENTS BY MINIMIZING THE
4:57:27PM ENTRANCE INTO THOSE GARAGES.
4:57:28PM SO THAT ALSO GAVE US THE OPPORTUNITY TO ENHANCE THIS, LET'S
4:57:33PM CALL IT, FRONTAGE STORES, THE FUTURE RETAIL PLAZA, RIGHT,

4:57:37PM AND RELOCATE OUR MAIN ENTRANCE TO THAT CENTRAL FOCAL POINT
4:57:41PM AREA.
4:57:42PM NOW THAT FUTURE PLAZA IS GOING TO BE LOOKING TO OUR ENTRANCE
4:57:45PM AND VICE VERSA, OUR ENTRANCE WILL LOOK INTO THE BEAUTIFUL
4:57:50PM PLAZA.
4:57:50PM YOU CAN SEE THAT RENDERING IN HERE.
4:57:54PM THIS IS THE ELEVATION RIGHT HERE, THE ONE ON THE TOP.
4:57:58PM YOU CAN SEE ALSO RENDERING OF THAT ELEVATION, WHAT IS GOING
4:58:03PM TO BE LOOKING AT THE FUTURE DEVELOPMENT.
4:58:05PM ALSO, WITH THIS THAT JEREMIE WAS REFERRING TO, WE REDUCED
4:58:13PM THE DIFFERENCE FROM THE GARAGE TO THE RESIDENTIAL UNITS.
4:58:15PM EVERYTHING IS FOUR STORIES, KEEPING THE CENTRAL COURTYARD
4:58:18PM FOR AMENITIES.
4:58:19PM THESE WERE THE MAIN COMMENTS WE RECEIVED FROM YOU GUYS LAST
4:58:22PM TIME.
4:58:22PM IN TERMS OF THE ARCHITECTURAL DESIGN, WE KEPT AND WE
4:58:26PM RECEIVED GOOD FEEDBACK FROM THE BOARD LAST TIME IN TERMS OF
4:58:29PM THE ARCHITECTURAL DESIGN, AND I'LL GO OVER TO THIS --
4:58:34PM >>Jim Wallace: QUESTION ON YOUR BUILDING PLAN.
4:58:36PM WHERE ARE THE ELEVATORS?
4:58:37PM I COULDN'T FIND THEM?

4:58:42PM >> HERE.
4:58:44PM YOU HAVE ANOTHER ONE HERE.
4:58:45PM WE TYPICALLY PUT THOSE ELEVATORS ON THE INSIDE CORNERS FOR
4:58:51PM EFFICIENCY AND CLOSE PROXIMITY FROM THE GARAGES.
4:58:53PM WE'RE GOING TO HAVE PROBABLY FOUR ELEVATORS IN THIS
4:58:58PM BUILDING.
4:58:58PM SO THEN FOR THE FACADE, WE KEPT THE SAME MEDITERRANEAN
4:59:03PM ARCHITECTURAL STYLE THAT WE PREVIOUSLY PRESENTED AND
4:59:06PM TRANSLATED THE SAME CONCEPT INTO THE REVISED CONCEPT PLAN.
4:59:09PM LIKE MENTIONED BEFORE, WE RECEIVED VERY GOOD FEEDBACK FROM
4:59:13PM THE BOARD, SO WE KEPT THE SAME ELEMENTS, AND WE ENHANCED IT.
4:59:17PM IF YOU SEE IN THIS FACADE, WE INTRODUCED THIS PORTE-COCHERE
4:59:22PM ELEMENT AND WITH THIS LOGGIA YOU SEE ON THE RENDERING.
4:59:31PM EVERYTHING IS THE SAME CONCEPT NOW.
4:59:36PM JUST FROM VIA COCONUT, BEFORE WE USED TO PRESENT IT TO YOU A
4:59:40PM LONG FACADE ON VIA COCONUT POINT.
4:59:42PM NOW WITH THE BRANCHES, WE HAVE MOVEMENTS THAT YOU SEE.
4:59:45PM THERE ARE PORTIONS OF THE BUILDING THAT YOU SEE WHILE YOU
4:59:48PM DRIVE ON VIA COCONUT.
4:59:49PM I'M GOING TO APPROACH TO MY SECOND RENDERING.
4:59:52PM THIS ONE RIGHT HERE, WHERE YOU SEE THOSE ELEMENTS THAT ARE
5:00:02PM LIKE POPPING WHILE YOU DRIVE ON VIA COCONUT.
5:00:05PM THIS IS AN AERIAL JUST TO TRY TO BETTER REPRESENT THE
5:00:08PM MASSING OF THE BUILDING.
5:00:09PM I ALSO BROUGHT FOR THE BOARD THE COLOR CHIPS.

5:00:14PM >>Mary Gibbs: CAN YOU SHOW ON THE PowerPoint WHAT YOU JUST
5:00:16PM HELD UP?
5:00:17PM I THINK IT'S IN THE PowerPoint, FOR THE PEOPLE IN THE
5:00:19PM AUDIENCE.
5:00:21PM >> WE HAVE TOO MANY ELEVATIONS BROKEN OUT.
5:00:23PM THIS IS THE BOARD I'M GOING TO HAND OUT THE COLOR PAINT THAT
5:00:27PM I'M GOING TO HAND OUT TO THE BOARD SO YOU CAN SEE THE ACTUAL
5:00:31PM COLOR CHIPS.
5:00:31PM THE RENDERINGS, THIS IS THE MAIN ONE THAT IS GOING TO BE
5:00:34PM LOOKING INTO THE RETAIL PLAZA OF THE FUTURE DEVELOPMENT
5:00:38PM PLAZA.
5:00:38PM THIS IS THE RENDERING COMING FROM VIA COCONUT POINT, HOW THE
5:00:42PM BUILDING APPEARS.
5:00:50PM >>Mary Gibbs: I THINK THE ONE YOU JUST HELD OUT WAS THE VIEW
5:00:53PM ON THE EAST SIDE.
5:00:54PM I DON'T THINK YOU SHOWED THAT.
5:00:56PM >> THAT'S THE EAST SIDE.
5:00:57PM >>Mary Gibbs: NO, THERE WAS ANOTHER RENDERING.
5:00:59PM >> THIS IS THE EAST SIDE.
5:01:02PM >>Mary Gibbs: FROM ACROSS THE STREET.
5:01:04PM YOU JUST HELD UP THE OTHER ONE.
5:01:07PM >> OH, THE AERIAL.
5:01:08PM OKAY, OKAY.
5:01:09PM THIS ONE.
5:01:10PM YEAH, THE OTHER ONE WAS JUST MORE LIKE A PERSPECTIVE VIEW

5:01:15PM FROM THE GROUND LEVEL.
5:01:16PM THEN YOU CAN SEE THE ACTUAL COLOR CHIPS THAT WE'RE
5:01:21PM PROPOSING.
5:01:21PM IT'S SIMILAR TO THE COLORS PROPOSED BY THE MALL.
5:01:23PM SO WE TRY TO BE COHESIVE WITH THE MALL AND EACH EVERYTHING
5:01:28PM CONSISTENT.
5:01:28PM THAT'S FOR THE ARCHITECTURE.
5:01:36PM >>Michael Sheeley: I HAVE NO OBJECTION TO THE COLORS.
5:01:38PM YOUR ARTICULATION ENHANCEMENTS ON THE BUILDING, BUT YOU DID
5:01:41PM MISS THE POINT FROM LAST TIME.
5:01:43PM YOU SAID YOU COVERED ALL OF THE THINGS WE DISCUSSED.
5:01:44PM BUT THE ONE THAT WAS MOST CONCERN TO ME, IS IT THE EAST
5:01:49PM ELEVATION, THE ONE THAT FACES THE EXISTING RETAIL -- NO, NOT
5:01:58PM THIS ONE.
5:01:58PM THE WEST.
5:02:02PM I DISCUSSED LAST TIME THAT WHAT YOU'VE CREATED -- LAST TIME
5:02:12PM I THINK FIVE AND FOUR STORIES.
5:02:14PM FOUR STORY WALL, 500 FEET LONG, 45 FEET TALL.
5:02:17PM YOU DID DO SOME ARTICULATION ON THE LEFT-HAND SIDE OF THAT
5:02:21PM AND DID SOME INS AND OUTS WITH YOUR FACADE, BUT ON THE RIGHT
5:02:25PM SIDE, OVER HALF OF THE LENGTH OF IT IS STILL A FLAT WALL.
5:02:28PM YOU'RE ONLY BREAKING IT UP WITH BALCONIES, AND THAT WAS A

5:02:31PM STRONG CONCERN OF MINE BECAUSE IT DOESN'T RELATE TO THE
5:02:34PM MALL.
5:02:35PM YOU'RE GOING TO DRIVE INTO THE MALL AND YOU'RE GOING TO SEE

5:02:37PM THIS THING SITTING BACK THERE, AND THERE'S NO RELATIONSHIP
5:02:40PM TO THE SCALE OF THE MALL TO THIS BUILDING.
5:02:46PM >> MAY I JUST --
5:02:47PM >>Michael Sheeley: SURE.
5:02:48PM >> THIS PORTION --
5:02:51PM >>Michael Sheeley: IT'S ABOUT 265 FEET.
5:02:52PM THAT WAS A REAL CONCERN AND YOU DIDN'T ADDRESS IT REALLY AT
5:02:57PM ALL.
5:02:58PM YOU CHANGED MORE OF THE BUILDING ON THE VIA COCONUT SIDE
5:03:01PM THAN ON THE MALL SIDE.
5:03:03PM THAT WAS THE PRIMARY CONCERN THAT WE HAVE.
5:03:09PM I ALSO HAVE QUESTIONS, IF YOU CAN GO TO THE SITE PLAN, FLOOR
5:03:14PM PLAN OF THE BUILDING, SOME PRACTICAL QUESTIONS THAT MAYBE
5:03:17PM YOU CAN HELP ME WITH.
5:03:18PM THAT ONE IS GOOD.
5:03:21PM I THINK JEREMIE SAID THE GARBAGE WAS IN THE UPPER RIGHT-HAND
5:03:25PM CORNER.
5:03:26PM >> YES.
5:03:28PM >>Michael Sheeley: WHERE IS THE GARBAGE TRUCK PICKUP?
5:03:30PM >> IT IS CURBSIDE PICKUP.
5:03:32PM YEAH, SIMILAR TO WHAT WE DO IN MULTIFAMILY RESIDENTIAL
5:03:36PM BUILDINGS, THE TRASH IS CONTAINED IN A TRASH ROOM.
5:03:39PM >>Michael Sheeley: YOU HAVE A COMPACTOR IN THERE?
5:03:41PM >> YES.
5:03:41PM >>Michael Sheeley: THAT WILL WORK?

5:03:42PM BECAUSE I SEE GREENSPACE FROM THAT OUT TO --
5:03:50PM WHERE WOULD YOU ANTICIPATE THE TRUCK PICKING UP?
5:03:52PM IN THE AREA OF THE DRIVEWAY?
5:03:54PM >> YES.
5:03:54PM WE WILL DO THE COORDINATION TO MAKE SURE IT REFLECTS THE
5:03:59PM RIGHT FOR THE CURB PICKUP.
5:04:01PM >>Michael Sheeley: IN MY OPINION, I WOULD SAY THAT NEEDS
5:04:04PM WORK.
5:04:04PM SECONDLY, IS THE GARAGE GATED?
5:04:06PM IS THE GARAGE ENTRANCE GATED FOR THE RESIDENTS?
5:04:12PM >> I WILL DEFER TO MY CLIENT ON THAT IF IT'S INTENDED TO BE
5:04:15PM GATED.
5:04:16PM YES, GATED.
5:04:18PM >>Michael Sheeley: I THINK THE CODE REQUIRES A STACKING OF
5:04:21PM VEHICLES, AND YOU HAVE NO STACKING DEPTH THERE EXCEPT OUT IN
5:04:26PM THE PARKING LOT.
5:04:26PM IF YOU ARE GOING TO GATE IT AT A PARKING GARAGE, IT IS A
5:04:30PM DIFFICULT THING TO DO WITHOUT THE GATING INTERNAL TO THE

5:04:33PM GARAGE.
5:04:33PM YOU OUGHT TO LOOK AT THAT IF YOU ARE ACTUALLY CONSIDERING
5:04:36PM GATING THE GARAGE.
5:04:37PM >> OKAY.
5:04:37PM WE'LL TAKE A LOOK AT THAT.
5:04:40PM >>Jim Wallace: MIKE AND I HAD A SIMILAR CONCERN IN -- IF
5:04:46PM THIS IS A LOT OF MILLENNIALS, IT PROBABLY WILL BE, WORKING

5:04:51PM MILLENNIALS, YOU'VE GOT 6 TO 9 IN THE MORNING OR 7 TO 9 IN
5:04:56PM THE MORNING AND THE SAME THING IN 4 TO 6 IN THE EVENING, WAS
5:05:00PM ANY THOUGHT GIVEN TO -- I KNOW YOU HAVE TRASH DUMPSTERS
5:05:04PM THERE, ET CETERA.
5:05:05PM BUT WAS ANY THOUGHT GIVEN TO -- MAYBE BARRY WOULD WANT TO
5:05:09PM COMMENT ON THIS, HAVING TWO ENTRIES?
5:05:11PM ONE ENTRY, TWO EXITS OR EVEN IF IT IS ON THE SAME STREET SO
5:05:16PM THAT YOU COULD IN LIEU OF STACKING, YOU COULD AT LEAST HAVE
5:05:22PM TWO WAYS FOR CARS TO GET IN QUICKLY.
5:05:25PM >> WE STUDIED IT, AND THEN WE HAVE DIFFERENT POSITIONS ON
5:05:31PM THIS BECAUSE WE HAVE DONE BOTH.
5:05:33PM >>Jim Wallace: USE TWO PARKING SPACES.
5:05:36PM >> WE'VE DONE BOTH GARAGES WITH BOTH ENTRANCES AND WE'VE
5:05:40PM DONE WITH ONE ENTRANCE.
5:05:41PM BOTH WORK PERFECTLY FINE FOR THE TYPE OF PROJECTS THAT WE'VE
5:05:45PM DONE.
5:05:45PM THIS AMOUNT OF UNITS AND SCALE.
5:05:48PM THE CONTROL ACCESS, IF WE'RE GOING TO BE PROVIDING A GATE
5:05:51PM WITH STACKING, THEN IT WOULD BE THE SAME IF WE DO A
5:05:55PM CONNECTION TOWARDS THE SURFACE PARKING THAT WE HAVE RIGHT
5:05:57PM THERE ON THE WEST, THEN WE WILL HAVE THE SAME STACKING ISSUE
5:06:00PM WITH THE SURFACE PARKING, WHICH WE'RE TRYING TO AVOID.
5:06:03PM >>Jim Wallace: I'M SAYING IF YOU HAD TWO ENTRANCES ON THE
5:06:06PM NORTH SIDE.
5:06:07PM >> OH, THE NORTH SIDE, WELL, YEAH, HAVEN'T STUDIED THAT, BUT

5:06:11PM THAT IS A GOOD POSSIBILITY.
5:06:13PM >>Jim Wallace: IMAGINE --
5:06:15PM >> MAYBE ONE FOR ENTRANCE AND THE OTHER FOR EXIT.
5:06:19PM >>Jim Wallace: YOU DON'T WANT TO FIND OUT THAT YOU ARE WRONG
5:06:22PM AFTER YOU BUILD IT.
5:06:24PM >> OH, NO, OF COURSE, NOT.
5:06:26PM NOBODY ELSE WANTS TO DO THAT.
5:06:28PM NOBODY WANTS THAT.
5:06:29PM YEAH, WE COULD EXPLORE THAT OPTION.
5:06:33PM RIGHT NOW WITH ONE ENTRANCE, THE ANALYSIS THAT WE HAVE DONE
5:06:37PM ON SIMILAR BUILDINGS, THE GARAGE WORKS.
5:06:39PM FOR THE AMOUNT OF UNITS.
5:06:43PM >>Michael Sheeley: I THINK THE BOARD SHARES CONCERN THAT WE
5:06:44PM TALKED ABOUT LAST TIME.

5:06:46PM THE ONLY ACCESS TO THIS PARKING GARAGE IN THIS WHOLE
5:06:50PM BUILDING IS THROUGH THIS PARKING LOT.
5:06:52PM >> YES.
5:06:53PM >>Michael Sheeley: WHERE IS THE ACCESS TO GET TO THAT
5:06:55PM PARKING LOT?
5:06:56PM HOW DO YOU GET THERE?
5:06:57PM >> IT WILL BE VIA --
5:07:00PM >>Michael Sheeley: ANY OTHER WAYS YOU CAN GET THERE?
5:07:03PM >> THAT'S BASED ON THE PATTERNS WHERE MOST OF THE PEOPLE
5:07:06PM WILL COME AND WILL GO TO.
5:07:07PM IT WILL BE THROUGH THAT.

5:07:09PM LEFT TURN RIGHT HERE.
5:07:11PM >>Michael Sheeley: LEFT TURN OUT FROM THERE AS WELL?
5:07:13PM >> YES.
5:07:14PM >>Michael Sheeley: BUT THAT'S ONE WAY IN AND OUT PRETTY
5:07:17PM MUCH.
5:07:18PM >> WELL, THE OTHER WAY WOULD BE TOWARDS THE INSIDE MALL, BUT
5:07:22PM THEN WE HAVE SEEN THAT MOST PEOPLE WILL COME FROM THAT WAY.
5:07:26PM THAT'S THE TRAFFIC PATTERNS.
5:07:28PM THAT'S WHY THE LOCATION -- I MEAN, I -- I WOULD CONSIDER THE
5:07:34PM OPPORTUNITY TO MAYBE PROVIDE IT THERE, TWO ENTRANCES.
5:07:40PM >>Michael Sheeley: IT MAY HELP.
5:07:42PM >> YEAH, I LIKE THAT IDEA.
5:07:43PM >>Michael Sheeley: I THINK THE LAST TIME, TOO, THE BOARD WAS
5:07:46PM CONCERNED ABOUT THE SHEER DENSITY OF THIS PROJECT AND
5:07:48PM JAMMING ALL OF THESE UNITS, THIS QUANTITY OF UNITS INTO THE
5:07:52PM SPACE.
5:07:52PM ARE THE -- IS THE UNIT COUNT VESTED, MARY, OR IS THIS PART
5:07:57PM OF A CHANGE?
5:07:58PM IS IT WITHIN THE DRI THAT THE UNITS ARE ALLOWED?
5:08:02PM >>Mary Gibbs: WELL, THIS IS A LITTLE BIT COMPLICATED, BUT
5:08:05PM THEY ARE ASKING FOR 355 UNITS, AND THIS PART OF THE DRI HAD
5:08:13PM I THINK 101 UNITS LEFT OVER.
5:08:15PM SO THEY ARE ASKING FOR LIKE AN ADDITIONAL 230 UNITS.
5:08:21PM AGAIN, FLEXIBILITY IS KIND OF BUILT IN TO MIX AND MATCH, BUT
5:08:25PM YOU CAN'T EXCEED THE NUMBER OF TRIPS.

5:08:27PM ESSENTIALLY THEY WILL HAVE TO CUT OUT SOME RETAIL IN ORDER
5:08:29PM TO GET THE 230 EXTRA.
5:08:31PM >>Michael Sheeley: THIS IS ALL BASED ON THE TRIP COUNT.
5:08:33PM >>Mary Gibbs: YES.
5:08:35PM >>Kristin Jeannin: WHEN YOU SAY CUT OUT RETAIL, DOES THAT
5:08:37PM MEAN LIKE FUTURE PARCELS THAT AREN'T ALREADY TAKEN?
5:08:41PM >>Mary Gibbs: NO, NOT A PARCEL.
5:08:43PM IT'S JUST THE TOTAL SQUARE FOOTAGE.
5:08:45PM THEY HAVE APPROVED A LOT OF LIKE 1.3 MILLION, OR SOMETHING,
5:08:49PM RETAIL.

5:08:51PM THEY END UP LOWERING THAT A FEW THOUSAND SQUARE FEET.
5:08:54PM IT'S NOT -- THEY ARE NOT CUTTING A BUILDING OUT OR ANYTHING.
5:08:59PM >>Kristin Jeannin: ARE THEY JUST MOVING NUMBERS THEN?
5:09:01PM >>Mary Gibbs: IT'S KIND OF A NUMBERS THING -- YEAH, YEAH.
5:09:08PM >>Jim Wallace: I JUST CAN'T GET PAST THE MATH OF 650 CARS IN
5:09:12PM TWO HOURS IN THE MORNING.
5:09:15PM THAT IS A CAR EVERY 15 SECONDS.
5:09:22PM >> A LOT OF PEOPLE WORK FROM HOME, TOO.
5:09:25PM >>Barry Jones: YOU HAVE YOUR A.M. AND P.M. PEAK HOUR
5:09:27PM NUMBERS.
5:09:28PM YOU CAN TELL US WHAT THE A.M. AND P.M. PEAK HOURS.
5:09:30PM >>Mary Gibbs: MAYBE NOT THE ARCHITECT.
5:09:34PM >>Neale Montgomery: LILLI IS THE ARCHITECT.
5:09:36PM PUT HER ON THE SPOT.
5:09:40PM SHE DIDN'T DO THE PARKING ANALYSIS AND DIDN'T DO THE TRAFFIC

5:09:43PM ANALYSIS.
5:09:44PM >>Jim Wallace: NEALE, THE DESIGN OF THE BUILDING HAS A LOT
5:09:47PM TO DO WITH WHETHER OR NOT THE TRAFFIC PATTERNS WORK.
5:09:51PM IF YOU ONLY HAVE ONE ENTRANCE AND YOU HAVE 650 CARS IN TWO
5:09:55PM HOURS, THAT'S 300 AN HOUR, THAT'S ONE EVERY 15, 20 SECONDS.
5:09:58PM IF THAT ENTRANCE DOESN'T WORK, IT'S A DISASTER.
5:10:03PM THE APPLICANT SHOULD BE TWICE AS WORRIED AS WE ARE.
5:10:06PM I'M NOT GOING TO LIVE THERE.
5:10:09PM >> AND FROM OUR EXPERIENCE BASED ON SIMILAR PROJECTS THAT WE
5:10:11PM HAVE DESIGNED ACROSS SOUTH FLORIDA, WE HAVE DONE PROJECTS
5:10:14PM WITH ONE GARAGE ENTRANCE AND WE HAVEN'T RECEIVED ANY BAD
5:10:18PM FEEDBACK OR ANYTHING IN TERMS OF THAT.
5:10:21PM I UNDERSTAND HIS COMMENTS FROM AN ARCHITECTURAL STANDPOINT,
5:10:26PM THANK YOU.
5:10:28PM >> TED TREESH, TRANSPORTATION CONSULTANTS.
5:10:30PM ANALYSIS SHOWS THE VILLAGE CODE IS WAY OVER PARKED IN TERMS
5:10:40PM OF THE NUMBER OF PARKS THAT THIS PROVIDES.
5:10:44PM WE DID A PARKING STUDY THAT WAS SUBMITTED AS PART OF THE
5:10:47PM APPLICATION BECAUSE WE ASKED FOR A DEVIATION.
5:10:49PM >>Kristin Jeannin: CAN YOU CLARIFY WHAT OVER-PARK MEANS?
5:10:52PM >> TOO MANY PARKING SPACES.
5:10:53PM THE PARKING CODES FOR THE COUNTY, THE VILLAGE WERE ALL
5:10:59PM WRITTEN YEARS AGO.
5:11:02PM THEY HAVEN'T ADAPTED TO CURRENT CONDITIONS.
5:11:04PM PEOPLE JUST DON'T DRIVE AS MUCH.

5:11:06PM >>Kristin Jeannin: IN OTHER WORDS, THERE'S A LOT OF EMPTY
5:11:08PM SPACES.
5:11:09PM >>Ted Treesh: A LOT OF EMPTY SPACES.
5:11:12PM >>Mary Gibbs: NOT AT CHRISTMAS, THOUGH.
5:11:15PM >>Kristin Jeannin: THERE'S STILL SOME EMPTY SPACES AT
5:11:17PM CHRISTMAS.

5:11:19PM >>Barry Jones: YOU ARE 1.8 IN THE PARKING GARAGE ITSELF.
5:11:22PM YOU'RE 1.8 IN THE PARKING GARAGE ITSELF.
5:11:25PM >>Ted Treesh: YES.
5:11:26PM >>Erica Augello: THIS IS STILL A QUASI-JUDICIAL PROCEEDING.
5:11:29PM IF THE APPLICANT IS GOING TO BE GIVING THEIR PRESENTATION,
5:11:31PM I'M OKAY WITH THE QUESTIONS, BUT FOR PURPOSES OF THE RECORD,
5:11:34PM IF THE APPLICANT COULD GET THROUGH THEIR PRESENTATION, THAT
5:11:36PM WAY MAYBE SOME OF THOSE QUESTIONS MIGHT BE ANSWERED.
5:11:40PM >>Ted Treesh: THE 600 CARS IS NOT COMING OUT IN ONE HOUR,
5:11:44PM TWO HOURS, THREE HOURS.
5:11:46PM WE LOOK AT ITE IS SURVEYED MANY APARTMENT COMMUNITIES.
5:11:51PM WE LOOK AT THE PEAK HOUR TRIP GENERATION.
5:11:53PM THERE IS LESS THAN 85 CARS AN HOUR LEAVING THIS FACILITY IN
5:11:59PM AN HOUR.
5:12:00PM IT'S JUST OVER ONE CAR A MINUTE LEAVING.
5:12:06PM >>Jim Wallace: WHO IS YOUR TARGET CUSTOMER THEN?
5:12:09PM >>Ted Treesh: WHAT'S THAT?
5:12:10PM >>Jim Wallace: WHO IS YOUR TARGET CUSTOMER IF THEY DON'T
5:12:13PM LEAVE FOR WORK IN THE MORNING AND COME BACK AT THE END OF

5:12:15PM THE DAY?
5:12:17PM >>Ted Treesh: WHO IS OUR TARGET CUSTOMER?
5:12:20PM >>Jim Wallace: WHO IS YOUR TARGET CUSTOMER THAT YOU ARE
5:12:21PM GOING TO RENT TO.
5:12:23PM >> YOUNG FAMILIES, NO CHILDREN.
5:12:25PM >>Jim Wallace: THEY DON'T GO TO WORK IN THE MORNING.
5:12:27PM >> YES.
5:12:27PM THESE ARE PEOPLE THAT DON'T LIVE IN SINGLE-FAMILY HOME YET.
5:12:34PM SINGLES, WORKING PEOPLE, NURSES, FIREFIGHTERS, POLICE.
5:12:38PM FOLKS THAT HAVEN'T GOT INTO THE SINGLE-FAMILY HOME
5:12:40PM COMMUNITIES YET, THOSE TYPES OF PEOPLE.
5:12:43PM AND THE PEOPLE BEHIND ME CAN SPEAK MORE WHO THE TENANTS ARE
5:12:47PM GOING TO BE.
5:12:47PM THIS IS A CLASS A MULTIFAMILY COMMUNITY.
5:12:50PM WHICH, AGAIN, IS WHAT ITE AND THE TRAFFIC SURVEY HAS LOOKED
5:12:57PM AT.
5:12:57PM THE VOLUME OF TRAFFIC, THIS MULTIFAMILY IS PROBABLY ONE OF
5:13:00PM THE LOWEST TRIP GENERATORS IN TERMS OF A RESIDENTIAL TYPE
5:13:05PM COMMUNITY.
5:13:05PM SINGLE-FAMILY IS THE HIGHEST.
5:13:07PM THAT'S WHERE YOU'VE GOT TEENAGERS WITH CARS.
5:13:09PM HOUSES HAVE THREE, FOUR -- I'VE GOT FOUR CARS AT MY HOUSE.
5:13:14PM SOMETIMES IN MY NEIGHBORHOOD I'VE SEEN FIVE OR SIX CARS AT A
5:13:17PM HOUSE.
5:13:17PM YOU JUST DON'T HAVE THAT IN THIS TYPE OF COMMUNITY.

5:13:21PM IN THE EVENING TIME, WHEN YOU'RE COMING HOME, THE INBOUND
5:13:27PM TRAFFIC IS LESS THAN 1.2, 1.3 CARS A MINUTE.

5:13:33PM SO IT'S NOT 600 CARS COMING IN IN AN HOUR.
5:13:37PM IT'S LESS THAN 120.
5:13:40PM >>Jim Wallace: INTERESTING.
5:13:41PM WE HAVE APPLICANT HERE WHO BUILD FOR STUDENTS, AND THEY
5:13:45PM SEE --
5:13:45PM >> THIS IS NOT STUDENT HOUSING.
5:13:47PM >>Jim Wallace: -- THREE BEDROOM, FOUR PARKING SPACES.
5:13:49PM WE'RE SEEING THE OPPOSITE, THE YOUNGER THEY ARE, THE MORE
5:13:54PM CARS THEY DRIVE.
5:13:55PM >>Ted Treesh: ONE ACCESS TO THIS FACILITY IS MORE THAN
5:13:59PM SUFFICIENT.
5:13:59PM THERE'S NO NEED TO PROVIDE TWO.
5:14:01PM TWO MEANS OF INGRESS OR EGRESS TO THE NUMBER OF SPACES.
5:14:04PM BUT I'LL COME BACK AFTER WE'RE DONE TO DO THE REST OF MY
5:14:12PM PRESENTATION.
5:14:17PM >>Mary Gibbs: I THINK THE LANDSCAPE ARCHITECT WAS NEXT.
5:14:35PM >> THANKS FOR HAVING ME.
5:14:36PM APPRECIATE YOU GIVING ME THE OPPORTUNITY TO HELP PRESENT
5:14:39PM THIS PROPOSAL.
5:14:41PM I'M COVERING THE LANDSCAPE PORTION.
5:14:42PM MARIO ROJO, PROFESSIONAL LANDSCAPE ARCHITECT IN FLORIDA AND
5:14:46PM FEW OTHER STATES.
5:14:48PM RIGHT NOW, REALLY CONCERNED WITH FLORIDA.

5:14:50PM I WAS TASKED WITH TRYING TO CAPTURE THE OVERALL LOOK AND
5:14:56PM FEEL --
5:14:56PM >> SPEAK UP, PLEASE.
5:14:59PM >>Mario Rojo: I WAS TASKED WITH TRYING TO CAPTURE THE
5:15:02PM OVERALL LOOK AND FEEL OF THE PROPOSED DEVELOPMENT.
5:15:04PM FROM A LANDSCAPE STANDPOINT, THE GOAL OF THE PROJECT IS TO
5:15:07PM MAKE IT FEEL LIKE IT'S ALWAYS BEEN A PART OF COCONUT POINT.
5:15:10PM AND WE'RE TAKING OUR CUES FROM THE EXISTING MALL'S
5:15:12PM LANDSCAPE, MORE SPECIFICALLY THE RESIDENTIAL CHARACTER
5:15:16PM AROUND THE RESIDENCES.
5:15:18PM THAT MEANS THAT MAINTAINING THE SAME OVERALL COMBINATION OF
5:15:21PM SHADE TREES, PALMS, HEDGES, TROPICAL ACCENTS RATHER THAN
5:15:27PM INTRODUCING A COMPLETELY DIFFERENT LANDSCAPE PALETTE.
5:15:30PM PLANTING ADAPTED TO RESIDENTIAL USE BY PROVIDING MORE SHADE,
5:15:34PM STRONGER FOUNDATION PLANTING AND ADDITIONAL SCREENING AROUND
5:15:36PM THE GARAGE AND PERIMETER.
5:15:38PM WE ALSO LEAN TOWARD NATIVE AND DROUGHT TOLERANT SPECIES
5:15:43PM WHEREVER THOSE PLANTS ARE COMPATIBLE WITH THE COCONUT POINT
5:15:45PM AESTHETIC.
5:15:46PM RESULTS SHOULD BE AS RECOGNIZABLE AS COCONUT POINT BUT
5:15:49PM APPROPRIATELY SCALED AND DETAILED FOR MULTIFAMILY
5:15:52PM RESIDENTIAL COMMUNITY.
5:15:53PM THERE ARE A COUPLE OF KEY POINTS I WANT TO POINT OUT.
5:15:57PM ONE IS THE EASTERN BUFFER THAT WE'RE GOING TO MAINTAIN.

5:16:00PM IT'S A 15-FOOT BUFFER ALONG VIA COCONUT.

5:16:03PM RIGHT NOW, IT'S HEDGES AND CANOPY TREES.
5:16:07PM THE HEDGES ARE A LITTLE BIT SPARSE, I WOULD SAY.
5:16:09PM SO WHAT WE'RE GOING TO DO IS PRESERVE AND REINFORCE THAT AND
5:16:13PM FILL IN THE GAPS IN THE HEDGE TO HAVE A CONTINUOUS VISUAL
5:16:19PM SCREEN ALONG VIA COCONUT.
5:16:21PM TOWARDS THE WESTERN PORTION -- AND ALONG ALL OF THE BUFFER
5:16:25PM ALONG THE INTERIOR, THE GOAL IS TO INTEGRATE IT AS MUCH AS
5:16:30PM POSSIBLE.
5:16:30PM WHAT WE'RE TRYING TO AVOID IS HAVING LIKE LARGE 15-FOOT
5:16:34PM BUFFERS ALONG THE NORTH, WEST, OR SOUTH BUFFERS TO HELP
5:16:39PM INTEGRATE IT AND MAKE IT NOT FEEL SO MUCH LIKE AN OUTPARCEL.
5:16:42PM IT WILL ALL BE 100% IRRIGATED, OF COURSE.
5:16:47PM THE LANDSCAPE IS REALLY INTENDED TO STRENGTHEN RATHER THAN
5:16:53PM REDEFINE COCONUT POINT'S ESTABLISHED IDENTITY.
5:16:57PM THE FINAL DESIGN WILL CARRY THE SHADED, LAYERED, AND
5:17:00PM PEDESTRIAN-ORIENTED CHARACTER OF THE RESIDENCES INTO THE NEW
5:17:02PM MULTIFAMILY COMMUNITY WHILE MAINTAINING THE VILLAGE'S
5:17:04PM LANDSCAPE STANDARDS.
5:17:05PM THANKS.
5:17:10PM >>Kristin Jeannin: I KNOW THIS IS JUST CONCEPTUAL.
5:17:13PM YOU HAVE A VERY -- I UNDERSTAND WHAT YOU'RE SAYING.
5:17:17PM IF YOU AGREE TO THESE BIG BUFFERS IT WOULD FEEL LIKE A
5:17:20PM SEPARATED SPACE ON THE NORTH AND THE SOUTH.
5:17:22PM IT LOOKS LIKE A VERY NARROW PLANTING AREA, PARTICULARLY ON
5:17:28PM THE SOUTH WITH A FOUR-STORY BUILDING.

5:17:32PM DO YOU HAVE ANY TOOLS IN YOUR POCKET FOR WHAT YOU'RE GOING
5:17:35PM TO DO TO SOFTEN THAT?
5:17:39PM >>Mario Rojo: YEAH, THE BUILDING FOUNDATION PLANTING AREAS,
5:17:42PM THEY ARE ALL GOING TO BE LAYERED, LIKE LAYERED PLANTINGS,
5:17:46PM LAYERED SHRUBS.
5:17:48PM WHERE I CAN FIT THEM IN, I WANT TO HAVE THOSE ACCENT
5:17:52PM MOMENTS, WHETHER THAT BE SMALL PALMS OR IF I COULD FIT SMALL
5:17:56PM FLOWERING TREES AS WELL.
5:17:59PM >>Kristin Jeannin: THERE ARE SOME OTHER TALL, NARROW PLANT
5:18:06PM CHOICES OR MAYBE SKINNY PALMS THAT MIGHT HELP WITH IT, TOO.
5:18:09PM >>Barry Jones: PERHAPS THERE ARE SITE PLAN ALTERNATIVES IF
5:18:12PM YOU ARE SERIOUSLY OVER-PARKED THAT YOU HAVE A ROW OF PARKING
5:18:16PM AGAINST THAT BUILDING.
5:18:17PM THAT'S 18 FEET THAT COULD GET TURNED INTO GREENSPACE AND
5:18:21PM BURN 20 SPOTS AND DO SOMETHING TO SOFTEN THE SIDE OF THE
5:18:26PM BUILDING WITH SOME DEPTH.
5:18:30PM >>Mario Rojo: NOTED.
5:18:32PM >>Jim Wallace: AMENITY AREA COULD BE SMALLER.
5:18:38PM >>Jim Wallace: IF YOU TOOK SOME OF THE HARD TOP OUT OF THE
5:18:40PM AMENITY AREA, JUST A LITTLE BIT, IT WOULD REALLY HELP

5:18:43PM KRISTIN OUT AN AWFUL LOT.
5:18:46PM YOU'D HAVE TO LOOK AT THE ARCHITECTURE, BUT YOU DON'T NEED
5:18:49PM MUCH FOR HER -- OR FOR YOU TO BE ABLE TO DO YOUR JOB.
5:18:53PM >>Mario Rojo: YEAH.
5:18:54PM I AM JUST THE ONE WITH THE CRAYONS, FILLING IN THE GAP.

5:18:59PM >>Jim Wallace: SIX FEET A PALM TREE.
5:19:01PM >>Mario Rojo: BASICALLY.
5:19:02PM >>Kristin Jeannin: THEY DIDN'T GIVE YOU MUCH TO WORK WITH.
5:19:06PM >>Mario Rojo: IT --
5:19:08PM >>Jim Wallace: YOU ONLY NEED FOUR MORE FEET, FIVE FEET.
5:19:12PM >>Kristin Jeannin: YOU ARE RIGHT, TOO.
5:19:14PM I DON'T KNOW HOW IN-DEPTH WE GET IN THIS KIND OF A MEETING,
5:19:17PM BUT THERE ARE SOME OPPORTUNITIES FOR OPENINGS FOR PALM TREES
5:19:20PM WITHIN THE POOL DECK, TOO.
5:19:22PM STUFF LIKE THAT.
5:19:23PM >>Mario Rojo: YEAH.
5:19:25PM ALTHOUGH IT'S NOT REALLY THE CONCERN OF THE BOARD, I DID
5:19:29PM SPEND EXTRA SPECIAL CARE TO MAKE SURE THAT THE POOL DID
5:19:31PM MATCH THE OVERALL AESTHETIC OF THE COCONUT POINT.
5:19:36PM >>Jim Wallace: THE OTHER THING, WHEN YOU'RE LOOKING FOR
5:19:39PM FEET, YOU'VE GOT TO LOOK FOR INCHES.
5:19:41PM I HATE TO INTERFERE WITH MARINA, IF YOU TAKE 8 INCHES, JUST
5:19:45PM 8 INCHES OFF EACH ONE OF THE FLOOR PLANS, YOU GIVE FIVE FEET
5:19:49PM TO THE LANDSCAPE ARCHITECT.
5:19:52PM >>Mario Rojo: I'M IN FAVOR OF THAT.
5:19:53PM ANY OTHER QUESTIONS?
5:20:00PM >> NO, THANK YOU.
5:20:01PM >>Mario Rojo: THANK YOU.
5:20:12PM >> FOR THE RECORD, CHARLIE KREBS, DIRECTOR OF ENGINEERING
5:20:14PM FOR BOWMAN, HERE TO TALK TO YOU TO JUST KIND OF GO OVER SOME

5:20:18PM OF THE INFORMATION WE DISCUSSED PREVIOUSLY FOR THE PUBLIC
5:20:21PM INFORMATION.
5:20:23PM ONE OF THE ITEMS WANT TO TALK TO YOU ABOUT IS UTILITIES.
5:20:27PM THE SITE IS CURRENTLY SERVICED BY BONITA SPRINGS UTILITIES.
5:20:31PM WE HAVE WATER AND SEWER THAT ALREADY SURROUNDS THE EXISTING
5:20:35PM THEATER.
5:20:35PM CURRENTLY, WATER RUNS AROUND AND BEHIND THE THEATER ON THE
5:20:40PM NORTH, SOUTH, AND EAST SIDES AS PART OF THE DESIGN FOR THE
5:20:45PM FUTURE BUILDING, WE HAVE ALREADY HAD A PREDESIGN MEETING
5:20:48PM WITH BONITA SPRINGS UTILITIES AND COME UP WITH A PLAN TO
5:20:52PM ADDRESS HOW WE ARE GOING TO RELOCATE THE EXISTING WATER AND
5:20:54PM SEWER THAT ARE RUNNING BEHIND THE BUILDING AND WHAT WILL END
5:20:58PM UP HAPPENING IS WE'RE GOING TO RELOCATE THE SANITARY THROUGH
5:21:05PM THE PARKING LOT AND THE WATER THROUGH THE PARKING LOT AS
5:21:08PM WELL.
5:21:08PM THE SANITARY RUN THAT WE'RE GOING TO BE IMPACTING IS AN

5:21:14PM EQUALIZER PIPE.
5:21:15PM SO ESSENTIALLY YOU HAVE TWO SANITARY SYSTEMS THAT END AT
5:21:20PM THIS MANHOLE AND THIS MANHOLE.
5:21:22PM AND THESE GO DOWN SEPARATE LOCATIONS TO AN EXISTING LIFT
5:21:25PM STATION.
5:21:26PM SO WHAT BSU DOES IN ORDER TO PROVIDE BACKUP, THEY PROVIDE AN
5:21:29PM EQUALIZER PIPE BETWEEN THOSE TWO SYSTEMS.
5:21:32PM AND IN THE EVENT ONE OF THE STATIONS GOES DOWN, IT CAN THEN
5:21:35PM BACKFLOW INTO THE ADJACENT ONE AND THEN IT IS PICKED UP

5:21:38PM WITHOUT ANY BREAK IN SERVICE.
5:21:39PM IN ORDER TO MAINTAIN THAT, WE'RE GOING TO REMOVE THE LINE
5:21:41PM THAT GOES BEHIND THE BUILDING.
5:21:43PM WE WILL RUN IT THROUGH THE PARKING LOT.
5:21:45PM THE SAME THING WITH THE WATER IN ORDER TO MAINTAIN A LOOP
5:21:48PM SYSTEM, WE'LL REMOVE THE WATER MAIN THAT WILL BE IN CONFLICT
5:21:51PM WITH THE BUILDING AND RUN THAT THROUGH THE PARKING LOT AS
5:21:53PM WELL AND MAINTAIN THE LOOP SYSTEM.
5:21:54PM ONE OF THE OTHER ITEMS WE DISCUSSED BEFORE WAS THE LINE OF
5:22:06PM SIGHT.
5:22:06PM IF YOU REMEMBER BEFORE, THE PUBLIC INFORMATION MEETING, WE
5:22:09PM HAD SLIDES THAT SHOWED THE FOUR STORY AND FIFTH STORY VIEWS.
5:22:14PM SINCE WE REMOVED THE FIFTH STORY VIEW, EVERYTHING IS FOUR
5:22:18PM STORIES.
5:22:18PM THE FIRST ONE I WANT TO GO OVER, WE TOOK SHOTS AT THIS
5:22:21PM LOCATION.
5:22:21PM WHAT WE DID IS WE TOOK A DRONE, FLEW THAT UP TO WHAT WOULD
5:22:25PM BE THE FOURTH STORY.
5:22:27PM HAD THEM TAKE PHOTOS STRAIGHT ACROSS AND THEN A LITTLE BIT
5:22:30PM TO THE NORTH AND A LITTLE BIT TO THE SOUTH TO GET AN IDEA OF
5:22:33PM WHAT WOULD BE SEEN FROM ACROSS VIA COCONUT, THIS
5:22:37PM LANDSCAPING, THE RAILROAD, THE ADDITIONAL LANDSCAPING, THE
5:22:41PM OPEN SPACE AND THEN FINALLY TO THE RESIDENTIAL BUILDINGS,
5:22:44PM WHICH IS WHAT WE'RE SHOWING UP HERE.
5:22:45PM HERE IS VIA COCONUT.

5:22:47PM HERE IS THE FIRST ROW OF TREES.
5:22:49PM HERE IS THE RAILROAD RIGHT-OF-WAY, THE SECOND ROW OF
5:22:52PM LANDSCAPING TREES, THE OPEN SPACE THAT GOES ACROSS, WHICH
5:22:54PM INCLUDES THE -- ROADWAY AND THEN THE BUILDINGS.
5:22:59PM WHAT YOU CAN SEE FROM THE FOURTH STORY IS WE HAVE ALMOST A
5:23:02PM CONSISTENT TREE CANOPY.
5:23:04PM YOU CAN BARELY SEE EVEN THE TOPS OF THE BUILDINGS THAT WE
5:23:07PM IDENTIFIED ON THE OTHER SIDE.
5:23:09PM THERE ARE THREE OR FOUR LOCATIONS OVER HERE WHERE YOU CAN
5:23:12PM SEE THE TOP OF ONE OF THE RESIDENTIAL BUILDINGS.
5:23:14PM LOOK STRAIGHT ACROSS, YOU CAN ONLY SEE ONE.
5:23:16PM AND THEN AGAIN LOOKING TO THE SOUTH, WE COULDN'T IDENTIFY

5:23:19PM ANY.
5:23:19PM >>Michael Sheeley: IS THAT FROM THE TOP OF THE BUILDING?
5:23:23PM >>Charlie Krebs: THAT IS FROM THE TOP OF THE WINDOWSILL FOR
5:23:25PM THE FOURTH STORY.
5:23:26PM WE DIDN'T GO ALL THE WAY TO THE FOUR STORY.
5:23:28PM MORE OR LESS WHEN YOU'RE STANDING IN THE WINDOWS LOOKING
5:23:31PM OUT, IF YOU REMEMBER, EVEN FOR THE FIFTH STORY, THERE WAS
5:23:35PM VERY LITTLE VIEW ON THE FIFTH STORY AS WELL.
5:23:38PM >>Michael Sheeley: GOTCHA.
5:23:38PM I REMEMBER THAT, YEAH.
5:23:39PM >>Charlie Krebs: THIS IS, AGAIN, AND THAT FIFTH STORY, MUCH
5:23:43PM HIGHER.
5:23:44PM IT'S GOING TO INCORPORATE EVEN THE ARCHITECTURAL FEATURES.

5:23:46PM SO THEY WILL HAVE A HARD TIME, ANYBODY GOING ACROSS THERE,
5:23:49PM SEEING THE ARCHITECTURAL ELEVATIONS, RAISING AND LOWERING OF
5:23:53PM THE BUILDING ELEVATIONS.
5:23:54PM THE NEXT ONE, AGAIN, JUST ADJACENT, SAME THING.
5:23:59PM WENT TO THIS BRANCH.
5:24:00PM DID THE SAME THING.
5:24:01PM LITTLE BIT TO THE NORTH.
5:24:02PM LOOKED STRAIGHT ACROSS, LITTLE BIT TO THE SOUTH.
5:24:05PM AND AT THAT LOCATION, WE COULDN'T IDENTIFY ANY OF THE
5:24:10PM EXISTING RESIDENTIAL ON THE OTHER SIDE.
5:24:12PM THE TREE CANOPY BETWEEN THE RAILROAD AND THE EXISTING
5:24:15PM LANDSCAPING COMPLETELY BLOTTED OUT ANY OF THE ROOF LINES WE
5:24:18PM COULD FIND IN THE PHOTOS.
5:24:24PM >> I DID WANT TO COMPLIMENT YOU ON THIS.
5:24:27PM IT WAS VERY EASY TO FOLLOW WITH THE DIFFERENT VIEWS.
5:24:29PM I'M NOT SURE WE HAD THAT DEGREE OF DETAIL PREVIOUSLY.
5:24:31PM YOU DID A GOOD JOB.
5:24:32PM >>Charlie Krebs: THANK YOU.
5:24:33PM IF THERE AREN'T ANY OTHER QUESTIONS, I'LL TURN IT OVER TO
5:24:36PM TED.
5:24:37PM >>Michael Sheeley: HOW ARE YOU HANDLING WATER MANAGEMENT
5:24:39PM HERE?
5:24:39PM >>Charlie Krebs: GOOD QUESTION.
5:24:41PM WE ALREADY HAD CONVERSATIONS WITH SOUTH FLORIDA WATER
5:24:44PM MANAGEMENT.

5:24:46PM ALYSSA LAWRENCE OVER THERE.
5:24:47PM THE WAY THEY TREAT THIS, REDEVELOPMENT OF EXISTING
5:24:50PM COMMERCIAL INTO A LESS INTENSIVE USE.
5:24:52PM SO WE DON'T NEED TO PROVIDE ANY ADDITIONAL WATER MANAGEMENT
5:24:56PM FOR THE SITE.
5:24:56PM THE EXISTING WATER MANAGEMENT TAKES IT.
5:24:58PM SO WE'LL JUST HAVE TO TAKE THE PROPOSED DRAINAGE STRUCTURES,
5:25:01PM TIE THEM INTO THE EXISTING SYSTEM, AND THE SYSTEM WILL

5:25:04PM PROVIDE ALL THE WATER ATTENUATION AND WATER QUALITY.
5:25:07PM >>Michael Sheeley: OKAY.
5:25:07PM THANK YOU.
5:25:10PM >>Barry Jones: WOULD IT BE POSSIBLE TO MAKE THE DRIVEWAY ON
5:25:12PM THE SOUTH SIDE OF THE BUILDING A ONE-WAY?
5:25:13PM RIGHT NOW IT'S A DRIVEWAY AND IT'S PINCHING THE GREENSPACE
5:25:18PM ON THE SOUTH SIDE.
5:25:20PM >>Charlie Krebs: THIS DRIVEWAY HERE --
5:25:23PM >>Kristin Jeannin: NO, LOWER.
5:25:24PM >>Barry Jones: NO.
5:25:25PM TO YOUR RIGHT THERE.
5:25:26PM OTHER RIGHT.
5:25:27PM THAT WAY.
5:25:27PM IF YOU COULD MAKE THAT A ONE-WAY AFTER YOU GET PAST THAT
5:25:33PM FIRST ENTRY, EVEN IF YOU MADE IT A ONE-WAY PAST THE FIRST
5:25:38PM ENTRY, THAT WOULD GIVE THEM, WHAT, 60, 70 FEET OF ADDITIONAL
5:25:42PM 12-FOOT WIDTH.

5:25:44PM I DON'T KNOW.
5:25:45PM I'M JUST TRYING TO THINK, THE SITE IS SO JAMMED IN WITH NO
5:25:50PM GREENSPACE AROUND IT --
5:25:53PM >>Charlie Krebs: ON THE GREENSPACE, WE'RE PROVIDING FIVE TO
5:25:55PM TEN FEET.
5:25:56PM I KNOW IT DOESN'T LOOK LIKE IT, ALONG THE SOUTH AND THE
5:25:59PM NORTH SIDE BETWEEN THOSE BUILDINGS.
5:26:00PM NOT TO JUMP OVER --
5:26:04PM >>Barry Jones: FOUR STORY BUILDING, TEN FEET ISN'T MUCH.
5:26:07PM >>Kristin Jeannin: IT'S NOT REALLY.
5:26:11PM >>Charlie Krebs: IT'S GOING TO LOOK SIMILAR TO WHAT IS THERE
5:26:14PM FOR THE EXISTING RESIDENCE.
5:26:18PM >> THAT'S NOT FIVE FEET.
5:26:20PM >>Charlie Krebs: THAT RIGHT THERE, IN SOME OF THE LOCATIONS
5:26:23PM IT IS NOT.
5:26:23PM BUT ON AVERAGE, IT IS.
5:26:25PM WHEN YOU GO AND LOOK -- THAT'S VIA COCONUT.
5:26:28PM THAT ONE DOESN'T COUNT.
5:26:29PM BUT IF YOU GO AND LOOK -- THE SLIDE ISN'T IN HERE.
5:26:34PM THE LANDSCAPING THAT'S AROUND THE BUILDING AND ESPECIALLY
5:26:37PM GOING DOWN THE ALLEYWAY, BETWEEN THE COMMERCIAL AND THE
5:26:40PM RESIDENTIAL, THERE IS NOT A LOT OF GREENSPACE.
5:26:42PM WHEN YOU LOOK AT WHERE THE DRIVEWAYS ARE, THERE'S NOT A LOT
5:26:45PM OF GREENSPACE.
5:26:46PM THE INTENT WHEN I LAID THIS OUT BECAUSE I DID THE MASTER

5:26:49PM CONCEPT PLAN, WAS TO TRY TO FOLLOW THE GREENSPACE OUT THERE
5:26:51PM AND TRY TO GET GREENSPACE SIMILAR TO RESIDENTIAL TO KEEP THE
5:26:56PM SAME FEEL.
5:26:57PM WE LOOKED AT WHAT WAS OUT THERE.

5:26:58PM IF I COULD PROVIDE MORE, I WOULD PROVIDE MORE.
5:27:02PM >>Kristin Jeannin: ALLEYWAY IS A DIFFERENT CONDITION.
5:27:04PM IT FEELS MORE URBAN AT THAT SCALE.
5:27:11PM BUT WHEN YOU HAVE, LIKE, ROWS AND ROWS OF PARKING AND THEN
5:27:15PM FOUR STORY BUILDING, THAT'S A LITTLE BIT DIFFERENT.
5:27:18PM >>Charlie Krebs: I THINK THE NORTH FACE OF THEIR BUILDING
5:27:21PM WHERE WE'VE GOT THE LANDSCAPING GOING INTO THE PARKING, SOME
5:27:23PM OF THESE ISLANDS ARE ONLY FIVE OR SO FEET WIDE.
5:27:26PM ALL THEY ARE SHOWING ARE SHRUBS AND PINES -- OR PALMS.
5:27:30PM >>Kristin Jeannin: THAT'S FINE.
5:27:31PM IT JUST DOESN'T LOOK LIKE IT ON THERE.
5:27:33PM >>Charlie Krebs: I UNDERSTAND.
5:27:34PM THAT'S WHAT WE WERE TRYING TO -- WHERE I COULD FIT IN TEN,
5:27:37PM FIT IN TEN.
5:27:38PM WHERE THERE WAS A BALCONY, MAYBE ONLY FIVE, WHEN THE BALCONY
5:27:41PM DISAPPEARS, TRY TO SQUEEZE IN TEN.
5:27:44PM >>Kristin Jeannin: -- ON THE LANDSCAPE ARCHITECT PLAN.
5:27:47PM >>Charlie Krebs: WHEN WE GO THROUGH DEVELOPMENT REVIEW,
5:27:49PM WE'LL HAVE ALL THE TREE HEIGHTS, SPECIES, SHRUBS, ALL THAT
5:27:52PM WILL COME INTO PLAY AT THAT TIME.
5:27:53PM AGAIN, THE INTENT WAS WHEN WE LAID ALL THE GREENSPACE OUT

5:27:57PM WAS TO TAKE A LOOK AT THE RESIDENCE, MATCH THE FEEL SO IT
5:28:03PM COMPLEMENTS IT AND MAKES IT FEEL LIKE IT IS A PART OF THE
5:28:05PM MALL, THAT YOU DON'T HAVE A DIFFERENT PRODUCT FROM WHAT HAS
5:28:11PM ALREADY BEEN ESTABLISHED.
5:28:12PM WE WANT TO TRY TO MAKE IT FIT IN THERE AS MUCH AS POSSIBLE.
5:28:15PM >>Jim Wallace: IT CAN ALWAYS BE BETTER THAN WHAT'S THERE.
5:28:20PM >>Charlie Krebs: YES.
5:28:21PM I UNDERSTAND.
5:28:21PM >>Jim Wallace: WHEN YOU'RE LOOKING FOR FEET, WHEN YOU WANT
5:28:25PM FEET, YOU HAVE TO LOOK FOR INCHES.
5:28:27PM >>Charlie Krebs: THE OTHER THING TO CONSIDER WHEN WE'RE
5:28:29PM LOOKING AT EVEN LIKE ON THE NORTH SIDE --
5:28:38PM >>Jim Wallace: I THINK YOU WOULD AGREE FOUR AND FIVE FEET
5:28:40PM JUST ISN'T A WHOLE LOT ON A 45-FOOT BUILDING.
5:28:43PM >>Charlie Krebs: THE EXISTING BUILDING IS 45 FEET.
5:28:47PM FOR THE RESIDENCE, MATCHING LIKE WITH LIKE.
5:28:49PM >>Jim Wallace: CAN ALWAYS BE BETTER.
5:28:51PM >>Charlie Krebs: I UNDERSTAND.
5:28:52PM EVEN ON HERE ON THE EXISTING PARKING, GREENSPACE THAT IS NOT
5:28:56PM IN WHAT WE ARE CALCULATING.
5:28:58PM THAT IS STILL GOING TO BE THERE.
5:28:59PM AND YOU HAVE GREENSPACE WITHIN THE ISLANDS THAT IS ALSO
5:29:02PM GOING TO BE SEPARATING IT FROM THE ADJACENT ROADS TO THE
5:29:04PM NORTH.
5:29:05PM SO THERE IS GOING TO BE SOME LAYERING BREAKING UP THAT

5:29:08PM BUILDING.
5:29:08PM >>Jim Wallace: MY ONLY POINT SAYING THAT, BETTER DOESN'T
5:29:10PM COST YOU ANYTHING EXCEPT GOOD DESIGN.
5:29:14PM >>Charlie Krebs: I HEAR WHAT YOU'RE SAYING.
5:29:16PM >>Barry Jones: DOES THE DRI SPECIFICALLY ADDRESS INTERNAL
5:29:19PM BUFFERS BETWEEN DIFFERENTIAL USES?
5:29:22PM >>Charlie Krebs: THERE'S NO LANGUAGE I COULD FIND THAT
5:29:24PM ADDRESSES ANY BUFFERS INSIDE THE DRI.
5:29:28PM >>Barry Jones: MARY NO INTERNAL BUFFER REQUIREMENTS IN THE
5:29:30PM DRI?
5:29:30PM >>Mary Gibbs: I DIDN'T SEE ANYTHING.
5:29:32PM IT'S A LITTLE ODD BECAUSE IN TRANSITIONAL MIXED USE, WHEN
5:29:36PM YOU HAVE ONE PROJECT, YOU TRY NOT TO HAVE THE BIG BUFFERS TO
5:29:40PM SEPARATE IT.
5:29:41PM BUT ON THE OTHER HAND, WE DID TALK TO THEM AND WE SAID THIS
5:29:44PM IS A VERY TALL BUILDING.
5:29:45PM THERE ARE A LOT OF UNITS HERE.
5:29:47PM YOU SHOULD DO SOME TALL PALMS AND THINGS LIKE THAT, BECAUSE
5:29:50PM OTHERWISE THE TRIPS, WE ASKED THE SAME QUESTION YOU ASKED,
5:29:53PM IT LOOKS LIKE VERY NARROW STRIPS AROUND IT.
5:29:56PM IT LOOKS VERY SKIMPY.
5:29:58PM ALL, WE'LL DO IT AT TIME OF DEVELOPMENT ORDER.
5:30:02PM RATHER SEE DETAIL NOW BECAUSE WE DON'T KNOW.
5:30:06PM >>Charlie Krebs: THAT WAS THE INTENT, I THINK MARIO WAS
5:30:09PM SAYING, WE'LL HAVE TALL PALMS.

5:30:10PM >>Mary Gibbs: YOU SAID YOU WOULD DO IT LATER.
5:30:12PM I THINK THE QUESTION IS, THE BOARD IS SAYING NOW I THINK
5:30:14PM THEY WOULD LIKE TO SEE MORE DETAIL NOW AND NOT SAYING WE'RE
5:30:18PM GOING TO DO SOMETHING LATER.
5:30:19PM >>Charlie Krebs: I KNOW WHEN WE GET TO THE D.O. --
5:30:23PM >>Mary Gibbs: WE KIND OF HAD A SIMILAR ARGUMENT EARLIER.
5:30:28PM >>Anthony Gargano: MARY, TO YOUR POINT, THIS HEARING HAS
5:30:33PM ACTUALLY BECOME MORE OF A WORKSHOP THAN IT HAS BEEN AN
5:30:38PM APPLICATION.
5:30:38PM >>Mary Gibbs: WELL, I THINK WE WANT TO HEAR THE APPLICANT
5:30:42PM FINISH THEIR PRESENTATION.
5:30:44PM ASK YOUR QUESTIONS, AND THEN I THINK I'M HEARING SOME THINGS
5:30:48PM LIKE YOU WANT SOME THINGS MAYBE REVISED.
5:30:50PM I THINK AT THAT POINT, BUT LET'S HEAR THE WHOLE PRESENTATION
5:30:53PM BECAUSE I THINK WE STILL HAVE TRAFFIC AND THINGS COMING UP
5:30:55PM TO TALK ABOUT.
5:30:57PM >>Charlie Krebs: IF YOU HAVE NO MORE QUESTIONS FOR ME, I'LL
5:31:01PM TURN IT OVER TO TED, IF I CAN GET BACK TO HIS SLIDE.
5:31:05PM >>Barry Jones: ANY PEDESTRIAN CONNECTIVITY TO FUTURE RAILS
5:31:07PM TO TRAILS?
5:31:08PM THEY WILL HAVE TO GET ACROSS THE ROAD AT SOME POINT.
5:31:12PM YOU'RE PUTTING ALL THESE PEOPLE RIGHT THERE ACROSS FROM THIS

5:31:15PM THING THAT'S GOING TO BE --
5:31:17PM >>Charlie Krebs: WE'RE NOT PROPOSING ANYTHING.
5:31:18PM EVERYTHING FOR US IS CONNECTING TO VIA COCONUT.

5:31:20PM IF VIA COCONUT OR THE VILLAGE HAS A WAY OF TRANSITIONING
5:31:23PM MIDPOINT BLOCK CROSSINGS TO GO OVER THAT ONCE IT IS APPROVED
5:31:27PM AND UNDER DESIGN, I THINK THAT WOULD BE SOMETHING AS PART OF
5:31:29PM THE DESIGN FOR THAT PROJECT.
5:31:32PM NO MORE QUESTIONS, TURN IT OVER TO TED.
5:31:44PM >>Ted Treesh: GOOD EVENING AGAIN.
5:31:45PM TED TREESH WITH TR TRANSPORTATION.
5:31:48PM I'LL JUST RUN THROUGH THE SUMMARY OF THE ANALYSIS THAT WAS
5:31:52PM COMPLETED.
5:31:53PM JUST NOTE THAT WHAT WE DID WAS ALSO REVIEWED BY THE
5:31:57PM CONSULTANT THAT WAS RETAINED BY THE VILLAGE AS WELL, SO IT
5:32:03PM WAS ALSO VETTED THROUGH A REVIEW THROUGH THE VILLAGE'S
5:32:07PM TRAFFIC CONSULTANT.
5:32:09PM THIS TABLE HERE JUST SHOWS THE COMPARISON OF WHAT WE
5:32:12PM ANALYZED.
5:32:15PM THE EXISTING USE IS THE 79,500 SQUARE FOOT THEATER WITH 16
5:32:21PM SCREENS AND APPROXIMATELY 4,000 SEATS IN THAT BUILDING.
5:32:24PM AND THEN WE'RE ELIMINATING THAT FACILITY AND REPLACING IT
5:32:28PM WITH THE 355 TRADITIONAL MULTIFAMILY DWELLING UNITS.
5:32:33PM THESE TWO TABLES ARE THE TRIP GENERATION THAT WE WERE
5:32:36PM TALKING ABOUT EARLIER.
5:32:37PM IT JUST SHOWS YOU NUMERICALLY THE TRIP GENERATION BASED ON
5:32:41PM THE ITE, MOST RECENT ITE, INSTITUTE OF TRANSPORTATION
5:32:44PM ENGINEERS TRIP GENERATION REPORT.
5:32:48PM AND YOU CAN SEE, IF YOU COMPARE THESE TWO, RIGHT NOW, ITE

5:32:53PM ONLY HAS TRIP GENERATION DATA FOR A THEATER ON A FRIDAY
5:32:57PM EVENING.
5:32:57PM IT DOESN'T MEAN THE THEATER DOESN'T GENERATE TRIPS DURING
5:33:00PM THE REMAINDER OF THE WEEK.
5:33:02PM OBVIOUSLY, FRIDAYS ARE THE HEAVIER WEEKDAY PEAK TIME
5:33:07PM PERIODS.
5:33:08PM SATURDAYS AND SUNDAYS ARE OBVIOUSLY BUSY AS WELL.
5:33:10PM THE THEATER DOES GENERATE TRIPS WHEN IT WAS OPEN, THE
5:33:13PM THEATER DOES GENERATE TRIPS DURING THE WEEK.
5:33:15PM BUT FRIDAY IS THE BUSIEST OF THE FIVE-WEEK DAYS.
5:33:19PM BASED ON THIS COMPARISON, IT'S ABOUT A 67% REDUCTION IN
5:33:24PM THE P.M. PEAK HOUR TRIPS.
5:33:27PM LOOK AT THE DAILY TRIPS, 355 UNITS GENERATES ABOUT JUST
5:33:35PM UNDER 1600 DAILY TRIPS.
5:33:37PM THAT'S TWO-WAY TRIPS.
5:33:39PM 1,600.
5:33:40PM SO 800 IN.
5:33:42PM 800 OUT A DAY OVER 24-HOUR PERIOD.

5:33:45PM VERSUS JUST OVER 4,600 TRIPS ON A FRIDAY FOR THAT THEATER
5:33:53PM USE.
5:33:54PM IT'S QUITE A SUBSTANTIAL REDUCTION IN TERMS OF THE TRIP
5:33:58PM GENERATION.
5:34:02PM AGAIN, THE STUDY WAS REVIEWED BY THE OUTSIDE CONSULTANT.
5:34:08PM THEY HAD US ADD IN SOME ANALYSIS.
5:34:13PM WE DID QUITE AN EXTENSIVE ANALYSIS FOR THIS, EVEN THOUGH

5:34:16PM COCONUT POINT AS WE WENT THROUGH QUITE AN EXTENSIVE ANALYSIS
5:34:21PM AS NEALE INDICATED, THEY PAID ALL THEIR TRANSPORTATION FEES
5:34:26PM UP FRONT.
5:34:27PM THEY CONSTRUCTED VIA COCONUT, AND ALL THE INTERSECTION
5:34:31PM IMPROVEMENTS TO ACCOMMODATE THE FULL BUILD-OUT OF THE
5:34:34PM PROJECT, AGAIN, OVER 1.2 MILLION SQUARE FEET OF RETAIL AND
5:34:39PM THEN OFFICE, MULTIFAMILY, QUITE A BIT OF EXTENSIVE
5:34:45PM DEVELOPMENT THAT HAS NOT DEVELOPED ANYWHERE NEAR WHAT IT WAS
5:34:48PM APPROVED FOR.
5:34:48PM AGAIN, AS MARY AND NEALE INDICATED, IN ORDER TO GET THE
5:34:52PM MULTIFAMILY ON THIS TRACK, WE HAD TO REDUCE SLIGHTLY THE
5:34:58PM AMOUNT OF RETAIL THAT WAS APPROVED.
5:35:00PM THAT 1.2 MILLION SQUARE FEET.
5:35:02PM I THINK IT ENDED UP BEING ABOUT A LITTLE UNDER 2,000 SQUARE
5:35:06PM FEET OF RETAIL.
5:35:07PM IT'S REALLY A BLIP IN THE RADAR OF THE OVERALL SQUARE
5:35:10PM FOOTAGE THAT WAS APPROVED.
5:35:11PM IT'S NOT WHAT HAS BEEN CONSTRUCTED BUT WHAT WAS APPROVED.
5:35:14PM I DON'T THINK THEY CAN EVER CONSTRUCT WHAT WAS APPROVED
5:35:19PM UNLESS THEY GO MUCH HIGHER IN TERMS OF WHAT IS CURRENTLY
5:35:24PM BUILT.
5:35:25PM COCONUT POINT IS FAIRLY WELL BUILT OUT IN TERMS OF WHAT'S
5:35:30PM CONSTRUCTED ON THE PROPERTY TODAY.
5:35:31PM WE DID DO SOME INTERSECTION ANALYSIS.
5:35:35PM WE LOOKED AT THE TWO INTERSECTIONS THAT ARE ON EITHER SIDE

5:35:37PM OF THIS PROPERTY THAT CONNECT TO VIA COCONUT.
5:35:40PM WE DID SOME CURRENT TRAFFIC COUNTS AND LOOKED AT THE
5:35:43PM INTERSECTIONS AND HOW THEY OPERATE TODAY, AND THEN WE LOOKED
5:35:47PM AT HOW THEY WILL OPERATE ONCE WE ADD THE TRIPS FROM THIS
5:35:50PM MULTIFAMILY PROJECT TO THOSE TWO INTERSECTIONS.
5:35:54PM AND THAT ANALYSIS INDICATED THAT THOSE INTERSECTIONS WILL
5:35:57PM STILL OPERATE AT AN ACCEPTABLE LEVEL OF SERVICE, VERY
5:36:01PM MINIMAL DELAYS, NO CHANGES ARE NEEDED IN THE TURN LANES THAT
5:36:05PM ARE THERE.
5:36:06PM TRAFFIC ON VIA COCONUT IS STILL -- FLOWS VERY WELL IN TERMS
5:36:11PM OF PEAK HOUR FLOWS.
5:36:13PM WE DID LOOK AT AN INCREASE IN BACKGROUND TRAFFIC GROWTH TO
5:36:18PM ACCOMMODATE FUTURE DEVELOPMENT, WHAT WILL OCCUR BETWEEN NOW
5:36:22PM AND OUR BUILD-OUT YEAR.

5:36:24PM LOOKED AT 2031 AS BUILD-OUT YEAR FOR THE PROJECT.
5:36:27PM THAT ACCOMMODATES SOME ADDITIONAL TRAFFIC THAT WILL OCCUR IN
5:36:29PM THE AREA FROM ADDITIONAL DEVELOPMENT THAT'S HAPPENING IN THE
5:36:33PM AREA THAT WE'LL TRACK ADDITIONAL TRIPS.
5:36:36PM THAT ADDITIONAL TRAFFIC WAS ALSO ACCOMMODATED IN OUR
5:36:40PM ANALYSIS.
5:36:40PM AGAIN, LOOKING AT THE TURN LANES THAT ARE THERE AT THAT
5:36:44PM DRIVEWAY, WE DON'T ANTICIPATE ANY NEED TO CHANGE THOSE TURN
5:36:47PM LANES.
5:36:48PM AGAIN, WHEN THIS PROJECT COMES IN FOR DEVELOPMENT ORDER,
5:36:51PM WE'LL HAVE TO REDO THE TRAFFIC STUDY, GO THROUGH THIS WHOLE

5:36:54PM ANALYSIS AGAIN TO CLARIFY IF INDEED ANY ADDITIONAL
5:36:59PM IMPROVEMENTS ARE NEEDED.
5:37:00PM WE'LL HAVE TO DO THIS WHOLE EXERCISE AGAIN AT THE TIME OF
5:37:02PM THE DEVELOPMENT ORDER.
5:37:03PM BUT, AGAIN, WHAT WE DID AT THIS TIME WITH THIS ANALYSIS, DUE
5:37:08PM TO THE REQUEST OF THE VILLAGE AND THE CONSULTANT.
5:37:12PM AGAIN, VIA COCONUT OPERATES AT LEVEL OF SERVICE D, WHICH IS
5:37:18PM WELL WITHIN THE LEVEL OF SERVICE CRITERIA IDENTIFIED IN THE
5:37:21PM COMPREHENSIVE PLAN.
5:37:22PM AGAIN, THE DRI MITIGATED ALL OF THE OFF-SITE IMPACTS BASED
5:37:28PM ON THEIR DRI APPROVAL.
5:37:30PM AS INDICATED EARLIER, WE DID AS PART OF THE ANALYSIS
5:37:35PM REQUESTED A PARKING DEVIATION FROM THE PARKING CODE.
5:37:39PM WE HAD PREVIOUSLY -- TR TRANSPORTATION, MY FIRM, CONDUCTED A
5:37:44PM PARKING STUDY IN LEE COUNTY FOR ANOTHER PROJECT WHERE WE
5:37:49PM STUDIED, WE ACTUALLY WENT OUT AND STUDIED SIX DIFFERENT
5:37:53PM SEPARATE PROPERTIES IN THE AREA.
5:37:55PM ONE WAS IN THE VILLAGE OF ESTERO.
5:37:56PM THE OTHERS WERE IN LEE COUNTY.
5:37:59PM ONE WAS IN THE CITY OF CAPE CORAL, WHERE WE ACTUALLY DID
5:38:03PM MULTI-DAY COUNTS AT THESE PROPERTIES.
5:38:04PM WE ACTUALLY SURVEYED THE NUMBER OF VEHICLES PARKED AT THESE
5:38:08PM PROPERTIES OVER MULTIPLE DAYS OF THE WEEK.
5:38:13PM USUALLY LATE AT NIGHT, MIDNIGHT OR AFTER TO GET THE TOTAL
5:38:17PM NUMBER OF CARS PARKED AT THESE PROPERTIES.

5:38:19PM THIS INCLUDED THE CLUBHOUSE TIMES.
5:38:23PM WE DID IT DURING THE DAY AS WELL, BUT MOST OF IT WAS DONE AT
5:38:26PM NIGHT, BECAUSE THAT'S WHEN THE HEAVIEST PARKING DEMAND IS
5:38:29PM EVIDENT THAT THESE PROPERTIES, WHEN ALL THE RESIDENTS, MOST
5:38:32PM OF THE RESIDENTS ARE AT HOME AND ASLEEP.
5:38:37PM THAT STUDY WAS A VERY COMPREHENSIVE PARKING STUDY.
5:38:40PM IT WAS DONE PURSUANT TO THE GUIDELINES THAT ITE OUTLINES IN
5:38:46PM -- THEY ALSO HAVE WHAT IS CALLED A PARKING GENERATION MANUAL
5:38:50PM SIMILAR TO THEIR TRIP GENERATION MANUAL.
5:38:52PM THEY HAVE A PARKING GENERATION MANUAL THAT'S ALSO STUDIED

5:38:57PM VARIOUS LAND USES AND THEIR PARKING CHARACTERISTICS OF THOSE
5:39:00PM LAND USES.
5:39:00PM SO WE DID THAT STUDY IN CONJUNCTION AND LEE COUNTY REVIEWED
5:39:06PM THAT STUDY.
5:39:06PM WE DEVELOPED A METHODOLOGY CONSISTENT WITH INPUT FROM LEE
5:39:09PM COUNTY.
5:39:11PM THAT STUDY SHOWED THAT MULTIFAMILY COMMUNITY TYPICALLY
5:39:15PM GENERATES A PARKING DEMAND OF ABOUT 1.63 SPACES PER DWELLING
5:39:20PM UNIT.
5:39:21PM RIGHT NOW, THE CODE REQUIRES TWO SPACES PER DWELLING UNIT,
5:39:26PM PLUS SOME CODES REQUIRE ADDITIONAL PARKING FOR THE CLUBHOUSE
5:39:30PM AND THEN GUEST PARKING MAY BE ON TOP OF THAT.
5:39:33PM YOU CAN SEE THAT THE ACTUAL DEMAND IS LESS THAN WHAT THE
5:39:39PM CODES ARE NOW REQUIRING.
5:39:40PM IN WORKING WITH STAFF AND THE CONSULTANT THAT WAS RETAINED

5:39:45PM BY THE VILLAGE, IT WAS AGREED THAT WE WOULD PROVIDE 1.8
5:39:50PM SPACES FOR THIS PROJECT, WHICH IS MORE THAN SUFFICIENT, WE
5:39:55PM FEEL, TO ACCOMMODATE THE DEMAND.
5:39:57PM BECAUSE OF ITS LOCATION AND WHERE IT'S LOCATED ON THE
5:40:01PM PROPERTY, THERE IS AN ABUNDANT AMOUNT OF PARKING SURROUNDING
5:40:04PM THE PROPERTY.
5:40:05PM IF YOU VISITED THIS AREA OF COCONUT POINT AND THIS AREA
5:40:10PM PARTICULARLY AROUND, BEHIND WHERE THE THEATER IS NOW, THAT
5:40:13PM PARKING IS VERY RARELY USED SINCE THE THEATER IS CLOSED.
5:40:20PM THERE WILL STILL BE AN ABUNDANT AMOUNT OF PARKING LEFT
5:40:22PM SURROUNDING THIS EVEN WHEN THIS PROJECT IS CONSTRUCTED.
5:40:25PM SO WE FEEL THAT THE PARKING THAT WE'RE PROVIDING, 1.8 SPACES
5:40:30PM WILL MORE THAN ADEQUATELY ACCOMMODATE THE DEMAND FOR THIS
5:40:33PM USE.
5:40:33PM I THINK THAT'S ALL I HAVE.
5:40:37PM IF YOU HAVE ANY MORE QUESTIONS FOR ME, I WOULD BE MORE THAN
5:40:40PM HAPPY TO ANSWER.
5:40:43PM >>Dan Williams: I WANTED TO MAKE ONE CLARIFICATION, IF I
5:40:45PM MAY.
5:40:45PM WHEN YOU'RE TALKING ABOUT THE PEAK FOR THE THEATER OF ALMOST
5:40:47PM 4700 VISITS, IT'S MY UNDERSTANDING THAT THAT IS NOT TAKEN
5:40:54PM FOR THAT PARTICULAR PROPERTY, BUT IS BASED UPON OTHER LARGE
5:40:58PM THEATERS THROUGHOUT THE NATION OF WHICH THERE WERE FEW.
5:41:02PM IT'S NOT A HARD AND FAST NUMBER FOR THAT PARTICULAR
5:41:06PM PROPERTY.

5:41:06PM I JUST WANT TO MAKE THAT CLARIFICATION.
5:41:08PM >>Ted Treesh: THAT'S CORRECT.
5:41:10PM THIS IS BASED ON ITE NUMBERS WHICH WE'RE REQUIRED TO USE
5:41:13PM BASED ON THE METHODOLOGIES THAT WE'VE DEVELOPED WITH THE
5:41:16PM VILLAGE, AND THEIR REQUIREMENTS.
5:41:18PM YES, IT'S BASED ON DATA THAT ITE COLLECTED AND OTHER SIMILAR

5:41:23PM TYPE FACILITIES.
5:41:24PM >>Dan Williams: THANK YOU.
5:41:29PM >>Neale Montgomery: IN THIS CASE, YOU DID WORK WITH ANOTHER
5:41:33PM TRANSPORTATION CONSULTANT --
5:41:34PM >>Erica Augello: IF WE'RE GOING TO HAVE CONVERSATIONS, THIS
5:41:36PM IS A PUBLIC HEARING, THEY NEED TO BE ON THE RECORD.
5:41:39PM SORRY, NEALE.
5:41:42PM >>Neale Montgomery: DID YOU WORK WITH ANOTHER TRANSPORTATION
5:41:44PM CONSULTANT HIRED BY THE VILLAGE IN DOING THIS ANALYSIS?
5:41:47PM DID THEY REVIEW YOUR WORK?
5:41:52PM >>Ted Treesh: YES.
5:41:55PM >>Neale Montgomery: ARE YOU REQUIRED TO USE ITE?
5:41:57PM IS THAT THE BEST AVAILABLE DATA?
5:41:59PM >>Ted Treesh: YES.
5:41:59PM >>Neale Montgomery: OKAY.
5:42:00PM THANK YOU.
5:42:04PM >>Ted Treesh: THANK YOU.
5:42:06PM >>Michael Sheeley: THANK YOU, TED.
5:42:09PM >>Jeremie Chastain: GOOD EVENING.

5:42:16PM FOR THE RECORD, JEREMIE CHASTAIN.
5:42:18PM I AM A CERTIFIED PLANNER FROM PAPE-DAWSON.
5:42:22PM WE WOULD LIKE TO RESERVE THE RIGHT FOR REBUTTAL AFTER OUR
5:42:25PM PRESENTATION.
5:42:26PM I'M JUST GOING TO DO A QUICK CONCLUSION.
5:42:28PM IT IS MY PROFESSIONAL OPINION THAT THE PROPOSED PLANNED
5:42:31PM DEVELOPMENT AMENDMENT TO THE COCONUT POINT MPD HAS MET ALL
5:42:35PM THE APPLICABLE STANDARDS AND IS CONSISTENT WITH THE VILLAGE
5:42:38PM OF ESTERO LAND DEVELOPMENT CODE AND COMPREHENSIVE PLAN,
5:42:42PM PUBLIC HEARING CONSIDERATIONS, AND GENERALLY ACCEPTED
5:42:45PM PLANNING PRINCIPLES, IS COMPATIBLE WITH ADJACENT LAND USES,
5:42:49PM AND HAS PROVIDED THE NECESSARY RECORD THAT ENTITLES IT TO
5:42:52PM APPROVAL.
5:42:52PM WITH THAT, WE CAN OFFICIALLY OPEN IT TO QUESTIONS.
5:42:58PM >>Mary Gibbs: MAY I ASK A QUESTION OF JEREMIE?
5:42:59PM THAT'S YOUR OPINION, YOUR CONCLUSION.
5:43:06PM I DON'T RECALL IF YOU'VE BEEN ACCEPTED AS AN EXPERT WITNESS.
5:43:09PM IF YOU ARE PROPOSING TO BE AN EXPERT WITNESS, I'D LIKE TO
5:43:13PM SEE THE RESUM .
5:43:14PM WE HAVEN'T DONE THIS IN A WHILE.
5:43:16PM I KNOW TED TREESH AND CHARLIE KREBS HAVE BEEN ACCEPTED
5:43:19PM BEFORE AS EXPERT WITNESSES FOR TRANSPORTATION AND
5:43:21PM ENGINEERING, BUT I CAN'T REMEMBER IF WE EVER ACCEPTED
5:43:24PM JEREMIE.
5:43:25PM JUST GIVE ME YOUR RESUM SO I CAN LOOK IT OVER.

5:43:28PM >>Jeremie Chastain: I HAVE THREE COPIES.
5:43:31PM >>Mary Gibbs: I'M NOT READING THREE.

5:43:43PM >>Anthony Gargano: MARY, YOU SAID YOU MIGHT WANT TO MAKE
5:43:47PM SOME COMMENTS.
5:43:50PM >>Jim Wallace: COULD I GET ONE CLARIFICATION?
5:43:51PM >>Anthony Gargano: YEAH, SURE.
5:43:52PM >>Jim Wallace: SOME OF THE THINGS THAT WE'VE DISCUSSED AND
5:43:54PM SOMEBODY SAID THIS SOUNDS MORE LIKE A WORKSHOP THAN ANYTHING
5:43:57PM ELSE BECAUSE WE'RE ONLY TALKING ABOUT ZONING HERE, AREN'T
5:44:00PM WE?
5:44:01PM >>Erica Augello: SO THE APPLICATION -- THANK YOU FOR
5:44:03PM BRINGING THAT UP, BECAUSE I WAS GOING TO SAY SOMETHING ABOUT
5:44:05PM IT BEFORE YOU --
5:44:06PM >>Jim Wallace: I JUST WANT TO CLARIFY FOR MY NEOPHYTE SELF.
5:44:13PM IF WE FEEL THAT THE BUILDING STRUCTURE ITSELF REALLY NEEDS
5:44:16PM TO BE FOUR OR FIVE FEET SMALLER ON THE NORTH SIDE, WEST SIDE
5:44:19PM AND SOUTH SIDE, IS THAT SOMETHING THAT WE NEED TO -- SO WE
5:44:24PM CAN HAVE SUFFICIENT LANDSCAPING OR WHATEVER -- IS THAT
5:44:27PM SOMETHING THAT CAN BE DECIDED AT THE DEVELOPMENT ORDER
5:44:32PM STAGE?
5:44:32PM AT THE PERMITTING STAGE?
5:44:33PM OR DO WE HAVE TO DECIDE THOSE KINDS OF THINGS NOW IN OUR
5:44:37PM ACCEPTANCE OR DENIAL?
5:44:39PM >>Erica Augello: SO THE ONLY THING THAT YOU ARE DECIDING
5:44:42PM THIS EVENING IS WHETHER OR NOT THE APPLICATION AS PRESENTED

5:44:46PM MEETS THE CRITERIA -- IF THE EVIDENCE THAT'S PRESENTED MEETS
5:44:49PM THE CRITERIA IN THE CODE TO GRANT THE APPLICATION.
5:44:53PM THE APPLICATION BEFORE YOU IS FOR THE ZONING AND THE DRI
5:44:56PM AMENDMENTS.
5:44:57PM IF YOU FIND THAT THEY HAVE NOT PRESENTED CREDIBLE EVIDENCE
5:45:00PM TO SUPPORT THAT IT MEETS THE CRITERIA, THEN YOU MUST DENY
5:45:04PM THE APPLICATION.
5:45:05PM IF YOU FIND THAT THE EVIDENCE IS CREDIBLE AND IT MEETS THE
5:45:09PM CRITERIA, THEN YOU HAVE TO FIND TO ACCEPT THE APPLICATION.
5:45:14PM WHAT I WANT TO MENTION BEFORE, YOU ALL ARE VERY HELPFUL.
5:45:17PM YOU ARE A VERY KNOWLEDGEABLE BOARD.
5:45:19PM YOU ARE NOT A PARTY TO THIS APPLICATION.
5:45:21PM YOU ARE AN INDEPENDENT BOARD.
5:45:22PM YOU ARE NOT THE VILLAGE OF ESTERO.
5:45:24PM YOU ARE HERE INDEPENDENT OF THE VILLAGE OF ESTERO.
5:45:26PM AND YOU ARE HERE TO MAKE A JUDGMENTAL DECISION,
5:45:30PM PSEUDOJUDICIAL DECISION ON WHETHER OR NOT THE EVIDENCE
5:45:34PM PRESENTED COMPLIES WITH THE CODE.
5:45:35PM YOU MAY HAVE RECOMMENDATIONS.
5:45:37PM THAT'S OKAY TO SAY THE RECOMMENDATIONS.
5:45:39PM THEY MAY NOT FOLLOW THEM.
5:45:41PM AND IF THEY DIDN'T FOLLOW THEM FROM THE LAST SET OF
5:45:43PM RECOMMENDATIONS THAT YOU GAVE THEM BUT THEY OTHERWISE COMPLY
5:45:45PM WITH THE CODE, YOU'RE REQUIRED TO RECOMMEND APPROVAL TO THE

5:45:48PM CITY COUNCIL.

5:45:49PM SO TO ANSWER YOUR QUESTION, ONE, THAT IS ONE PERSON.
5:45:55PM IF THE BOARD WANTS TO MAKE THAT A CONDITION, I DON'T
5:45:59PM NECESSARILY KNOW THAT THAT IS A RELEVANT CONDITION YOU CAN
5:46:02PM MAKE.
5:46:02PM I NEED TO KNOW EXACTLY WHAT THE VERBIAGE IS GOING TO BE.
5:46:06PM BUT IF YOU FIND THAT FLAW SOMEHOW DOESN'T COMPORT WITH THE
5:46:11PM REQUIREMENTS OF THE LAND DEVELOPMENT CODE OR THE
5:46:14PM COMPREHENSIVE PLAN, THEN YOU CAN CERTAINLY MAKE THAT FINDING
5:46:16PM OF FACT AND SAY THAT IT DOESN'T COMPORT WITH THAT AND IT
5:46:19PM DOESN'T MEET THE CRITERIA IN THE CODE.
5:46:20PM >>Jim Wallace: I GUESS MY POINT, ERICA --
5:46:25PM >>Erica Augello: DO YOU EVER GET TO HAVE THAT OPINION --
5:46:27PM >>Jim Wallace: THEY PRESENTED THINGS TODAY, AND THERE IS A
5:46:30PM LOT OF DETAIL IN WHAT THEY PRESENTED.
5:46:32PM MY QUESTION IS, BY ACCEPTING IT TODAY OR BY APPROVING IT
5:46:37PM TODAY, ARE WE THEREFORE APPROVING EVERY LITTLE DETAIL?
5:46:41PM >>Erica Augello: NO.
5:46:42PM THE THINGS THAT YOU ARE APPROVING ARE WHAT THEY HAVE
5:46:45PM PRESENTED TO YOU MEETS THESE REQUIREMENTS.
5:46:48PM THEY STILL HAVE TO GO THROUGH OTHER PROCESSES.
5:46:50PM >>Jim Wallace: YOU ANSWERED MY QUESTION.
5:46:52PM THANK YOU VERY MUCH.
5:46:52PM >>Erica Augello: SORRY.
5:46:53PM I'M A LAWYER.
5:46:54PM I MAKE THINGS MORE COMPLICATED.

5:46:55PM >>Jim Wallace: NEALE WAS GOING TO CLARIFY.
5:46:58PM >>Neale Montgomery: NO, I WAS GOING TO AGREE WITH HER.
5:47:01PM WE PUT THE CODE SECTION UP THERE.
5:47:02PM IT'S IN TWO LINES.
5:47:04PM WHAT YOU JUST MENTIONED ISN'T PART OF THE CRITERIA.
5:47:09PM SO I THINK IT'S BEEN HELPFUL.
5:47:11PM I APPRECIATE IT.
5:47:12PM JEREMIE NOTED WE DO WANT TO RESERVE THE RIGHT TO RESPOND TO
5:47:17PM WHATEVER COMPETENT SUBSTANTIAL EVIDENCE MAY BE PRESENTED BY
5:47:20PM THE PUBLIC.
5:47:21PM >>Michael Sheeley: THE ARCHITECTURAL DESIGN IS NOT BEING
5:47:24PM APPROVED TODAY, IS THAT CORRECT?
5:47:28PM >>Neale Montgomery: GENERALLY APPROVED, WHAT HAPPENED IN MY
5:47:31PM EXPERIENCE, I THINK YOU GUYS WOULD AGREE, REGARDLESS OF WHAT
5:47:34PM GETS APPROVED AT THIS LEVEL, WHEN THEY COME BACK AT D.O.
5:47:39PM STAGE, I HAVE WITNESSED ON NUMEROUS OCCASIONS, IF NOT ALL
5:47:42PM OCCASIONS THAT THERE ARE ADJUSTMENTS TO BOTH THE LANDSCAPING
5:47:45PM AND THE ARCHITECTURE.
5:47:49PM >>James Tatooles: LET ME UNDERSTAND THIS.
5:47:50PM WE CAN APPROVE A PROJECT AT THIS LOCATION OF THIS SIZE, BUT

5:47:56PM WE DON'T HAVE TO APPROVE THE ARCHITECTURE OR THE LAYOUT OF
5:47:59PM THE PROJECT, IS THAT CORRECT?
5:48:00PM >>Jim Wallace: UNTIL LATER.
5:48:01PM >>Erica Augello: WHAT YOU ARE APPROVING TODAY IS THE
5:48:03PM AMENDMENT TO THE DRI AND THE REZONING.

5:48:06PM BUT YOU ARE LOOKING AT THE PROJECT AS A WHOLE BECAUSE THERE
5:48:08PM ARE CRITERIA THAT YOU HAVE TO TAKE INTO ACCOUNT.
5:48:11PM BUT THERE ARE GOING TO BE OTHER APPLICATIONS LIKELY COME
5:48:13PM BEFORE YOU WHERE YOU'RE GOING TO HAVE TO BE ABLE TO OPINE ON
5:48:17PM THOSE TYPES OF THINGS.
5:48:19PM >>Mary Gibbs: MAY I ASK A QUESTION JUST FOR MY
5:48:22PM CLARIFICATION?
5:48:22PM BECAUSE TO ME, PART OF THE ZONING IS THE PATTERN BOOK.
5:48:26PM AND THE PATTERN BOOK CONTAINS ALL THE ARCHITECTURAL
5:48:29PM ELEVATIONS.
5:48:30PM SO IF THIS BOARD HAS A CONCERN, LIKE YOU BROUGHT UP EARLIER,
5:48:33PM I THINK ABOUT THE WEST ELEVATION NEEDING SOME WORK, AND
5:48:40PM ISN'T THIS THE POINT AT WHICH YOU WOULD PUT SOME CONDITION
5:48:43PM IN OR SOMETHING AND SAY --
5:48:46PM >>James Tatooles: THAT'S THE --
5:48:48PM >>Mary Gibbs: LET ME FINISH, PLEASE.
5:48:50PM THIS IS CREATING CONFUSION BY JUST SAYING YOU'RE APPROVING
5:48:54PM THE ZONING.
5:48:56PM WE HAVE CONDITIONS, AND WE'VE RECOMMENDED CONDITIONS.
5:48:58PM IF YOU WANT TO RECOMMEND APPROVAL TO COUNCIL, WE NEED TO GO
5:49:01PM THROUGH THOSE CONDITIONS.
5:49:02PM BUT YOU MAY WANT TO CHANGE THEM.
5:49:04PM BUT IF THERE'S SOMETHING THAT CHANGES THE DESIGN, THEN THEY
5:49:07PM GO FORWARD AND THEN THEY COME BACK WITH A DEVELOPMENT ORDER
5:49:09PM AND THEN YOU SAY, OH, I WANTED MORE ARTICULATION ON THIS

5:49:13PM WEST ELEVATION, NOW IT CREATES A PROBLEM FOR THEM LATER
5:49:17PM BECAUSE THEY HAVE ALREADY THOUGHT THEY GOT A GO-AHEAD.
5:49:20PM I'M TRYING TO MAKE SURE WE DON'T HAVE TOO MUCH CONFUSION
5:49:25PM LATER.
5:49:25PM I DON'T REALLY KNOW WHAT YOUR COMMENTS ARE.
5:49:28PM JUST JUDGING BY WHAT YOU'VE SAID.
5:49:30PM >>Kristin Jeannin: THE WAY WE'VE HANDLED THIS IN THE PAST
5:49:32PM HAS BEEN APPROVAL WITH THESE CONDITIONS.
5:49:34PM >>Mary Gibbs: RIGHT.
5:49:35PM AND I THINK THE QUESTION IS, WHAT CONDITIONS ARE YOU TALKING
5:49:39PM ABOUT?
5:49:39PM AND THEN AT SOME POINT, IF THAT'S WHAT YOU WANT TO DO, I
5:49:42PM WANT TO GET UP AND GO OVER SOME OF THE STAFF RECOMMENDED
5:49:45PM CONDITIONS AND SEE IF YOU WANT TO SUPPLEMENT THEM IF THAT'S
5:49:47PM WHAT YOU'RE LOOKING AT DOING.
5:49:49PM I'M JUST TRYING TO, AGAIN, BASED ON YOUR COMMENTS ABOUT THE

5:49:53PM LANDSCAPING NEEDING MORE AND THEN THE ARCHITECTURE NEEDING
5:49:56PM SOMETHING, I THINK ANSWERING --
5:50:09PM >>Anthony Gargano: I HAVE A PROBLEM WITH APPROVING BASED ON
5:50:13PM WHAT I'VE HEARD THIS EVENING, WHICH IS TOO MUCH -- OH, OKAY,
5:50:18PM YEAH, WE CAN TRY THAT.
5:50:19PM OR WE CAN LOOK AT THAT.
5:50:20PM A SECOND GARAGE ENTRANCE, OH, YEAH, I CAN CONSIDER THAT.
5:50:26PM THIS WAS TOO MUCH LACK OF DEFINITION.
5:50:34PM I CAN'T SEE APPROVING THIS THIS EVENING BASED ON WHAT I

5:50:40PM HEARD IN THIS PRESENTATION.
5:50:43PM >>Jim Wallace: ERICA I THINK CLARIFIED THAT.
5:50:46PM WE'VE SEEN MANY THINGS, AND I THINK FROM MY PERSPECTIVE, I
5:50:49PM THINK THE ARCHITECTURE HAS IMPROVED.
5:50:52PM BUT MIKE HAS A POINT THAT MAYBE NOT ENOUGH ON THE WEST SIDE.
5:50:55PM AND MAYBE THERE'S NOT ENOUGH LANDSCAPING.
5:50:57PM BUT MY UNDERSTANDING, AND PLEASE CLARIFY ME, ERICA, THESE
5:51:05PM ARE THINGS THAT WE CAN CLARIFY OR ASK TO BE CHANGED AT A
5:51:09PM LATER DATE.
5:51:11PM BECAUSE THAT'S NOT WHAT WE'RE APPROVING TODAY.
5:51:13PM WE'RE NOT APPROVING DESIGN AND ARCHITECTURAL DESIGN.
5:51:17PM >>Kristin Jeannin: THE PATTERN BOOK IS PART OF WHAT WE ARE
5:51:19PM APPROVING.
5:51:20PM >>Barry Jones: -- WHERE IT MEETS ALL PERFORMANCE, LOCATION
5:51:25PM STANDARDS, THAT ALMOST SAYS, OKAY, WELL, THAT BUILDING MEETS
5:51:28PM ALL THE CRITERIA AND THEN HOW ARE YOU GOING TO SAY, NO, IT
5:51:31PM DOESN'T MEET THE CRITERIA LATER?
5:51:33PM NEALE, REAL QUICK, HOW DO YOU ADDRESS COMMENT 3?
5:51:39PM DID YOU PROVIDE A MARKET STUDY OR SOMETHING?
5:51:41PM AND HOW IS THIS HOUSING DIFFERENT FROM OTHER HOUSING THAT'S
5:51:45PM CURRENTLY UNDER CONSTRUCTION IN ESTERO RIGHT ACROSS THE
5:51:49PM STREET?
5:51:51PM >>Neale Montgomery: WE HAVE THE DEVELOPER HERE, BOTH THE
5:51:54PM OWNER OF THE MALL AND THE FOLKS WHO ARE MOVING FORWARD.
5:51:58PM WHILE THEY MIGHT NOT HAVE A, PER SE, MARKET STUDY, THEY DO

5:52:03PM ANALYZE THE HOUSING DEMAND OR OUTSTANDING NEEDS IN AN EFFORT
5:52:09PM TO ADDRESS THAT.
5:52:13PM CHRIS IS HERE AND HE HAS DEVELOPED OTHER APARTMENTS IN
5:52:18PM ESTERO.
5:52:18PM >>Barry Jones: I APPRECIATE THAT.
5:52:20PM I'M TRYING TO UNDERSTAND HOW IT'S DIFFERENT FROM WHAT'S
5:52:22PM ALREADY ON THE MARKET OR COMING INTO THE MARKET.
5:52:24PM IF WE'RE SAYING THAT IT MEETS A VARIETY, HOW IS IT DIFFERENT
5:52:29PM FROM ANYTHING ELSE THAT'S OUT THERE?
5:52:31PM >>Neale Montgomery: ONE OF THE THINGS IS YOU DON'T HAVE -- I
5:52:34PM DON'T THINK, I'M NOW PLAYING PLANNER AND I'LL LET SOMEBODY
5:52:37PM ELSE STEP IN AND BAIL ME OUT -- BUT THIS IS AN URBAN DESIGN.

5:52:42PM AND ONE OF THE THINGS WHEN THE COMP PLAN WAS CREATED IS THAT
5:52:45PM WE WERE GOING TO TRY TO FIND WALKABLE AREAS.
5:52:51PM I REMEMBER HOWARD LEVITAN TELLING ME THAT HE WANTED
5:52:53PM RESIDENTIAL AT COCONUT POINT, AND THEY WERE A LITTLE
5:52:56PM RESISTANT TO THAT THOUGHT.
5:52:58PM HE ALSO WANTED LESS PARKING IF WE DIDN'T NEED IT BECAUSE WHY
5:53:01PM HAVE MORE IMPERVIOUS IF YOU DON'T NEED IT.
5:53:05PM THIS IS SOMETHING THAT WAS ENVISIONED.
5:53:08PM THIS WAS SOMETHING ENCOURAGED.
5:53:10PM THAT'S PART OF WHY IT WAS PUT IN THE FUTURE LAND USE
5:53:12PM CATEGORY SO THAT WE WOULD HAVE THIS KIND OF URBAN MIXED USE
5:53:15PM DEVELOPMENT.
5:53:16PM NOW, HAVING THAT SAID --

5:53:17PM >>Barry Jones: THE PROXIMITY TO THE RETAIL SERVICES IS WHAT
5:53:20PM MAKES IT DIFFERENT.
5:53:22PM >>Neale Montgomery: YES, BECAUSE THE IDEA IS THAT PEOPLE
5:53:24PM DON'T HAVE TO GET IN THEIR CAR TO GO TO POTENTIALLY THEIR
5:53:28PM OFFICE, TO GO BUY A LIPSTICK, NOT THAT YOU WOULD DO THAT, GO
5:53:34PM TO A RESTAURANT.
5:53:35PM THOSE THINGS CAN ALL HAPPEN AND PART, GO BACK WHEN CHARLIE
5:53:41PM CRIST WAS GOVERNOR, HE WANTED PEOPLE IN THE COMP PLAN TO
5:53:43PM REQUIRE PEOPLE TO GET MORE HEALTHY AND WALK MORE.
5:53:46PM THIS IS AN ENVIRONMENT THAT ALLOWS PEOPLE TO DO THAT.
5:53:51PM >>Barry Jones: THE FUTURE GREEN AREA, ARE YOU ALL WILLING TO
5:53:54PM MAKE A COMMITMENT TO THAT AS PART OF THE ZONING?
5:53:56PM BECAUSE IT'S KIND OF INTEGRAL --
5:54:00PM >>Neale Montgomery: THEY DON'T LET ME PLANT THINGS BECAUSE I
5:54:02PM KILL THINGS.
5:54:03PM SOMEBODY ELSE HAS TO ANSWER THE QUESTION.
5:54:04PM >>Barry Jones: I UNDERSTAND.
5:54:06PM IT'S INTEGRAL TO INTEGRATING THE PROJECT AS TO --
5:54:10PM >>Neale Montgomery: I GOT A HEAD BOB THAT SAID YES.
5:54:14PM >>Mary Gibbs: YES, WHAT?
5:54:15PM >>Neale Montgomery: YES, WILLING TO COMMIT --
5:54:17PM >>Barry Jones: COMMIT TO THE FUTURE GREEN AREA AS PART OF
5:54:19PM THE APPLICATION.
5:54:20PM >>Mary Gibbs: NOT AS PART OF THIS.
5:54:22PM LET'S CLARIFY THAT.

5:54:23PM I THINK THEY HAVE SAID THE FUTURE --
5:54:25PM >>Neale Montgomery: WHICH FUTURE GREEN AREA?
5:54:27PM ON-SITE OR SOMEWHERE ELSE?
5:54:28PM >>Mary Gibbs: HE MEANS THE PIECE IN THE MIDDLE.
5:54:30PM >>Barry Jones: FUTURE GREENSPACE TO THE WEST OF THE BUILDING
5:54:33PM THAT OPENS IT UP TO THE MALL.
5:54:36PM IT'S A SIMON PROPERTY.
5:54:42PM >> [INAUDIBLE]

5:54:44PM >>Mary Gibbs: MAY I ANSWER?
5:54:45PM THEY HAVE TOLD ME THAT THEY ARE GOING TO SUBMIT A LIMITED
5:54:50PM DEVELOPMENT ORDER FOR THAT GREENSPACE AREA --
5:54:54PM >> CAN'T HEAR YOU, MARY.
5:54:55PM >>Barry Jones: DO THEY HAVE TO DO A ZONING AMENDMENT FOR
5:54:58PM THAT, MARY?
5:54:59PM >>Mary Gibbs: NO, THAT WILL NOT COME BACK TO YOU.
5:55:04PM >> THAT WAS MY QUESTION.
5:55:05PM AS I UNDERSTOOD IT, IT DID NOT REQUIRE A ZONING AMENDMENT.
5:55:08PM SIMON'S PERSPECTIVE --
5:55:10PM >>Anthony Gargano: YOU ARE HERE?
5:55:11PM >> BILL MOSTON, VICE PRESIDENT OF DEVELOPMENT WITH SIMON
5:55:13PM PROPERTIES.
5:55:13PM YES, WE INTEND TO PROVIDE THE GREENSPACE AT THE PROPERTY
5:55:19PM REGARDLESS OF WHAT HAPPENS WITH THE RESIDENTIAL PROJECT.
5:55:23PM THAT PLAN IS SOMETHING WE ARE WORKING ON INTERNALLY TO MOVE
5:55:26PM FORWARD ON.

5:55:27PM NOW, WE DIDN'T TIE IT TO THIS BECAUSE WE WERE UNDER THE
5:55:30PM IMPRESSION IT DOESN'T REQUIRE ANY ENTITLEMENTS TO DO THAT.
5:55:34PM >>Neale Montgomery: THE OTHER REASON WE DIDN'T INCLUDE IT,
5:55:36PM BECAUSE YOU CAN ONLY CONDITION PROPERTY WITHIN THE FOUR
5:55:38PM CORNERS OF THE LEGAL DESCRIPTION.
5:55:39PM THAT'S OUTSIDE THE LEGAL DESCRIPTION BUT SIMON PROPERTIES IS
5:55:45PM HERE.
5:55:45PM >> YES, WE DO INTEND TO MOVE FORWARD ON THAT.
5:55:47PM THAT IS IN OUR PLAN TO PROVIDE IT.
5:55:50PM SO IT'S SOMETHING WE WOULD LIKE TO BUILD OUT AND HAVE AS AN
5:55:53PM AMENITY FOR OUR CUSTOMERS.
5:55:54PM >>Barry Jones: THANK YOU.
5:55:56PM >>Dan Williams: I HAVE A QUESTION THAT I WOULD APPRECIATE
5:55:58PM CLARIFICATION FROM EITHER MARY OR ERICA.
5:56:00PM TOWARDS THE BACK OF OUR PACKET, THERE IS EIGHT-DAY LETTER
5:56:05PM THAT TALKS ABOUT DISAGREEMENT WITH CONDITIONS 12 AND 13.
5:56:10PM BASED WHERE WE ARE AT NOW, WHERE DOES THAT PUT US?
5:56:14PM >>Mary Gibbs: WELL, WHAT I WAS GOING TO SUGGEST, TO MOVE
5:56:17PM THIS ALONG MAYBE, IS THAT WE TALK ABOUT WHAT THE ISSUES YOU
5:56:22PM BROUGHT UP WERE AND HOW YOU WANT THEM HANDLED.
5:56:26PM IF YOU HAVE SOME SUGGESTION ON THE WEST WALL, ARCHITECTURE,
5:56:29PM IF YOU HAVE, THE LANDSCAPING, I HAVE CONDITIONS DRAFTED UP
5:56:33PM FOR IF YOU WANTED TO RECOMMEND APPROVAL.
5:56:37PM NEALE IS DISAGREEING WITH BASICALLY ONE OF THEM.
5:56:39PM THAT WAS GOING TO COME UP.

5:56:40PM IF YOU ARE GOING TO RECOMMEND APPROVAL, I'M GOING TO GO
5:56:43PM THROUGH SOME OF THOSE CONDITIONS WITH YOU.
5:56:44PM BUT I WOULD LIKE TO HEAR FIRST WHAT ADDITIONAL THINGS, LIKE
5:56:48PM YOU'RE TALKING ABOUT, DO YOU WANT -- I THINK DEPENDING ON

5:56:52PM WHAT YOU WANT WITH THE ARCHITECTURE, TRYING TO HELP
5:56:56PM EVERYBODY HERE, IS IT SOMETHING THAT WE CAN MAKE IN A
5:56:59PM CONDITION TO BE ADDRESSED OR IS IT SOMETHING THAT NEEDS TO
5:57:02PM BE FIXED BEFORE IT GOES FORWARD TO COUNCIL.
5:57:08PM THAT'S WHAT I'M TRYING TO ASCERTAIN.
5:57:14PM >>Erica Augello: PROCEDURALLY WE FINISHED WITH THE
5:57:17PM APPLICANT'S PRESENTATION AND WE FINISHED WITH THE STAFF
5:57:19PM REPORT PRESENTATION.
5:57:20PM I THINK WE SHOULD MOVE ON TO THE PUBLIC INPUT OR COMMENT, AS
5:57:25PM IT WERE, AND THEN CLOSE THE PUBLIC PORTION OF THE HEARING,
5:57:30PM MOVE BACK FOR ANY REBUTTAL AND THEN DISCUSSION AMONGST THE
5:57:33PM BOARD WHERE I THINK -- CAN BE DISCUSSED AND ADDRESSED.
5:57:39PM >>Anthony Gargano: MARY, ARE YOU FINISHED AT THIS POINT?
5:57:43PM >>James Tatooles: ONE OF MY CONCERNS WAS PARKING AND HOW FAR
5:57:47PM YOU ARE FROM YOUR UNIT TO THE PARKING SPACE.
5:57:52PM AT THE TIME OF THE LAST MEETING, THERE WAS SOMEBODY IN THE
5:57:54PM AUDIENCE THAT SAID THEY LIVED DOWN THE STREET, AND THEY HAD
5:57:58PM PARKING UNDERNEATH THE UNITS, SO YOU WENT STRAIGHT UPSTAIRS
5:58:01PM AND IT WAS RIGHT THERE.
5:58:03PM I LOOKED FOR SOME KIND OF A CHANGE AND I DON'T SEE ANYTHING
5:58:09PM OF THAT KIND OF CONCERN.

5:58:10PM YOU CAN STILL SEE THAT THE PARKING IS FAR AWAY FROM THE
5:58:14PM UNITS THEMSELVES.
5:58:16PM I'M THINKING IF THERE WOULD BE A CONCEPT CHANGE HERE WHERE
5:58:22PM YOU WOULD HAVE THE PARKING AS ONE FLOOR OF PARKING WITH THE
5:58:25PM UNITS UP ABOVE IT, YOU WOULD GET DUAL USE OF THE LAND OUT OF
5:58:30PM PARKING AND ADD A UNIT ON TOP OF THE PARKING.
5:58:33PM YOU COULD MAKE A VERY MUCH MORE EFFICIENT AND EFFECTIVE
5:58:38PM PROJECT, IN MY OPINION.
5:58:40PM IF WE APPROVE THIS PROJECT TODAY, DOES THAT PRECLUDE THEM
5:58:44PM FROM GOING BACK AND MAKING DRASTIC CHANGES AS I SEE WOULD BE
5:58:50PM VASTLY IMPROVING THIS PROJECT?
5:58:52PM HOW LOCKED IN ARE WE TO THIS?
5:58:55PM >>Mary Gibbs: I THINK THAT'S WHY I WAS ASKING FOR YOUR --
5:58:58PM LET'S TAKE THE PUBLIC INPUT AND LET'S COME BACK AND SEE
5:59:02PM WHAT, YOU KNOW, TO MAKE A DRASTIC DESIGN CHANGE, I THINK YOU
5:59:05PM NEED TO DISCUSS THAT NOW.
5:59:06PM BUT I THINK IN THE REBUTTAL, THEY CAN GET UP.
5:59:10PM I THINK THEY DID MAKE CHANGES TO THE DISTANCE.
5:59:12PM I REMEMBER THEM TELLING US THEY DID CHANGE THE DISTANCE THAT
5:59:15PM YOU HAVE TO WALK FROM THE GARAGE.
5:59:17PM MAYBE IN THE REBUTTAL THEY CAN ADDRESS THAT AFTER WE DO THE
5:59:20PM PUBLIC INPUT.
5:59:20PM >>Erica Augello: JUST TO CAUTION, JUST BECAUSE YOU HAVE A
5:59:24PM RECOMMENDATION AND IDEA THAT YOU WOULD THINK WOULD BE MORE
5:59:27PM SUFFICIENT, IF THEY OTHERWISE MEET THE CRITERIA, YOU CANNOT

5:59:31PM HOLD UP THEIR APPLICATION AND VOTE AGAINST IT BECAUSE YOU
5:59:34PM DON'T LIKE THE WAY IN WHICH THEY MET THE CRITERIA.
5:59:38PM DO YOU UNDERSTAND WHAT I MEAN?
5:59:40PM IF THEY MEET IT, THEY MEET IT.
5:59:43PM YOU ARE IN A QUASI-JUDICIAL PROCEEDING, YOU ARE REQUIRED TO
5:59:45PM VOTE IN FAVOR OF IT, EVEN THOUGH YOU THINK THEY COULD HAVE
5:59:48PM MET IT IN A BETTER WAY.
5:59:49PM YOU CAN CERTAINLY GIVE THAT RECOMMENDATION.
5:59:51PM BUT IF THE APPLICANT CHOOSES NOT TO ACCEPT THAT BUT STILL
5:59:54PM MEET THE CRITERIA.
5:59:55PM NOW, IF YOU HAVE FOUND THEY HAVE NOT MET THE CRITERIA, THAT
5:59:58PM IS A DIFFERENT BALL GAME.
6:00:00PM >>James Tatooles: THAT'S THE POINT I'M MAKING.
6:00:01PM IT'S DRASTICALLY DEFICIENT OF ACCESSIBILITY TO THE UNITS
6:00:05PM FROM THE PARKING SPACES FOR THE UNITS.
6:00:07PM >>Erica Augello: AS LONG AS THAT FALLS UNDER ONE OF THESE
6:00:10PM NINE CRITERIA THAT YOU ARE BOUND TO, AND YOU CAN POINT TO
6:00:13PM WHICH ONE THAT DOESN'T MEET, THEN THAT'S FINE.
6:00:16PM YOU NEED TO MAKE THAT FINDING OF FACT AND GIVE YOUR OPINION
6:00:19PM ON THAT.
6:00:19PM BUT IF IT DOESN'T AFFECT ONE OF THESE NINE CRITERIA, THEN
6:00:23PM IT'S NOT RELEVANT.
6:00:25PM >>James Tatooles: CAN WE DO SOMETHING LIKE SAYING THAT WE
6:00:27PM APPROVE THE PROJECT IN ITS CONCEPT BUT WE RECOMMEND THEY GO
6:00:31PM BACK AND GIVE A SECOND LOOK AT THE WAY THE THING IS PUT

6:00:34PM TOGETHER?
6:00:35PM >>Erica Augello: I THINK AT THIS POINT, WE SHOULD ENTERTAIN
6:00:37PM THE PUBLIC COMMENT AND THEN IN DISCUSSION WE CAN HAVE THAT
6:00:40PM CONVERSATION.
6:00:44PM >>Anthony Gargano: OKAY.
6:00:45PM WE'RE GOING TO OPEN THE PUBLIC PORTION.
6:00:47PM TAMMY, YOU HAVE CARDS.
6:00:48PM >>Tammy Duran: YES.
6:00:49PM ROBERT IS FIRST.
6:00:53PM IF YOU HAVE CARDS, YOU NEED TO TURN THEM IN.
6:00:59PM THANK YOU.
6:00:59PM ROBERT.
6:01:01PM ALLEN?
6:01:18PM >> GOOD EVENING, EVERYONE.
6:01:20PM MY NAME IS ALLAN BOWDITCH.
6:01:23PM MY HOME IS AT 9411 CHARTWELL BREEZE DRIVE IN SHADOW WOOD.
6:01:28PM I'M ALSO THE PRESIDENT OF ENGAGE ESTERO, WHICH IS A PUBLIC
6:01:35PM ORGANIZATION.
6:01:36PM IT'S A 501(C)(3) ORGANIZATION WHICH REPRESENTS THE VIEWS OF
6:01:41PM PEOPLE AND HAS ITS MAIN FOCUS ON TRYING TO ENSURE THAT
6:01:46PM ESTERO REMAINS THE LOVELY PLACE IT IS TO LIVE AND TO
6:01:51PM CERTAINLY ENSURE THAT THE QUALITY OF LIFE OF THE PEOPLE

6:01:56PM LIVING HERE IS NOT AFFECTED.
6:01:57PM I'M HERE TODAY NOT ONLY AS MYSELF, BUT I RECEIVED A GREAT
6:02:02PM MANY COMMENTS FROM PEOPLE BOTH IN SHADOW WOOD AND DIRECTLY

6:02:06PM TO THE ENGAGE ESTERO ORGANIZATION ABOUT THIS PARTICULAR
6:02:11PM PROJECT.
6:02:11PM YOU MAY OR MAY NOT REALIZE THAT ENGAGE ESTERO HAS NOT BEEN
6:02:17PM AT THESE MEETINGS TO CRITICIZE OR TO COMMENT ON ANY OF THE
6:02:22PM DEVELOPMENTS FOR QUITE SOME TIME.
6:02:24PM SO THIS IS NOT SOMETHING THAT WE COMMONLY DO.
6:02:27PM THE MAIN ISSUES THAT HAVE BEEN BROUGHT TO MY ATTENTION
6:02:31PM RELATE REALLY TO THE DENSITY OF THIS PARTICULAR PROJECT.
6:02:34PM I KNOW THAT'S BEEN SOMETHING THAT'S BEEN MENTIONED BEFORE,
6:02:40PM BUT AT 355 UNITS ON A SIX-ACRE SITE, THAT'S A DENSITY OF 59
6:02:48PM UNITS PER ACRE ROUGHLY ANYWAY.
6:02:51PM THE LUMIO DEVELOPMENT, WHICH ALSO HAS THE NUMBER OF UNITS
6:02:57PM 330 ON A 20-ACRE SITE IS SIMPLY 16 UNITS PER ACRE.
6:03:05PM AND THE BROOKS TOWN CENTER, WHICH IS ACTUALLY JUST BEING
6:03:09PM COMPLETED IS ONLY 137 UNITS ON THEIR SITE.
6:03:13PM THE WOODFIELD DEVELOPMENT WHICH IS UNDERWAY AS YOU KNOW, IS
6:03:18PM 296 APARTMENTS SPREAD OVER THREE AND FOUR STORY BUILDINGS,
6:03:24PM AND THAT'S OVER AN AREA OF 45 ACRES.
6:03:27PM IF YOU ACTUALLY HAPPENED TO LOOK AT THE LUMIO DEVELOPMENT
6:03:32PM AND THE WOODFIELD DEVELOPMENT, YOU CAN SEE THAT THOSE
6:03:35PM APARTMENTS ACTUALLY ARE VERY EXTENSIVE BUT STRETCH A VERY
6:03:40PM LONG DISTANCE.
6:03:41PM THIS PARTICULAR DEVELOPMENT FOR 355 UNITS OVER JUST SIX
6:03:47PM ACRES IS EXTREMELY DENSE.
6:03:50PM I ALSO HAVE A NUMBER OF QUESTIONS ABOUT WHICH TYPE OF

6:03:57PM INDIVIDUAL RESIDENT THESE APARTMENTS WILL ATTRACT.
6:04:00PM I APPRECIATE THAT THEY ARE CLOSE TO A TOWN CENTER, BUT
6:04:06PM BECAUSE OF THE DENSITY, I'M RATHER WORRIED THAT IT WILL
6:04:09PM ATTRACT THE KIND OF FAMILY TYPE UNITS THAT THE DEVELOPER IS
6:04:14PM SUGGESTING IT WOULD ENCOURAGE.
6:04:17PM I THINK IT'S FAR MORE LIKELY MYSELF TO ENCOURAGE A YOUNGER
6:04:21PM NUMBER OF INDIVIDUALS IN THE 20 TO 30 AGE GROUP AND THOSE
6:04:28PM PEOPLE, IN FACT, ARE NOT SIMPLY GOING TO BE WALKING AROUND
6:04:32PM THE AREA.
6:04:35PM THEY HAVE TO TRAVEL TO GET TO WORK.
6:04:38PM SO I START TO QUESTION THE ISSUES RELATING TO THE NUMBER OF
6:04:43PM CARS REQUIRED ON THAT SITE AND ALSO THE NUMBER OF
6:04:47PM VISITATIONS THERE WOULD BE, WHICH HAS BEEN RAISED BY SEVERAL
6:04:50PM OF YOU ALREADY AT THE PEAK HOURS OF TRAVEL BETWEEN THE
6:04:55PM MORNING HOURS OF 7 TO 9 AND IN THE EVENING, SOMEWHERE AROUND
6:05:00PM 4 TO 6.
6:05:01PM THE OTHER VERY INTERESTING POINT IS THAT REGARDING THAT
6:05:08PM CINEMA, I UNDERSTAND THE NATURE OF THE MODELING APPROACH

6:05:12PM THAT THE DEVELOPER HAS CHOSEN TO USE AND THAT MAY WELL BE
6:05:17PM THE WAY IN WHICH THEY SET ABOUT ACTUALLY EXPLORING THE
6:05:21PM NUMBER OF CARS THAT WILL BE ON THE SITE, THE NUMBER OF
6:05:25PM PARKING SPACES, AND ALSO THE TRAVEL.
6:05:28PM HOWEVER, I THINK THOSE OF YOU AROUND THE TABLE, WHILE THE
6:05:32PM NUMBER OF PEOPLE VISITING THE CINEMA MAY WELL HAVE BEEN OF
6:05:36PM THE ORDER OF 4,000 MANY, MANY YEARS AGO, I CERTAINLY ON A

6:05:41PM WEEKEND HAVE NEVER SEEN THAT MANY PEOPLE VISITING THE CINEMA
6:05:44PM OVER THAT PERIOD OF TIME.
6:05:46PM SO I QUESTION THAT ASPECT.
6:05:49PM FINALLY, THE COMPARISON ABOUT WHERE THIS PARTICULAR UNIT IS
6:05:54PM SITUATED COMPARED WITH THE ONES THAT THEY HAVE STUDIED, I
6:05:57PM THINK THEY SAID THERE WERE THREE PARTICULAR PLACES THAT THEY
6:06:00PM HAD STUDIED, I'D LIKE TO KNOW WHETHER THE PROXIMITY OF THOSE
6:06:04PM PARTICULAR PLACES WAS SIMILAR TO WHERE WE HAVE THIS
6:06:09PM PARTICULAR PROPOSED UNIT.
6:06:10PM IN OTHER WORDS, WAS IT, IN FACT, CLOSE TO ANOTHER TOWN
6:06:14PM CENTER TO IDENTIFY THAT WE ARE GOING TO BE COMPARING SIMILAR
6:06:19PM CLASSES OF PEOPLE WHO WOULD LIVE IN THERE.
6:06:22PM THANK YOU.
6:06:22PM >>Anthony Gargano: YOU'RE WELCOME.
6:06:23PM THANK YOU.
6:06:24PM [APPLAUSE]
6:06:26PM >>Tammy Duran: ROB.
6:06:27PM ROBERT.
6:06:34PM >>Mary Gibbs: MAY I JUST ASK THAT WE HOLD THE APPLAUSE,
6:06:37PM PLEASE.
6:06:40PM >> GOOD AFTERNOON.
6:06:41PM MY NAME IS RUPERT FOREMAN.
6:06:46PM I'M READING THIS STATEMENT ON BEHALF OF KIM MILLER, THE
6:06:52PM PRESIDENT OF THE BOARD OF DIRECTORS OF THE RESIDENCES AT
6:06:55PM COCONUT POINT.

6:06:56PM ON BEHALF OF OUR COMMUNITY, RIGHT HERE.
6:06:58PM THE BOARD'S POSITION, WE'RE NOT OPPOSED TO RESPONSIBLE
6:07:04PM REDEVELOPMENT OF THE FORMER MOVIE THEATER SITE TO
6:07:10PM APARTMENTS.
6:07:10PM WE OPPOSE THIS PROJECT AS CURRENTLY PRESENTED BECAUSE THE
6:07:16PM FUNDAMENTAL CONCERNS RAISED THROUGHOUT THE REVIEW PROCESS
6:07:19PM HAVE NOT BEEN ADEQUATELY ADDRESSED.
6:07:22PM I'M JUST GOING TO AD-LIB HERE, BUT OBVIOUSLY, THE
6:07:26PM PRESENTATION, THANK YOU GUYS.
6:07:29PM WE UNDERSTAND WHAT YOU'RE DOING.
6:07:32PM OBVIOUSLY, WE'RE IN SUPPORT OF THIS, BUT WE DO HAVE CONCERNS
6:07:38PM AS RESIDENTS.
6:07:40PM AND SOME OF THE KEY CONCERNS JUST LIVING THERE IS THE
6:07:47PM PROJECT'S INTENSITY, SCALING, MASSING.

6:07:51PM SOMETHING WE'VE TALKED ABOUT EARLIER TODAY, THE TRAFFIC
6:07:54PM CIRCULATION AND ACCESS.
6:07:55PM I LIVE THERE.
6:07:59PM I THINK ANALYTICS IS GREAT, BUT I ALSO THINK THAT THEY ARE
6:08:06PM NOT ALWAYS ACCURATE.
6:08:07PM DEFINITELY WANT TO LEARN MORE ABOUT THAT.
6:08:12PM I RESPECT -- OR WE RESPECT WHAT HAS BEEN PRESENTED, BUT I
6:08:17PM DEFINITELY THINK THERE NEEDS TO BE MORE INSIGHT INTO THAT
6:08:20PM ASPECT BEFORE MOVING FORWARD.
6:08:23PM A COUPLE OF OTHER THINGS, PEDESTRIAN AND RESIDENT SAFETY.
6:08:28PM I HAVEN'T HEARD ANYTHING ABOUT SAFETY THIS WHOLE TIME,

6:08:32PM ADDING 355 UNITS, BUT I'M SURE IT'S GOING TO BE PRESENTED.
6:08:38PM PARKING SEASONAL DEMAND, COMPATIBILITY WITH COCONUT POINT
6:08:43PM CENTER, AND THE EFFECTS ON NEARBY RESIDENCES AND BUSINESSES.
6:08:47PM REGARDING THE DEVELOPER'S REVISIONS, WE HAVE REVIEWED THE
6:08:54PM LATEST REVISIONS, ALTHOUGH THE HEIGHT WAS REDUCED AND SOME
6:08:58PM DESIGN DETAILS WERE CHANGED, THESE REVISIONS DO NOT RESOLVE
6:09:01PM THE MAJOR CONCERNS ABOUT THIS PROJECT'S OVERALL INTENSITY,
6:09:05PM CIRCULATION, PARKING, SAFETY, AND COMPATIBILITY WITH THE
6:09:08PM SURROUNDING AREA.
6:09:09PM I'M GOING TO SKIP A COUPLE OF THESE POINTS BECAUSE I DON'T
6:09:14PM WANT TO GET REDUNDANT AND KEEP REPEATING WHAT YOU'VE ALREADY
6:09:18PM HEARD.
6:09:20PM AND DURING THIS PRESENTATION.
6:09:21PM WE FEEL STRONGLY ABOUT THE REDEVELOPMENT MUST BE COORDINATED
6:09:29PM AMONG THE DEVELOPER, THE VILLAGE, AND SIMON.
6:09:32PM IT SHOULD COMPLEMENT AND STRENGTHEN THE EXISTING CENTER
6:09:36PM RATHER THAN THE FUNCTION AS ISOLATED DEVELOPMENT PLACED
6:09:39PM WITHIN IT.
6:09:40PM OUR REQUEST IS WE RESPECTFULLY ASK THE PLANNING, ZONING, AND
6:09:46PM DESIGN BOARD TO REQUIRE MEANINGFUL ADDITIONAL REVISIONS OR
6:09:51PM CONTINUE THE APPLICATION UNTIL THESE ISSUES HAVE BEEN
6:09:55PM ADEQUATELY ADDRESSED.
6:09:55PM NOW, THIS WAS A PREPREPARED STATEMENT.
6:10:00PM BUT SITTING HERE TODAY, JUST A REGULAR OLD GUY JUST WALKING
6:10:05PM AROUND, I JUST HAD A LOT OF QUESTIONS ABOUT THE

6:10:09PM PRESENTATION.
6:10:09PM I THINK IT'S ALL GREAT IDEAS, BUT I JUST THINK WE NEED TO
6:10:13PM TIGHTEN IT UP A LITTLE.
6:10:14PM LIVING AT COCONUT POINT, MAYBE OUR INFLUENCE AS FAR AS
6:10:22PM ANALYTICS AND WHAT WE SEE EVERY DAY, LIKE THE PARKING
6:10:27PM GARAGES, NOT HAVING A NORTH-SOUTH ENTRANCE AND ALL THESE
6:10:30PM PEOPLE COMING IN AND OUT, 645 CARS, SOMETHING LIKE THAT,
6:10:37PM THAT REALLY NEEDS TO BE DEFINED.
6:10:39PM WE NEED TO REALLY BE MORE STRINGENT ON THAT ASPECT.
6:10:44PM BUT THERE ARE OTHER ASPECTS.

6:10:46PM SO WE ASKED THE PLANNING, ZONING, AND DESIGN BOARD TO
6:10:51PM REQUIRE MEANINGFUL ADDITIONAL REVISIONS TO CONTINUE THE
6:10:53PM APPLICATION UNTIL THESE ISSUES HAVE BEEN ADEQUATELY
6:10:56PM ADDRESSED.
6:10:56PM THIS PROJECT WILL AFFECT COCONUT POINT AND THE SURROUNDING
6:11:00PM COMMUNITIES FOR DECADES, TAKE ADDITIONAL TIME NOW IS FAR
6:11:05PM BETTER THAN DISCOVERING AFTER APPROVAL THAT IMPORTANT
6:11:07PM CONCERNS WERE LEFT UNRESOLVED.
6:11:09PM I KNOW EVERYBODY HERE WITH YOU GUYS, WE ALL MEAN WELL, BUT
6:11:15PM IF WE DON'T ADDRESS THIS NOW AND GET SOME CLEAR VISION OR
6:11:26PM MORE COLOR, AS I LIKE TO CALL IT, IT WON'T BE AS PRODUCTIVE
6:11:30PM AS IT COULD BE.
6:11:31PM WE JUST ASK THAT YOU NOT APPROVE THIS CURRENT PROJECT AS
6:11:36PM PRESENTED.
6:11:37PM PLEASE GIVE THE DEVELOPER, THE VILLAGE, AND THE AFFECTED

6:11:41PM COMMUNITIES THE OPPORTUNITY TO WORK TOWARDS A BETTER PLAN
6:11:44PM AND GET THIS RIGHT.
6:11:45PM WAS THAT MY FIVE MINUTES?
6:11:47PM >>Tammy Duran: YES.
6:11:48PM >> WELL, THANK YOU GUYS.
6:11:49PM I APPRECIATE IT.
6:11:50PM APPRECIATE YOU GUYS.
6:11:52PM I THINK WE CAN ALL COME TOGETHER, BUT I JUST THINK, LET'S
6:11:56PM NOT RUSH THIS.
6:11:57PM TAKE SOME TIME.
6:11:59PM >>Anthony Gargano: THANK YOU.
6:12:00PM >>Tammy Duran: KEN IS NEXT.
6:12:03PM >> KEN FRAZIER?
6:12:04PM >>Tammy Duran: YES.
6:12:12PM >> MY NAME IS KEN FRAZIER.
6:12:14PM I LIVE IN THE RESIDENCE AT COCONUT POINT.
6:12:20PM TWO OF THE POINTS, MR. WALLACE, THAT YOU MADE, I REALLY
6:12:24PM APPRECIATED.
6:12:25PM YOU TALKED ABOUT COCONUT ROAD THERE, VIA COCONUT ROAD JUST
6:12:31PM NORTH OF COCONUT ROAD, THERE WAS A TRAFFIC COMMENT MADE
6:12:39PM ABOUT ONE VEHICULAR INGRESS AND EGRESS COMING OUT OF THIS
6:12:44PM DEVELOPMENT ONTO VIA COCONUT ROAD.
6:12:49PM I WALK MY DOG OUT THERE DURING MORNING RUSH HOUR AND EVENING
6:12:54PM RUSH HOUR, AND THOSE CARS ARE GOING ALONG BOTH NORTH AND
6:12:58PM SOUTH, 45, 50 MILES AN HOUR, MAYBE EVEN FASTER, AND YOU HAVE

6:13:03PM PEOPLE COMING OUT ONE EGRESS TO THE RIGHT -- OR ONE EGRESS
6:13:07PM TO THE RIGHT AND ONE EGRESS TO THE LEFT, THAT'S GOING TO BE
6:13:12PM A MESS THERE.
6:13:13PM IT'S GOING TO BE BACKED UP.
6:13:15PM IT'S GOING TO BE BACKED UP INTO THE PARKING LOT WHERE THIS
6:13:18PM PROPOSED DEVELOPMENT WANTS TO GO.

6:13:20PM AND YOU'RE PROBABLY GOING TO HAVE INCREASED TRAFFIC
6:13:24PM ACCIDENTS THERE.
6:13:25PM ANOTHER POINT, THIS GENTLEMAN HERE IN THE BLUE SHIRT --
6:13:30PM >>Tammy Duran: SIR, YOU HAVE TO STAY ON THE MICROPHONE.
6:13:34PM >> HE WAS TALKING ABOUT THE WALKWAYS, THE EXISTING WALKWAYS
6:13:42PM SURROUNDING THE RESIDENTS AT COCONUT POINT THAT ARE ONLY
6:13:46PM FIVE FEET WIDE.
6:13:48PM AND IN THAT EXISTING WALKWAY, YOU HAVE A WALKWAY ABOUT THIS
6:13:53PM WIDE.
6:13:55PM TWO PEOPLE CANNOT CROSS SIDE BY SIDE WHEN YOU'RE WALKING IN
6:13:59PM THAT WALKWAY.
6:14:00PM YOU HAVE TO STEP OFF ONTO THE GRASS.
6:14:02PM THERE IS NOT ENOUGH ROOM FOR TREES OR LANDSCAPING ON EITHER
6:14:05PM SIDE.
6:14:07PM SO THIS GOING TO BE JUST LIKE THE EXISTING DEVELOPMENT
6:14:12PM THAT'S THERE, AND THAT'S OKAY.
6:14:15PM THE EXISTING DEVELOPMENT THAT'S THERE IS TOTALLY INADEQUATE.
6:14:20PM IT SHOULD HAVE NEVER BEEN DESIGNED AND BUILT LIKE THAT.
6:14:23PM AND ALL OF US AT COCONUT POINT ARE AGGRAVATED WHEN WE HAVE

6:14:26PM TO WALK ON THAT.
6:14:28PM SO THANK YOU VERY MUCH.
6:14:30PM APPRECIATE IT.
6:14:30PM >>Anthony Gargano: THANK YOU.
6:14:31PM ANY MORE, TAMMY?
6:14:35PM >>Tammy Duran: YES.
6:14:35PM TERRY.
6:14:48PM >> TERRY FLANAGAN, 20310 CALICE COURT, GRANDEZZA, SPEAKING
6:14:56PM FOR MYSELF.
6:14:57PM I THINK THE APPLICANT FAILED TO OPEN ON POINT ONE.
6:15:03PM THEY DIDN'T SHOW US WHY THIS IS A GREAT PROJECT FOR ESTERO.
6:15:06PM POINT TWO, IT LOOKS LIKE A FOUR-STORY WALK-UP OFF THE EAST
6:15:13PM RIVER OF MANHATTAN BEING PLUNKED IN THE MIDDLE OF ESTERO.
6:15:18PM POINT THREE, I DON'T THINK IT MAKES OR DEMONSTRATES WHAT
6:15:23PM MAKES ESTERO, ESTERO.
6:15:24PM THANK YOU.
6:15:28PM >>Anthony Gargano: THANK YOU.
6:15:28PM >>Tammy Duran: THE LAST CARD I'M HAVING TROUBLE READING.
6:15:31PM IT'S YOURS.
6:15:33PM I'M SORRY.
6:15:34PM HE DOESN'T WANT TO SPEAK SO WE'RE FINISHED.
6:15:41PM >>Anthony Gargano: OKAY.
6:15:42PM ANYONE ELSE WISH TO BE HEARD?
6:15:45PM ANYONE ELSE IN THE PUBLIC WISH TO BE HEARD?
6:15:47PM THIS IS YOUR OPPORTUNITY AND THEN YOU CAN FILL OUT A CARD.

6:15:50PM NO.
6:15:51PM OKAY.

6:15:52PM WE'LL CLOSE THE PUBLIC PORTION.
6:15:58PM >>Neale Montgomery: CAN YOU TAKE A FOUR-MINUTE BREAK SO WE
6:16:00PM CAN TALK TO EVERYBODY AND ORGANIZE OUR RESPONSES?
6:16:04PM >>Anthony Gargano: SURE.
6:16:05PM GO AHEAD.
6:16:07PM >>Neale Montgomery: THANK YOU.
6:16:12PM >>Anthony Gargano: WE'LL TAKE A FIVE-MINUTE RECESS.
6:16:15PM [RECESS]
6:24:04PM [SOUNDING GAVEL]
6:24:07PM >>Kristin Jeannin: LOUDER.
6:24:16PM >>Anthony Gargano: OKAY.
6:24:16PM ARE WE READY TO RESUME?
6:24:19PM NEALE?
6:24:22PM >>Neale Montgomery: YES, SIR.
6:24:23PM I'M SORRY, SIR.
6:24:27PM >>Anthony Gargano: YOU'RE UP.
6:24:28PM >>Neale Montgomery: THANK YOU, SIR.
6:24:29PM THE FIRST PERSON I WOULD LIKE TO RE-CALL IS BILL MOSTON WHO
6:24:34PM IS WITH SIMON.
6:24:35PM BECAUSE WHAT I HEAR FROM SOME OF YOU, HOW DOES THIS
6:24:39PM INTEGRATE WITH THE MALL?
6:24:40PM IS IT COMPATIBLE?
6:24:41PM DOES THE MALL OWNER SUPPORT THIS?

6:24:43PM I THINK THE BEST PERSON TO ANSWER THAT IS MR. MOSTON.
6:24:51PM >> BILL MOSTON, VICE PRESIDENT OF DEVELOPMENT WITH SIMON
6:24:54PM PROPERTIES.
6:24:54PM NEALE, THANK YOU.
6:24:56PM YEAH, THIS IS EXACTLY WHAT MALLS AROUND THE COUNTRY ARE
6:25:01PM STRIVING TO DO.
6:25:02PM WE ARE INVOLVED IN THIS PROJECT WITH WAYPOINT, SO WE ARE
6:25:07PM INVESTING IN OUR OWN PROPERTY HERE.
6:25:09PM WE WOULDN'T BE HERE DOING THIS IF WE DIDN'T BELIEVE THIS WAS
6:25:12PM THE RIGHT USE.
6:25:14PM MALLS AROUND THE COUNTRY ARE LOOKING -- THE MALLS THAT ARE
6:25:17PM SURVIVING AND THRIVING IN OUR CURRENT ENVIRONMENT ARE
6:25:21PM FOCUSED ON ADDING LIVE, WORK, PLAY ENVIRONMENTS TO THEIR
6:25:24PM SHOPPING CENTERS.
6:25:25PM THAT'S WHAT IS HAPPENING AROUND THE COUNTRY WITH THE MALLS
6:25:27PM THAT ARE NOT DYING.
6:25:28PM THE ONES GROWING AND CONTINUING TO GROW.
6:25:31PM OUR CUSTOMERS WANT TO BE ABLE TO LIVE IN AN ENVIRONMENT
6:25:35PM WHERE THEY CAN GO TO SHOP, GO TO DINNER, GO TO SERVICES, ALL
6:25:38PM WITHIN WALKING DISTANCE.
6:25:40PM THIS PROJECT PROVIDES AN AVENUE FOR PEOPLE WHO WANT TO LIVE
6:25:43PM IN THAT ENVIRONMENT AND HAVE THOSE KINDS OF AMENITIES
6:25:47PM NEARBY.
6:25:48PM SO FROM SIMON'S PERSPECTIVE, WE'RE VERY COMFORTABLE WITH THE

6:25:53PM PROJECT.

6:25:53PM WE WOULDN'T BE HERE IF WE DIDN'T BELIEVE IT WAS A GOOD FIT
6:25:57PM AND CREATIVE USE FOR THE ASSET.
6:26:00PM WE'RE EXCITED TO HAVE THE RESIDENTS AT THE SHOPPING CENTER,
6:26:03PM LIVING HERE, SUPPORTING OUR BUSINESSES, SUPPORTING OUR
6:26:06PM RESTAURANTS, ADDING -- BE HONEST, WE EXPECT TO HAVE
6:26:11PM ADDITIONAL RESTAURANT USES COME OUT OF THIS.
6:26:13PM IT'S GOING TO BE A VERY POSITIVE THING FOR THE CENTER AS A
6:26:16PM WHOLE.
6:26:16PM WE ARE VERY EXCITED ABOUT IT, AND WE'RE EXCITED TO BE
6:26:19PM INVOLVED.
6:26:20PM APPRECIATE YOUR SUPPORT.
6:26:24PM >>Neale Montgomery: I DON'T REMEMBER WHO, BUT I KNOW WHEN WE
6:26:27PM CAME HERE FOR THE PUBLIC INFORMATION MEETING, SOMEONE
6:26:30PM MENTIONED THAT THEY HAD BEEN TO THE ST. JOHN TOWN CENTER.
6:26:35PM I WOULD ASK MR. MOSTON, ARE YOU FAMILIAR WITH ST. JOHN TOWN
6:26:39PM CENTER IN JACKSONVILLE?
6:26:40PM >> YES.
6:26:41PM AS A MATTER OF FACT, WE OWN AND MANAGE ST. JOHNS TOWN
6:26:44PM CENTER.
6:26:45PM WE ARE VERY FAMILIAR WITH IT.
6:26:47PM WE ARE CURRENTLY DISCUSSING ADDING ADDITIONAL RESIDENTIAL
6:26:50PM PROPERTY OR ADDITIONAL RESIDENTIAL USES TO THAT PROPERTY AS
6:26:52PM WELL.
6:26:54PM >>Neale Montgomery: I'M SURE YOU KNOW THAT THERE'S BEEN
6:26:57PM NUMEROUS ARTICLES IN THE WALL STREET JOURNAL ABOUT THE DEATH

6:27:00PM OF RETAIL.
6:27:01PM SO WHEN YOU LOOK AT THRIVING RETAIL THAT'S GOOD FOR THE
6:27:05PM COMMUNITY AND FOR THE ECONOMY, IS THIS IMPORTANT IN YOUR
6:27:09PM MIND?
6:27:10PM >> HUNDRED PERCENT, IT ABSOLUTELY IS.
6:27:14PM IT'S WHAT SUCCESSFUL SHOPPING CENTERS AROUND THE COUNTRY ARE
6:27:18PM TRYING TO DO.
6:27:19PM AND IN MANY CASES, THE MARKET DOES NOT SUPPORT THIS TYPE OF
6:27:23PM INVESTMENT, THIS TYPE OF INTEGRATED MIXED USE.
6:27:28PM ESTERO IS A GREAT COMMUNITY, AND WE'RE FORTUNATE TO HAVE THE
6:27:31PM OPPORTUNITY TO BRING THIS TYPE OF MIXED-USE PRODUCT HERE AND
6:27:37PM TO ENHANCE THE OVERALL, AS I SAID, LIVE, WORK, PLAY
6:27:42PM ENVIRONMENT OF THE SHOPPING CENTER.
6:27:43PM IT'S NOT STRICTLY A RETAIL VENUE.
6:27:48PM IT'S A PLACE TO LIVE.
6:27:50PM IT'S A PLACE TO SHOP.
6:27:51PM IT'S A PLACE TO CONGREGATE.
6:27:54PM IT'S A PLACE TO RELAX.
6:27:55PM THOSE ARE ALL THE THINGS THAT CUSTOMERS AND RESIDENTS ARE
6:27:57PM DEMANDING TODAY.

6:28:04PM >>Neale Montgomery: THANK YOU.
6:28:05PM MR. JONES INQUIRED ABOUT WHETHER OR NOT A MARKET STUDY HAD
6:28:07PM BEEN DONE.
6:28:08PM CHRIS IS HERE AND HE WILL ADDRESS THAT QUESTION.
6:28:13PM >> GOOD AFTERNOON.

6:28:14PM CHRIS MORA, WAYPOINT RESIDENTIAL.
6:28:16PM DIRECTOR OF DEVELOPMENT, FLORIDA DEVELOPMENT.
6:28:20PM SO, AT THE VERY BEGINNING OF THIS PROJECT, PART OF OUR DUE
6:28:24PM DILIGENCE IS TO DO A MARKET STUDY.
6:28:27PM IT'S A VERY EXTENSIVE MARKET STUDY DONE BY A NATIONAL FIRM
6:28:32PM NAMED JOHN BURNS, WELL RECOGNIZED MARKET RESEARCH FIRM.
6:28:36PM AND WHAT THAT STUDY SHOWED US WAS THE NEED FOR MORE
6:28:42PM RESIDENTIAL AT A HIGH LEVEL IN LEE COUNTY, THEN IN THE
6:28:46PM SUBMARKET, WITH WHAT THEY CALL SOUTHERN LEE COUNTY.
6:28:51PM THE WHOLE PLAN OF THIS DEVELOPMENT, THE UNIT MIX, THE SIZE
6:28:57PM OF THE UNITS, THE AMENITIES WE PUT IN, ALL WERE THE RESULT
6:29:02PM OF SAID STUDY.
6:29:06PM AND THIS RESIDENTS HERE WERE PROJECTING TO BE YOUNGER
6:29:10PM PROFESSIONALS.
6:29:11PM THE RENTS HERE ARE GOING TO LEND ITSELF ON AVERAGE RIGHT NOW
6:29:15PM WE'RE PROJECTING RENTS TO BE 23, 24 HUNDRED DOLLARS A MONTH,
6:29:20PM WHICH EQUATES TO QUALIFY, THAT YOU HAVE TO BE IN THE MID
6:29:25PM 80,000 PER YEAR TO QUALIFY TO RENT.
6:29:30PM SO ANOTHER THING, I DON'T KNOW IF IT WAS MENTIONED, BUT
6:29:34PM THERE ARE SOME PROPERTIES, OTHER PROJECTS COMING ONLINE.
6:29:38PM SO YOU MAY SAY, WELL THERE IS A LOT OF RESIDENTIAL COMING
6:29:41PM ONLINE, BUT ALL THAT IS BEING ABSORBED RIGHT NOW.
6:29:45PM AND THE UNITS WE WOULD DELIVER HERE WON'T COME ON UNTIL
6:29:50PM 2029.
6:29:51PM SO EVERYTHING YOU SEE DONE NOW WILL BE ABSORBED.

6:29:56PM SO A LOT OF THOUGHT WAS PUT IN AT THE BEGINNING OF THIS, AND
6:30:00PM THAT'S HOW WE GOT TO WHERE WE ARE TODAY.
6:30:08PM >> THANK YOU.
6:30:10PM >>Neale Montgomery: ANYTHING ELSE, NEALE?
6:30:12PM >>Neale Montgomery: YES, SIR.
6:30:13PM I WOULD LIKE TO RECALL LILLI SINCE THERE HAVE BEEN SO MANY
6:30:16PM QUESTIONS ABOUT ARCHITECTURE.
6:30:17PM I THINK LILLI HAS QUESTIONS AS WELL.
6:30:24PM >> YES, IN TERMS OF FACADE, ARCHITECTURAL GUIDELINES, I
6:30:27PM WOULD LIKE TO KNOW IF THIS -- IF THERE ARE MAXIMUM LENGTH OF
6:30:33PM A BUILDING THAT WE HAVE TO KEEP PER CODE THAT MAYBE WE CAN
6:30:38PM REFER TO, THE PROPORTION OF THE BUILDING ON THAT WEST FACADE
6:30:43PM IT RELATES TO ALSO THE SOUTH FACADE.
6:30:45PM IT'S ALMOST LIKE A SQUARE ON THE COURTYARD.
6:30:47PM AND WE DO HAVE MOVEMENT ON THE FACADE.
6:30:50PM WE DO HAVE HIERARCHY.

6:30:51PM WE'RE IMPLEMENTING ALL THE ARCHITECTURAL ELEMENTS FOR THE
6:30:56PM ARCHITECTURE.
6:30:57PM WE'RE USING THE COLOR PALETTE THAT RELATES TO THE MALL.
6:31:00PM WE ARE KEEPING ONE GARAGE ENTRANCE AND MY EXPERIENCE ON
6:31:05PM PROJECTS THAT I'VE SEEN THROUGHOUT FLORIDA, ONE GARAGE
6:31:08PM ENTRANCE WORKS PERFECTLY FINE.
6:31:11PM WE'RE ADDRESSING THE MALL BY MOVING OUR MAIN ENTRANCE FROM
6:31:14PM THAT CORNER, AND WE PUT IT IN THE MIDDLE OVERLOOKING INTO
6:31:18PM THAT FUTURE PLAZA.

6:31:19PM WE EVEN PUT OUR DROP-OFF AREA THERE, SO WE HAVE THERE THE
6:31:23PM MAIN LOBBY, THE LEASING AND FUTURE CONNECTIONS ON THE
6:31:26PM AMENITY.
6:31:27PM I WOULD LIKE TO MAYBE HEAR IF THERE ARE SOME GUIDELINES THAT
6:31:31PM YOU WOULD LIKE ME TO FOLLOW IN TERMS OF THE LENGTH TO
6:31:34PM ADDRESS MAYBE THAT COMMENT IN THE FUTURE OF THE FACADE.
6:31:41PM >>Michael Sheeley: I'LL RESPOND TO THAT.
6:31:43PM THERE IS NOT REALLY A SPECIFIC LENGTH IN THE CODE, BUT WHAT
6:31:45PM I WAS REFERRING TO WAS HOW IT RELATES TO THE CENTER AND THE
6:31:50PM SCOPE -- EXCUSE ME, THE SCALE VERSUS THIS BIG 45-FOOT TALL
6:31:55PM BUILDING.
6:31:55PM AND YOU ADDRESSED IT ON THE NORTH PORTION OF THE WEST
6:32:00PM FACADE, BUT YOU DIDN'T ADDRESS IT ON THE SOUTH PORTION OF
6:32:02PM THE WEST FACADE.
6:32:03PM AND IF YOU COULD DUPLICATE WHAT YOU DID ON THE NORTH PORTION
6:32:07PM ON THE SOUTH PORTION, YOU'D HAVE A NICE BREAK UP OF SCALE.
6:32:12PM >> YOU MEAN THAT BREAK IN THERE?
6:32:14PM >>Michael Sheeley: YEAH, THE INDENTATION IN AND OUT.
6:32:17PM PROBABLY SINGLE LOADED UNITS ALONG THERE AND PROBABLY DOUBLE
6:32:19PM LOADED UNITS ALONG THE BOTTOM.
6:32:21PM >> YES, THAT'S CORRECT.
6:32:23PM >>Michael Sheeley: IF YOU COULD DO THE SAME THING YOU DID ON
6:32:25PM THE NORTH SIDE ON THE SOUTH SIDE, I THINK IT WOULD HELP IT
6:32:28PM TREMENDOUSLY.
6:32:28PM I'M NOT CONCERNED ABOUT THE OTHER ELEVATIONS.

6:32:31PM >>Barry Jones: YOU DON'T THINK IT NEEDS ANY STEP-DOWN IN THE
6:32:33PM FRONT FROM A FOUR-STORY FACE?
6:32:36PM >>Michael Sheeley: WELL, SHE HAS A NUMBER OF UP AND DOWN
6:32:40PM ELEMENTS ESPECIALLY AT THE ENTRANCE THERE, WHICH KIND OF
6:32:42PM GETS THE TOWER FEATURE AND THEN A KIND OF ARCADE ALONG
6:32:46PM THERE.
6:32:46PM >> THIS IS THE FACADE CONCERN.
6:32:48PM THIS IS WHAT ACTUALLY POINTS OUT TO THE PLAZA.
6:32:52PM THIS IS OUR DROP-OFF AREA AND ALL THIS RIGHT HERE IS THE
6:32:56PM FUTURE AMENITY.
6:32:58PM >>Michael Sheeley: THOSE POP-UP TOWERS HELP BREAK UP THAT
6:33:01PM ROOF LINE.

6:33:01PM I'M MORE CONCERNED ABOUT THIS WAY.
6:33:05PM >> WE DO HAVE THE INS AND OUTS OF THOSE.
6:33:07PM WE'LL REVISIT THAT IF IT IS A POSSIBILITY GIVEN THE
6:33:12PM CONSTRAINTS.
6:33:13PM THANK YOU.
6:33:15PM >>Jim Wallace: WHILE YOU'RE TALKING ABOUT THE ARTICULATION,
6:33:17PM I JUST HAD A THOUGHT, YOU DO HAVE THIS, WHAT I WOULD CALL
6:33:22PM FLEXIBLE SPACE, WHICH IS THE COURTYARD.
6:33:26PM IF YOU TOOK JUST TWO UNITS AND MOVED THEM TWO, THREE FEET
6:33:33PM INTO THE COURTYARD, IT WOULD GIVE YOU THAT ON THE SOUTH SIDE
6:33:38PM OF THE BUILDING, IT WOULD GIVE YOU THAT EXTRA THREE, FOUR
6:33:40PM FEET FOR LANDSCAPING THAT KEEPS EVERYBODY HAPPY AND GIVES
6:33:43PM YOU THE ARTICULATION THAT YOU'RE SEEING ON THE WEST SIDE.

6:33:47PM >> IT'S NOT GOING TO BE LIKE THE SOUTH --
6:33:51PM [SOUNDING GAVEL]
6:33:52PM >>Anthony Gargano: EXCUSE ME.
6:33:53PM WE'RE GETTING INTO THE WORKSHOP AGAIN.
6:33:55PM I THINK WE NEED TO STOP IT.
6:33:56PM I THINK WE NEED TO STOP HAVING A WORKSHOP.
6:34:03PM >>Erica Augello: THIS IS THEIR OPPORTUNITY TO PRESENT THEIR
6:34:05PM REBUTTAL IN THE QUASI-JUDICIAL PROCEEDING.
6:34:07PM SO WE HAVE LILLI HERE AS A WITNESS.
6:34:11PM IF YOU WANT TO QUESTION THE WITNESS, SHE IS AVAILABLE TO
6:34:13PM ANSWER THE QUESTIONS.
6:34:14PM >> I WANT TO HIGHLIGHT THAT WE DO NOT HAVE THAT SIMILAR
6:34:19PM LANDSCAPE LIKE THE ADJACENT MULTIFAMILY.
6:34:22PM WE DO HAVE MORE THAN WHAT THEY ARE -- WHAT IS ALREADY IN
6:34:26PM THERE.
6:34:26PM WE DO HAVE MORE.
6:34:27PM WE HAVE LIKE PROBABLY SIX FEET OF LANDSCAPE STRIP RIGHT NEXT
6:34:31PM TO THE FIVE FOOT SIDEWALK.
6:34:32PM SO WE ARE PRESENTING MORE OF WHAT IS EXISTING ON THE OTHER
6:34:36PM DEVELOPMENT.
6:34:37PM >>Jim Wallace: I APOLOGIZE IF I MISSPOKE.
6:34:39PM I THOUGHT THAT YOU WERE ASKING FOR SUGGESTIONS.
6:34:42PM AND I THOUGHT MAYBE THAT WAS A GOOD SUGGESTION THAT MIGHT
6:34:45PM SOLVE SEVERAL PROBLEMS.
6:34:46PM >>Anthony Gargano: YEAH, BUT THERE ARE PLENTY OF GOOD

6:34:48PM SUGGESTIONS THAT WE CAN ALL MAKE.
6:34:50PM ONCE AGAIN, THIS IS NOT SUPPOSED TO BE A WORKSHOP.
6:34:53PM >> THANK YOU.
6:34:55PM >>Mary Gibbs: I DO THINK IT RELATES TO, THOUGH, IF THE
6:34:58PM BOARD, DEPENDING ON WHAT THE BOARD WANTS TO DO, IF THE BOARD
6:35:01PM IS GOING TO RECOMMEND, REMEMBER, THIS IS A RECOMMENDATION TO
6:35:03PM COUNCIL.
6:35:04PM IF THE BOARD IS GOING TO RECOMMEND APPROVAL, I DON'T KNOW

6:35:07PM WHAT YOU'RE GOING TO DO, IF YOU ARE GOING TO RECOMMEND
6:35:10PM APPROVAL, THEN I WANT TO MENTION THE STAFF CONDITIONS AND
6:35:13PM THEN MAYBE THERE'S A WAY TO WORK INTO CONDITIONS THESE FEW
6:35:17PM THINGS THAT YOU'RE BRINGING UP THAT YOU HAD CONCERNS ABOUT
6:35:19PM WITH THE GREENSPACE AND THE WEST ELEVATION.
6:35:22PM SO IT DOES KIND OF RELATE TO THAT.
6:35:24PM I HAVE A QUESTION FOR LILLI BEFORE NEALE RUNS BACK UP.
6:35:28PM YOU SAID THIS IS THE COCONUT POINT NEW COLOR PALETTE, WHICH
6:35:31PM IT IS.
6:35:31PM HOWEVER, THOSE GREEN SHUTTERS I DON'T THINK WERE IN THE
6:35:34PM COCONUT POINT PALETTE.
6:35:35PM >> YEAH, THAT IS OUR PROPOSAL.
6:35:39PM >>Kristin Jeannin: SO --
6:35:40PM >> FOR THE SHUTTERS.
6:35:42PM >>Kristin Jeannin: I DON'T KNOW HOW TO SAY THIS WITHOUT IT
6:35:44PM SOUNDING WORKSHOPPY, BUT IT IS AN IMPORTANT POINT.
6:35:48PM I FEEL LIKE THAT COLOR EVOKES SOMETHING THAT IS NOT --

6:35:55PM >> WE'RE TALKING ABOUT COLORS.
6:35:57PM I FEEL GOOD ABOUT IT.
6:35:59PM IF WE'RE TALKING ABOUT THE SHUTTERS, THAT'S SOMETHING -- I
6:36:03PM DO NOT WANT TO PRESENT TO THE BOARD A BUILDING THAT NOT
6:36:08PM GOING TO LIKE IN THE CITY.
6:36:09PM IF IT'S A MATTER OF LIKE CHANGING A COLOR OF THE SHUTTER, WE
6:36:12PM ARE WILLING TO EXPLORE DIFFERENT OPTIONS AND PRESENT IN THE
6:36:15PM FUTURE AS PART OF OUR SUBMITTAL PROCESS.
6:36:17PM THIS IS JUST OUR SUGGESTION.
6:36:22PM FROM OUR STANDPOINT, WE HAVE PROBABLY MORE THAN TEN
6:36:26PM ARCHITECTS IN THE BUILDING DESIGNING THIS ONE IN PARTICULAR,
6:36:29PM AND THIS IS THE FEEDBACK WE RECEIVE FROM DIFFERENT PEOPLE.
6:36:31PM IT'S LIKE A COHESIVE DECISION.
6:36:36PM WE WERE PROPOSING THAT BECAUSE WE WERE PROBABLY THINKING OF
6:36:39PM SOMETHING MORE LIKE ITALY TYPE OF SHUTTERS THAT WE'RE
6:36:42PM SEEING.
6:36:43PM MEDITERRANEAN ARCHITECTURE.
6:36:44PM SO THAT WAS ONE OF OUR PROPOSALS.
6:36:47PM WE CAN EXPLORE DIFFERENT OPTIONS.
6:36:50PM I UNDERSTAND THAT'S NOT THE ANSWER THAT YOU GUYS WANT TO
6:36:53PM RECEIVE.
6:36:56PM >>Kristin Jeannin: I DON'T THINK THEY REALLY SHOW WELL IN
6:36:57PM THE PATTERN BOOK COMPARED TO THE SAMPLE.
6:37:00PM AND THE SAMPLE IS VERY VIBRANT COLOR.
6:37:03PM >> THAT'S WHY WE PRESENTED SOME OTHER OPTIONS.

6:37:06PM >>Kristin Jeannin: APPRECIATE THAT.
6:37:07PM I THINK THAT IS AN IMPORTANT POINT.
6:37:10PM >> AT THE END OF THE DAY, IF WE TALK ABOUT COLORS, WHAT YOU
6:37:12PM SEE HERE WITH THE LIGHTING, IT'S DIFFERENT THAN WHAT YOU SEE

6:37:15PM ON THE SCREEN WITH THAT DIFFERENT -- IT'S COLORS, RIGHT?
6:37:18PM WHAT YOU SEE --
6:37:20PM >>Kristin Jeannin: COLOR IS RELATIVE.
6:37:23PM >> WE WANT TO SEE THE COLORS FIRST PAINTED SO WE CAN ACCEPT
6:37:29PM BEFORE WE EVEN PAINT IT BECAUSE WE DON'T WANT TO PAINT
6:37:32PM SOMETHING THAT LOOKS LIKE OUR VISION, OUR INTENT.
6:37:41PM >> CAN I INTERJECT HERE?
6:37:43PM >>Erica Augello: IF YOU ARE GOING TO ASK A QUESTION OF THE
6:37:45PM APPLICANT, YES.
6:37:46PM IF YOU ARE GOING TO PROVIDE A SUGGESTION, LET'S WAIT FOR
6:37:48PM DISCUSSION.
6:37:49PM >> I'LL WAIT UNTIL LATER.
6:37:51PM >>Jim Wallace: ERICA, CAN I ASK YOU A QUESTION?
6:37:53PM I'M SORRY.
6:37:54PM I'M BETWEEN A ROCK AND A HARD PLACE HERE.
6:37:56PM BECAUSE THE DEVIL IS IN THE DETAILS.
6:37:58PM AND WHAT WE'RE BEING ASKED TO APPROVE IS A ZONING, AND THAT
6:38:04PM INCLUDES THIS DOCUMENT.
6:38:10PM IF I LOOK AT ALL THE DETAIL HERE AND I GO, WHOA, SOME OF
6:38:13PM THIS REALLY IS INCONSISTENT, THEN I HAVE TO SAY DENIAL.
6:38:17PM BETWEEN A ROCK AND A HARD PLACE, GEEZ, IT'S ALMOST THERE.

6:38:25PM BUT I'VE GOT TO LOOK AT THIS AS BEING BIBLE.
6:38:29PM THEREFORE I HAVE TO SAY, NO, IT'S NOT THIS, REALLY CLOSE,
6:38:32PM BUT BECAUSE I HAVE TO SAY THIS, I HAVE -- THAT SEEMS LIKE A
6:38:36PM WASTE OF EVERYBODY'S TIME.
6:38:38PM >>Erica Augello: WE'RE NOT THERE YET.
6:38:39PM I THINK THAT IS THE SAME THING, THE QUESTIONS I'VE BEEN
6:38:41PM GETTING.
6:38:42PM I'M HAPPY TO ADDRESS THAT.
6:38:43PM BUT PROCEDURALLY, WE ARE STILL IN THE PART OF THE HEARING
6:38:47PM WHERE YOU ARE ASKING THE APPLICANT QUESTIONS AND THEY ARE
6:38:50PM ALLOWED TO PRESENT THEIR REBUTTAL.
6:38:53PM WHEN THEY ARE CLOSED WITH THEIR LAST AND BEST AND THEIR
6:38:58PM CONCLUSION, THEN I'M HAPPY TO ADDRESS WHAT I THINK THAT YOU
6:39:00PM ARE GETTING AT AND WHICH I'VE HAD SOME OTHER QUESTIONS
6:39:03PM DURING THE BREAK WITH REGARD TO AS WELL.
6:39:06PM BUT FOR NOW I WOULD LIKE TO AT LEAST WRAP UP THIS PORTION SO
6:39:09PM WE CAN MOVE IT FORWARD HOWEVER THAT LOOKS.
6:39:11PM >>Jim Wallace: DO YOU MEAN IT'S HOW -- IF I ASK THE
6:39:17PM APPLICANT IF THEY WOULD CONSIDER CREATING A TWO OR THREE
6:39:22PM FOOT ARTICULATION IN THEIR BUILDING IN THE COURTYARD AREA,
6:39:27PM WOULD THEY CONSIDER THAT, IS THAT A QUESTION?
6:39:31PM >>Erica Augello: THAT IS A QUESTION.
6:39:32PM AGAIN, YOU ARE BOUND BY THE CRITERIA.
6:39:34PM IF YOU FEEL THAT EVIDENCE SUPPORTS ONE OF THE NINE CRITERIA.
6:39:40PM I THINK WE ARE GETTING A LITTLE BIT INTO THE WEEDS.

6:39:42PM SO THERE'S ONE THING THAT YOU'RE LOOKING AT HERE.
6:39:45PM YOU ARE WELCOME TO MAKE ANY SUGGESTION THAT YOU WANT.
6:39:48PM BUT YOU HAVE AN APPLICANT THAT HAS CERTAIN RIGHTS UNDERNEATH
6:39:51PM YOUR CODE AND CERTAIN RIGHTS UNDERNEATH THE DEVELOPMENT
6:39:53PM AGREEMENT OR DRI.
6:39:54PM AND YOUR ROLE HERE IS TO SEE IF THE EVIDENCE THAT IS
6:39:58PM PRESENTED MEETS THAT CRITERIA.
6:40:00PM IF YOU FIND THAT BASED ON THE EVIDENCE PRESENTED IT DOES NOT
6:40:04PM MEET THAT CRITERIA, IT IS NOT YOUR JOB, THOUGH YOU WANT TO
6:40:08PM BE HELPFUL, IT IS NOT YOUR JOB TO MAKE A SUGGESTION ON HOW
6:40:11PM TO FIX IT.
6:40:12PM NOW, I SAY THAT TO SAY THAT WHEN WE GET TO THE DISCUSSION
6:40:15PM PART, MARY IS GOING TO HAVE SOME SUGGESTED CONDITIONS THAT
6:40:18PM SHE THINKS THAT THE BOARD SHOULD CONSIDER AS FAR AS
6:40:20PM RECOMMENDATION IF YOU'RE GOING TO APPROVE IT.
6:40:22PM MAYBE THOSE WOULD BE PART OF THOSE CONDITIONS.
6:40:26PM NOW, CONDITIONS NEED TO BE REASONABLY RELATED TO THE ACTUAL
6:40:30PM DEVELOPMENT PROJECT AND CANNOT JUST BE -- I'LL SAY WHAT I
6:40:33PM SAID BEFORE.
6:40:33PM YOU MIGHT HAVE A REALLY GOOD IDEA THAT YOU THINK MAKES THIS
6:40:36PM PROJECT FIT WITHIN THE NINE CRITERIA BETTER, BUT THE PROJECT
6:40:40PM STILL FITS WITHIN THE NINE CRITERIA, THAT'S GREAT.
6:40:43PM YOU CAN GIVE YOUR SUGGESTION.
6:40:44PM BUT IF THE EVIDENCE CONFORMS TO THE CRITERIA, EVEN THOUGH
6:40:47PM YOUR SUGGESTION MIGHT BE BETTER, THEY ARE STILL ENTITLED TO

6:40:50PM BUILD THEIR PROJECT.
6:40:51PM >>Jim Wallace: I UNDERSTAND.
6:40:52PM I HAVE MY BIG BOY PANTS ON.
6:40:54PM >>Erica Augello: I KNOW.
6:40:55PM IT'S HARD BECAUSE WE'RE KIND OF TALKING IN HYPOTHETICALS AND
6:40:58PM YOU HAVE A LARGE BOARD.
6:40:59PM YOU MIGHT HAVE A REALLY GOOD SUGGESTION.
6:41:01PM MAYBE OTHER PEOPLE DON'T AGREE WITH YOU ON THAT.
6:41:03PM >>Jim Wallace: I TOTALLY UNDERSTAND.
6:41:05PM >>Erica Augello: I WANT TO MAKE SURE PROCEDURALLY FOR
6:41:07PM PURPOSES OF EVERYBODY GETS THEIR DAY IN COURT, AS IT WERE.
6:41:11PM >>Jim Wallace: THANK YOU.
6:41:15PM >>Neale Montgomery: I JUST HAVE ONE -- YES, SIR.
6:41:20PM >>Al Paivandy: I THINK I'M GOING TO ASK, IF I MAY, BUT I'M
6:41:22PM GOING TO DO IT ANYWAY.
6:41:23PM THIS IS THE FIRST BOARD I'VE BEEN TO THAT I REMAIN FULLY
6:41:30PM CONFUSED.
6:41:31PM BUT THAT IS MOST LIKELY ME.
6:41:33PM I'M OLD AND USUALLY CONFUSED.
6:41:35PM YEAH, IT IS A SET UP.
6:41:40PM PREPARE YOURSELF.
6:41:41PM IN JACKSONVILLE, I'M THE ONE THAT LAST TIME YOU WERE HERE

6:41:45PM MENTIONED IT.
6:41:46PM YES, WHOEVER ELSE BROUGHT IT UP TO LET THEM KNOW APARTMENTS
6:41:51PM OR THE CONDOMINIUMS THAT ARE THERE ARE TOTALLY DIFFERENT

6:41:55PM FROM THIS.
6:41:56PM IT IS NOT THAT CONGESTED.
6:41:57PM PLEASE, IF YOU HAVEN'T BEEN THERE, PLEASE GO REVIEW IT.
6:42:00PM THAT GENTLEMAN IN THE CORNER SHOULD KNOW IT BECAUSE IT IS
6:42:03PM OWNED BY SIMON, AND THE CONDOS THERE, IF -- IT IS GATED, IF
6:42:11PM YOU TRY TO GO IN THERE AND I SIT DOWN AND WATCH THEM BECAUSE
6:42:14PM I STAY IN A HILTON RIGHT NEXT DOOR TO IT AND I JUST WATCH
6:42:17PM THAT USUALLY BECAUSE THE PROJECT WAS COMING UP.
6:42:20PM WITH THAT, WHENEVER IT BACKS UP AND USUALLY DOES BACK UP,
6:42:26PM THEY ALL BACK UP TO THE BACK OF THE DELIVERY AREA OF TARGET,
6:42:33PM AND NOBODY BLOCKS ANYBODY.
6:42:35PM BEFORE YOU ENTER, THERE IS A CUL-DE-SAC THERE.
6:42:38PM IF YOU FILL UP THE CUL-DE-SAC GOING AROUND, THERE IS A LONG
6:42:41PM ROAD GOING OUT THAT DOES NOT BLOCK ANYONE, INCLUDING THE
6:42:44PM RESTAURANT THAT'S ACROSS THE STREET AND IS PACKED ALL THE
6:42:47PM TIME.
6:42:47PM IT WRAPS UP AND GOES BEHIND THAT.
6:42:49PM THIS IS NOT THAT CASE, SO WE CAN'T REALLY COMPARE THAT.
6:42:54PM IF YOU USE IT, PLEASE GO LOOK AT IT.
6:42:58PM >> I'M VERY FAMILIAR WITH ST. JOHNS TOWN CENTER.
6:43:01PM MY DAUGHTER WENT TO COLLEGE IN JACKSONVILLE.
6:43:03PM SHE IS NOW EMPLOYED BY THE UNIVERSITY OF NORTH FLORIDA, AND
6:43:05PM I GO THERE REGULARLY.
6:43:07PM I'M VERY FAMILIAR WITH THE APARTMENT AND HOW THAT ALL WORKS
6:43:10PM TOGETHER.

6:43:11PM >>Al Paivandy: THAT IS NOT A GOOD USE FOR THIS ONE ENTRY TO
6:43:16PM THE PARKING AREA OR TO THE WHOLE DEVELOPMENT.
6:43:21PM BUT AGAIN, THAT WAS JUST MY COMMENT SINCE SOMEBODY BROUGHT
6:43:24PM IT UP AND WANTED TO KNOW WHO THAT WAS.
6:43:29PM >>Neale Montgomery: I APPRECIATE THAT.
6:43:30PM I THINK I HAVE TO GO BACK TO ERICA'S POINT ABOUT THE
6:43:33PM CRITERIA.
6:43:33PM >>Al Paivandy: I LIVED THERE 26 YEARS IN CASE YOU WERE
6:43:36PM WONDERING.
6:43:37PM >>Neale Montgomery: ASK TED TREESH TO RESPOND QUICKLY TO THE
6:43:39PM FACT THAT PEOPLE RAISED CONCERNS ABOUT PUBLIC SAFETY IN
6:43:41PM REGARDS TO TRANSPORTATION JUST BRIEFLY RESPOND TO THAT.
6:43:50PM >>Al Paivandy: I STILL WANT THE DIRECTIONAL SIGN DOWN HERE
6:43:52PM ALSO.
6:44:00PM >>Ted Treesh: TED TREESH FOR THE RECORD.
6:44:02PM INDICATED IN MY PREVIOUS PRESENTATION AGAIN, WITH THE
6:44:05PM TRAFFIC COUNTS AT THE INTERSECTIONS AND DID THE ANALYSIS,
6:44:09PM THE MOVEMENTS ALL OPERATE AT A LEVEL OF SERVICE C AT THE

6:44:12PM INTERSECTION, AT THE UNSIGNALIZED INTERSECTION, WHICH IS
6:44:15PM VERY SATISFACTORY LEVEL SERVICE WITH A PROJECT AT BUILD-OUT.
6:44:20PM THOSE ARE THE TWO INTERSECTIONS ON VIA COCONUT.
6:44:28PM WAS THAT THE STATEMENT?
6:44:28PM THANK YOU.
6:44:31PM >>Neale Montgomery: ONE FINAL COMMENT, AND THAT IS, THIS
6:44:34PM PROJECT HAS A PATTERN BOOK THAT WAS APPROVED WHEN THE

6:44:37PM PROJECT WAS INITIALLY APPROVED.
6:44:39PM IF YOU LOOK AT YOUR DEFINITION IN THE LDC OF PATTERN BOOK,
6:44:43PM IT SPECIFICALLY REFERENCES COCONUT POINT, AND THIS WAS THE
6:44:47PM SHINING STAR AND GUIDING POINT FOR ALL THE PATTERN BOOKS
6:44:50PM THAT HAVE FOLLOWED.
6:44:53PM WE HAVE DECIDED TO MAKE PEOPLE DO EVEN MORE PATTERN BOOKS,
6:44:56PM BUT WE HAVE ONE, AND WE'RE CONSISTENT, AND IT'S APPROVED AND
6:45:01PM IS PART OF YOUR LAND DEVELOPMENT CODE.
6:45:02PM THANK YOU.
6:45:06PM >>Barry Jones: NEALE, IF THIS WERE TO GET APPROVED, WOULD
6:45:09PM THE APPLICANT EXPECT THE BUILDING AS PRESENTED WOULD BE
6:45:12PM SUFFICIENT FOR D.O. APPROVAL?
6:45:16PM >>Neale Montgomery: THERE ARE A LOT MORE THINGS WE HAVE TO
6:45:17PM DO TO GET A D.O.
6:45:19PM TED WILL HAVE TO COME BACK AND -- LOOK AT LIGHTING --
6:45:24PM >>Barry Jones: I'M MORE CONCERNED ABOUT THE FOOTPRINT AND
6:45:26PM THE LAYOUT AND THE GREENSPACE AROUND THE BUILDING AND THE
6:45:30PM EXPECTATIONS OF THE APPLICANT AS TO WHAT THIS APPROVAL
6:45:33PM CONVEYS.
6:45:36PM >>Neale Montgomery: WE OBVIOUSLY HAVE TO MEET THE
6:45:39PM LANDSCAPING REQUIREMENTS OF THE LAND DEVELOPMENT CODE.
6:45:40PM BUT AS TO WHETHER OR NOT THEY ARE WILLING TO DO MORE THAN
6:45:44PM WHAT THEY HAVE SHOWN AND MORE THAN THE LAND DEVELOPMENT
6:45:46PM CODE, THAT'S ABOVE MY PAY GRADE.
6:45:49PM SOMEONE ELSE WILL HAVE TO ANSWER THAT QUESTION.

6:45:54PM >>Barry Jones: COULD SOMEBODY TELL ME HOW THIS BUILDING
6:45:56PM INTEGRATES WITH THE EXISTING MALL?
6:45:58PM IT KIND OF STANDS ALONE OUTSIDE OF IT.
6:46:00PM IT DOESN'T HAVE -- I MEAN, IT HAS THE TWO PEDESTRIAN
6:46:03PM WALKWAYS.
6:46:04PM MAYBE THOSE ARE COVERED CORRIDORS OR SOMETHING.
6:46:07PM BUT RIGHT NOW IT'S A BUILDING OUT IN A PARKING LOT.
6:46:10PM SO HOW DOES THAT RELATE TO THE REST OF THE MALL?
6:46:17PM >>Neale Montgomery: AGAIN, IT'S NOT PART OF THE REZONING.
6:46:18PM YOU HEARD BILL TALK ABOUT WHAT THEY ARE ENVISIONING FOR THAT
6:46:22PM GREENSPACE IMMEDIATELY TO THE WEST OF THE PARKING LOT.
6:46:25PM I GUESS MY QUESTION IS, WHAT ARE YOU LOOKING FOR?
6:46:30PM IT'S HARD TO SAY WE'RE GOING TO DO SOMETHING IF WE DON'T
6:46:34PM KNOW WHAT IT IS THAT YOU'RE ASKING US TO DO.

6:46:37PM WHAT ARE YOU THINKING?
6:46:39PM >>Barry Jones: I'M TRYING TO UNDERSTAND HOW IT IS COMPATIBLE
6:46:41PM WITH THE EXISTING AND PLANNED USES AROUND IT AND IT'S NOT
6:46:44PM JUST A STAND-ALONE ENTITY AND HOW IT INTEGRATES WITH THE
6:46:47PM MALL.
6:46:47PM IT'S UP TO THE APPLICANT TO EXPLAIN THE DESIGN CONCEPT TO ME
6:46:50PM AND HOW IT SATISFIES THAT CRITERIA.
6:46:54PM MAYBE THE PLANNER.
6:46:59PM I DON'T KNOW WHO.
6:47:00PM RIGHT NOW, IT FEELS LIKE IT'S A STAND-ALONE BUILDING.
6:47:08PM >> I UNDERSTAND THAT.

6:47:08PM WE'VE PUT A LOT OF THOUGHT INTO THE DESIGN OF THIS.
6:47:12PM QUITE HONESTLY, ALL OF OUR PROPERTIES ARE DIFFERENT, AND
6:47:14PM EVERY TIME WE ADD RESIDENTIAL IT TENDS TO BE A LITTLE BIT OF
6:47:17PM A DIFFERENT CONFIGURATION.
6:47:20PM I THINK THE DESIGN INTENT HERE IS ONE WHERE WE PROVIDED
6:47:25PM PARKING, LIMITED PARKING BETWEEN THE SHOPPING CENTER AND THE
6:47:29PM RESIDENTIAL UNITS.
6:47:30PM WE COULD HAVE -- IMAGINE PUSHING THE RESIDENTIAL UNITS RIGHT
6:47:34PM INTO THE BACK OF THE RETAIL BUILDING.
6:47:38PM I'M NOT SURE THAT WOULD BE A BETTER SOLUTION.
6:47:41PM IT WOULD BE MORE INTEGRATED, RIGHT?
6:47:43PM WE FEEL THAT THIS IS CLOSE ENOUGH THAT PEOPLE CAN WALK FROM
6:47:48PM THE RESIDENTIAL UNITS TO THE SHOPPING CENTER.
6:47:50PM IT ALSO PROVIDES PARKING IN THAT BUFFER ZONE FOR THE
6:47:54PM RESTAURANTS THAT EXIST TODAY.
6:47:56PM QUITE HONESTLY, FUTURE RESTAURANTS THAT WE'RE PLANNING TO
6:47:59PM ADD AND FUTURE ENTERTAINMENT USES THAT WILL BENEFIT FROM
6:48:04PM THOSE PARKING SPACES THERE.
6:48:05PM SO WE NEED TO PROVIDE A CERTAIN AMOUNT OF PARKING FOR
6:48:08PM PATRONS TO COME AND USE THE RETAIL FACILITIES THAT ARE RIGHT
6:48:14PM THERE.
6:48:14PM ALSO, WE PLAN TO HAVE EVENTS IN THE GREENSPACE AND HAVING
6:48:18PM PARKING IN CLOSE PROXIMITY TO THOSE EVENTS IS A POSITIVE IN
6:48:21PM OUR MIND.
6:48:23PM SO THERE WERE A LOT OF REASONS FOR WHY IT IS THE WAY IT IS.

6:48:27PM I CAN JUST SIMPLY SAY AS THE MALL OWNER WE ARE VERY
6:48:30PM COMFORTABLE WITH THIS DESIGN.
6:48:33PM WE DO NOT FEEL IT'S AN APARTMENT BUILDING OUT IN THE BACK
6:48:37PM 40.
6:48:37PM IT'S CLOSE, BUT IT'S NOT URBAN DESIGN ON TOP OF THE MALL.
6:48:43PM WE HAVE THAT WITH SOME OF THE RESIDENCES TODAY WHERE THEY
6:48:47PM ARE ABOVE THE RETAIL.
6:48:49PM IT'S A LITTLE BIT OF A DIFFERENT PRODUCT.
6:48:51PM AGAIN, I THINK WE FEEL COMFORTABLE THIS WILL INTEGRATE
6:48:53PM POSITIVELY WITH THE OVERALL RETAIL EXPERIENCE.

6:48:56PM I HOPE THAT HELPS.
6:49:00PM >>Barry Jones: THANK YOU.
6:49:05PM >> MARIO ROJO.
6:49:08PM FOLLOW UP WHAT BILL SAID.
6:49:09PM THE TERMINAL ISLANDS, YOU CAN SEE IN THE RENDERING, IT'S NOT
6:49:15PM GOING TO BE JUST A BARE PARKING LOT, SORT OF LIKE AS THIS --
6:49:19PM THIS IS MORE DIAGRAMMATIC.
6:49:22PM IT WILL BE A COVERED CANOPY, THE BIGGER CANOPIES, THE LIVE
6:49:26PM OAKS, THAT SORT OF STUFF, THE STUFF THAT WILL PROVIDE A NICE
6:49:29PM PEDESTRIAN EXPERIENCE FROM LIKE I SAID THE RESIDENCES TO THE
6:49:33PM FLEXIBLE GREENSPACE THERE.
6:49:34PM MAKES A GREAT POINT.
6:49:37PM I THINK THAT PARKING ISN'T JUST SERVING JUST THAT RESIDENCE.
6:49:43PM IT'S FLEXIBLE.
6:49:45PM IT ALLOWS FOR RESTAURANTS, EVENT SPACE AS WELL.

6:49:48PM >>Barry Jones: WE'RE NOT ALLOWED TO MAKE SUGGESTIONS FOR
6:49:50PM IMPROVEMENT, BUT I'M JUST SAYING IT SEEMS LIKE THERE IS A
6:49:54PM GAP BETWEEN THE BUILDING AND THE GREENSPACE THAT COULD LEAD
6:49:58PM ITSELF TO INTEGRATE THE BUILDING INTO THE FACILITY IF THERE
6:50:03PM WAS OVERFLOW PARKING THAT WASN'T NEEDED.
6:50:07PM THERE IS AN OPPORTUNITY TO HELP MEET THE CRITERIA BY
6:50:11PM ATTACHING THE BUILDING BY SOMETHING OTHER THAN A PARKING
6:50:14PM LOT.
6:50:17PM >>Mario Rojo: YEAH, THAT PEDESTRIAN WALKWAY CUTTING THROUGH
6:50:20PM THERE IS MORE ENHANCED.
6:50:22PM NOT JUST A FIVE FOOT CONCRETE SIDEWALK.
6:50:24PM I BELIEVE EIGHT FEET, TEN FEET.
6:50:27PM BUT IT'S PAVERS.
6:50:28PM IT'S SOMETHING MORE ENJOYABLE.
6:50:32PM >>Barry Jones: THANK YOU.
6:50:34PM >>Anthony Gargano: ANYTHING ELSE, NEALE?
6:50:36PM >>Neale Montgomery: NO, SIR.
6:50:37PM >>Anthony Gargano: THANK YOU.
6:50:39PM >>Al Paivandy: I HAVE ONE MORE COMMENT.
6:50:40PM WHEN I LOOK AT THE RENDERING OVER THERE, WHOEVER CHOSE THAT
6:50:45PM TO PROVIDE THAT RENDERING DID AN EXCELLENT JOB BECAUSE
6:50:48PM THAT'S PROBABLY THE ONLY VIEW OF A BUILDING THAT BLENDS IN
6:50:53PM WITH THE REST OF THE ENVIRONMENT AND THE REST OF IT DOES
6:50:57PM NOT.
6:50:58PM BUT I THINK I CAN COMMENT ON THAT BECAUSE YOU PROVIDED IT.

6:51:03PM AT THE SAME TIME, THAT IS THE ONLY ONE THAT PROBABLY TAKE
6:51:07PM CARE OF NUMBER 3 AND 4 THAT TRYING TO BRING UP AND NUMBER 6
6:51:14PM AND 8 IS STILL YET TO REMAIN FOR MY SATISFACTION ANYWAY.
6:51:19PM I'M ONLY OPERATING BY THE NINE POINTS THAT I WAS GIVEN TO
6:51:23PM STAY WITHIN, I WOULD PROVIDE NUMBER TEN, BUT DIDN'T.
6:51:27PM >>Anthony Gargano: OKAY.

6:51:29PM LET ME JUST SAY HOW WE'RE GOING TO PROCEED HERE FOR THE
6:51:40PM REMAINDER OF THE MEETING.
6:51:42PM WHAT WE'LL DO IS, MARY, YOU HAD, I THINK YOU GOT CUT OFF,
6:51:49PM AND YOU HAD SOME THINGS THAT YOU WANTED TO SAY.
6:51:53PM SO WE'RE GOING TO HEAR FROM STAFF, IF STAFF HAS ANYTHING
6:51:56PM ELSE TO ADD.
6:51:57PM AND BEFORE WE HAVE ANY KIND OF VOTE, WE'LL HAVE A DISCUSSION
6:52:06PM AT THE BOARD LEVEL.
6:52:07PM THERE WILL BE COMMENTS BY BOARD MEMBERS.
6:52:12PM BEFORE I CALL FOR A MOTION.
6:52:14PM BUT EVEN BEFORE THAT, I WANT TO GIVE THE APPLICANT THE
6:52:20PM OPPORTUNITY TO EITHER REQUEST A CONTINUANCE OR ACCEPT THE
6:52:25PM FACT THAT WE'LL HAVE AN UP-DOWN VOTE TONIGHT.
6:52:50PM >>Neale Montgomery: I THINK WE HAVE A QUESTION TO YOUR
6:52:53PM QUESTION IS, IF WE ASK FOR A CONTINUANCE, CAN WE COME BACK
6:52:58PM NEXT MONTH?
6:52:59PM THE SECOND QUESTION WOULD BE, CAN WE BE SPECIFIC ENOUGH IN
6:53:02PM OUR GUIDANCE THAT IT'S NOT TRYING TO HIT A DART BOARD AND
6:53:06PM NOT KNOW WHERE IT IS?

6:53:10PM >>Anthony Gargano: I THINK YOU ALREADY HEARD FROM SEVERAL OF
6:53:13PM THE BOARD MEMBERS THAT THERE ARE, OF THE NINE POINTS, YOU
6:53:19PM HAVEN'T ADDRESSED SOME OF THOSE TO THEIR SATISFACTION.
6:53:22PM >>Neale Montgomery: I HAVEN'T HEARD YOU SAY WHY.
6:53:25PM MR. SHEELEY HAS BEEN SPECIFIC.
6:53:27PM I UNDERSTAND WHAT HE'S SAYING.
6:53:30PM FOR THE REST OF THE FOLKS, IF WE TALK IN GENERALITIES, WE
6:53:38PM CAN CROSS IN THE NIGHT AND NEVER GET CLOSE.
6:53:40PM BARRY HAS BEEN SORT OF SPECIFIC ABOUT WHAT HE'S LOOKING FOR.
6:53:46PM HE'S LOOKING FOR A BETTER PEDESTRIAN CONNECTION IS WHAT I
6:53:49PM THINK I HEAR HIM SAYING.
6:53:50PM IF YOU CAN BE SPECIFIC AND TELL US WHAT YOU'RE LOOKING FOR,
6:53:53PM THAT WOULD HELP.
6:53:54PM OTHERWISE WE'LL NEVER GET THERE AND WE MIGHT AS WELL JUST
6:53:56PM MOVE ON.
6:53:57PM I NEED HELP FROM YOU FOLKS.
6:53:59PM >>Anthony Gargano: OKAY.
6:54:00PM THAT'S FAIR ENOUGH.
6:54:01PM LET'S DO THIS THEN.
6:54:07PM NUMBER ONE, MARY, YOU HAD SOME THINGS THAT I THINK YOU
6:54:10PM WANTED TO SAY.
6:54:12PM >>Mary Gibbs: WELL, I THINK I'M AGREEING WITH NEALE.
6:54:15PM IF WE CAN GET SOME SPECIFIC DIRECTION.
6:54:17PM I THINK WHAT WE'RE -- WHAT EVERYBODY IS TRYING TO ASCERTAIN
6:54:21PM IS IF YOU ALL THINK THAT, LIKE, THE WAY THE DESIGN, NOT

6:54:26PM COMPATIBLE AND DOESN'T MEET THAT, THEN I THINK YOU WOULD
6:54:29PM VOTE NOT IN FAVOR OF IT.

6:54:31PM BUT IF YOU THINK THERE ARE SOME THINGS THAT CAN BE DONE TO
6:54:34PM MAKE IT WORK, LIKE FIXING THE WEST ELEVATION OR MAYBE ADDING
6:54:39PM SOME GREEN STRIP, THEN WE CAN PUT THOSE IN AS CONDITIONS.
6:54:42PM I THINK WHAT NEALE IS SAYING, TOO, WE NEED TO KNOW -- I
6:54:46PM MEAN, IT WOULD BE HELPFUL TO -- AGAIN A RECOMMENDATION TO
6:54:50PM COUNCIL, IF THERE ARE THINGS, IF YOU DON'T THINK THEY CAN
6:54:52PM FIX IT ENOUGH TO MAKE IT COMPATIBLE, THAT'S ONE OF THE
6:54:55PM THINGS LISTED, THEN I THINK YOU WOULD VOTE AGAINST IT.
6:54:59PM IF YOU THINK THERE ARE THINGS, LET'S HEAR WHAT THEY ARE SO
6:55:02PM SHE CAN ASCERTAIN IF SHE WANTS TO CONTINUE IT, IF IT WOULD
6:55:06PM BE HELPFUL TO CONTINUE IT OR NOT.
6:55:08PM DEPENDING ON WHAT YOU SAY, WE CAN ALWAYS FINE-TUNE
6:55:13PM CONDITIONS AND COME BACK NEXT MONTH.
6:55:15PM THAT'S A POSSIBILITY, TOO.
6:55:17PM BUT I THINK THEY NEED SOME GUIDANCE TONIGHT.
6:55:20PM >>Barry Jones: CAN I ASK ONE MORE QUESTION REAL QUICK THAT
6:55:22PM HASN'T BEEN BROUGHT UP?
6:55:23PM THE DENSITY ON THIS IS BEING QUOTED PER ACRE.
6:55:26PM THAT'S NOT SETTING A PRECEDENT FOR LIVE LOCAL DENSITY PER
6:55:31PM ACRE ANYWHERE, IS IT?
6:55:32PM >>Mary Gibbs: WELL, IF YOU NOTICED, I DON'T THINK WE EVER
6:55:35PM SAID WHAT THE DENSITY WAS.
6:55:38PM >>Barry Jones: I HEARD A LOT OF PEOPLE QUOTING NUMBERS.

6:55:42PM >>Mary Gibbs: CONVERSATION FROM NEALE THAT WILL TELL US THAT
6:55:43PM THE DRI WAS APPROVED.
6:55:46PM AND IT'S IN THE RANGE OF ONE TO SIX UNITS AN ACRE.
6:55:48PM THE OVERALL DRI IS HOW YOU COUNT THE DENSITY.
6:55:51PM SO THE DENSITY IS WITHIN THAT RANGE.
6:55:55PM HOWEVER, I THINK IT'S DIFFERENT WHEN YOU LOOK AT THE NET OF
6:55:57PM THE PROJECT.
6:55:58PM SO YOU LOOK AT THE NET, LIKE IF YOU LOOK AT THE RESERVE
6:56:04PM ACROSS THE STREET, THEY HAD 180 UNITS ON FIVE ACRES.
6:56:08PM 30 UNITS AN ACRE.
6:56:09PM BUT WE SAID IT'S WITHIN THE DRI, SO IT'S WITHIN ONE TO SIX,
6:56:13PM SO IT COMPLIES.
6:56:14PM THE SAME THING HERE, IF YOU LOOK AT THE NET HERE, YOU ARE
6:56:17PM PROBABLY TALKING 50 UNITS AN ACRE.
6:56:21PM AGAIN, IT'S IN THE PARKING LOT.
6:56:23PM THAT'S NOT HOW YOU COUNT THE DENSITY IN THE DRI.
6:56:25PM SO WE HAVE AVOIDED THAT CONVERSATION.
6:56:27PM IT'S A LOT OF UNITS.
6:56:29PM EVERYBODY AGREES.
6:56:30PM IT'S A LOT OF UNITS ON A PRETTY SMALL PIECE OF PROPERTY, BUT
6:56:34PM IN TERMS OF LIVE LOCAL, I THINK I WOULD SAY -- I'M NOT AN
6:56:39PM EXPERT, LIVE LOCAL THAT YOU CAN'T COUNT THIS AND SAY I WANT
6:56:43PM THE DENSITY OF THIS PROJECT BECAUSE YOU CAN'T LIKE PIECEMEAL
6:56:46PM A LITTLE PROJECT, PIECE OF A DRI.

6:56:49PM >>Barry Jones: THANK YOU FOR THAT CLARIFICATION.

6:56:54PM >>Mary Gibbs: I'M NOT AN ATTORNEY.
6:56:56PM >>Barry Jones: NEITHER AM I.
6:57:00PM >>Anthony Gargano: TO THE QUESTION THAT NEALE RAISED WITH
6:57:02PM REGARD TO GETTING SOME DIRECTION FROM THE BOARD AS TO WHAT
6:57:06PM IT IS WITH REGARD TO SOME SPECIFICS THAT WE WOULD LIKE TO
6:57:12PM SEE, WHAT I'M GOING TO DO IS POLL THE BOARD ON THAT, GO
6:57:16PM AROUND.
6:57:17PM BARRY, I'LL START WITH YOU.
6:57:19PM >>Barry Jones: THANKS.
6:57:20PM [LAUGHTER]
6:57:27PM >>Anthony Gargano: YOU WERE PRETTY SUCCINCT IN WHAT IT IS
6:57:30PM YOU THOUGHT WAS NEEDED.
6:57:31PM CAN YOU QUICKLY SUMMARIZE THAT?
6:57:34PM >>Barry Jones: THE TRAFFIC AT THE ENTRY, THE CARS PER MINUTE
6:57:41PM AND WHERE YOUR GATES ARE GOING TO BE AND HOW THAT'S GOING TO
6:57:44PM BACK UP INTO THAT ENTRY SEEMS TO BE A KEY POINT.
6:57:48PM THE OPEN SPACE SPECIFICALLY ON THE SOUTH SIDE OF THE
6:57:53PM BUILDING SEEMS TO BE A CONCERN.
6:57:59PM >>Neale Montgomery: [INAUDIBLE]
6:58:01PM >>Barry Jones: THE WIDTH ISN'T SUFFICIENT ENOUGH TO CREATE A
6:58:04PM BUFFER WITH SUFFICIENT DEPTH TO LAYER IT, TO BUFFER A
6:58:07PM FOUR-STORY BUILDING WITH THAT MUCH OF A LONG WALL WITH ALL
6:58:10PM THE SOFT STUFF AROUND OR ALL THE HARD SCAPE AROUND THE
6:58:14PM BOTTOM.
6:58:14PM YOU NEED SUFFICIENT DEPTH IN YOUR BUFFER IN ORDER TO GET

6:58:19PM DIFFERENT STRUCTURE PLANTS AGAINST A FOUR-STORY BUILDING TO
6:58:23PM GIVE IT SOME DEPTH.
6:58:25PM ON THE WEST SIDE OF THE BUILDING, THAT PARKING COULD BE
6:58:30PM FUNNELED INTO A NARROW DRIVEWAY IN THAT ENTIRE AREA BETWEEN
6:58:35PM THE GREENSPACE AND THE BUILDING TURNED INTO SOME SORT OF
6:58:38PM PUBLIC OPEN COURTYARD AREA THAT INTEGRATES THE BUILDING ALL
6:58:42PM THE WAY TO THE GREENSPACE WITH JUST A SINGLE DRIVEWAY THAT A
6:58:48PM PEDESTRIAN HAS TO CROSS, AND IT WOULD COST YOU MAYBE 30
6:58:53PM SPOTS IN THERE.
6:58:55PM THE SAME AREA YOU HAVE YOUR DROP-OFF.
6:58:57PM BUT YOU COULD INTEGRATE THE BUILDING INTO THE DEVELOPMENT.
6:59:02PM YOU COULD CONSIDER PUTTING UNITS OVER THE TOP OF THAT AND
6:59:06PM TAKING SOME OF THE FOUR-STORY UNITS OFF THE END CAP LOOKING
6:59:10PM TO THE WEST.
6:59:11PM BUT THAT'S ALL SUGGESTIONS TO HELP MAYBE WEDDING CAKE THE
6:59:16PM EAST SIDE OF THAT BUILDING AGAINST THE RIGHT-OF-WAY TO WHERE
6:59:18PM YOU SET THE FIRST LAYER OF UNITS BACK THREE STORIES, AND
6:59:22PM THEN FOUR STORIES TO HELP THE PEOPLE ACROSS THE STREET.
6:59:24PM IF YOU'RE TRYING TO NOT LOSE UNITS, THERE'S AREA BETWEEN THE
6:59:33PM BUILDING AND THE GREENSPACE THAT I'VE GOT ONE I'M DOING FOR

6:59:37PM A WHOLE FOODS IN VATANO NOW WHERE THE BUILDING IS CONNECTED
6:59:41PM WITH A DRIVEWAY AND THE CARS DRIVE UNDERNEATH IT, BUT IT
6:59:45PM DOESN'T HAVE TO BE A FIRE DEPARTMENT ACCESS ROUTE.
6:59:47PM BUT YOU COULD DO SECOND OR THIRD OR FOURTH FLOOR UNITS AND
6:59:51PM HAVE SOMETHING UNDERNEATH IT THAT IS AN OPEN PUBLIC SPACE.

6:59:55PM I LOOK AT IT AND I JUST NEED TO INTEGRATE THAT INTO THE
6:59:59PM GREENSPACE OTHER THAN A PARKING LOT.
7:00:02PM SO THERE ARE A LOT OF WAYS YOU CAN DO THAT.
7:00:09PM THOSE WERE THE CONCERNS THAT I HAD ON THIS PROJECT.
7:00:12PM THE DENSITY AND THE INTENSITY, IT INTEGRATES INTO WHEN YOU
7:00:18PM WANT THESE LOCAL BUSINESSES TO BE ABLE TO THRIVE AND SURVIVE
7:00:22PM LIKE THE RESTAURANTS AND THE SMALL STORES, THEY NEED THE
7:00:25PM HEADS IN BEDS CLOSE ENOUGH TO THEM TO KEEP THEM GOING.
7:00:28PM I DON'T HAVE AN OBJECTION TO THE CONCEPT OF THE INTEGRATED
7:00:32PM USE.
7:00:32PM IT JUST FEELS LIKE IT'S STANDING ALONE TOO MUCH TO ONE
7:00:35PM MEMBER OF THE BOARD.
7:00:41PM >>Anthony Gargano: THANK YOU, BARRY.
7:00:42PM THAT WAS GOOD.
7:00:42PM JIM.
7:00:43PM >>Jim Wallace: I AGREE WITH BARRY THAT THE COURTYARD IS A
7:00:50PM KEY ELEMENT HERE, IF YOU'RE ASKING FOR SUGGESTIONS.
7:00:54PM THERE'S NO REASON WHY IT HAS TO JUST BE A POOL IN THE MIDDLE
7:01:00PM OF A GREENSPACE, A DECK.
7:01:04PM THERE ARE WAYS TO MAKE THAT INTO A RAIN GARDEN WITH A ROAD
7:01:08PM THAT GIVES YOU ACCESS FROM THE SOUTH TO THE PARKING GARAGE,
7:01:14PM WHICH DOES A LOT FOR TRAFFIC.
7:01:19PM YOU CAN STILL HAVE A POOL AREA.
7:01:24PM IT DOESN'T REALLY -- THE LEFT-HAND SIDE OF THE BUILDING OR
7:01:26PM THE WEST SIDE OF THE BUILDING DOESN'T REALLY HAVE TO BE

7:01:29PM FULLY INTEGRATED, CONNECTED TO THE RIGHT SIDE OF THE
7:01:33PM BUILDING ON ALL FLOORS.
7:01:34PM IT CAN JUST BE THE SECOND, THIRD AND FOURTH FLOOR.
7:01:37PM TOTALLY AGREE WITH BARRY.
7:01:38PM THE OTHER ALTERNATIVE IS TO HAVE A SECOND ENTRY, WHICH YOU
7:01:41PM HAD PREVIOUSLY OFF THE PARKING SPACES ON THE PARKING LOT ON
7:01:48PM THE LEFT SIDE.
7:01:49PM I HAVE A HUGE CONCERN, AS I THINK BARRY DOES AND OTHER
7:01:57PM PEOPLE ABOUT HAVING ONE SINGLE ENTRANCE INTO THIS PARKING
7:02:00PM GARAGE.
7:02:01PM AND THE OTHER CONCERN THAT I THINK OTHER PEOPLE HAVE ON THE
7:02:03PM BOARD IS THIS IS A VERY LARGE -- ON THE SOUTH SIDE AND ON
7:02:10PM THE WEST SIDE AND ON THE NORTH SIDE -- IS A VERY TALL, LARGE
7:02:17PM BUILDING, AND IT'S ONE MASS.
7:02:20PM THERE ISN'T -- I MEAN, IF WE LOOK AT SOME OF WHAT'S
7:02:23PM HAPPENING THERE, LOOKS GREAT.

7:02:24PM IF YOU LOOK AT THE EAST SIDE, GREAT.
7:02:28PM CERTAINLY THE NORTH AND SOUTH SIDE, I DON'T THINK ARE
7:02:32PM COMPATIBLE WITH THE RESIDENCES.
7:02:35PM THE RESIDENCE VERY, VERY DIFFERENT FOOTPRINT THAN WHAT THIS
7:02:40PM IS ON THE NORTH AND SOUTH SIDE.
7:02:41PM SO I DON'T THINK IT'S COMPATIBLE THERE.
7:02:43PM I THINK IT NEEDS WORK.
7:02:45PM THOSE ARE MY COMMENTS.
7:02:49PM THEY ARE JUST CRITICAL ONES FOR ME.

7:02:52PM I DON'T THINK IT WORKS IF YOU DON'T SOLVE THOSE.
7:02:55PM >>Anthony Gargano: THANK YOU, JIM.
7:02:57PM KRISTIN.
7:02:59PM >>Kristin Jeannin: I'LL TRY TO KEEP MINE RELATIVELY SIMPLE
7:03:02PM AND CONCISE.
7:03:02PM BECAUSE I GENERALLY AGREE WITH THE PREVIOUS TWO COMMENTS.
7:03:11PM THE SOUTH ELEVATION IS PROBLEMATIC.
7:03:18PM THE SCALE, WE TALKED ABOUT ALREADY OF THE BUILDING LOOKS
7:03:23PM LIKE PROBABLY NOT ADEQUATE LANDSCAPE AT THE BASE IN ORDER
7:03:28PM FOR IT -- THE LANDSCAPE ARCHITECT MENTIONED THAT THEY WOULD
7:03:31PM PROVIDE LAYERED LANDSCAPING, BUT IT LOOKS LIKE TWO ROWS IS
7:03:37PM WHAT'S AVAILABLE THERE.
7:03:38PM A BUILDING OF THIS SCALE NEEDS TO HAVE TREES SPACED
7:03:45PM REGULARLY ACROSS THE FACADES OR PALMS.
7:03:49PM SOMETHING TALL.
7:03:49PM ESPECIALLY WHERE YOU DON'T HAVE THE ARCHITECTURAL
7:03:54PM ARTICULATION, THE LANDSCAPE REALLY HELPS TO PROVIDE THAT
7:03:56PM SOFTENING.
7:03:57PM THERE IS EVEN A LOCATION ON YOUR MAIN ENTRANCE INTO THE
7:04:04PM GARAGE, RATHER, WHERE YOUR RESIDENTS ARE GOING TO BE GOING
7:04:09PM EVERY DAY.
7:04:12PM WHERE YOU HAVE LIKE A FOOT BETWEEN A SIDEWALK AND THE
7:04:14PM BUILDING IN ONE SPOT.
7:04:15PM AND THEN THIS IS YOUR WASTE PICKUP AREA.
7:04:21PM HOW ARE WE BUFFERING THAT ADEQUATELY?

7:04:23PM SO I THINK WE'VE KIND OF BEAT THAT DEAD HORSE A LITTLE BIT.
7:04:28PM IF YOU ARE REALLY IN LOVE WITH THAT PEA GREEN COLOR THAT'S
7:04:34PM ON THE SHUTTERS, THEN I WOULD WANT YOU TO PROVE TO ME THAT'S
7:04:37PM IN THE COCONUT POINT PATTERN BOOK SOMEWHERE.
7:04:39PM BUT HOPEFULLY YOU'RE NOT IN LOVE WITH IT.
7:04:43PM THAT'S IT.
7:04:45PM >>Anthony Gargano: THANK YOU.
7:04:45PM AL.
7:04:47PM >>Al Paivandy: I THINK EVERYBODY COVERED ALL OF THAT.
7:04:51PM ONLY THING I CAN POSSIBLY ADD, IT APPEARS THAT THE DESIGNER
7:04:57PM DESIGNED IT TO THE MAXIMUM LIMITS OF THE SITE, ESPECIALLY ON
7:05:03PM THE THREE SIDES OF THE BUILDING THAT IS ALREADY MENTIONED,

7:05:07PM THE SOUTH, THE WEST, AND THE NORTH.
7:05:08PM AND THERE'S NO SPACE LEFT OTHER THAN THIS GIGANTIC WALL THAT
7:05:16PM IS LOOKING AT YOU.
7:05:19PM AGAIN, I REFER TO THAT RENDERING THERE.
7:05:25PM SOMEBODY KNEW EXACTLY WHAT TO DRAW.
7:05:28PM I HAPPEN TO BE AN ARCHITECT AND THAT IS THE ONLY
7:05:31PM GOOD-LOOKING PICTURE OF THE BUILDING.
7:05:33PM AND THEY KNEW HOW TO STAIR-STEP THE BUILDING TO BE ABLE TO
7:05:38PM NOT LOOK LIKE A GIGANTIC WALL.
7:05:42PM THEY PROVIDED A COLONNADE.
7:05:43PM THAT'S ONLY ONE STORY.
7:05:44PM THEY PROVIDED AN ENTRANCE, TWO-STORY.
7:05:46PM THEY PROVIDED ANOTHER WALKWAY BEYOND IT, BUT IT ONLY GOES

7:05:51PM HALF OF THAT BUILDING.
7:05:52PM MAYBE BY SUGGESTION AND PARTIALLY MADE SOME OF THE BUILDING
7:06:00PM MIGHT BE THREE STORIES, SOME FOUR STORIES.
7:06:03PM MAYBE SOME BREAKS IN THE BUILDING THAT WOULD NOT LOOK LIKE
7:06:09PM -- I THINK IT WAS REPEATED BEFORE, A WALL OF CHINA.
7:06:12PM IF IT CAN BE HELPED AND NOT LOOK LIKE -- IT MIGHT BLEND INTO
7:06:17PM THE ENVIRONMENT, ESPECIALLY SOME OF THE NUMBERS I'VE ALREADY
7:06:21PM MENTIONED FROM THE NINE COMMENTS.
7:06:24PM THANK YOU.
7:06:28PM >>Anthony Gargano: THANK YOU.
7:06:29PM MICHAEL.
7:06:31PM >>Michael Sheeley: AS STATED BEFORE, THE WEST ELEVATION, IF
7:06:33PM THE ARCHITECT CAN REPEAT WHAT WAS DONE ON THE NORTH HALF OF
7:06:37PM THAT ELEVATION ON THE SOUTH HALF, I THINK THAT WOULD BE A
7:06:40PM BIG BENEFIT.
7:06:41PM IF WE COULD GET MORE GREENSPACE ON THE SOUTH SIDE OF THE
7:06:43PM BUILDING, WHICH TO ME WOULD BE A FAIRLY EASY THING TO DO TO
7:06:47PM REDUCE THE WIDTH OF THE COURTYARD IN THE CENTER AND THE
7:06:50PM FIRST COURTYARD AND SLIDE THAT WING UP A LITTLE BIT.
7:06:55PM LASTLY, I DON'T THINK ANY OF US THOUGHT THROUGH THE GARBAGE
7:07:00PM AT ALL.
7:07:01PM VERY CLUMSY WAY TO DO THAT, CROSSING A SINGLE DRIVE.
7:07:03PM I'M WITH JIM ON ONE SINGLE ENTRANCE I THINK IS PROBLEMATIC.
7:07:07PM THAT'S ALL I'VE GOT.
7:07:09PM >>Anthony Gargano: THANK YOU, MIKE.

7:07:10PM JIM.
7:07:11PM >>James Tatooles: FIRST OF ALL, I'D LIKE TO START OFF WITH
7:07:15PM THE POSITIVE.
7:07:17PM THE POSITIVE IS I THINK THAT THIS IS A GREAT PROJECT.
7:07:21PM I THINK IT'S A PERFECT USE FOR SOMETHING THAT HAS DIED.
7:07:27PM THINGS CHANGE.
7:07:27PM A.I. IS COMING INTO THE INTERNET.
7:07:30PM WE GOT TO KEEP ON GOING WITH WHAT TRENDS ARE FOR MORE AND

7:07:35PM IMPROVED USES OF OUR FACILITIES.
7:07:39PM ALL THE THINGS THAT YOU MENTIONED ABOUT WHY THIS PROJECT
7:07:43PM SHOULD GO, WHAT IT DOES AND HOW IT WILL WORK, I COMPLETELY
7:07:46PM AGREE WITH YOU.
7:07:47PM I THINK THAT SOMETHING LIKE THIS IS GOING TO BE THERE FOR A
7:07:51PM LONG TIME.
7:07:53PM SO IF IT TAKES A LITTLE LONGER TO GET IT BETTER THAN IT IS
7:07:57PM RIGHT NOW, I DON'T THINK THAT'S A MISFORTUNE.
7:07:59PM I THINK THAT IS A POSITIVE.
7:08:01PM I COULD SEE WHEN I LOOK AT THIS, FROM THE TIME THAT WE FIRST
7:08:06PM TALKED AT THE WORKSHOP TO THE TIME THAT WE PRESENTED WITH
7:08:08PM THIS, THERE HASN'T BEEN VERY MUCH OF A CHANGE AT ALL.
7:08:12PM WHAT I SEE HERE IS WHEN YOU LOOK AT THE SITE LAYOUT, LOOK AT
7:08:17PM THE BIG PARKING LOT THAT IS A BLIGHT OF USE OF PROPERTY TO
7:08:22PM THE SHOPPING CENTER.
7:08:24PM THIS THING SHOULD BE A MAGNIFICENT ENTRANCE INTO A BEAUTIFUL
7:08:28PM APARTMENT COMPLEX, INCORPORATES RIGHT INTO THE CENTER, AND

7:08:33PM IT'S NOT.
7:08:34PM THIS THING IS LIKE A PORTION OFF TO THE SIDE.
7:08:39PM IF YOU LOOK AT THE LAYOUTS OF THE BUILDING, IT'S JUST BEING
7:08:43PM USED TO FILL SPACE.
7:08:45PM IT'S NOT BEING USED GOOD.
7:08:47PM THE DESIGNS ARE WONDERFUL.
7:08:48PM THE ARCHITECTURE IS GOOD.
7:08:51PM THE LITTLE MODIFICATIONS OF THE ARCHITECTURE ARE GREAT.
7:08:55PM BUT WHAT I SEE IS OVERALL SOMETHING THAT JUST LOOKS LIKE IT
7:09:00PM IS A BIG, DENSE THING THAT WAS JUST THROWN IN THERE TO FILL
7:09:03PM UP THE SPACE.
7:09:04PM I TRULY BELIEVE THAT PARKING IS A BIG PROBLEM HERE.
7:09:10PM I THINK I MENTIONED BEFORE, THE PROJECT DOWN THE STREET THAT
7:09:13PM HAS PARKING UNDERNEATH THE BUILDING USES THE SPACE VERY
7:09:18PM EFFICIENTLY BECAUSE WHAT YOU WOULD HAVE, YOU WOULD HAVE THAT
7:09:21PM SPACE BEING ON THE FIRST FLOOR, BEING PARKED.
7:09:24PM ACCESS IS TO THE APARTMENTS RIGHT JUST UP THE STAIRS.
7:09:28PM YOU WOULD BE ABLE TO TAKE ALL THAT LAND, AND IF YOU
7:09:31PM INCORPORATE IT INTO THE BUILDING, IT WILL GIVE YOU WAY MORE
7:09:34PM OPEN SPACE THERE, AREA TO HAVE THE PROJECT LOOK UNIQUE
7:09:40PM RATHER THAN JUST A BUNCH OF BUILDING FINGERS STICKING OUT.
7:09:43PM AND I THINK THAT ALL OF THESE THINGS TAKE TIME.
7:09:48PM THEY TAKE INGENUITY OF THE ARCHITECT, OF THE LAND PLANNER
7:09:54PM AND OF THE CONCEPT OF WHERE YOU WANT TO GO WITH YOUR
7:09:56PM DEVELOPMENT AS A DEVELOPER.

7:09:58PM I THINK THESE ARE ALL POSITIVE THINGS.
7:10:00PM BUT I THINK IN ORDER TO INCORPORATE IT WITHOUT THROWING AWAY
7:10:05PM ALL THE TIME WE GOT TO UP TO NOW, WE CAN'T REJECT THIS
7:10:09PM PROJECT.

7:10:09PM WE'RE CONFLICTED BECAUSE EVERYBODY HAS A PROJECT CORRECTION
7:10:15PM AS THEY MENTIONED SO FAR, SO THESE THINGS HAVE TO BE
7:10:18PM INCORPORATED AND THOUGHT ABOUT, INCLUDING MINE.
7:10:22PM I FEEL VERY STRONGLY THAT THIS IS SUCH AN IMPORTANT SITE
7:10:26PM THAT HAS TO BE DONE SOMETHING THAT PEOPLE ARE GOING TO SAY
7:10:29PM THIS IS FANTASTIC WHAT HAPPENED IN ESTERO.
7:10:32PM AND YOU'RE GOING TO HAVE APARTMENTS THAT ARE GOING TO GO ON
7:10:35PM THE MARKET IN A COMPETITIVE MARKET.
7:10:37PM DO YOU WANT THOSE APARTMENTS TO BE THE ONES THAT ARE LEFT
7:10:39PM OVER WHEN ALL THE OTHER ONES ARE USED UP BECAUSE THEY ARE SO
7:10:44PM GOOD AND, GOSH, I'M STUCK, I HAVE TO GO TO THIS LOUSY
7:10:47PM PROJECT TO RENT.
7:10:49PM YOU DON'T WANT THAT OPINION.
7:10:50PM YOU WANT TO BE THE ONE THAT SAYS THIS IS THE FIRST PROJECT I
7:10:53PM WANT TO GO TO BECAUSE IT'S GREAT LOOKING, IT'S FANTASTIC
7:10:56PM LAYOUT, CONVENIENT, RIGHT BY THE SHOPPING CENTER.
7:11:01PM YOU WANT THIS PROJECT TO BE THE PROJECT THAT THEY FIRST WANT
7:11:03PM TO RENT IN.
7:11:05PM AND IN ORDER TO BE ABLE TO INCORPORATE SOME OF THESE THINGS
7:11:09PM AND TO BE ABLE TO GET THESE THOUGHTS MORE REFINED, YOU HAVE
7:11:13PM TO HAVE A LITTLE MORE TIME.

7:11:14PM YOU'RE TALKING ABOUT A PROJECT, '29 WILL BE FINISHED, YOU
7:11:18PM CAN'T GIVE YOURSELF ANOTHER TWO OR THREE WEEKS TO BE ABLE TO
7:11:23PM INCORPORATE THESE THINGS, IT'S A SHAME.
7:11:25PM I DON'T LIKE TO BE PUT IN A SPOT HERE THAT I HAVE TO MAKE A
7:11:30PM DECISION TO APPROVE OR DISAPPROVE SOMETHING THAT I REALLY
7:11:34PM LIKE AND DISAPPROVE IT BECAUSE OF THESE LITTLE THINGS THAT
7:11:37PM WE'RE TALKING ABOUT HERE.
7:11:38PM I STRONGLY SUGGEST THAT YOU CONSIDER CONTINUING THIS
7:11:46PM PROJECT, AND IN THE -- HAVE AN OPPORTUNITY TO HAVE
7:11:49PM INDIVIDUAL CONSULTATIONS WITH OUR BOARD MEMBERS OR ANYBODY
7:11:52PM ELSE THAT YOU WANT TO BE MORE CONCISE IN WHAT YOU'RE DOING.
7:11:55PM BUT COME UP WITH A PROJECT THAT WE'LL ALL BE PROUD OF.
7:11:59PM THIS ISN'T A PROJECT WE'RE PROUD OF RIGHT NOW.
7:12:02PM THE CONCEPT OF THE PROJECT IS FANTASTIC.
7:12:04PM WE'RE ALL IN APPROVAL WITH THAT.
7:12:05PM THE DETAILS ARE JUST WHAT JIM WALLACE SAID, THE DEVIL IS IN
7:12:09PM THE DETAILS.
7:12:10PM AND THERE ARE A LOT OF PEOPLE THAT HAVE DETAIL PROBLEMS THAT
7:12:13PM HAVE CONCERNS.
7:12:15PM DON'T LET THOSE BE A BLOCK AND HINDRANCE TO THIS PROJECT BY
7:12:19PM HAVING TO VOTE DOWN SOMETHING THAT WE REALLY WANT TO
7:12:22PM APPROVE.
7:12:22PM >>Anthony Gargano: OKAY, JIM.
7:12:23PM THANK YOU.
7:12:24PM I WOULD LIKE TO MAKE ONE CORRECTION.

7:12:27PM YOU DON'T WANT INDIVIDUAL CONVERSATIONS BETWEEN BOARD
7:12:31PM MEMBERS AND THE APPLICANT.
7:12:33PM THAT IS NOT SOMETHING THAT YOU ACTUALLY WANT.
7:12:37PM >>Erica Augello: IN FACT, YOU CANNOT.
7:12:38PM THAT IS EX PARTE COMMUNICATION.
7:12:40PM PLEASE DON'T DO THAT.
7:12:45PM >>Dan Williams: MY ONLY CONCERN HAS BEEN ADDRESSED
7:12:47PM PREVIOUSLY.
7:12:47PM THAT WAS THE SINGLE IN AND OUT.
7:12:48PM I DID ALSO WANT TO MENTION I BELIEVE THERE WAS A PUBLIC
7:12:52PM COMMENT RAISING CONCERN ABOUT WHO MAY BE MOVING IN THERE.
7:12:55PM THE DEVELOPER CAN'T CONTROL THAT.
7:12:57PM AND THAT IS JUST CIRCUMSPECT.
7:13:01PM THAT'S ALL I HAD.
7:13:02PM THANK YOU.
7:13:02PM >>Anthony Gargano: THANKS, DAN.
7:13:03PM NEALE, IS THAT ENOUGH INPUT?
7:13:10PM >>Neale Montgomery: YES.
7:13:11PM I APPRECIATE IT.
7:13:13PM >>Anthony Gargano: I'LL REITERATE THE CHOICE.
7:13:16PM >>Neale Montgomery: BEFORE YOU GUYS PROVIDED THAT INPUT, I
7:13:19PM WOULD HAVE SAID LET THE CHIPS FALL WHERE THEY WILL.
7:13:23PM I WASN'T CLEAR ON WHAT YOU WANT.
7:13:25PM I APPRECIATE THE FACT THAT YOU TOOK THE TIME TO GIVE US VERY
7:13:28PM SPECIFIC INFORMATION THAT I HOPE WE CAN NOW ADDRESS.

7:13:31PM WE WILL REQUEST A 30-DAY CONTINUANCE.
7:13:34PM >>Anthony Gargano: IS 30 DAYS SUFFICIENT?
7:13:38PM >>Neale Montgomery: IF IT ISN'T, I'M GUESSING YOU'LL GIVE US
7:13:41PM MORE TIME.
7:13:49PM >>Mary Gibbs: THE DATE CERTAIN WOULD BE NOVEMBER 17.
7:13:53PM >>Anthony Gargano: ON THAT BASIS THEN, I'M GOING TO
7:13:56PM ENTERTAIN A MOTION THAT WE CONTINUE TO DATE CERTAIN NOVEMBER
7:13:59PM 17, THIS APPLICATION.
7:14:02PM >>Michael Sheeley: SO MOVED.
7:14:04PM >>Barry Jones: SECOND.
7:14:05PM >>Anthony Gargano: SO WE HAVE A MOTION THAT'S MADE AND
7:14:08PM SECONDED.
7:14:08PM ANY DISCUSSION ON THE MOTION?
7:14:12PM >>James Tatooles: I THINK THAT'S A VERY GOOD CHOICE.
7:14:15PM >>Anthony Gargano: TAMMY, A ROLL CALL VOTE, PLEASE.
7:14:17PM >>Kristin Jeannin: YES.
7:14:19PM >>Barry Jones: YES.
7:14:20PM >>Al Paivandy: YES.
7:14:22PM >>Michael Sheeley: YES.
7:14:23PM >>James Tatooles: YES.
7:14:25PM >>Jim Wallace: YES.
7:14:27PM >>Dan Williams: YES.

7:14:28PM >>Anthony Gargano: YES.
7:14:31PM >>Michael Sheeley: THANK YOU, ALL.
7:14:32PM >>Anthony Gargano: OKAY.

7:14:33PM THANK YOU.
7:14:33PM I THINK THAT CONCLUDES THE BUSINESS.
7:14:41PM MARY, ANYTHING ELSE BEFORE WE --
7:14:43PM >>Mary Gibbs: NO, THAT'S ALL.
7:14:44PM >>Anthony Gargano: MOTION TO ADJOURN?
7:14:46PM >>Michael Sheeley: SO MOVED.
7:14:47PM >>James Tatooles: SECOND.
7:14:48PM >>Anthony Gargano: ALL IN FAVOR?
7:14:49PM >> AYE.
7:14:49PM >>Anthony Gargano: WE'RE ADJOURNED.
7:14:50PM THANK YOU.

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
September 15, 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, Al Paivandy, Kristin Jeannin, Dan Williams, and Vice Chairman Sheeley. Absent: Board Members Barry Jones, Jim Wallace, and Chairman Anthony Gargano.

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

4. APPROVAL OF AGENDA:

Vice Chairman Sheeley announced that the order of the agenda will be 7 (a) HomeBase Estero (Pending Application) (District 5), 6(a) Leo Brown Group/Mission Grove of Estero, Plaza Del Sol, Parcel G – East (DCI2026-E004) (District 4), and 7(b) Woodfield/Coconut Road CPD (Pending Application) (District 1).

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

5. BUSINESS:

(a) Consent Agenda

(1) Approval of July 21, 2026 meeting minutes

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

7. PUBLIC INFORMATION

(a) HomeBase Estero (Pending Application) (District 5)
North of Everblades Parkway N., east of Tiburon Way and west of Ben Hill Griffin Parkway

Applicant seeks to develop a 26,000 square foot standalone veteran clinic for office/outpatient clinical use on 2 acres in front of Tidewater Development.

Staff Presentation/Comments
Aymee Chavez, Planner

Presentation/Information by
Isabella Ramos, Suffolk Design
Armando Hernandiz, Home Base
Dean Martin, TDM Consulting
Josh Kelley, Landscape Architect

Public Comment
In-Person
Alan White, Tidewater

Board Questions or Comments
Board Members Tatooles, Jeannin, Paivandy, Williams, and Vice Chairman Sheeley

6. WORKSHOP

(a) Leo Brown Group/Mission Grove of Estero, Plaza Del Sol, Parcel G – East (Pending Application) (District 4)
10251 Arcos Avenue, north of Culver's and Auto Zone.

Review of revised architectural design element only for proposed 163 Assisted Living Facility/Continuing Care Facility/ on 7 acres.

Staff Presentation/Comments
Aymee Chavez, Planner

Presentation/Information by
Neale Montgomery, Esq., Pavese Law Firm
Glen Baurhyte, Forum Architecture & Interior Design

Public Comment
None

Board Questions or Comments
Board Members Tatooles, Jeannin, Paivandy, and Vice Chairman Sheeley

7. PUBLIC INFORMATION

(b) Woodfield/Coconut Road CPD (Pending Application) (District 1)
Located at the northwest corner of US 41 and Coconut Road.

Applicant seeks to amend the Master Concept Plan to allow for commercial use and parking deviation on the two northerly tracts adjacent to US 41 in place of residential multifamily use.

Staff Presentation/Comments
Michael Manning, Assistant Community Development Director/Assistant Village Manager.

Presentation/Information by
Ross Abramson, Woodfield Development

Public Comment
None

Board Questions or Comments
Board Members Tatooles, Jeannin, Paivandy, and Vice Chairman Sheeley

8. BOARD COMMUNICATIONS

(a) Next meeting – October 20, 2026

9. ADJOURNMENT: 5:54 pm.

_____
Tammy Duran
Deputy Village Clerk

Coconut Point Apartments
Zoning Staff Report

For Planning Zoning and Design Board

October 20, 2026

PROJECT NAME:	**Coconut Point MPD/DRI Amendments**
CASE TYPE:	**Amendment to Planned Development and Amendment to Development of Regional Impact**
CASE NUMBER:	**DCI2026-E002 and DRI 2026-E001**
PLANNING ZONING & DESIGN BOARD DATE:	**October 20, 2026**

SUMMARY OF REQUEST

The applicant is requesting an amendment to the Coconut Point Mixed-Use Planned Development (MPD) and Development of Regional Impact (DRI) to allow a 355-unit, 4-story multifamily building within the Coconut Point Mall parking lot on the former site of the vacant Regal movie theater, located south of Target and north of The Residences of Coconut Point. The applicant is also requesting a parking deviation.

The applicant is proposing:

- A four-story building with 355 multifamily units
- A four-story structured parking garage and shared surface parking

RECOMMENDATION

Staff recommends approval with conditions in the draft ordinance.

GENERAL INFORMATION

Applicant
Chris Moore – Waypoint Residential, Managing Director, Florida Development

Authorized Agent
Bowman Consulting Group

Location
The subject property is located within the parking lot of Coconut Point Mall, where the vacant Regal movie theater is currently located.

Surrounding Zoning and Land Use
North Coconut Point Mall parking lot, then Target

East Via Coconut Point, Seminole Gulf Railway, then, Shadow Wood community

South Via Monte Carlo Way, then, The Residences at Coconut Point

West Various retail stores within Coconut Point Mall, then US 41

Zoning
Mixed Use Planned Development (MPD). The property is also governed by a DRI Development Order for the 482-acre Coconut Point property.

Comprehensive Plan Land Use Category
Transitional Mixed Use

Zoning History
The property is part of Coconut Point MPD and Coconut Point DRI. The property was rezoned from Agriculture (AG-2) to a Mixed Use Planned Development (MPD) by Lee County in 2002 under zoning resolution Z-02-009. The DRI and MPD zoning have been amended numerous times by Lee County as well as the Village of Estero after incorporation.

Public Information Meeting
A Public Information Meeting was held on January 13, 2026. A workshop was held on March 10, 2026. The applicant's summary of the meeting is attached.

STAFF ANALYSIS

The zoning amendment would allow development of a four-story, 355-unit multifamily residential building at the site of the vacant Regal movie theater within Coconut Point Mall. The existing movie theater would be demolished as part of the proposed development.

Master Concept Plan
The Master Concept Plan shows the following:

- The proposed four-story, 355-unit multifamily building
- The four-story structured parking garage and shared surface parking area
- Outdoor amenity areas, including several courtyards
- Recycling/refuse area and existing Via Coconut Point landscape buffer
- Pedestrian connections to the shopping center and Via Coconut Point
- Vehicle Access to the multifamily building from Via Umbria Way off Via Coconut Point, with additional access to the surface parking area from the internal mall roadway via Via Monte Carlo Way

Pattern Book
A Pattern Book is required for a zoning amendment. The Pattern Book is "supplemental" because there are already design guidelines for the larger Coconut Point development which includes Simon and Oakbrook properties.

The proposed Pattern Book includes a connectivity plan, master concept plan, conceptual landscape plan, architectural elevations, color and material samples, and architectural renderings.

Architecture
The proposed development incorporates Mediterranean elements, including towers, balconies, arched windows and openings, covered walkways, and a warm earth-tone color palette that is consistent with the new paint colors recently approved for Coconut Point. The building façade along Via Coconut Point includes recessed U-shaped building sections that create inner courtyards which will provide some visual relief along the façade. In response to comments received, the applicant has reduced the overall building height from five to four stories.

The four-story structured parking garage is integrated into the overall building design and incorporates complimentary architectural features, materials, and colors to create a more cohesive appearance.

Height & Line of Sight Exhibit
The proposed multifamily residential building will have a maximum height of 44 feet, 6 inches to the parapet, with a maximum of four stories permitted. The line-of-sight exhibit provided by the applicant indicates that the single-family residences within the Shadow Wood community, located across Via Coconut Point and the railroad, are approximately 400 feet away from the east side of the proposed building. Based on the exhibit, limited visibility of the rooftops of the Shadow Wood residences from the proposed fourth story is shown only at the northeast corner of the development. From the remaining areas, the residences are obscured by the existing vegetative buffer along the railroad.

Schedule of Uses
The permitted uses will include multiple family units and accessory uses in Tract 2A.

Pedestrian Connections
Sidewalks and pedestrian walkways will be provided between the parking lot and the proposed building. Pedestrian connections will be provided to Via Coconut Point and to the commercial retail shops and restaurants within Coconut Point Mall through sidewalks and crosswalks. Bicycle racks are proposed along the north side of the building, adjacent to the recycling/refuse area.

Signage
No signage has been requested as part of this amendment.

Flood
The site does not fall within a Special Flood Hazard Area and is in the X Flood Zone per the most recent flood map.

Stormwater Management
The applicant has provided a Surface Water Narrative describing the existing and proposed surface water management system. The narrative indicates the following:

- The existing water management system collects runoff from developed areas and internal roadways and directs it to existing water management treatment basins located throughout the mall.

- The mall contains multiple outfall structures that discharge stormwater into adjacent wetlands and existing swales.

- The subject property currently drains into an existing lake located east of Via Coconut Point. The water management basins discharge to adjacent wetlands and swales, that flow north to existing wetland slough.

Project Density and Compatibility Review

The property is located within the Coconut Point Development of Regional Impact. The Comprehensive Plan category is Transitional Mixed Use which has a density of 1-6 units per acre for horizontal mixed use and single use. Density is based on the overall density for the DRI (1,624 units on 482 acres) which is 3.4 units per acre.

While the net density of this specific project is much higher based on the footprint of the site, density for a DRI is evaluated based on the overall DRI, rather than the individual development area. DRI's maintain their rights to their approvals under Chapter 38.06 Florida Statutes. This DRI is based on a certain maximum number of vehicle trips, so any additional units would require a reduction in other uses to ensure no net increase in traffic.

Staff was concerned about the intensity of the project. The number of units has been reduced from what was originally proposed to staff.

In evaluating compatibility, the original proposal has been modified from the requested 5 stories to 4 stories. This height is similar to the hotel that was recently approved south of and adjacent to this site, and similar in height to the nearby Residences which are 3-story over parking with some 2-story over commercial retail.

The original design of the building was somewhat massive, and the applicant has modified the design based on PZDB and staff comments to better integrate within the mall, modify the parking structure to be more compatible, and modify the building design along Via Coconut to add recesses and courtyards. The line of sight exhibits indicate that only the tops of the building will be visible from the nearest homes in The Brooks.

The original proposal was for a 5-story building which staff did not support. The revised proposal is compatible with nearby uses and provides an opportunity for redevelopment of the vacant movie theater. Multifamily use, if properly designed, can help activate the shopping center area.

Transportation

The applicant has provided a detailed Traffic Impact Statement analyzing the traffic impacts of the 355-unit multifamily project. The Traffic Analysis illustrates the following:

- Primary access to this development will be provided via Via Umbria Way to the north, with access to Via Monte Carlo Way to the south, and access by internal roadways and the Coconut Point parking lot to the west.

- Via Coconut Point is projected to operate at a Level of Service "D" in 2031 with or without the addition of the project traffic. Therefore, no roadway capacity improvements will be required.
- The existing turn lanes along Via Coconut Point are of sufficient length to accommodate the additional trips anticipated from this proposed change in use.
- The change from theater to multifamily use will result in a reduction of traffic from 4,680 daily trips (Friday) to 1,598 daily trips.
- The multifamily building will generate 1,598 daily two-way trips, with 141 a.m. peak hour and 131 p.m. peak hour trips.
- Transportation impacts were paid by the developer through proportionate share payments and pipelined improvements surrounding the property years ago, based on total traffic impacts.

While this project will add additional traffic primarily to Via Coconut Point, since the movie theater has been vacant, it will not increase total trips over what was originally analyzed and approved and will not create any level of service issues.

Parking and Deviation Request

The applicant proposes a four-story structured parking garage with 648 spaces within the building footprint and shared surface parking west of the building with an additional 156 parking spaces. The applicant has also requested a deviation for a parking reduction.

The applicant prepared a Parking Demand Study to support a parking reduction. The study evaluated parking demand at several apartment complexes in Lee County, Cape Coral, Fort Myers and Estero, as well as parking calculations by the Institute of Traffic Engineers (ITE) manual.

Estero's Land Development Code requires 2 spaces per multifamily unit, plus 10% of the total for visitor parking. Based on 355 proposed units, the required parking would be 781 spaces.

The applicant proposes 648 spaces in the parking garage, with 145 additional surface parking adjacent to the apartments. These surface spaces are owned by Simon and would be shared spaces.

Village staff used an independent traffic consultant (Trebilcock Consulting) to evaluate the applicant's request. After review, the Village's consultant recommended a parking calculation of 1.8 spaces per unit, which is an 18% reduction supported by higher local demand data but less than the applicant's requested 30% reduction. The applicant agrees with this reduction. At 1.8 spaces, there is sufficient space in the parking garage, while there will be additional spaces in the shared lot.

Perimeter Buffers and Landscaping

There is an existing 15-foot landscape buffer along Via Coconut Point. It appears that some shrubs are missing from the buffer area. The applicant proposes to supplement the existing buffer by installing a solid hedgerow, maintained at a height of 48 inches, in areas where gaps currently exist. According to the applicant, no additional internal buffers are proposed because they would create a separation between the uses within the established Coconut Point MPD.

Staff had requested that the applicant install additional trees adjacent to the building to help soften the building mass along Via Coconut and in other areas as reviewed and approved by the Planning Zoning and Design Board.

Staff is recommending a condition that the applicant install and maintain median landscaping on Via Coconut Point similar to several other developments along the roadway, including Genova, Via Coconut and Edera.

Utilities
Utilities will be provided by Bonita Springs Utilities. BSU will provide comments through the development order and the BSU Application to Construct process.

Fire
Estero Fire Department indicated they had no comments at this time.

Development of Regional Impact (DRI) Review
Multifamily residential use is permitted within Coconut Point; however, the development is subject to an overall limit on the number of residential units. Existing residential development within the Coconut Point MPD/DRI, including Rapallo, The Reserve at Coconut Point, and The Residences at Coconut Point, has reduced the number of units remaining under the current entitlements. As a result, an amendment to the MPD and DRI is necessary to allow the proposed 355 units.

There are 450 units allocated to Area 2 (Simon property) where this project is proposed. There have been 349 units constructed, leaving 101 units available.

In order to approve the requested 355 units, other uses must be reduced to ensure that there is no net increase in vehicle trips. The applicant proposes reducing commercial square footage by 11,800 square feet, which would be the equivalent number of trips for the 254 multifamily units.

The DRI was originally approved by Lee County on October 21, 2002, and this will be the eleventh amendment since its original approval. DRIs no longer require State of Florida review and approval for amendments.

COMPREHENSIVE PLAN ANALYSIS

The project is in the Transitional Mixed Use Future Land Use category. The category is described below:

FLU-1.2.8 TRANSITIONAL MIXED USE
Transitional Mixed-Use areas are characterized by primarily existing or emerging developments where the Village's largest and most intense commercial and multifamily residential developments are or will be concentrated, including some areas that currently have some degree of mixed use. Urban services are in place or readily expandable to support moderately intense levels of mixed commercial and residential development.

Staff Comment:
The Transitional Mixed Use Future Land Use category allows a broad range of commercial and residential uses, subject to applicable compatibility standards, and is intended to support a mix of uses that contribute to a live/work/play environment. Coconut Point MPD is an established mixed-use development that includes a variety of commercial retail, health care, hotel, and multifamily residential uses. The proposed multifamily residential use, if properly designed and integrated, will be consistent

with the residential uses currently established within the Coconut Point MPD and would add additional housing opportunities within an area where residential, commercial, and other complimentary uses are located within close proximity.

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

Staff Comment:
The project itself does not propose a mix of housing types but does provide for connectivity for residents to Via Coconut Point and the Coconut Point shopping center.

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

A. Are compatible with adjacent uses, public facilities, and infrastructure systems;

B. Impact surrounding environmental and natural resources, with specific controls to ensure preserved areas that are designated preserve through the development permitting process are not encroached upon and are only able to be altered or changed upon approval of amendments or modifications to applicable development orders and permits;

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

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

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

Staff Comment:
The proposed multifamily residential development is consistent with the existing mixed-use character of the Coconut Point MPD, which includes a variety of commercial, residential, and health care uses. The development will utilize the existing roadway and pedestrian network within the Coconut Point shopping center and provide additional pedestrian connections to Via Coconut Point. The project will maintain the existing landscape buffer along Via Coconut Point and provide additional landscaping within the outdoor courtyard areas and parking lot landscape islands. The proposed building, structured parking garage, landscaping, and outdoor amenity areas are designed to integrate with the existing development through the use of similar and complementary architectural features and the recently approved color palette consistent with the established character of the Coconut Point MPD.

DEVIATION

The applicant requested one deviation from the Village of Estero Land Development Code:

Deviation 1 *requests relief from LDC Table 5-204.B.1, Minimum Number of Off-street Parking Spaces, which establishes a minimum number of vehicular parking spaces for multiple-family dwellings of 2 spaces per dwelling unit plus 10% additional for visitor uses, to allow for a minimum number of vehicular parking spaces for multiple-family dwellings of 1.5 spaces per dwelling unit with no additional parking for visitor uses. This deviation is limited to the multiple-family development proposed as part of the requested amendment.*
Staff Comment: See Parking and Deviation Request section. Staff recommends approval of a deviation to 1.8 spaces per unit.

CONCLUSION

Staff has proposed the following findings for the MPD Amendment if the Planning Zoning and Design Board wishes to recommend approval of the request:

1. The Planned Development Amendment as conditioned will be consistent with the goals, objectives, and policies of the Comprehensive Plan.

   Staff Comment: The proposed amendment is generally consistent with the Comprehensive Plan. The proposed multifamily residential development will be located within an existing Mixed-Use Planned Development that includes a variety of residential, commercial, and other uses. The proposed use is consistent with the mixed-use character and intent of the Transitional Mixed-Use Future Land Use designation.

2. The Planned Development Amendment as conditioned will not conflict with any portion of the Land Development Code.

   Staff Comment: The proposed amendment is consistent with the applicable requirements of the LDC, except for the requested parking deviation.

3. The Planned Development Amendment will address a community need.

   Staff Comment: The site currently includes a vacant Regal movie theater and associated parking. The proposed amendment would provide additional housing opportunities within an established mixed-use development and support the live/work/play intent of the Transitional Mixed Use Future Land Use designation.

4. The Planned Development Amendment as conditioned will be compatible with existing and planned uses surrounding the subject land.

   Staff Comment: The proposed amendment, as conditioned, will be compatible with the existing and planned uses in the surrounding area, which includes a mix of residential, retail, and other commercial uses.

5. The Planned Development Amendment will result in a logical and orderly development pattern.

   Staff Comment: The proposed amendment would allow multifamily residential development within an established mixed-use development at a site currently occupied by a vacant movie theater and associated parking. The development pattern within the Coconut Point MPD is already established.

6. The Planned Development Amendment will not adversely affect the property values in the area.

   Staff Comment: The proposed amendment should not adversely affect the property values in the area.

7. The Planned Development Amendment will result in development that is adequately served by public facilities (roads, potable water, wastewater, solid waste, storm water, schools, parks, police, and fire and emergency medical facilities.)

   Staff Comment: The proposed project will be served by public facilities.

8. The Planned Development Amendment as conditioned will not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

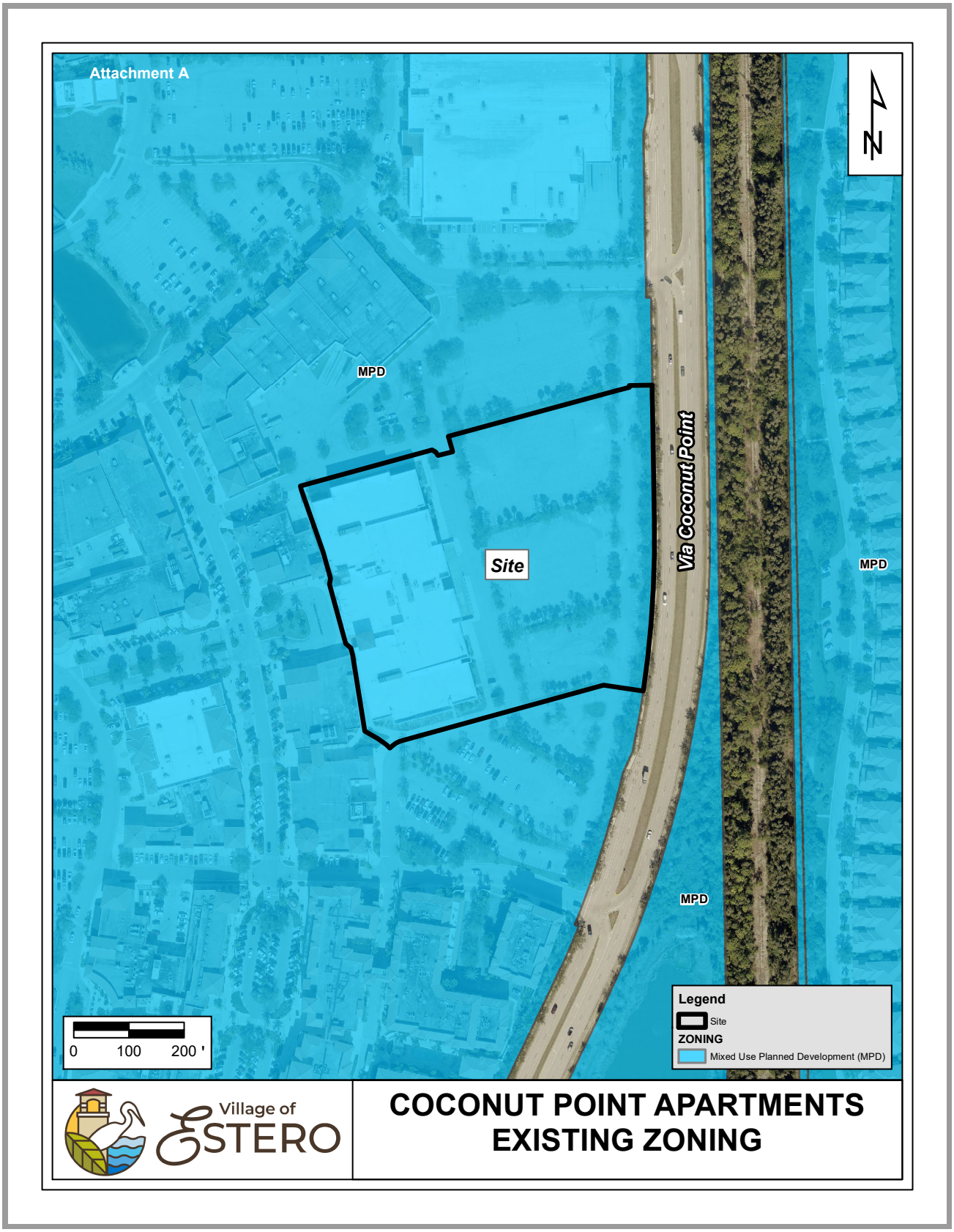
   Staff Comment: The proposed amendment will not adversely affect the natural environment as the site is already developed and paved.

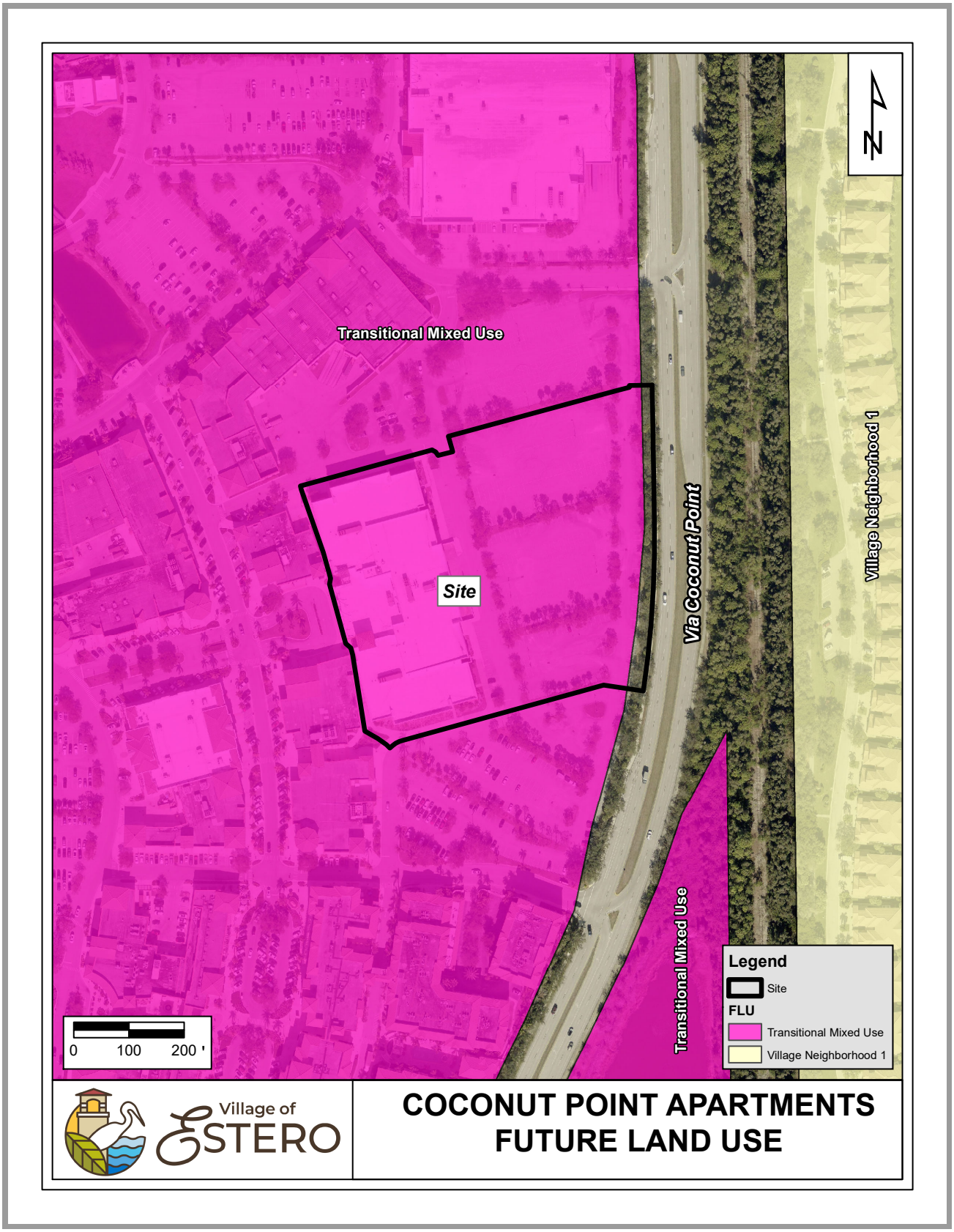
9. The Planned Development Amendment is compatible with existing or planned uses in the surrounding area.

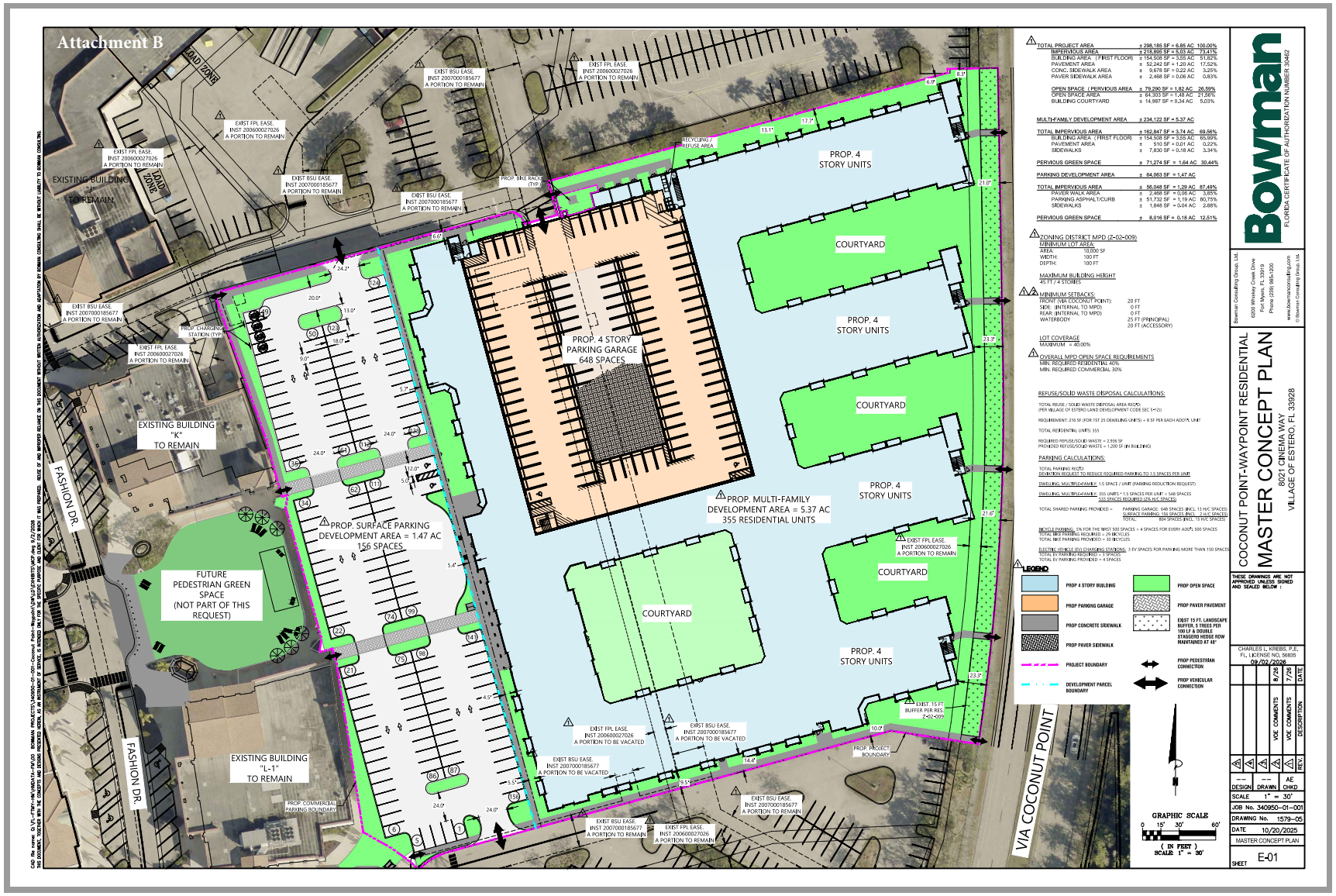
   Staff Comment: The proposed amendment, with the staff recommended conditions, will be compatible with the surrounding area and the established mix of residential, commercial, and other uses within the Coconut Point MPD.

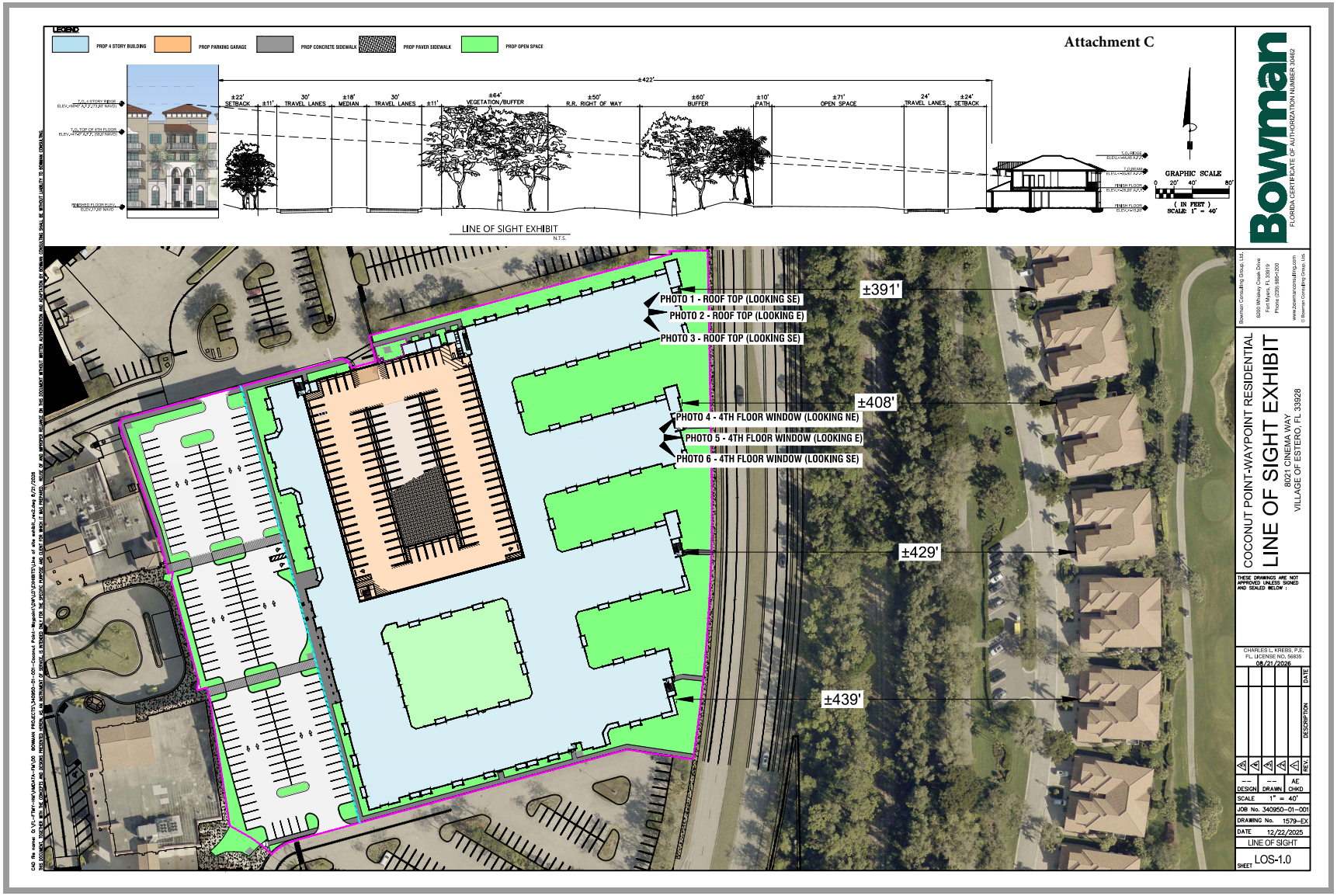
ATTACHMENTS:

A. Maps – Zoning and Future Land Use
B. Master Concept Plan
C. Line of Sight Exhibit
D. Pattern Book
E. Zoning Ordinance
F. Coconut Point MPD Traffic Impact Statement Review Memorandum dated August 17, 2026
G. Coconut Point MPD Parking Demand Study Review Memorandum dated August 17, 2026


Attachment A
N
MPD
Site
Via Coconut Point
MPD
MPD
0
100
200 '
Legend
Site
ZONING
Mixed Use Planned Development (MPD)
Village of
ESTERO
COCONUT POINT APARTMENTS
EXISTING ZONING


Transitional Mixed Use
Site
Via Coconut Point
Village Neighborhood 1
Transitional Mixed Use
N
0
100
200 '
Legend
Site
FLU
Transitional Mixed Use
Village Neighborhood 1
Village of
ESTERO
COCONUT POINT APARTMENTS
FUTURE LAND USE


Attachment B
PROP. 4 STORY UNITS
COURTYARD
PROP. 4 STORY PARKING GARAGE 648 SPACES
PROP. MULTI-FAMILY DEVELOPMENT AREA = 5.37 AC 355 RESIDENTIAL UNITS
PROP. SURFACE PARKING DEVELOPMENT AREA = 1.47 AC 156 SPACES
EXISTING BUILDING "K" TO REMAIN
EXISTING BUILDING "L-1" TO REMAIN
EXISTING BUILDING TO REMAIN
FUTURE PEDESTRIAN GREEN SPACE (NOT PART OF THIS REQUEST)
FASHION DR.
VIA COCONUT POINT
PROP. CHARGING STATION (TYP.)
PROP. BIKE RACKS (TYP.)
PROP. COMMERCIAL PARKING BOUNDARY
PROP. PROJECT BOUNDARY
LOAD ZONE
EXIST FPL EASE. INST 200600027026 A PORTION TO REMAIN
EXIST BSU EASE. INST 200700185677 A PORTION TO REMAIN
EXIST FPL EASE. INST 200600027026 A PORTION TO BE VACATED
EXIST BSU EASE. INST 200700185677 A PORTION TO BE VACATED
EXIST. 15 FT BUFFER PER RES. #-02-009
GRAPHIC SCALE
0 15' 30' 60'
(IN FEET)
SCALE: 1" = 30'
LEGEND
PROP 4 STORY BUILDING
PROP PARKING GARAGE
PROP CONCRETE SIDEWALK
PROP PAVER SIDEWALK
PROJECT BOUNDARY
DEVELOPMENT PARCEL BOUNDARY
PROP OPEN SPACE
PROP PAVER PAVEMENT
EXIST 15 FT. LANDSCAPE BUFFER, 5 TREES PER 100 LF & DOUBLE STAGGERED HEDGE ROW MAINTAINED AT 48"
PROP PEDESTRIAN CONNECTION
PROP VEHICULAR CONNECTION
TOTAL PROJECT AREA ± 298,185 SF = 6.85 AC 100.00%
IMPERVIOUS AREA ± 218,895 SF = 5.03 AC 73.41%
BUILDING AREA (FIRST FLOOR) ± 154,508 SF = 3.55 AC 51.82%
PAVEMENT AREA ± 52,242 SF = 1.20 AC 17.52%
CONC. SIDEWALK AREA ± 9,678 SF = 0.22 AC 3.25%
PAVER SIDEWALK AREA ± 2,468 SF = 0.06 AC 0.83%
OPEN SPACE (PERVIOUS AREA ± 79,290 SF = 1.82 AC 26.59%
OPEN SPACE AREA ± 64,303 SF = 1.48 AC 21.56%
BUILDING COURTYARD ± 14,987 SF = 0.34 AC 5.03%
MULTI-FAMILY DEVELOPMENT AREA ± 234,122 SF = 5.37 AC
TOTAL IMPERVIOUS AREA ± 162,847 SF = 3.74 AC 69.56%
BUILDING AREA (FIRST FLOOR) ± 154,508 SF = 3.55 AC 65.99%
PAVEMENT AREA ± 510 SF = 0.01 AC 0.22%
SIDEWALKS ± 7,830 SF = 0.18 AC 3.34%
PERVIOUS GREEN SPACE ± 71,274 SF = 1.64 AC 30.44%
PARKING DEVELOPMENT AREA ± 64,063 SF = 1.47 AC
TOTAL IMPERVIOUS AREA ± 56,048 SF = 1.29 AC 87.49%
PAVER WALK AREA ± 2,468 SF = 0.06 AC 3.85%
PARKING ASPHALT/CURB ± 51,732 SF = 1.19 AC 80.75%
SIDEWALKS ± 1,848 SF = 0.04 AC 2.88%
PERVIOUS GREEN SPACE ± 8,016 SF = 0.18 AC 12.51%
ZONING DISTRICT MPD (Z-02-009)
MINIMUM LOT AREA:
AREA: 10,000 SF
WIDTH: 100 FT
DEPTH: 100 FT
MAXIMUM BUILDING HEIGHT
45 FT / 4 STORIES
MINIMUM SETBACKS:
FRONT (VIA COCONUT POINT): 20 FT
SIDE: (INTERNAL TO MPD) 0 FT
REAR: (INTERNAL TO MPD) 0 FT
WATERBODY 25 FT (PRINCIPAL)
20 FT (ACCESSORY)
LOT COVERAGE
MAXIMUM = 40.00%
OVERALL MPD OPEN SPACE REQUIREMENTS
MIN. REQUIRED RESIDENTIAL 40%
MIN. REQUIRED COMMERCIAL 30%
REFUSE/SOLID WASTE DISPOSAL CALCULATIONS:
PARKING CALCULATIONS:
Bowman
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 30462
Bowman Consulting Group, Ltd.
6200 Whiskey Creek Drive
Fort Myers, FL 33919
Phone (239) 985-1200
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.
COCONUT POINT-WAYPOINT RESIDENTIAL
MASTER CONCEPT PLAN
8021 CINEMA WAY
VILLAGE OF ESTERO, FL 33928
THESE DRAWINGS ARE NOT APPROVED UNLESS SIGNED AND SEALED BELOW :
CHARLES L. KREBS, P.E.
FL. LICENSE NO. 56835
09/02/2026
DESIGN
DRAWN
CHKD
SCALE 1" = 30'
JOB No. 340950-01-001
DRAWING No. 1579-05
DATE 10/20/2025
MASTER CONCEPT PLAN
SHEET E-01


LEGEND
PROP 4 STORY BUILDING
PROP PARKING GARAGE
PROP CONCRETE SIDEWALK
PROP PAVER SIDEWALK
PROP OPEN SPACE
Attachment C
±422'
±22' SETBACK
±11'
30' TRAVEL LANES
±18' MEDIAN
30' TRAVEL LANES
±11'
±64' VEGETATION/BUFFER
±50' R.R. RIGHT OF WAY
±60' BUFFER
±10' PATH
±71' OPEN SPACE
24' TRAVEL LANES
±24' SETBACK
GRAPHIC SCALE
0 20' 40' 80'
(IN FEET)
SCALE: 1" = 40'
LINE OF SIGHT EXHIBIT
N.T.S.
PHOTO 1 - ROOF TOP (LOOKING SE)
PHOTO 2 - ROOF TOP (LOOKING E)
PHOTO 3 - ROOF TOP (LOOKING SE)
PHOTO 4 - 4TH FLOOR WINDOW (LOOKING NE)
PHOTO 5 - 4TH FLOOR WINDOW (LOOKING E)
PHOTO 6 - 4TH FLOOR WINDOW (LOOKING SE)
±391'
±408'
±429'
±439'
Bowman
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 30462
Bowman Consulting Group, Ltd.
6300 Whiskey Creek Drive
Fort Myers, FL 33919
Phone (239) 985-1200
www.BowmanConsulting.com
© Bowman Consulting Group, Ltd.
COCONUT POINT-WAYPOINT RESIDENTIAL
LINE OF SIGHT EXHIBIT
8021 CINEMA WAY
VILLAGE OF ESTERO, FL 33928
THESE DRAWINGS ARE NOT APPROVED UNLESS SIGNED AND SEALED BELOW :
CHARLES L. KREBS, P.E.
FL. LICENSE NO. 56835
05/21/2026
DESIGN
DRAWN
CHKD
SCALE 1" = 40'
JOB No. 340950-01-001
DRAWING No. 1579-EX
DATE 12/22/2025
LINE OF SIGHT
SHEET LOS-1.0

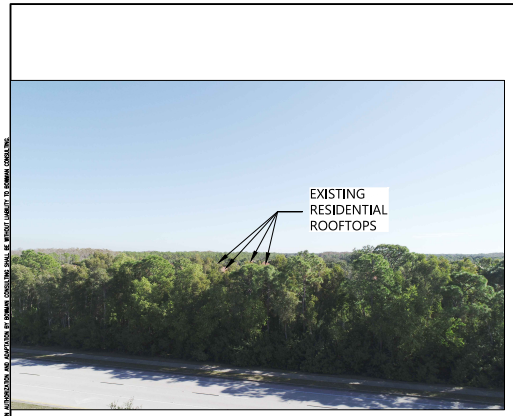


PHOTO #1



PHOTO #2



PHOTO #3

NORTHEAST CORNER
4TH FLOOR WINDOW VIEW



PHOTO #4



PHOTO #5



PHOTO #6

LOCATION #2
4TH FLOOR WINDOW VIEW

Bowman

FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 30462

Bowman Consulting Group, Ltd.
6200 Whiskey Creek Drive
Fort Myers, FL 33919
Phone (239) 985-1200
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.

COCONUT POINT-WAYPOINT RESIDENTIAL

LINE OF SIGHT EXHIBIT

8021 CINEMA WAY
VILLAGE OF ESTERO, FL 33928

THESE DRAWINGS ARE NOT APPROVED UNLESS SIGNED AND SEALED BELOW :

CHARLES L. KREBS, P.E.
FL. LICENSE NO. 56835
04/17/2026

REV.	DESCRIPTION	DATE
1		
2		
3		
4		
5		

DESIGN	DRAWN	CHKD
--	--	AE

SCALE 1" = 40'
JOB No. 340950-01-001
DRAWING No. 1579-EX
DATE 12/22/2025
LINE OF SIGHT
SHEET LOS-1.1

CAD file name: G:\E-F\Dev-Mgr\Mkts\+PA\00 BOWMAN PROJECTS\340950-01-001-Coconut Point-Waypoint\CAD\EXHIBITS\Line of site exhibit_rev2.dwg 4/17/2026
THIS DOCUMENT, WHETHER FOR THE CONCEPTS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BOWMAN CONSULTING SHALL BE WITHOUT LIABILITY TO BOWMAN CONSULTING.

COCONUT POINT APARTMENTS

Attachment D

SUPPLEMENTAL PATTERN BOOK



INDEX

1. Cover
2. Context Plan & Existing Conditions
3. Site Connectivity
4. Site Connectivity - Cycling Distance
5. Master Concept Plan & Data
6. Conceptual Landscape Plan
7. Elevations
8. Elevations
9. Colored Elevations
10. Colored Elevations
11. Material Board
12. Enlarged Views
13. Rendering - View From Surface Parking
14. Rendering - View From Via Coconut Pt
15. Rendering - Semi-Aerial View From Via Coconut Pt

SUBMITTAL DATE: 09/16/2026

MSA ARCHITECTS
ARCHITECTURE & PLANNING
ARCHITECT
MSA ARCHITECTS, INC
8950 SW 74TH CT
MIAMI, FL 33156

WAYPOINT
REAL ESTATE INVESTMENTS
OWNER
WAYPOINT REAL STATE INVESTMENTS
150 E. PALMETTO PARK ROAD
BOCA RATON, FL 33432

SIMON
OWNER
SIMON PROPERTY GROUP
225 WEST WASHINGTON STREET
INDIANAPOLIS, IN 46204

Bowman
CIVIL ENGINEER / LANDSCAPE
BOWMAN
950 ENCORE WAY
NAPLES, FL 34110

CONTEXT PLAN & EXISTING CONDITIONS















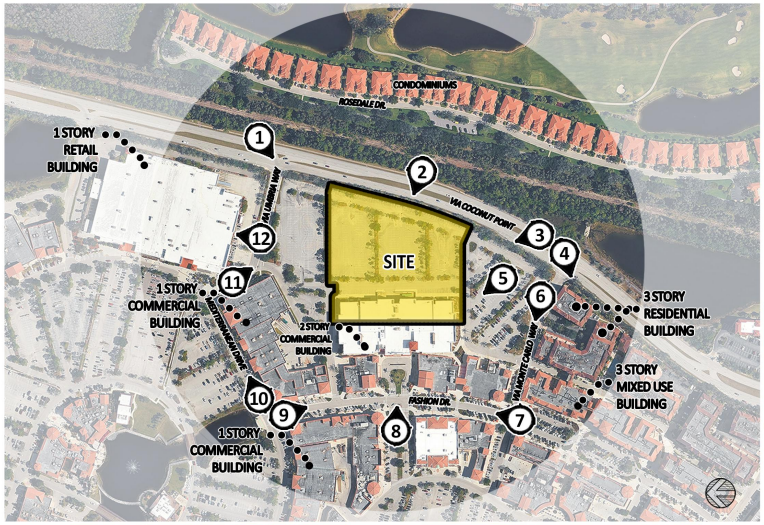








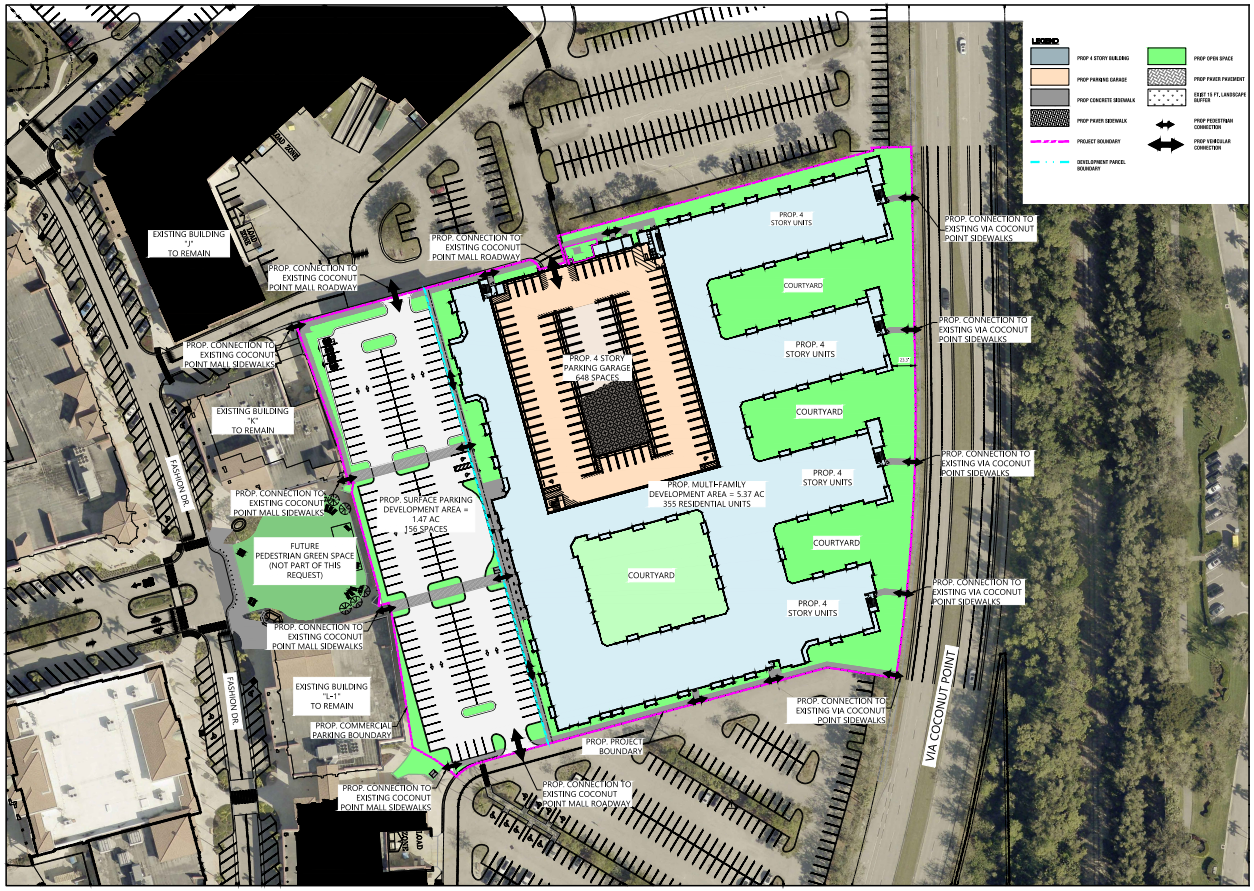




MSA ARCHITECTS
ARCHITECTURE & PLANNING

P2

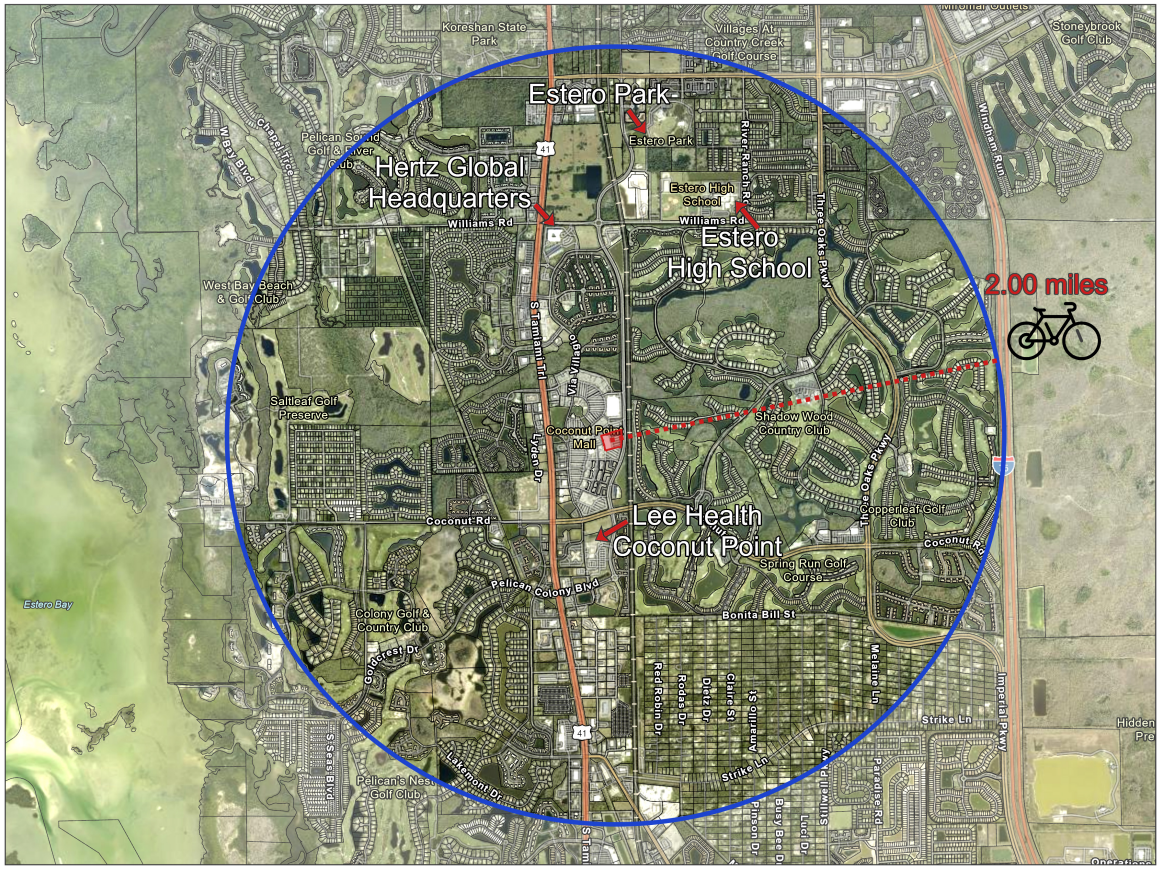
SITE CONNECTIVITY



MSA ARCHITECTS
ARCHITECTURE & PLANNING

P3

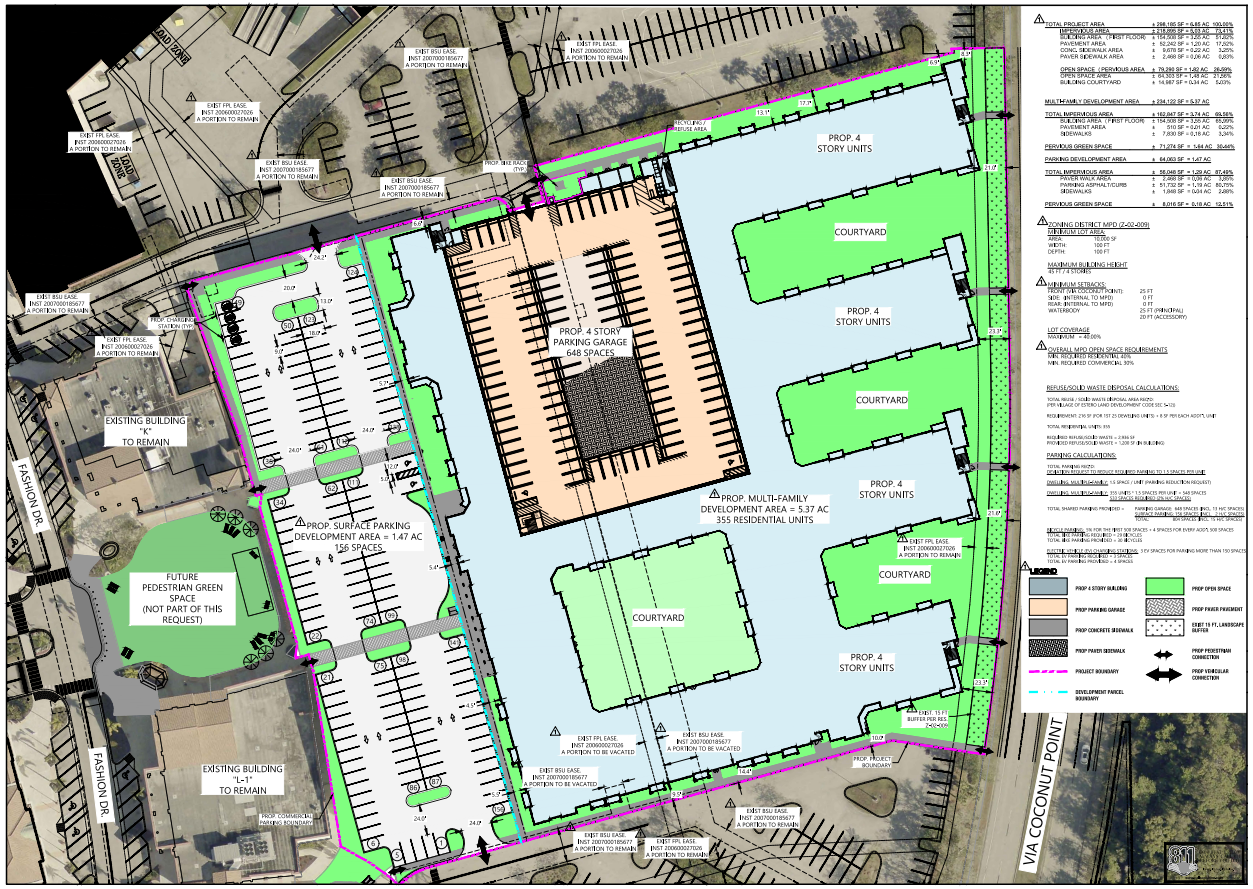
SITE CONNECTIVITY - CYCLING DISTANCE



MSA ARCHITECTS
ARCHITECTURE & PLANNING

P4

MASTER CONCEPT PLAN & DATA



Unit Mix				
Unit Designation	**# Units**	**% of Total**	**Area**	**Leasable Area (NRSF)**
1 BD				
A1	61	17.2%	732 sf	44,652 sf
A2	108	30.4%	783 sf	84,564 sf
Sub-Total	**169 units**	**47.6%**		**129,216 sf**
2BD				
B1	162	45.6%	1,105 sf	179,010 sf
B2	8	2.3%	1,094 sf	8,752 sf
Sub-Total	**170 units**	**47.9%**		**187,762 sf**
3 BD				
C1	12	3.4%	1,225 sf	14,700 sf
C2	4	1.1%	1,270 sf	5,080 sf
Sub-Total	**16 units**	**4.5%**		**19,780 sf**
# of Unit/Bldg	**355 units**	**100.00%**		
# Units Total s.f.				**336,758 sf**
Average unit size				**949 sf**

MSA ARCHITECTS
ARCHITECTURE & PLANNING

P5

CONCEPTUAL LANDSCAPE PLAN



MSA ARCHITECTS
ARCHITECTURE & PLANNING

P6

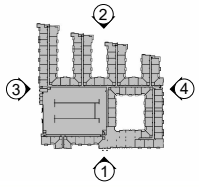
ELEVATIONS



1 ELEVATION - WEST
1/32" = 1'-0"



2 ELEVATION - EAST
1/32" = 1'-0"



MSA ARCHITECTS
ARCHITECTURE & PLANNING

P7

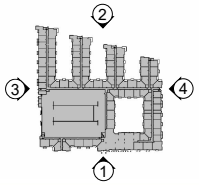
ELEVATIONS



3 ELEVATION - NORTH
1/32" = 1'-0"



4 ELEVATION - SOUTH
1/32" = 1'-0"



MSA ARCHITECTS
ARCHITECTURE & PLANNING

P8

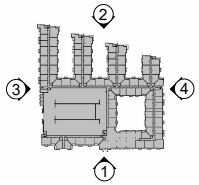
COLORED ELEVATIONS



1 ELEVATION - WEST
1/32" = 1'-0"



2 ELEVATION - EAST
1/32" = 1'-0"



MSA ARCHITECTS
ARCHITECTURE & PLANNING

P9

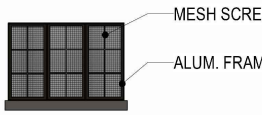
COLORED ELEVATIONS



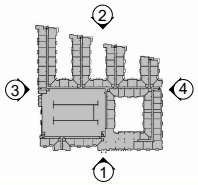
3 ELEVATION - NORTH
1/32" = 1'-0"



4 ELEVATION - SOUTH
1/32" = 1'-0"







A GARAGE SCREEN - ENLARGED VIEW
3/16" = 1'-0"

MSA ARCHITECTS
ARCHITECTURE & PLANNING

P10

MATERIAL BOARD

MATERIALITY



COLOR SELECTION

1 CREAMY SW 7012 (BASE)	2 ACCESSIBLE BEIGE SW 7036 (ACCENT COLOR)	3 URBANE BRONZE SW 7048 (DETAILS & BANDS)
4 PAVESTONE SW 7642 (OTHER DETAILS)	5 TANSY GREEN SW 6424 (OTHER DETAILS)	6 TONY TAUPE SW 7038 (TOWERS)
7 SMOOTH LIMESTONE WHITE SANDS	8 BARREL CLAY ROOF RED	9 OIL RUBBED BRONZE (RAILINGS & FRAMES)

MSA ARCHITECTS
ARCHITECTURE & PLANNING

P11

ENLARGED VIEWS

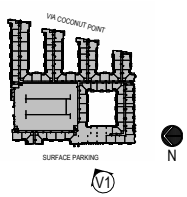


MSA ARCHITECTS
ARCHITECTURE & PLANNING

P12

RENDERING - VIEW FROM SURFACE PARKING



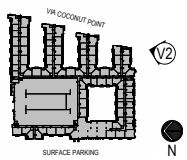


MSA ARCHITECTS
ARCHITECTURE & PLANNING

P13

RENDERING - VIEW FROM VIA COCONUT PT



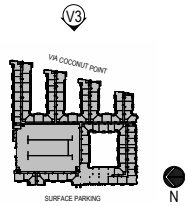


MSA ARCHITECTS
ARCHITECTURE & PLANNING

P14

RENDERING - SEMI-AERIAL VIEW FROM VIA COCONUT PT





MSA ARCHITECTS
ARCHITECTURE & PLANNING

P15

Attachment E

VILLAGE OF ESTERO, FLORIDA
ZONING
ORDINANCE NO. 2026-XX

AN ORDINANCE OF THE VILLAGE COUNCIL OF THE VILLAGE OF ESTERO, FLORIDA, APPROVING WITH CONDITIONS AN AMENDMENT TO THE MIXED USE PLANNED DEVELOPMENT ZONING WITH A DEVIATION FOR A 5.37-ACRE PROPERTY LOCATED IN COCONUT POINT; AND APPROVING DRI DEVELOPMENT ORDER AMENDMENTS FOR PROPERTY BOUNDED BY US 41 ON THE WEST, WILLIAMS ROAD ON THE NORTH, SEMINOLE GULF RAILROAD RIGHT-OF-WAY ON THE EAST AND THE SOUTHERN BOUNDARY FOR THE VILLAGE OF ESTERO LIMITS, ALL IN THE VILLAGE OF ESTERO, FLORIDA; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Waypoint Residential, (the "Applicant"), as authorized by the property owner, Coconut Point Developers, LLC filed an application to amend the Mixed Use Planned Development zoning and DRI Development Order for property located within **Coconut Point**, consisting of approximately 5.37 acres (the "Property") for a 355-unit multiple family development to replace an existing movie theater on the property within Tract 2A of the 482.4-acre DRI, along with a decrease of 10,300 square feet of commercial retail floor area in Development Area 2; and

WHEREAS, the Coconut Point Development of Regional Impact (DRI) and the Coconut Point Mixed Planned Development (MPD) were approved by the Lee County Board of County Commissioners on October 21, 2002; and

WHEREAS, the zoning and DRI have been amended numerous times over the years by Lee County; and

WHEREAS, the Coconut Point DRI and Coconut Point MPD are now under the jurisdiction of the Village of Estero; and

WHEREAS, the Village of Estero adopted Ordinance 2025-02 which approved zoning amendments and the Tenth Development Order Amendment and Restatement for Coconut Point DRI on July 2, 2025; and

WHEREAS, numerous time extensions provided for by law have been submitted and accepted by Lee County and the Village of Estero; and

WHEREAS, the zoning case number is DCI2026-E002 and the DRI Case number is DRI2026-E001; and

WHEREAS, the Applicant proposes a 4-story, 355-unit multiple family building with a Master Concept Plan, Pattern Book, and one deviation; and

WHEREAS, a noticed Public Information Meeting was held on January 13, 2026 at the Planning Zoning and Design Board; and

WHEREAS, a duly noticed public hearing was held at the Planning Zoning and Design Board on _____; and

WHEREAS, a duly noticed first reading was held before the Village Council on _____; and

WHEREAS, a duly noticed second reading and public hearing was held before the Village Council on _____, at which time the Village Council gave consideration to the evidence presented by the Applicant and the Village staff, the recommendations of the Planning Zoning and Design Board, and the comments of the public.

NOW, THEREFORE, be it ordained by the Village Council of the Village of Estero, Florida:

Section 1. DRI and Zoning Amendments.

The Village Council _____ the amendment to the zoning subject to the following conditions and deviation. The Eleventh Development Order Amendment for Coconut Point DRI is also _____ and incorporated herein as Exhibit E.

Section 2. Conditions.

1. Previous Resolutions and Ordinances

   The terms and conditions contained in previous Resolutions and Ordinances that have not been deleted or amended remain in effect except as modified by the conditions in this approval.

2. Master Concept Plan and Site Plan

   Development of this project for the proposed multiple family building on 5.37 acres must be consistent with the Coconut Point Waypoint Residential Master Concept Plan dated "Revised 8/26" (Exhibit A), and the Coconut Point M.P.D. Master Concept Plan for the entire site stamped "Received September 4, 2026" (revision 27 highlighted in yellow) (Exhibit B).

3. Approved Uses for 5.37-Acre Parcel

Development is permitted at a maximum as follows:

Dwelling units, multiple family – 355
Accessory Uses
Signs in accordance with the Land Development Code
Utilities, Minor

4. Development Intensity

The approved development intensity for the DRI and MPD is as follows:

1,624 Multiple Family Dwelling Units
200 Assisted Living Units
1,426,310 sq. ft. Regional Retail
106,100 sq. ft. Community Retail
835,777 sq. ft. Office (of which 234,000 sq. ft. for medical office max)
8,000 sq. ft Bank with Drive-Thru
453 Hotel Rooms

The intensity of development in each Development Area and each individual tract is limited as provided for on the approved zoning Master Concept Plan for the entire Coconut Point. (Exhibit B)

5. DRI

Development must be consistent with the Eleventh Development Order Amendment for Coconut Point DRI attached hereto as Exhibit E and the Map H Master Concept Plan attached to said Development Order.

6. Maximum Building Height and Property Development Regulations (5.37-Acre Tract)

Height: 45 feet to the main parapet (4-story maximum) and 53 feet to the top of the architectural tower elements.

Minimum Building Setbacks:

Front (Via Coconut Point):	20 feet
Side (Internal to MPD):	0 feet
Rear (Internal to MPD):	0 feet
Accessory:	20 feet

Open Space Requirements: 30%

Property Development Regulations for other tracts in the DRI are not amended and remain as per prior Ordinances.

7. No Blasting

   No land development blasting is permitted as part of this project.

8. Utilities

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

9. Pattern Book (5.37-Acre Tract)

   The development must be substantially consistent with the 14-page Pattern Book "Coconut Point Apartments Supplemental Pattern Book" submitted date September 16, 2026.

10. Construction

    Construction of the exterior walls of the building will be concrete masonry (concrete block), and all load-bearing elements will be of concrete with reinforcing steel as required by relevant codes and engineering standards.

11. Buffers and Landscape

    As part of local development order approval, applicant will provide detailed landscape plans. The buffer on Via Coconut will retain the existing trees and will be supplemented with a solid hedgerow to be maintained at 48 inches. Additional trees at least 12'-14' clear trunk will be installed adjacent to the building to soften the building mass along Via Coconut and other areas as reviewed and approved by the Planning Zoning and Design Board.

12. Via Coconut Point Median Landscaping

    The applicant will install and maintain median landscaping, including irrigation, in the median east of the property. The applicant will coordinate with Village of Estero Public Works staff to develop the palette of landscaping. The specific plantings will be determined at the time of local development order.

13. Concurrency

    Approval of this rezoning does not constitute a finding that the proposed project meets the mandatory concurrency requirements set forth in the Land Development Code and the Comprehensive Plan. The developer is required to demonstrate compliance with all mandatory concurrency requirements prior to issuance of a local development order.

14. Lighting

    Lighting will be reviewed at the time of local development order.

15. Hurricane Preparedness

    Hurricane impacts and the required mitigation will be evaluated during the review of the local development order. The evaluation will be in accordance with Sections 7-501 through 7-505, Land Development Code.

16. Replat

    Prior to a local development order for the multifamily building being issued, a replat of the subject property must be submitted, reviewed, and approved.

17. Other Permits

    Issuance of a development permit by the Village of Estero does not in any way create any rights on the part of the Applicant to obtain a permit from a State or Federal agency and does not create any liability on the part of the Village for issuance of the permit if the Applicant fails to obtain requisite approvals or fulfill the obligations imposed by a State or Federal agency or undertake actions that result in a violation of State or Federal law.

18. Land Development Code (LDC)

    Where the Village LDC is referenced in these conditions of approval for implementation of the condition at the time of development order issuance, the LDC in effect at the time of the local development order shall be applicable.

Section 3. Deviations.

Deviation 1 requests to deviate from the Land Development Code (LDC) Section 5-204.B.1., Minimum Off Street Parking, which requires a minimum of 2 spaces per dwelling unit plus 10% visitor spaces, to allow parking at 1.8 spaces per unit including visitor parking.

Deviation 1 is approved.

Section 4. Findings and Conclusions.

Based upon an analysis of the application and the standards for approval in the Land Development Code, and the conditions of approval, the Council finds and concludes as follows:

1. The Planned Development Amendment as conditioned will be consistent with the goals, objectives, and policies of the Comprehensive Plan.

2. The Planned Development Amendment as conditioned will not conflict with any portion of the Land Development Code except for the one deviation for parking.

3. The Planned Development Amendment will address a community need.

4. The Planned Development Amendment as conditioned will be compatible with existing and planned uses surrounding the subject land.

5. The Planned Development Amendment will result in a logical and orderly development pattern.

6. The Planned Development Amendment will not adversely affect the property values in the area.

7. The Planned Development Amendment will result in development that is adequately served by public facilities (roads, potable water, wastewater, solid waste, storm water, schools, parks, police, and fire and emergency medical facilities.)

8. The Planned Development Amendment as conditioned will not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

9. The Planned Development Amendment is compatible with existing or planned uses in the surrounding area.

Section 5. Exhibits.

The following exhibits are attached to this Ordinance and incorporated by reference:

Exhibit A Coconut Point Waypoint Residential Master Concept Plan dated "Revised 8/26"

Exhibit B Coconut Point M.P.D. Master Concept Plan (for entire site) stamped "September 4 2026"

Exhibit C Legal Description

Exhibit D Pattern Book titled "Coconut Point Apartments Supplemental Pattern Book" submittal date September 16, 2026

Exhibit E Eleventh Development Order Amendment for Coconut Point DRI and attached Map H Master Concept Plan (plan dated June 26, 2026)

Section 6. Severability.

Should any section, paragraph, sentence, clause, phrase, or other part of this Ordinance subsequent to its effective date be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this Ordinance as a whole or any portion thereof, other than the part so declared to be invalid.

Section 7. Effective Date.

This Ordinance shall take effect immediately upon adoption.

PASSED on first reading the ____ day of _____.

PASSED AND ADOPTED BY THE VILLAGE COUNCIL of the Village of Estero, Florida on second reading this _____ day of _____, 202_.

Attest:

By: _____
Carol Sacco, Village Clerk

VILLAGE OF ESTERO, FLORIDA

By: _____
Joanne Ribble, Mayor

Attachment F

TREBILCOCK
CONSULTING SOLUTIONS

2800 Davis Boulevard, Suite 200
Naples, Florida 34104
Phone: 239-566-9551
Fax: 239-566-9553
www.trebilcock.biz

Memorandum

TO: David Willems, P.E. – Public Works Director – Village of Estero

FROM: Norman J. Trebilcock, AICP, PTOE, PE, Trebilcock Consulting Solutions

DATE: August 17, 2026

SUBJECT: Traffic Impact Study Review: **Coconut Point MPD** – Via Coconut Point, Village of Estero, FL 33928

A review was performed on the Traffic Impact Study (TIS) dated July 17, 2026, for the proposed Coconut Point MPD Amendment located within the Coconut Point shopping center, in the Village of Estero (VOE), Florida. Overall, the applicant's traffic engineer followed the TIS methodology, addressed the TIS review comments and did a thorough analysis.

The following comment/stipulation is provided to you regarding the above-mentioned project.

TIS Review Comments (Stipulation):

1) As a standard practice in the Village of Estero, the Peak Season Correction Factor (PSCF) should be utilized in lieu of the Seasonal Factor (SF) to determine the traffic count volumes adjusted to peak season conditions, to be used in the applicable traffic calculations. The applicant explained that the FDOT has a different approach in their analysis. In agreement with the methodologies utilized in the 2017 VOE Area-Wide Traffic Study and 2025 VOE Area-Wide Traffic Study Update, the applicable Peak Season Conversion Factor were utilized for traffic projections. We would recommend that the FDOT approach be accepted at this time for this zoning approval and then at the Development Order approval stage the PSCF approach be used in the analysis consistent with Village of Estero study practices.

Attachment G

TREBILCOCK
CONSULTING SOLUTIONS

2800 Davis Boulevard, Suite 200
Naples, Florida 34104
Phone: 239-566-9551
Fax: 239-566-9553
www.trebilcock.biz

Memorandum

TO: David Willems, P.E. – Public Works Director – Village of Estero

FROM: Norman J. Trebilcock, AICP, PTOE, PE, Trebilcock Consulting Solutions

DATE: August 17, 2026

SUBJECT: Parking Demand Study Review: **Coconut Point MPD** – Via Coconut Point, Village of Estero, FL 33928

A follow up review was performed of the Parking Demand Study (PDS) dated June 4, 2026, and response to comments letter dated July 27, 2026, for the proposed Coconut Point MPD Amendment located within the Coconut Point shopping center, in the Village of Estero (VOE), Florida.

PDS Review Comments

1) PDS Conclusions – Of the proposed parking spaces for the new residential development, we would recommend that the 648 spaces located in the parking garage be dedicated spaces for the proposed residential development, which represents a parking rate of 1.83 spaces/dwelling unit. The data provided by the applicant identifies peak case of 1.86 spaces per unit (Table 1, page 8 of the submitted PDS study) and their averages illustrate a demand of 1.63 spaces per unit. Using the averages as presented does not present the highest level of confidence that is more desirable for the Village. The request to go from 2.2 spaces unit per code to 1.5 spaces per unit is more than a 30% reduction in required parking supply for the residences. **Allowing flexibility in the building development, a 1.8 space/dwelling unit is a suggested minimum (639 spaces in the parking garage) for the project.** This would be an 18% reduction in the required parking supply for the residences but is supported by the higher local demand data. The remaining 156 surface parking spaces would constitute a shared parking area for the residential development as well as for patrons of the Coconut Point shopping center. This parking garage space supply shows a reduced rate from the VOE LDC calculations (2.2 spaces/dwelling unit) but still provides additional parking for high demand periods. The combination of proposed garage spaces and surface lot spaces exceeds VOE LDC requirements for the development (2.26 spaces/dwelling unit provided vs. 2.20 spaces/dwelling unit per LDC).

PAVESE LAW FIRM est. 1949

NEALE MONTGOMERY
Partner
Direct dial: (239) 336-6235
Email: NealeMontgomery@PaveseLaw.com

1833 Hendry Street, Fort Myers, Florida 33901 | (239) 334-2195 | Fax (239) 332-2243

October 12, 2026

Mary Gibbs, FAICP
Director of Community Development
Village of Estero
9401 Corkscrew Palms Circle
Estero, FL 33928

Via Email: *gibbs@estero-fl.gov*

RE: DCI2026-E002 Coconut Point MPD/DCI Amendment
DCI2026-E001 Coconut Point MPD-DRI Amendment
8-Day Letter (Our Client File #96450.001)

Dear Ms. Gibbs:

Please accept this letter as the 8-day letter. The applicant will present the following witnesses:

a. Jeremie Chastain;
b. Charles Krebs;
c. Lillian (Lilli) Marin-Saenz;
d. Neale Montgomery.

The applicant will present a power point.

The applicant agrees with the recommendation of approval. The applicant disagrees with conditions 12 and 13. The owner/developer of Coconut Point was required to address all transportation improvements and contributions upfront. The owner/developer was provided with an exemption from transportation concurrency. Since the number of approved trips, for which full payment has been made, will not be exceeded the developer should not be subject to the standard transportation concurrency condition.

The owner/developer provided Via Coconut as part of its transportation mitigation. The developer should not be required to landscape the median and maintain the landscaping as that is not an obligation under the land development code and it does not meet the dual rational nexus test as required by Section 70.45, F.S. The attached CIP identifies numerous roadway landscape improvements, and the improvements are not funded and maintained by private developers.

Sincerely,

Neale Montgomery

NM/llp
Enclosures *as stated*
cc: Chris Moore; Jeremie Chastain; Lillian (Lilli) Marin-Saenz; Charles Krebs *via email*

P.O. BOX 1507
FORT MYERS, FLORIDA 33902
(239) 334-2195

4524 GUN CLUB ROAD, SUITE 201
WEST PALM BEACH, FLORIDA 33415
(561) 471-1366

Multi-Year Capital Improvement Plan

The Village of Estero's Multi-Year Capital Improvement Plan provides a long-term framework for identifying, scheduling, and funding capital investments beyond the current fiscal year. The plan allows the Village to anticipate future infrastructure and community needs, coordinate the timing of major projects, and evaluate the financial resources necessary to support those investments over time.

Projects included in future years reflect current estimates of anticipated needs, costs, implementation schedules, and available funding. The timing and scope of these projects may change as priorities evolve, project designs are refined, funding opportunities become available, and financial conditions change. Inclusion of a project in the multi-year plan therefore represents the Village's current planning strategy and does not constitute a commitment to expend funds in a future fiscal year.

The plan is reviewed and updated annually as part of the budget process. This ongoing evaluation allows the Village to balance long-term capital needs with projected revenues and available cash while maintaining financial sustainability. Projects may be advanced, deferred, phased, reduced in scope, or otherwise modified as conditions warrant, ensuring that the capital program remains responsive to Village Council priorities and the needs of the Estero community.

MULTI-YEAR CAPITAL IMPROVEMENT PLAN BY PROJECT TYPE

Project Type	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	Total
Roadway Improvements	$1,750,000	$0	$0	$0	$1,750,000
Intersection Improvements	$2,500,000	$0	$0	$0	$2,500,000
Bike-Pedestrian Improvements	$0	$1,389,900	$0	$0	$1,389,900
Landscaping Improvements	$0	$2,800,000	$0	$0	$2,800,000
Parks & Recreation	$30,200,000	$4,125,000	$8,955,000	$5,635,000	$48,915,000
Stormwater Improvements	$350,000	$14,650,000	$0	$0	$15,000,000
Utility Improvements	$480,000	$0	$0	$0	$480,000
Building Facilities	$0	$0	$0	$0	$0
Land Acquisition	$19,000,000	$0	$0	$0	$19,000,000
Information Technology	$0	$0	$0	$0	$0
TOTAL	$54,280,000	$22,964,900	$8,955,000	$5,635,000	$91,834,900

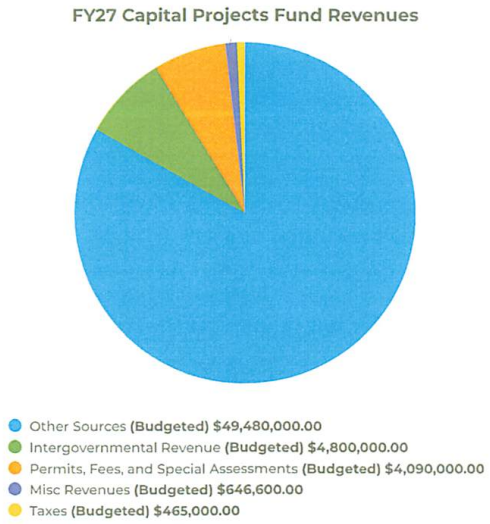
Table of Contents

CIP Revenues

The Fiscal Year 2026-2027 budget includes approximately $59.48 million in revenues and other financing sources within the Capital Projects Fund to support the Village's Capital Improvement Program. Funding for capital investments is provided through a combination of interfund transfers, impact fees, grants, dedicated transportation revenues, and investment earnings.

The largest funding source is approximately $49.48 million in transfers from the General Fund. The Capital Projects Fund also includes approximately $4.80 million in federal and state grant revenues, $4.09 million in road and park impact fees, $465,000 in Local Option Gas Tax revenues, and approximately $646,600 in investment earnings.

The use of multiple funding sources allows the Village to match available resources with eligible capital projects while leveraging restricted and external revenues where appropriate. Impact fees and grant revenues are applied in accordance with applicable restrictions and project eligibility requirements.



CIP Expenditures

The Fiscal Year 2026-2027 Capital Improvement Program includes $54.28 million in planned capital expenditures. Capital investments are concentrated in projects that support the Village's recreational amenities, land acquisition, transportation network, utility infrastructure, and stormwater systems.

The largest component of the FY2026-2027 capital program is Parks & Recreation, with approximately $30.20 million in planned expenditures, followed by Land Acquisition at $19.00 million. Together, these two categories represent approximately 91% of the total capital program. The remaining $5.08 million supports roadway and intersection improvements, utility improvements, and stormwater infrastructure.

Project Type	FY2026-27 Expenditures	% of CIP
Parks & Recreation	$30,200,000	55.64%
Land Acquisition	$19,000,000	35.00%
Intersection Improvements	$2,500,000	4.61%
Roadway Improvements	$1,750,000	3.22%
Utility Improvements	$480,000	0.88%
Stormwater Improvements	$350,000	0.64%
Bike-Pedestrian Improvements	$0	0.00%
Total	**$54,280,000**	**100.00%**

Budget Reference

The Appendix provides a consolidated reference of key financial and organizational information presented throughout the Fiscal Year 2026-2027 Tentative Budget. This summary provides readers with a convenient snapshot of the Village's overall financial plan, major budget decisions, and capital investment program.

Financial Summary

Budget Measure	FY2026-2027
Total Budgeted Revenues	$145,430,200
Total Budgeted Expenditures	$125,415,080
Operating Revenues	$30,988,200
Operating Expenditures	$15,731,080
Net Operating Impact	$15,257,120
Anticipated Debt Proceeds	$62,000,000
Budgeted Debt Service	$2,962,000
Capital Improvement Program	$54,280,000

Fund Structure

The Village's Fiscal Year 2026-2027 budget is organized among four governmental funds:

Major Governmental Funds

- General Fund
- Capital Projects Fund

Non-Major Governmental Funds

- Building Permit Fees Fund
- Debt Service Fund

The General Fund supports the Village's primary governmental operations, while the Capital Projects Fund accounts for resources dedicated to major capital investments. The Building Permit Fees Fund accounts for restricted building-related activities, and the Debt Service Fund accounts for resources used to meet the Village's debt obligations.

Capital Improvement Program

The revised Fiscal Year 2026-2027 Capital Improvement Program totals $54.28 million, a reduction of approximately $21.64 million, or 28.5%, from the originally approved $75.92 million program. Project timing and scope were adjusted to align planned capital expenditures with available financial resources and anticipated cash flow.

Project Type	FY2026-2027
Parks & Recreation	$30,200,000
Land Acquisition	$19,000,000
Intersection Improvements	$2,500,000
Roadway Improvements	$1,750,000
Utility Improvements	$480,000
Stormwater Improvements	$350,000
Bike-Pedestrian Improvements	$0
Total	**$54,280,000**

The Village's multi-year capital plan identifies approximately $91.83 million in planned capital investments through Fiscal Year 2029-2030. Future-year projects remain subject to annual review, available funding, project readiness, and Village Council priorities.

Key FY 2026-2027 Budget Changes

The Fiscal Year 2026-2027 budget reflects several significant financial and organizational changes, including:

- 3.53% cost-of-living adjustment (COLA) for Village employees.
- 10.2% increase in employee health insurance premiums.
- Addition of a Deputy Village Manager.
- Addition of an Assistant Village Manager/Assistant Community Development Director.
- Budgeted for a Public Information Officer position.
- Revised allocation of Village Clerk-related expenses, with 75% allocated to the Village Manager and 25% to the Village Clerk.
- An additional $1,500,000 for landscape maintenance for the Sports Park Phase 1 and Corkscrew Road.
- $62.0 million in anticipated debt proceeds to support planned capital investments.
- $2.962 million in budgeted debt service expenditures.
- Revision of the FY2026-2027 CIP from $75.92 million to $54.28 million to align capital spending with available financial resources and anticipated cash flow.



Calendar Documents News Subscribe Contact

Search...

Your Government Our Community For Business How Do I?

Village of ESTERO

Your Government Our Community For Business How Do I?

Capital Improvement Program

VILLAGE CONNECTION

The Village of ESTERO

WHAT IS THE CAPITAL IMPROVEMENT PLAN AND WHY SHOULD YOU PARTICIPATE?

READ A SUMMARY OF CIP PROJECTS

ROADWAY IMPROVEMENTS

INTERSECTION IMPROVEMENTS

BICYCLE AND PEDESTRIAN IMPROVEMENTS

LANDSCAPE IMPROVEMENTS

STORMWATER

PARKS AND RECREATION

BUILDING

LAND

UPCOMING MEETINGS

Roadway Improvements

- Broadway Avenue West Street Lights
- Broadway Avenue East Street Lights
- Broadway West Phase 1 Improvements
- Broadway West Phase 2 Improvements
- Coconut Road Street Lights
- Corkscrew Road Street Lights
- Corkscrew Road Widening
- Estero Parkway Improvements
- River Ranch Road Improvements
- River Ranch Road Street Lights
- Sandy Lane Street Lights
- Three Oaks Parkway Street Lights
- Via Coconut Point Extension (South)
- Via Coconut Point Street Lights
- Williams Road Street Lights
- Williams Road Widening

Intersection Improvements

- Coconut Road & US41 Intersection Improvements
- Coconut Shores Roundabout
- Corkscrew Road & Three Oaks Parkway Intersection Improvements
- Corkscrew Road & Town Commons Drive Traffic Signal
- Corkscrew Road & US41 Intersection Improvements
- Corkscrew Woodlands Intersection Improvements
- El Dorado Roundabout
- Meadowbrook Roundabout
- North Point Railroad Crossing
- Pelican Colony & US41 Traffic Signal
- Pelican Sound & US41 Intersection Improvements
- Williams Road & US41 Intersection Improvements

Bicycle & Pedestrian Improvements

- Broadway East Shared Use Pathway (Sandy Lane to Three Oaks)
- Broadway East Shared Use Pathway (US41 to Sandy Lane)
- Coconut Road Pedestrian Improvements
- Coconut Road Shared Use Pathway
- Coconut Road Sidewalk
- Corkscrew Palms Boulevard Sidewalk
- Corkscrew Road (West of US41) Bicycle & Pedestrian Improvements
- Corkscrew Road Bicycle & Pedestrian Improvements
- Corkscrew Road Shared Use Pathway

- Williams Road West of US41 Intersection Improvements
- Coconut Road Intersection Study

- FPL Shared Use Pathway (East of I75)
- Sandy Lane Bicycle & Pedestrian Improvements
- Sun Trail North
- Sun Trail South
- Utility Corridor Shared Use Pathway (West of US41)
- Via Coconut Point Roundabout Bicycle Improvements
- Williams Road Bicycle & Pedestrian Improvements
- Intersection Safety Study
- Williams Road West Bicycle & Pedestrian Improvements

Landscape Improvements

- Ben Hill Griffin Parkway Landscape Improvements
- Corkscrew Road West (US 41 to I 75) Landscape Improvements
- I75 Landscape Improvements
- Three Oaks Parkway Landscape Improvements
- US 41 Shoulder Landscape Improvements
- Via Coconut Point Landscape Improvements
- Williams Road (Via Coconut Point to Three Oaks Parkway) Landscape Improvements
- US 41 Median Landscaping
- US 41 FDOT Landscape Grant
- Corkscrew Road Monument Signs
- US 41 Monument Signs
- I 75 Monument Signs
- Three Oaks Parkway Monument Signs
- Ben Hill Griffin Parkway Monument Signs

Parks & Recreation Improvements

- Estero on the River Master Plan
- Estero on the River Parks & Recreation Improvements
- Estero Community Park Expansion Master Plan
- Estero Community Park Expansion

Stormwater Improvements

- Dry Creek Bed Sediment Removal
- Estero Parkway Villagio Drainage Improvements
- Estero River (Sandy Lane to Railroad) Sediment Removal
- Trailside Drainage Improvements
- US41 (Williams to Corkscrew) Drainage Improvements
- Villages at Country Creek Bypass
- Estero River Sediment Removal (West of US 41)

Building Improvements

- Public Works Storage Facility
- Village Hall
- Performing Arts Center

Land Improvements

- River Oaks Preserve
- School District of Lee County Property
- Driving Range Property
- Sun Trail

Upcoming Meetings


Coconut Point MPD PDA
Planning, Zoning & Design Board
October 20, 2026

Project Team

WAYPOINT RESIDENTIAL

SIMON®

Bowman

PAVESE LAW FIRM est. 1949

TR TRANSPORTATION CONSULTANTS, INC

MSA ARCHITECTS ARCHITECTURE & PLANNING

Expert Witnesses

- Jeremie Chastain, AICP, Land Use Planner
- Charles (Charlie) Krebs, PE, Professional Engineer
- Lillian (Lilli) Marin-Saenz, RA, AIA, Architect
- Neale Montgomery, Land Use Attorney
- Ted Treesh, Transportation Consultant
- Mario Rojo, PLA, Landscape Architect

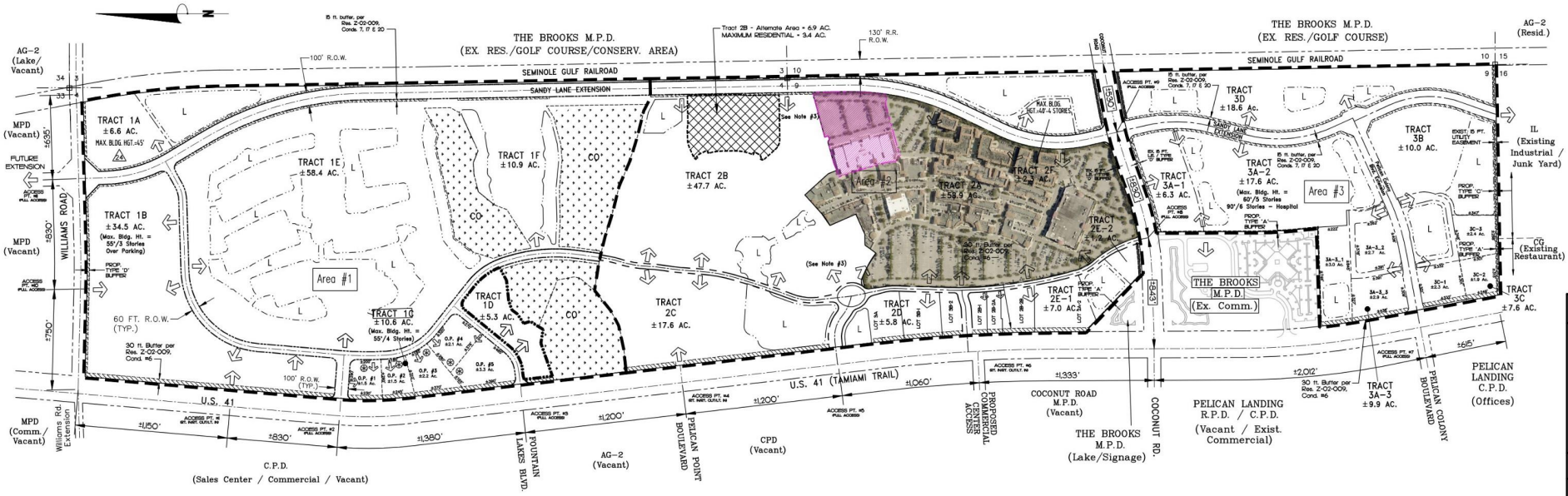
Bowman

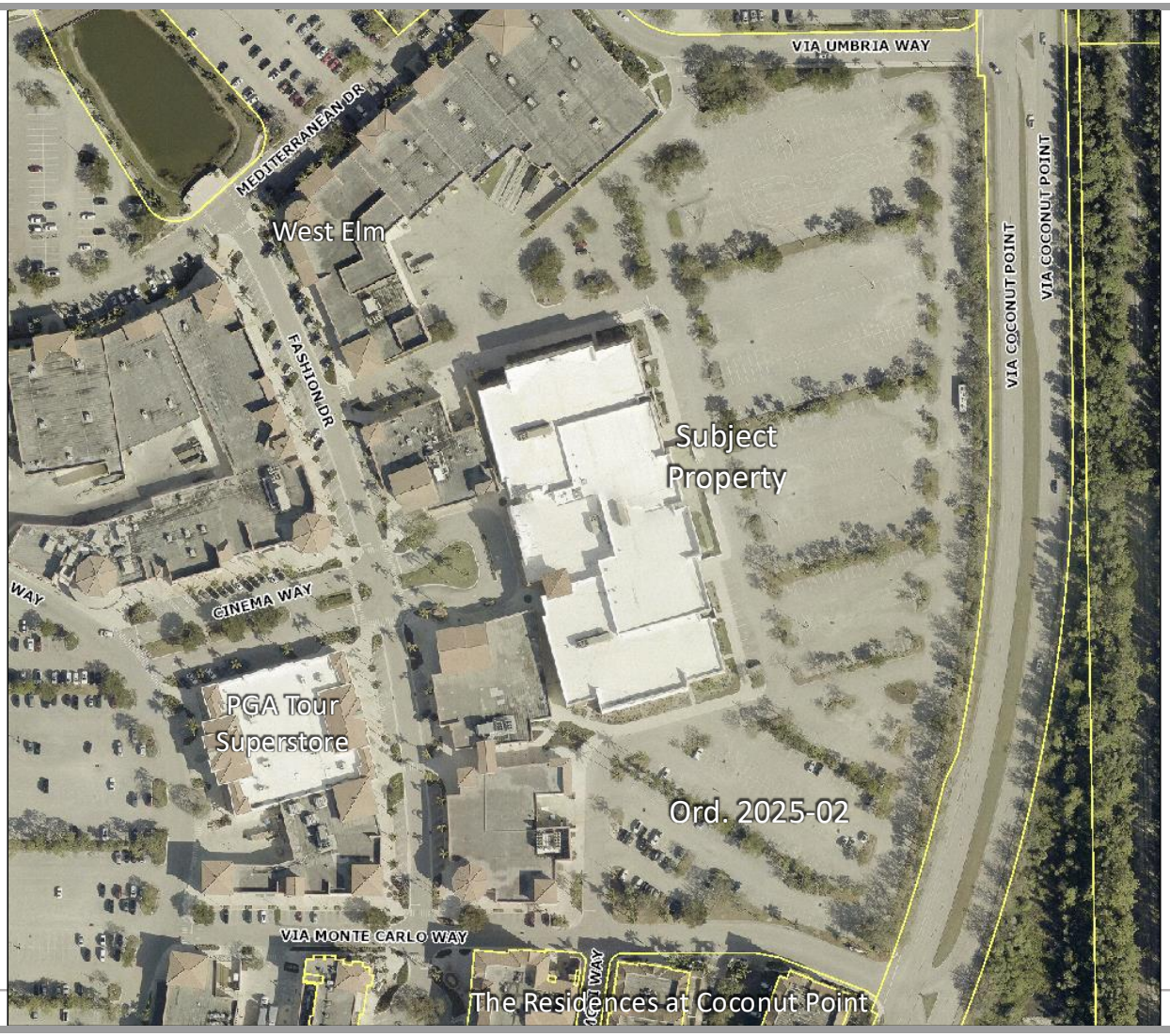
Request

- Amend the Coconut Point MPD/DRI to allow for the development of a maximum of 355 multifamily dwelling units within Tract 2A.
- Multifamily dwelling units are an existing permitted use within Tract 2A.
- The request does not increase the number of net new external peak hour trips established in the DRI Development Order.

Bowman

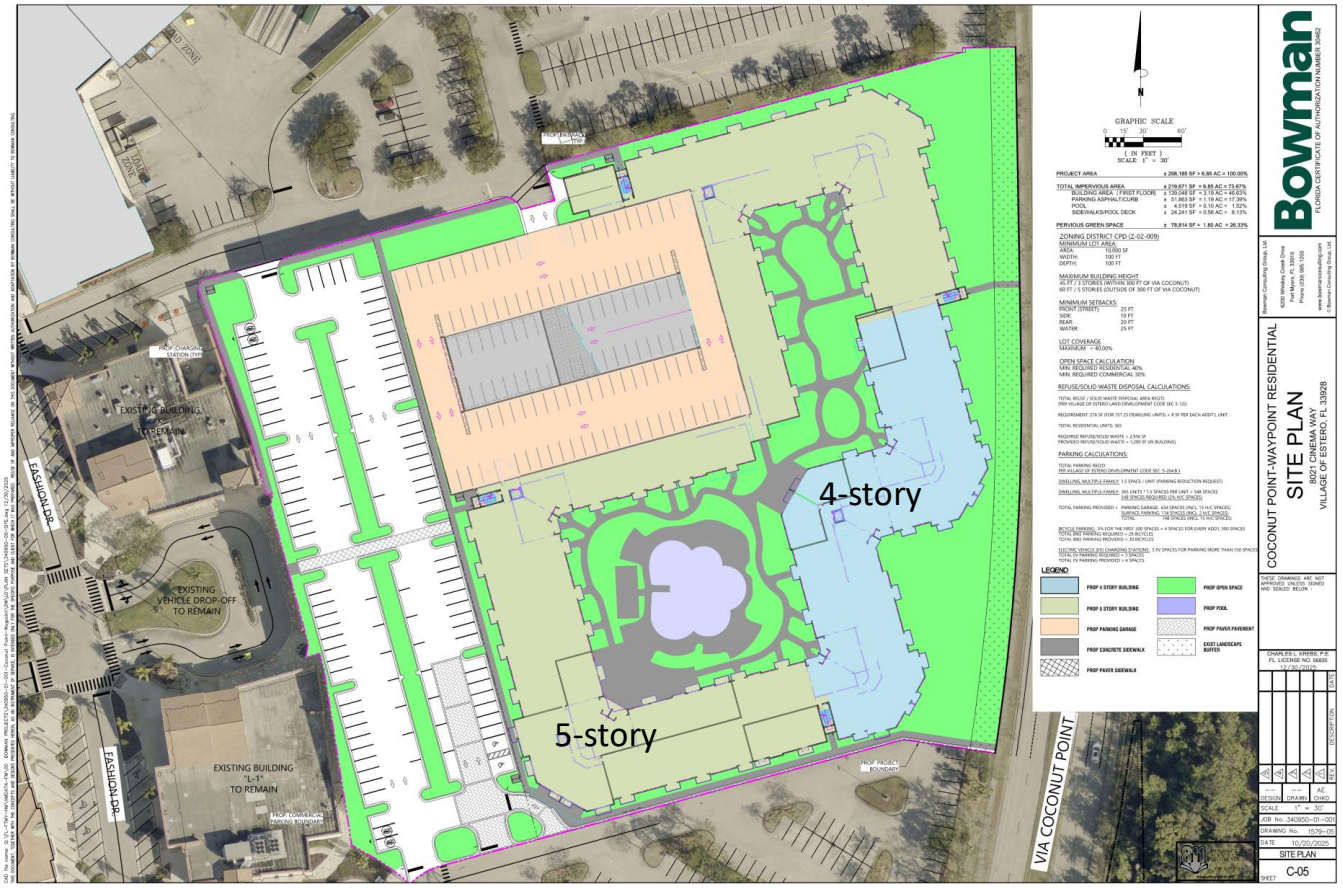
5

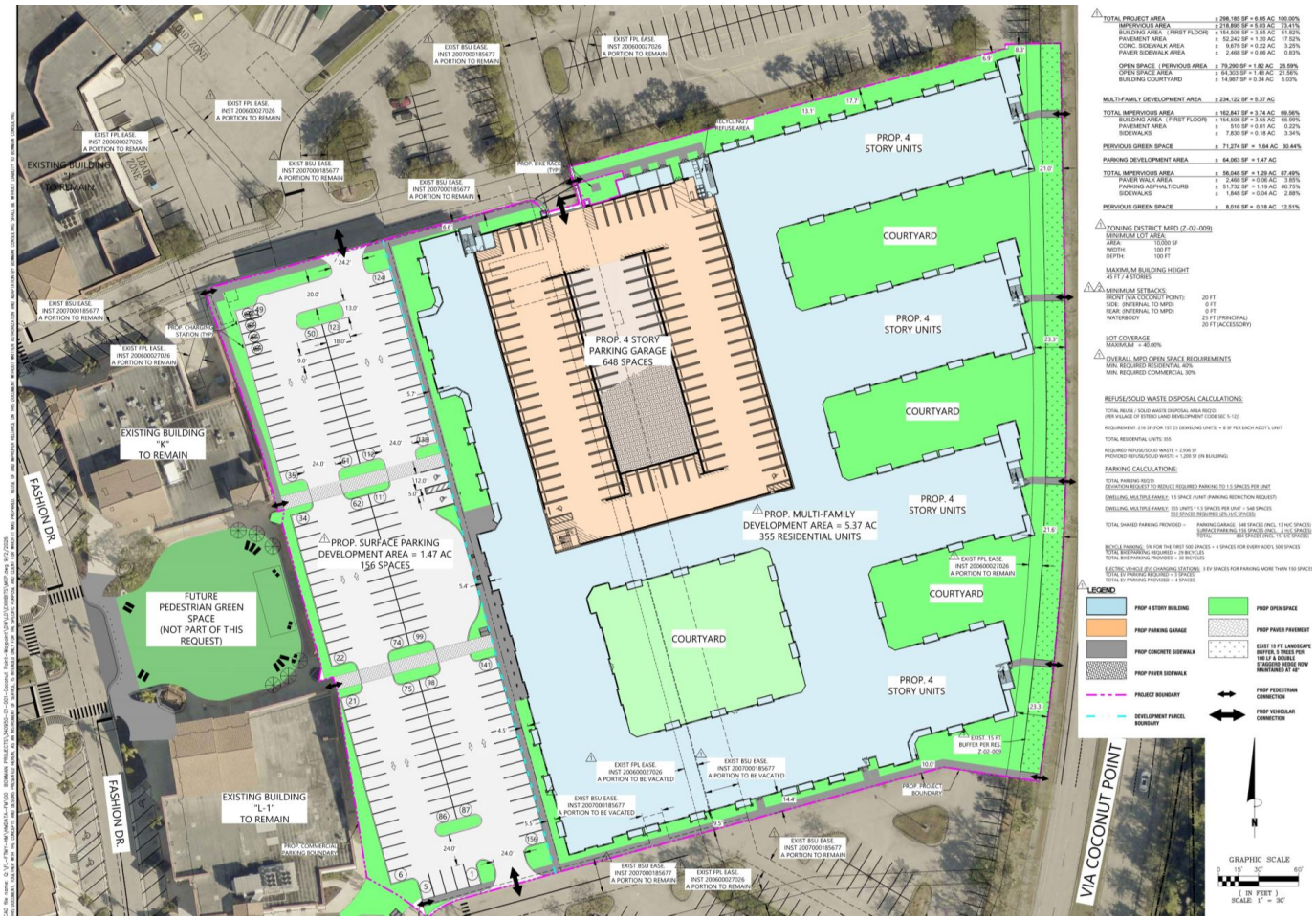

THE BROOKS M.P.D.
(EX. RES./GOLF COURSE/CONSERV. AREA)
THE BROOKS M.P.D.
(EX. RES./GOLF COURSE)
SEMINOLE GULF RAILROAD
SANDY LANE EXTENSION
TRACT 1A ±6.6 AC.
TRACT 1B ±34.5 AC.
TRACT 1E ±58.4 AC.
TRACT 1F ±10.9 AC.
TRACT 1G ±10.6 AC.
TRACT 1D ±5.3 AC.
TRACT 2B ±47.7 AC.
TRACT 2C ±17.6 AC.
TRACT 2D ±5.8 AC.
TRACT 2E-1 ±7.0 AC.
TRACT 2E-2 ±1.2 AC.
TRACT 2F ±2.2 AC.
TRACT 2A ±58.9 AC.
TRACT 3A-1 ±6.3 AC.
TRACT 3A-2 ±17.6 AC.
TRACT 3D ±18.6 Ac.
TRACT 3B ±10.0 AC.
TRACT 3C ±7.6 AC.
TRACT 3A-3 ±9.9 AC.
Area #1
Area #2
Area #3
THE BROOKS M.P.D. (Ex. Comm.)
WILLIAMS ROAD
FUTURE EXTENSION
60 FT. R.O.W. (TYP.)
100' R.O.W.
130' R.R. R.O.W.
U.S. 41
U.S. 41 (TAMIAMI TRAIL)
Williams Rd. Extension
FOUNTAIN LAKES BLVD.
PELICAN POINT BOULEVARD
PROPOSED COMMERCIAL ACCESS
COCONUT RD.
PELICAN COLONY BOULEVARD
COCONUT ROAD M.P.D. (Vacant)
PELICAN LANDING R.P.D. / C.P.D. (Vacant / Exist. Commercial)
PELICAN LANDING C.P.D. (Offices)
THE BROOKS M.P.D. (Lake/Signage)
C.P.D. (Sales Center / Commercial / Vacant)
AG-2 (Vacant)
CPD (Vacant)
AG-2 (Lake/ Vacant)
AG-2 (Resid.)
MPD (Vacant)
MPD (Comm./ Vacant)
IL (Existing Industrial / Junk Yard)
CG (Existing Restaurant)
±1,150'
±830'
±1,380'
±1,200'
±1,200'
±1,060'
±1,333'
±2,012'
±615'
±750'
±535'
±830'
Bowman


VIA UMBRIA WAY
MEDITERRANEAN DR
West Elm
FASHION DR
VIA COCONUT POINT
VIA COCONUT POINT
Subject Property
CINEMA WAY
PGA Tour Superstore
Ord. 2025-02
VIA MONTE CARLO WAY
The Residences at Coconut Point

Bowman

Previous MCP





MASTER CONCEPT PLAN

Bowman

Decision Making Compliance

- In accordance with LDC Sec. 2-501.C.2.A, the data and analysis provided in the enclosed application demonstrate the following:
    1. The application is consistent with and furthers the goals, objectives, and policies of the comprehensive plan;
    2. The request will meet or exceed all performance and locational standards set forth in the Comprehensive Plan and LDC. One new deviation is being requested that enhances the achievement of the objectives of the planned development; promotes the general intent of the LDC to protect the public health, safety and welfare; is compatible with surrounding uses; and does not create an undue burden on essential public facilities.
    3. Addresses a demonstrated community need for a variety of housing types throughout Estero;
    4. The proposed amendment is compatible with surrounding existing and proposed uses;

Bowman

Decision Making Compliance (continued)

5. The proposed amendment will allow for redevelopment of property already impacted by development and results in infill development in an area with access to adequate public facilities;
6. The requested amendment will not adversely affect the property values in the area;
7. The project will have access to adequate public facilities and will not unduly burden the transportation network. The DRI already funded the required transportation improvements;
8. The project will not adversely affect environmentally critical or sensitive areas and natural resources. The environmental issues were analyzed as part of the DRI and MPD process and the areas for natural resources were set aside pursuant to the conditions set forth in the DRI DO and MPD zoning resolution. This specific property within the DRI is developed; and
9. Is compatible with existing or planned uses in the surrounding area. The proposed use or mix of uses is appropriate at the proposed location, as the Transitional Mixed Use Future Land Use Category allows for moderate density residential uses.

Bowman

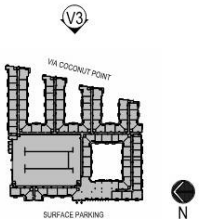
11

Lilli Marin-Saenz, RA, AIA

Bowman

MSA ARCHITECTS
ARCHITECTURE & PLANNING





RENDERING – SEMIAERIAL EAST VIEW

Bowman

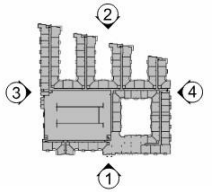
MSA ARCHITECTS
ARCHITECTURE & PLANNING



1 **ELEVATION - WEST**
1/32" = 1'-0"



2 **ELEVATION - EAST**
1/32" = 1'-0"



BUILDING ELEVATIONS

Bowman

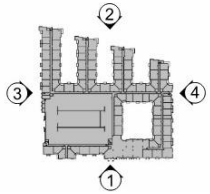
MSA ARCHITECTS
ARCHITECTURE & PLANNING



3 **ELEVATION - NORTH**
1/32" = 1'-0"



4 **ELEVATION - SOUTH**
1/32" = 1'-0"



BUILDING ELEVATIONS

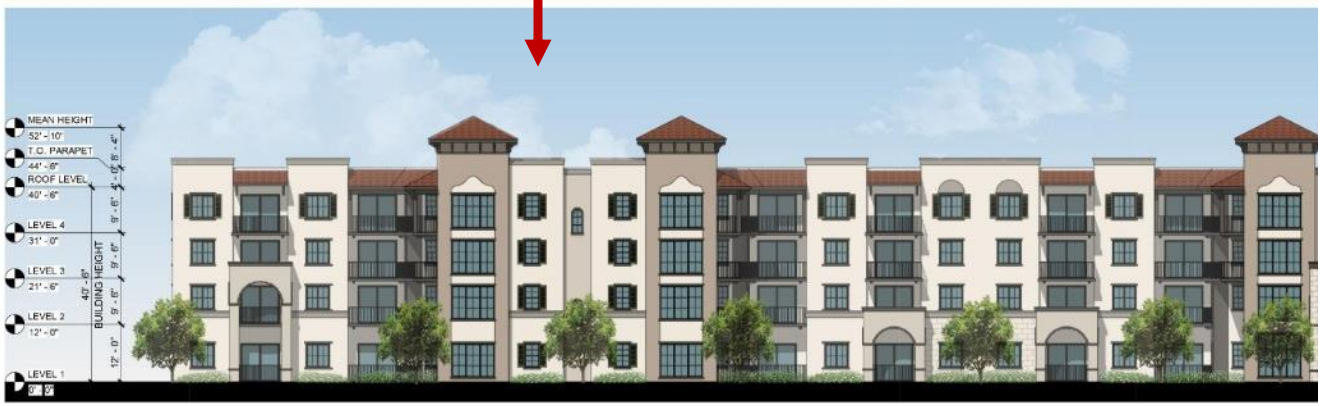
Bowman

15

MSA ARCHITECTS
ARCHITECTURE & PLANNING



1 **ELEVATION - WEST**
1/32" = 1'-0"



COLORED ELEVATIONS

Bowman

16

MSA ARCHITECTS
ARCHITECTURE & PLANNING



1 **ELEVATION - WEST**
1/32" = 1'-0"



COLORED ELEVATIONS

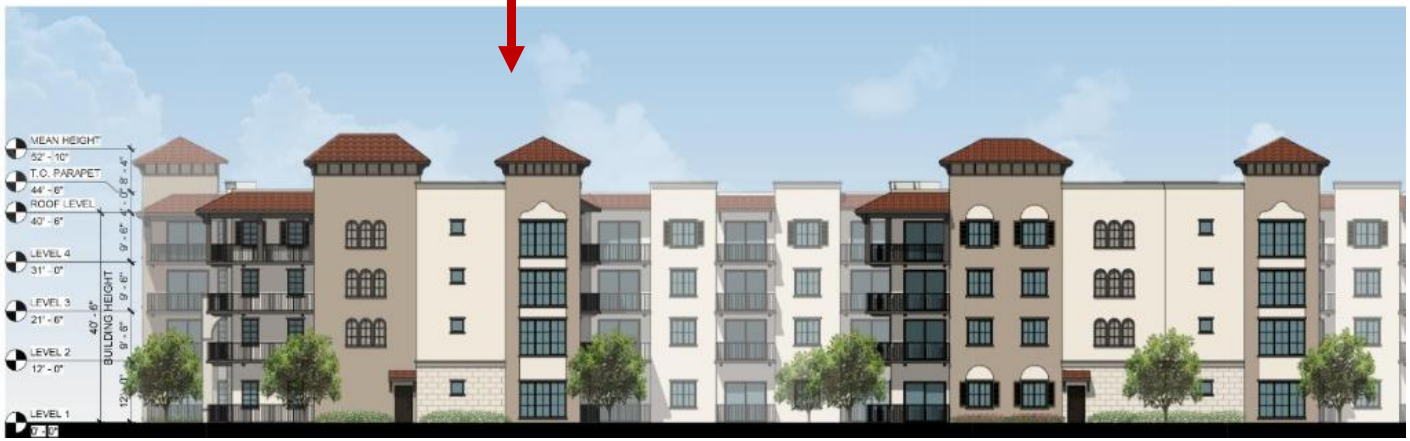
Bowman

17

MSA ARCHITECTS
ARCHITECTURE & PLANNING



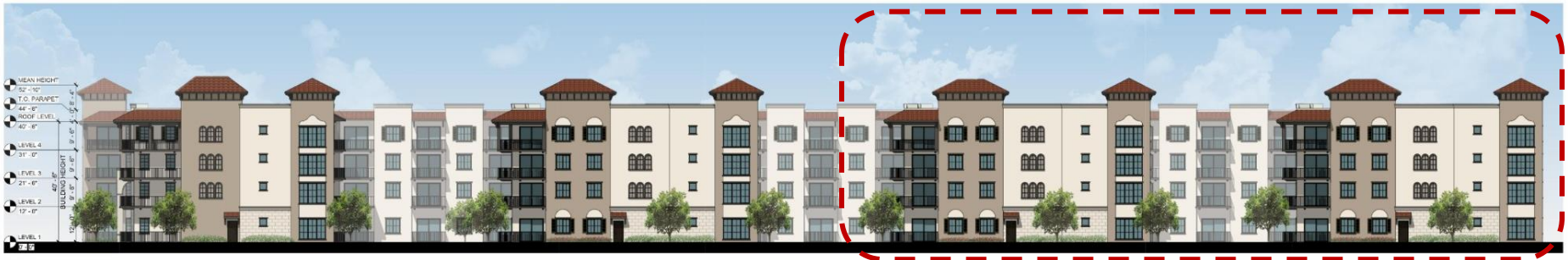
2 **ELEVATION - EAST**
1/32" = 1'-0"



COLORED ELEVATIONS

Bowman

MSA ARCHITECTS
ARCHITECTURE & PLANNING



2 **ELEVATION - EAST**
1/32" = 1'-0"



COLORED ELEVATIONS

Bowman

19

MSA ARCHITECTS
ARCHITECTURE & PLANNING



3 ELEVATION - NORTH
1/32" = 1'-0"



COLORED ELEVATIONS

Bowman

MSA ARCHITECTS
ARCHITECTURE & PLANNING



3 **ELEVATION - NORTH**
1/32" = 1'-0"



COLORED ELEVATIONS

Bowman

MSA ARCHITECTS
ARCHITECTURE & PLANNING



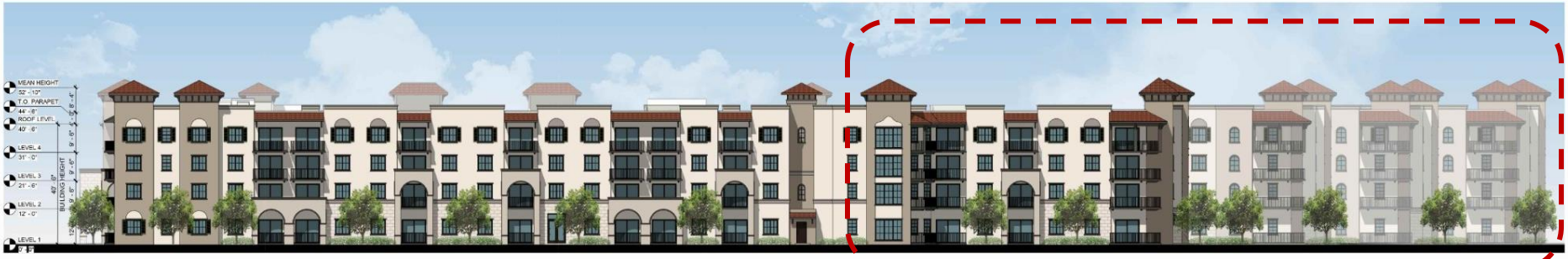
4 **ELEVATION - SOUTH**
1/32" = 1'-0"



COLORED ELEVATIONS

Bowman

MSA ARCHITECTS
ARCHITECTURE & PLANNING



4 **ELEVATION - SOUTH**
1/32" = 1'-0"



COLORED ELEVATIONS

Bowman

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MATERIALITY



COLOR SELECTION

1
CREAMY
SW 7012
(BASE)

2
ACCESSIBLE BEIGE
SW 7036
(ACCENT COLOR)

3
URBANE BRONZE
SW 7048
(DETAILS & BANDS)

4
PAVESTONE
SW 7642
(OTHER DETAILS)

5
TANSY GREEN
SW 6424
(OTHER DETAILS)

6
TONY TAUPE
SW 7038
(TOWERS)

7
SMOOTH LIMESTONE
WHITE SANDS

8
BARREL CLAY ROOF
RED

9
OIL RUBBED BRONZE
(RAILINGS & FRAMES)

MATERIAL BOARD

Bowman

MSA ARCHITECTS
ARCHITECTURE & PLANNING

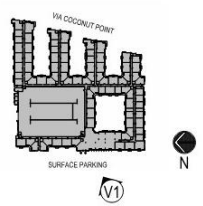


ENLARGED VIEWS

Bowman

MSA ARCHITECTS
ARCHITECTURE & PLANNING

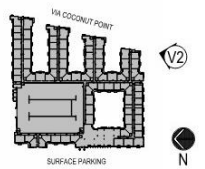




RENDERING – VIEW FROM SURFACE PARKING

Bowman





RENDERING – VIEW FROM VIA COCONUT POINT

Bowman

Mario Rojo, PLA

Bowman



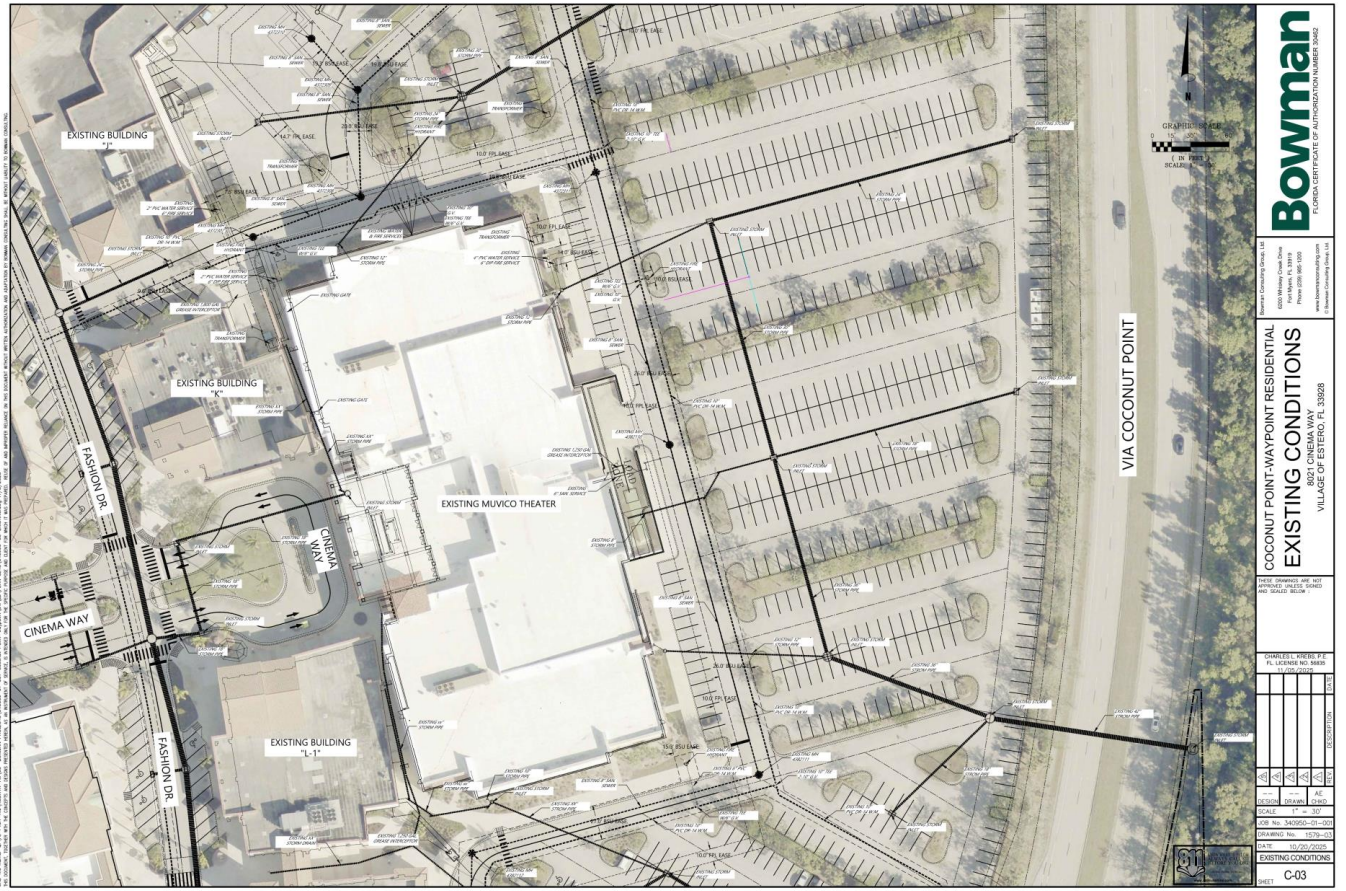
CONCEPTUAL LANDSCAPE PLAN

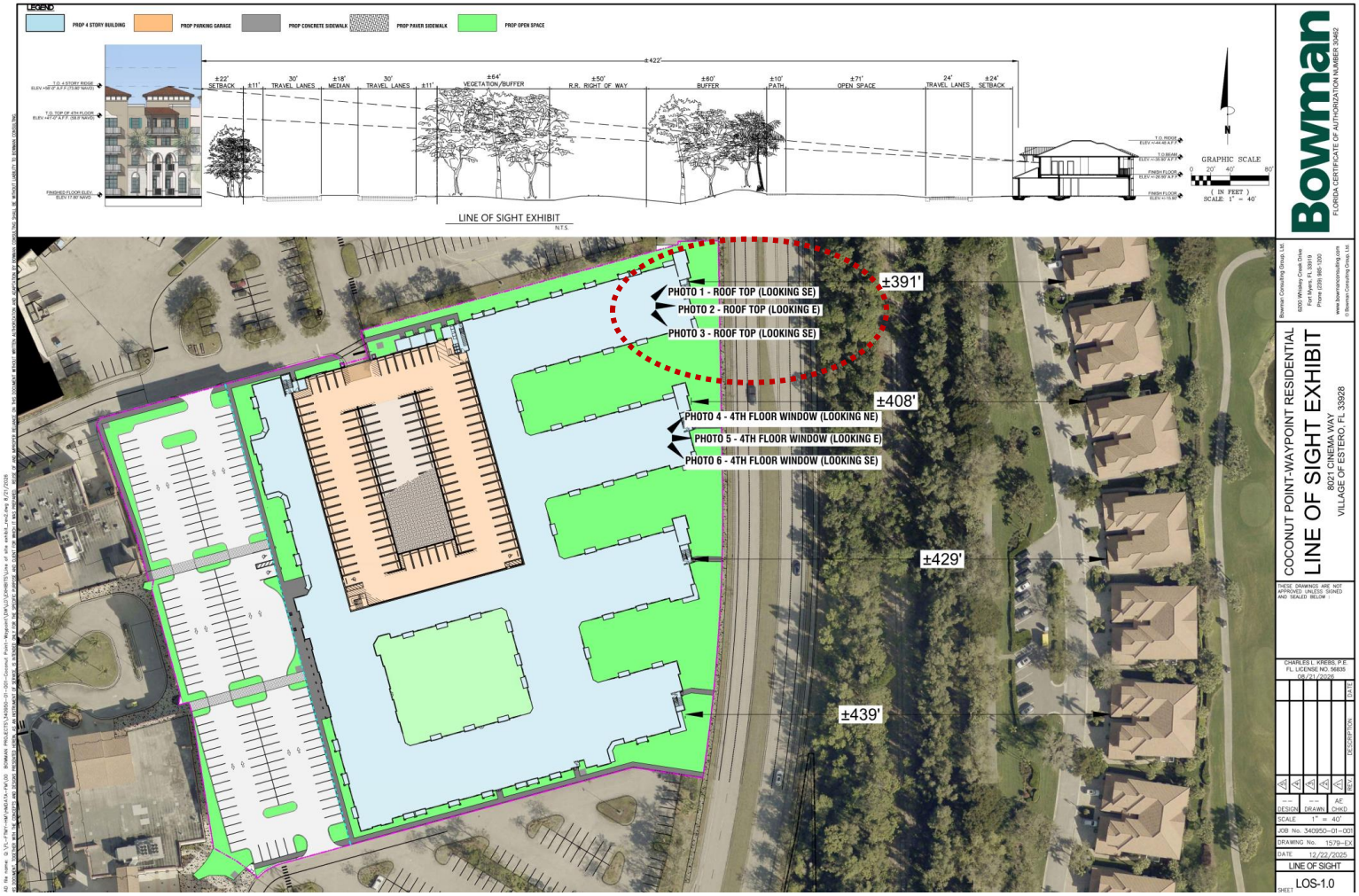
Bowman

Charlie Krebs, P.E.

Bowman

Utility Info




LEGEND
PROP 4 STORY BUILDING
PROP PARKING GARAGE
PROP CONCRETE SIDEWALK
PROP PAVER SIDEWALK
PROP OPEN SPACE
±422'
±22' SETBACK
±11'
30' TRAVEL LANES
±18' MEDIAN
30' TRAVEL LANES
±11'
±64' VEGETATION/BUFFER
R.R. RIGHT OF WAY
±50'
±60' BUFFER
±10' PATH
±71' OPEN SPACE
24' TRAVEL LANES
±24' SETBACK
GRAPHIC SCALE
(IN FEET)
SCALE: 1" = 40'
LINE OF SIGHT EXHIBIT
N.T.S.
PHOTO 1 - ROOF TOP (LOOKING SE)
PHOTO 2 - ROOF TOP (LOOKING E)
PHOTO 3 - ROOF TOP (LOOKING SE)
PHOTO 4 - 4TH FLOOR WINDOW (LOOKING NE)
PHOTO 5 - 4TH FLOOR WINDOW (LOOKING E)
PHOTO 6 - 4TH FLOOR WINDOW (LOOKING SE)
±391'
±408'
±429'
±439'
Bowman
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 30462
COCONUT POINT-WAYPOINT RESIDENTIAL
LINE OF SIGHT EXHIBIT
8021 CINEMA WAY
VILLAGE OF ESTERO, FL 33928
CHARLES L. KREBS, P.E.
FL LICENSE NO. 56638
09/21/2026
DESIGN
DRAWN
CHKD
SCALE 1" = 40'
JOB No. 340950-01-001
DRAWING No. 1579-EX
DATE 12/22/2025
LINE OF SIGHT
SHEET LOS-1.0
Bowman

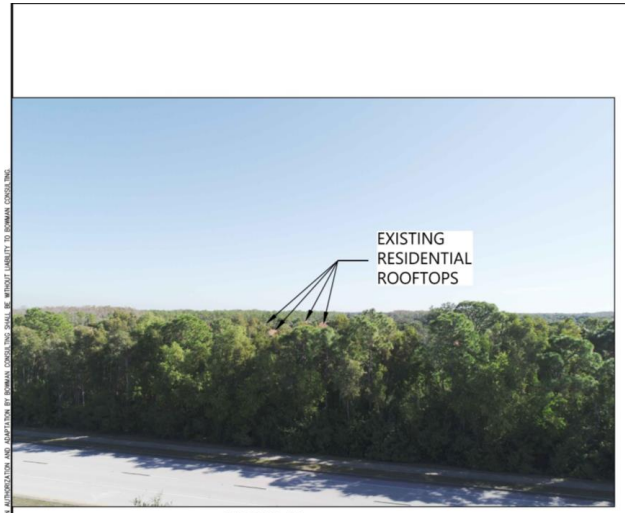


PHOTO #1



PHOTO #2



PHOTO #3

NORTHEAST CORNER
4TH FLOOR WINDOW VIEW

ANY UNAUTHORIZED REUSE OF THESE DOCUMENTS WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY BOWMAN WILL BE UNLAWFUL AND WITHOUT LIABILITY TO BOWMAN CONSULTING

Bowman

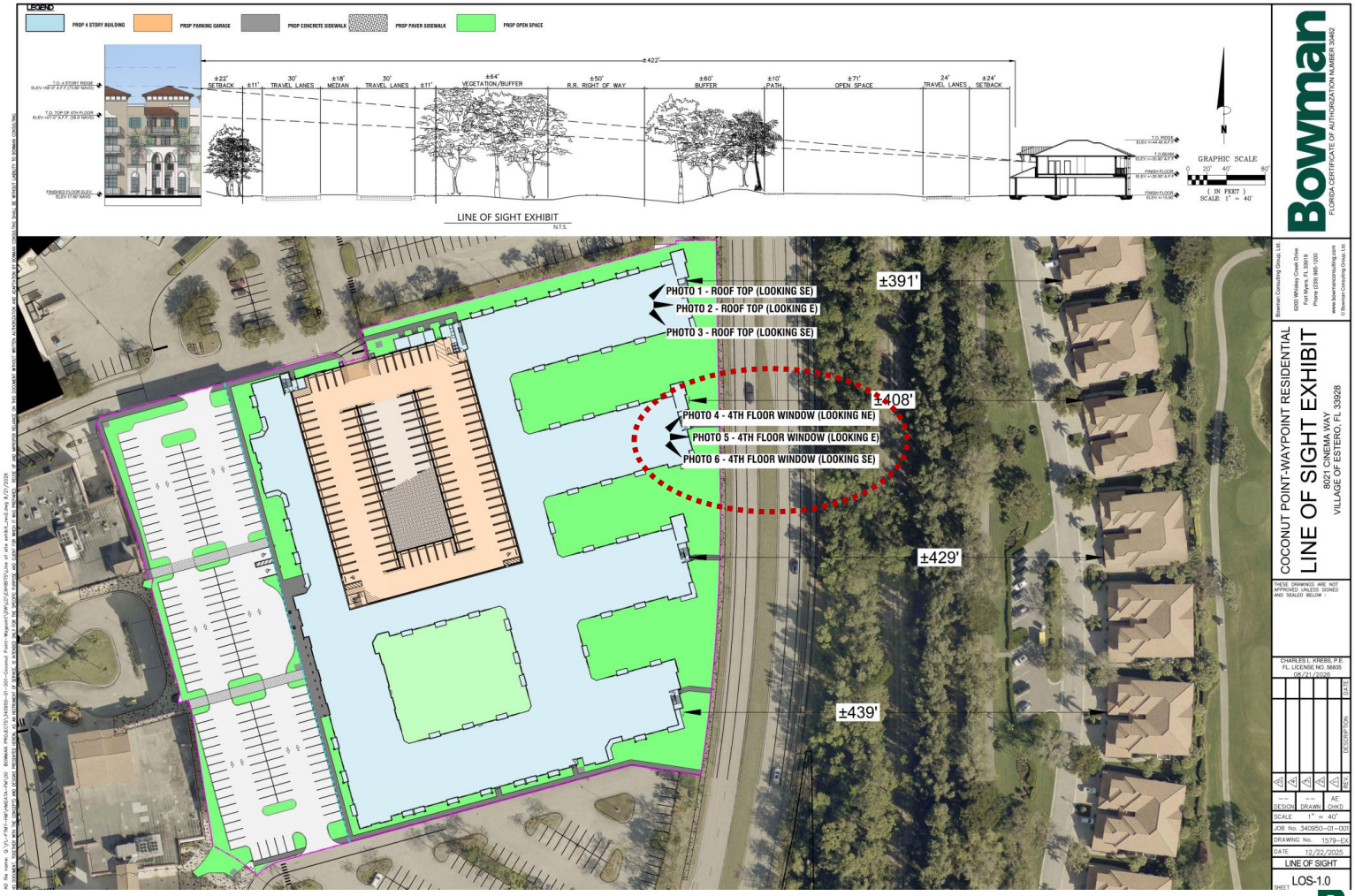

LEGEND
PROP 4 STORY BUILDING
PROP PARKING GARAGE
PROP CONCRETE SIDEWALK
PROP PAVER SIDEWALK
PROP OPEN SPACE
±422'
±22' SETBACK
±11'
30' TRAVEL LANES
±18' MEDIAN
30' TRAVEL LANES
±11'
±64' VEGETATION/BUFFER
±50' R.R. RIGHT OF WAY
±60' BUFFER
±10' PATH
±71' OPEN SPACE
24' TRAVEL LANES
±24' SETBACK
GRAPHIC SCALE
(IN FEET)
SCALE: 1" = 40'
LINE OF SIGHT EXHIBIT
N.T.S.
PHOTO 1 - ROOF TOP (LOOKING SE)
PHOTO 2 - ROOF TOP (LOOKING E)
PHOTO 3 - ROOF TOP (LOOKING SE)
PHOTO 4 - 4TH FLOOR WINDOW (LOOKING NE)
PHOTO 5 - 4TH FLOOR WINDOW (LOOKING E)
PHOTO 6 - 4TH FLOOR WINDOW (LOOKING SE)
±391'
±408'
±429'
±439'
Bowman
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 30462
COCONUT POINT-WAYPOINT RESIDENTIAL
LINE OF SIGHT EXHIBIT
8021 CINEMA WAY
VILLAGE OF ESTERO, FL 33928
THESE DRAWINGS ARE NOT APPROVED UNLESS SIGNED AND SEALED BELOW
CHARLES L. KREBS, P.E.
FL. LICENSE NO. 56835
05/21/2026
DESIGN
DRAWN
CHKD
SCALE 1" = 40'
JOB No. 340950-01-00
DRAWING No. 1579-EX
DATE 12/22/2025
LINE OF SIGHT
SHEET LOS-1.0
Bowman



PHOTO #4



PHOTO #5



PHOTO #6

LOCATION #2

4TH FLOOR WINDOW VIEW

CAD file name: Q:\FL-FTMY-HM\WO\1A-FMY\00 BOWMAN PROJECTS\34950-01-001-Coconut Point-Wagoner\DWG\LD\EXHIBITS\Use of site exhibit_rev2.dwg 4/
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPAR

Bowman

Ted Treesh

Bowman

Transportation Analysis

- The Coconut Point MPD TIS and Parking Study examined the traffic impacts of the following:

Table 1
Existing and Proposed Land Uses
Coconut Point MPD

Land Use	Existing Uses	Proposed Uses
Development Area 2A 6.85 acres	79,500 sq. ft. Movie Theater With: 16-Screens 4,000 Seats	355 Dwelling Units



PROJECT LOCATION MAP
COCONUT POINT MPD
Figure 1

Bowman

Transportation Analysis

Table 2
Trip Generation
Coconut Point MPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multi-Family (355 Units)	33	108	141	84	47	131	1,598

Table 3
Trip Generation
Regal Cinema Estero

Land Use	Friday P.M. Peak Hour			Daily (Friday)
	In	Out	Total	
Movie Theater (79,500 Sq. Ft.)	242	148	390	n/a
Movie Theater (16 Screens)	237	171	408	4,680
Movie Theater (4,000 Seats)	240	160	400	n/a

- As can be seen when comparing the PM peak hour trips in Table 2 to the PM peak hour trips in Table 3, there will be a significant trip reduction of almost 67% for this parcel with the proposed use.

Bowman

Transportation Analysis

- The traffic study was reviewed by the Village's outside consultants.
- The analysis included intersection analysis at the two primary impacted intersections along Via Coconut Point: Via Umbria Way and Via Monte Carlo Way.
- All movements are shown to operate at an acceptable Level of Service with the project trips added to the intersection in the proposed build-out year of 2031.
- No intersection improvements are warranted as a result of this land use change.

Bowman

Transportation Analysis

- A preliminary turn lane analysis and queue analysis at the two intersections connecting to Via Coconut Point adjacent to the site were included in the Traffic Study.
- No turn lane improvements are necessary to accommodate the trips from the multi-family dwelling units.
- Queues projected at these two intersections are less than three (3) vehicles approaching Via Coconut Point during the peak hours.
- The queue for Via Umbria Way would need to exceed thirteen (13) vehicles on the site to impact vehicle access to the apartment site.

Bowman

Transportation Analysis

- All roadways in the study area will operate at Level of Service "D" in 2031 with the projected trips added to the roadways.
- Coconut Point has mitigated all off-site roadway impacts as part of the DRI mitigation.

Bowman

Transportation Analysis

- A Parking Demand Study was also submitted as part of the application.
- TR Transportation conducted parking surveys at six (6) existing multi-family apartment communities in Lee County. One multi-family apartment community was located in the Village of Estero.
- The survey results were compared with data from the ITE Parking Generation Manual (6th Edition).
- Results indicate that the parking demand for multi-family units is 1.63 spaces per unit (including visitor and clubhouse parking spaces).
- Per discussions with Staff, the proposed development will provide 1.8 spaces per dwelling unit, which will provide more than enough parking spaces to accommodate anticipated demand.

Bowman

Jeremie Chastain, AICP

Bowman

Conclusion

- It is my professional opinion that:

The proposed Planned Development Amendment to the Coconut Point MPD has met all the applicable standards and is consistent with the Village of Estero Land Development Code and Comprehensive Plan, public hearing considerations, and generally accepted planning principles; is compatible with adjacent land uses; and has provided the necessary record that entitles it to approval.

Bowman

Questions?



Looking south from Via Monte

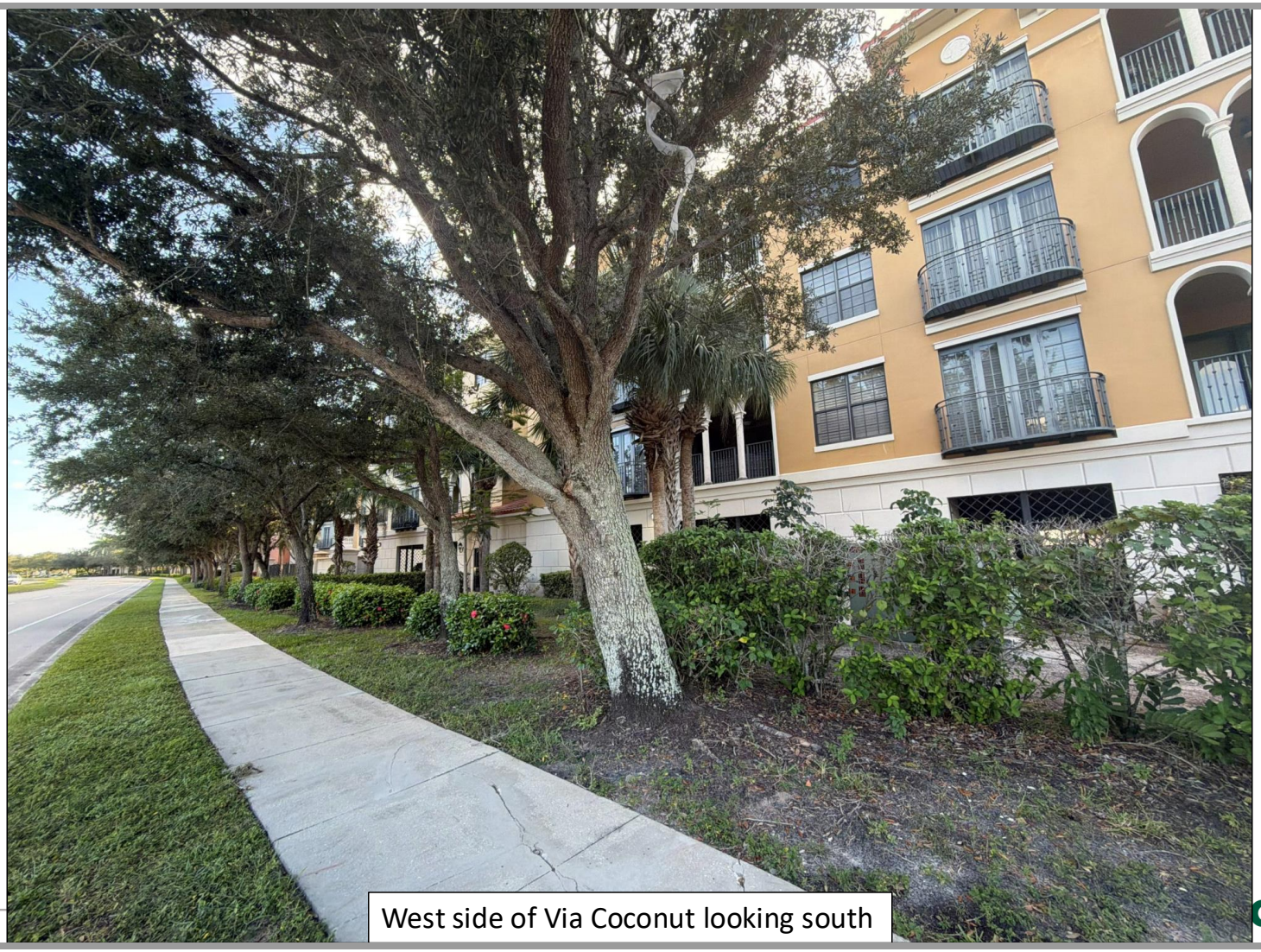
Bowman

46



Looking south from Via Monte

Bowman



West side of Via Coconut looking south



West side of Via Coconut looking south


49
VERSONA
VERSONA
VICTORIA'S SECRET
Tommy Bahama
AMERICAN EAGLE



Bowman



Bowman

Village of Estero Comprehensive Plan Consistency

Transitional Mixed Use Category
Development Types, Density and Intensity

Development Types	Max. Standard Density **	Max. Bonus Density	Max. Intensity
Single use* & Horizontal mixed use* subject to compatibility standards *not allowed for substantial changes to existing approvals (10% or more increase to approved density or intensity)	1 du/ acre – 6 du/acre based on gross residential acreage for horizontal mixed use projects	n/a	1 FAR; and Neighborhood, community or regional scale commercial per FLU-1.5
Integrated horizontal mixed use subject to compatibility standards	1 du/acre – 10 du/acre based on gross residential acreage	Up to 14 du/acre based on gross residential acreage	1 FAR; and Neighborhood, community or regional scale commercial per FLU-1.5
Vertical mixed use subject to compatibility standards	1 du/acre – 16 du/acre based on gross acreage including non-residential land	Up to 20 du/acre based on gross acreage including non-residential land	1 FAR; and Neighborhood, community or regional scale commercial per FLU-1.5

** Bonus densities in the Transitional Mixed Use Land Use Category shall be determined through the planned development process for developer contributions of land or funds for the Village to purchase lands for public open space, recreational use or environmentally sensitive lands. The Village land development regulations shall establish the number of units available for such contributions and any additional compatibility criteria for planned development making use of the bonus densities

- FLU 1.2.8 TRANSITIONAL MIXED USE. Transitional Mixed Use areas are characterized by primarily existing or emerging developments where the Village's largest and most intense commercial and multifamily residential developments are or will be concentrated, including in some areas that currently do not have some degree of mixed use. Urban services are in place or readily expandable to support moderately intense levels of mixed commercial and residential development…

Bowman

Village of Estero Comprehensive Plan Consistency

- Future Land Use
  - FLU-1.3.1
  - FLU-1.6.1
  - FLU-1.9.1
  - FLU-1.9.2
  - FLU-1.11.2
- Transportation
  - TRA-1.2.2
  - TRA-1.2.4
- Housing
  - HOU-1.5.2
- Infrastructure
  - INF-1.3.1
  - INF-1.4.5
  - INF-1.5.4
- Conservation & Coastal Management
  - CCM-1.4.2

Bowman

~~TENTH~~ ELEVENTH DEVELOPMENT ORDER AMENDMENT
~~AND RESTATEMENT~~[1] FOR COCONUT POINT DRI
STATE DRI # 09-2001-153

Let it Be Known That, pursuant to Florida Statutes §380.06, the Board of County Commissioners of Lee County, Florida, heard at a public hearing convened on October 21, 2002, the Application For Development Approval submitted by The Simon Property Group, L.P. and Oakbrook Properties, Inc., for Coconut Point DRI (originally known as Simon Suncoast DRI), a mixed use development in Lee County, consisting of approximately 482.4+/- acres.

WHEREAS, the Board of County Commissioners of Lee County, Florida considered the report and recommendations of the Southwest Florida Regional Planning Council, the Lee County Staff, the Lee County Hearing Examiner, the application and sufficiency submittals, and the documents and comments made on the record in public hearing, and after full consideration of those reports, recommendations, documents and comments, the Board of County Commissioners of Lee County, Florida, adopted the Coconut Point Development of Regional Impact (DRI) Development Order; and

WHEREAS, the original Development Order for the Coconut Point DRI was approved on October 21, 2002; and

WHEREAS, the DRI Development Order was subsequently amended on February 7, 2005, to reduce the number of hotel rooms from 600 to 350, decrease the number of apartments from 450 to 250, and increase the number of residential condominiums from 550 to 1,000; and

WHEREAS, on August 1, 2006, the DRI Development Order was amended a second time to extend the build-out date one year to December 31, 2007; and

WHEREAS, on August 30, 2006, the DRI Development Order was amended a third time to: (1) increase condominium units from 1,000 to 1,528; (2) decrease apartment units from 250 to 0; (3) increase hotel units from 350 to 440; (4) decrease retail commercial square footage from 1,800,000 to 1,638,900; (5) increase commercial square footage for banks by 8,000 square feet; (6) increase general office square footage from 200,000 to 315,000; (7) decrease medical office square footage from 100,000 to 68,333; (8) add a 506-seat performing arts center; and (9) add a land use conversion chart; and

WHEREAS, the Coconut Point DRI was amended a fourth time on March 18, 2008, to provide the benefit of the statutory extension to all phase build-out and expiration dates as provided under HB 7203; and

[1] ~~This is an amendment of the Tenth Eleventh Development Order Amendment and Restatement for Coconut Point DRI to amend and to update the Tenth Eleventh Amendment to eliminate original requirements either fulfilled by the Applicant or no longer relevant.~~

WHEREAS, the Coconut Point DRI was amended a fifth time on December 19, 2009, to provide the benefit of the statutory extension to all phase build-out and expiration dates as provided under SB 360; and

WHEREAS, on June 2, 2011, House Bill 7207 (HB 7207) was signed into law by the Governor of the State of Florida. HB 7207, as codified in Chapter 2011-139, Laws of Florida, authorizes a four-year extension for all valid DRI Development Orders. At the option of the developer, all commencement, phase, build-out and expiration dates for valid Developments of Regional Impacts may be extended by four (4) years regardless of previous extensions issued in the past; and

WHEREAS, on June 29, 2011, Lee County received a request to extend the DRI compliance dates as contemplated under HB 7207, resulting in an extension to December 31, 2016; and

WHEREAS, Executive Order Number 11-128 provided for an extension of 60 days (extended an additional 60 days by Executive Order 11-172 and an additional 30 days by Executive Order 11-202), for build-out, commencement and completion dates for valid DRI Development Orders at the option of the developer; and

WHEREAS, under Florida Statutes §252.363 (effective July 1, 2011) build-out dates for valid DRI Development Orders were extended an additional 6 months; and

WHEREAS, on January 26, 2012, Lee County received a request to extend the DRI compliance dates as contemplated under Executive Order Number 11-128 (extended by 11-172 and 11-202) and Florida Statutes §252.363, resulting in an extension to November 6, 2017; and

WHEREAS, Executive Order Number 12-140 provided for an extension of 60 days (extended an additional 30 days by Executive Order 12-192 and an additional 5 days by Executive Order 12-217) for build-out, commencement and completion dates for valid DRI Development Orders at the option of the developer; and

WHEREAS, under Florida Statutes §252.363, build-out dates for valid DRI Development Orders were extended an additional 6 months; and

WHEREAS, on July 2, 2012, Lee County received a request to extend the DRI compliance dates as contemplated under Executive Order Number 12-140 (extended by 12-192 and 12-217) and Florida Statutes §252.363, resulting in an extension to August 8, 2018; and

WHEREAS, Executive Order Number 12-199 provided for an extension of 60 days for build-out, commencement and completion dates for valid DRI Development Orders at the option of the developer; and

WHEREAS, under Florida Statutes §252.363, Executive Order Number 12-199 extended the build-out dates for valid DRI Development Orders an additional 6 months; and

WHEREAS, on October 2, 2012, Lee County received a request to extend the DRI compliance dates as contemplated under Executive Order Number 12-199 and Florida Statutes §252.363, resulting in an extension to April 7, 2019; and

WHEREAS, on January 8, 2013, the Coconut Point DRI was amended a sixth time to extend the build-out and termination dates to April 7, 2019, and April 7, 2025, respectively; and

WHEREAS, on August 5, 2013, the DRI Development Order was amended a seventh time to: (a) decrease the number of residential units from 1,528 to 1,214; (b) decrease the retail square footage from 1,638,900 to 1,607,500; (c) increase the office square footage from 315,000 to 782,777; (d) eliminate the performing arts center; (e) increase the number of ALF units from 200 to 400; (f) reduce the number of hotel units from 440 to 320; and (g) extend the build-out and termination dates to December 31, 2019, and December 31, 2025, respectively; and

WHEREAS, on September 20, 2013, Lee County received a request for an Eighth Amendment to the Coconut Point DRI Development Order to: (1) add an acute care hospital and increase the amount of medical office from 104,333 sf. to 234,000 sf. and (2) extend the build-out date and termination date to December 31, 2024, and December 31, 2030, respectively; and

WHEREAS, the Eighth Amendment (1) provided an option to develop an acute care hospital within Tract 3A; (2) increased the square footage of office that can be constructed within Tract 3A so long as net new external trips from Tract 3A do not exceed 614; and (3) extended the buildout and termination dates to December 31, 2024, and December 31, 2030, respectively; and

WHEREAS, the Eighth Amendment application was reviewed by the Southwest Florida Regional Planning Council and the Lee County Hearing Examiner, who found it consistent with the Lee County Comprehensive Plan; and

WHEREAS, the Board approved the Eighth Amendment on May 7, 2014, finding the proposed changes did not constitute a substantial deviation from the original development approvals; and

WHEREAS, the Village of Estero was created on or about December 31, 2014, and the Coconut Point DRI is now under the jurisdiction of the Village of Estero; and

WHEREAS, the Village Council by Ordinance 2016-10 adopted on August 31, 2016, amended the Eighth Amendment to allow within Tracts 3A-1, 3A-2 and 3A-3 a 160 bed acute care hospital and the following land uses or combinations which shall not

exceed 479 total net new external trips: up to 60,000 gross leasable square feet of retail, and 300,000 square feet office (of which a maximum of 198,000 square feet may be medical office); and

WHEREAS, an application to further amend the Eighth DRI Development Order was submitted by Coconut Point Holdings, LP on or about August 16, 2016, to (1) reduce 200 assisted living facility (ALF) units in Tract 1A; (2) reduce 18,900 square feet of commercial retail in Tract 1C; and (3) to add 180 multi-family apartment (MF-APT) units within Tract 1A; and

WHEREAS, the Village approved the Ninth Development Order Amendment and Restatement ("Ninth Amendment") by Ordinance 2017-02 on July 26, 2017, permitting said changes; and correcting certain inconsistencies of land use intensity changes that were approved by previous amendments but not corrected in the previous amendments; and

WHEREAS, the applicant PHG Acquisitions, LLC, applied on May 2, 2024, to amend the Ninth Amendment to incorporate build-out date extensions approved pursuant to §252.361, Florida Statutes, and to permit an increase of 83 hotel units and a decrease of 2,000 square feet of commercial retail floor area, all within Development Area 2; and

WHEREAS, the tenth amendment reduced the retail square footage from 1,440,110 square feet to 1,438,110 square feet, and an increase from 370 hotel rooms to 453 hotel rooms; and

WHEREAS, the Eleventh Amendment proposes removal of the vacant movie theater and the development of a 355-unit apartment building in its place.

NOW, THEREFORE, be it resolved by the Village Council of the Village of Estero, Florida, that the Development Order for the Coconut Point DRI is hereby amended by this ~~Tenth~~Eleventh Development Order Amendment ~~and Restatement~~ as follows:

I. FINDINGS OF FACT AND CONCLUSIONS OF LAW

A. The Coconut Point DRI is a master planned commercial development consisting of 482.4+/- acres located in the Village of Estero at the intersection of US 41 and Coconut Road. The Coconut Point DRI is a mixed use development that will consist of: ~~1,438,110~~ 1,426,310 gross leasable square feet of retail/regional mall (Regional Retail Center), 106,100 gross leasable square feet of retail on other parcels adjacent to the regional mall (Community Commercial Retail), 8,000 gross leasable square feet of Banks, 835,777 square feet of office, of which no more than 234,000 square feet may be medical office, 453 hotel rooms, ~~1,214 condominium units, 180~~1,624 multi-family ~~apartment~~ units, and a 200 unit assisted living facility. The project will include 33.4 acres of conservation areas, 57.1 acres of lakes, 43.2 acres of road rights-of-way and 9.0 acres of green area/open space.

B. Water and wastewater treatment will be provided by Bonita Springs Utilities.

C. The project phasing schedule consists of one phase with build-out of the DRI in ~~2038~~2042.

D. The terms of this Development Order apply to the property located and described in attached Exhibit A.

E. The property is zoned Mixed-use Planned Development (MPD).

F. The Application for Development Approval (ADA) as originally approved and further amended is consistent with the requirements of §380.06, Florida Statutes.

G. The development is not located in an area designated as an Area of Critical State Concern under the provision of §380.05, Florida Statutes.

H. The development will not unreasonably interfere with the achievement of the objectives of the adopted State Land Development Plan. The development is consistent with the State Comprehensive Plan if developed in accordance with the conditions set forth herein.

I. The development is located in the Transitional Mixed Use, Conservation and Wetlands future land use categories. The project, as proposed and conditioned herein, is consistent with the Village of Estero Comprehensive Plan and the Village of Estero Land Development Code.

II. ACTION ON THE REQUEST AND CONDITIONS OF APPROVAL

NOW THEREFORE, be it resolved by the Village Council of the Village of Estero, Florida, in a public meeting duly advertised, constituted and assembled that the Development of Regional Impact Application for Development Approval submitted on behalf of Simon Property Group, L.P., and Oakbrook Properties, Inc., for the project known as the Coconut Point DRI, originally approved October 21, 2002, is hereby further amended subject to the following conditions, restrictions and limitations. For the purpose of this Development Order, the term “Developer” refers to Simon Property Group, L.P., Oakbrook Properties, Inc., and Coconut Point Developers, LLC, and includes all successors or assigns. All references to County Ordinances or other regulations, including amendments thereto up to and including the date at which the Village was incorporated. References to Village Ordinances and regulations include all amendments that may take effect in the future.

A. AFFORDABLE HOUSING

1. *150 Affordable Housing Units ($600,000)*. The Developer satisfied the affordable housing obligation by paying $600,000 to Lee County on December 20, 2006, which was accepted by the County in March, 2007.

2. *University Student Housing ($400,000)*. In addition to the above, the Developer subsidized University student housing by giving $400,000 to the Florida Gulf Coast University in October, 2004. These funds must be specifically earmarked for University student housing.

B. ENERGY

The Developer must incorporate, as a minimum, the following energy conservation features into all site plans and architectural programs or ensure that the following features are implemented through deed restrictions or covenants with successors in title. All applications for site plan approvals and building permits must be accompanied by documents detailing proposed compliance with these conditions. If deed restrictions or covenants are utilized to ensure compliance, those documents must be approved by the Village Attorney's Office prior to recording.

These features are:

1. A bicycle/pedestrian system connecting all land uses, to be placed along arterial and collector roads within the project and also along Sandy Lane. This system will be consistent with LDC regulations.

2. Bicycle racks or storage facilities in recreational, commercial and multi-family residential areas.

3. Bus stops, shelters and other passenger and system accommodations for a transit system to service the project area.

4. Energy efficient features in window design (e.g., tinting and exterior shading), operable windows, ceiling fans, appliances and equipment.

5. Minimize coverage by asphalt, concrete, rock and similar substances in street, parking lots and other areas to reduce local air temperatures and reflect light and heat.

6. Energy-efficient lighting for streets, parking area, recreation area and other interior and exterior public areas.

7. Water closets with a maximum flush of 1.6 gallons and shower heads and faucets with a maximum flow rate of 2.5 gallons per minute (at 80 pounds of water pressure per square inch).

8. Selecting, planting and maintaining native plants, trees and other vegetation and landscape design features that reduce requirements for water, fertilizer, maintenance and other needs.

9. Planting native shade trees to provide reasonable shade for all recreation areas, street and parking areas. Planting native shade trees for each residential unit.

10. Placing trees to provide needed shade in the warmer months while not overly reducing the benefits of sunlight in the cooler months. Orienting structures, whenever possible, to reduce solar heat gain by walls and utilize the natural cooling effects of the wind.

11. Including porch and patio areas in residential units.

12. Establishing project architectural review committees that will consider energy conservation measures to assist builders and residents in the efforts to achieve greater energy efficiency in the development.

C. STORMWATER MANAGEMENT

1. The Developer must meet the criteria set forth in Chapter 40E, Florida Administrative Code, and the South Florida Water Management District (SFWMD) Applicant's Handbook Volume 1. Any modification to permits issued by the SFWMD must address any impacts created by the development to wetlands and other surface waters. Halfway Creek is classified as an Outstanding Florida Water (OFW). Any discharge to an OFW requires additional water quality consideration.

2. The Developer must obtain all necessary approvals from the Florida Department of Transportation for any proposed discharge points and water control structures associated with US 41.

3. At the time of permit modification application, the Developer must provide finalized information regarding the size of proposed project lakes, the location of major water control structures, the correct identification of control structures within pre-treatment areas and verification of adequate dimensions for pre-treatment areas.

4 Best management practices are subject to the Village of Estero review and approval and must be included on all construction plans for development.

5. All internal storm water management lakes and ditches as well as any onsite preserved or enhanced wetland areas, must be set aside as private drainage or conservation easements on the recorded plat. Storm water lakes must include, where practical, adequate maintenance easements around the lakes with access to a paved roadway.

6. During construction activities, the Developer must employ best management practices for erosion and sedimentation control. These practices must be included with, or presented on, all construction plans, and are subject to approval by the appropriate agencies prior to implementation.

7. The final storm water management plan must consider, as applicable, measures to reduce runoff rates and volumes, including, but not limited to, fixed control structures, perforated pipes, and grass swale conveyances. Swales, rather than closed systems, must be used whenever possible.

~~8~~. Any shoreline banks created along the onsite storm water management system must include littoral zones constructed on slopes consistent with SFWMD and the Village of Estero requirements and be planted in native emergent or submergent aquatic vegetation. The Developer must ensure, by supplemental replanting if necessary, that at least 80% cover by native aquatic vegetation is established/maintained within the littoral zone for the duration of the project.

9. The Operating entity must conduct annual inspections of the Master Stormwater Management System and any preserved/enhanced wetland areas on the project site to ensure that these areas are maintained in keeping with the final approved designs, and that the water management system is capable of accomplishing the level of storm water storage and treatment for which it was intended. The Operating entity must undertake any cleaning and repair determined to be necessary based upon the annual inspection.

10. The Developer must confirm, to the satisfaction of all applicable federal, state, and local review agencies, and the SFWMD, that the proposed storm water management system will not impact habitats of any state or federally listed plant and/or animal species potentially occurring onsite, or that such impacts will be mitigated to the benefit of onsite populations of those species.

11. The Developer must undertake a regularly scheduled vacuum sweeping of all common streets and parking areas within the development.

12. If the Village of Estero establishes a Village-wide storm water management system, the Developer must participate to the extent the system benefits the development.

13. Ditch and swale slopes must be designed to minimize discharges so that these facilities may provide some additional water quality treatment prior to discharge. Treatment swales must be grassed.

14. The grassed storm water treatment areas must be mowed on a regular basis as part of the normal lawn maintenance of the development. Any debris that may accumulate in project lakes, ditches or swales, or which may interfere with the normal flow of water through discharge structures and under drain systems, must be cleaned from the detention/retention areas on a regular basis. Any erosion to banks must be replaced immediately.

15. Under drain systems and grease baffles must be inspected and cleaned and/or repaired on a regular basis. In no instance may the period between such inspections exceed eighteen months.

16. Storm water management system maintenance requirements include removal of any mosquito-productive nuisance plant species (e.g., water lettuce, water hyacinth, cattails and primrose willows) from all system nodes, reaches, and percolation basins, as well as from the lake littoral zones employed in the system.

17. When required by the SFWMD permit, any isolated wading bird "pools" constructed in lake littoral zones must be excavated to a depth that provides aquatic habitat for mosquito larvae predators, such as *Gambusia affinis*.

18. The Developer will maintain a legal operating entity in accordance with the SFWMD Applicant's Handbook Volume 1 and the applicable Lee County or the Village of Estero Land Development Code to maintain the internal storm water management lakes, ditches and wetlands. Easements, common areas or other legal mechanisms may be utilized to ensure there is sufficient access to the storm water management areas for maintenance purposes.

D. TRANSPORTATION

1. Significant Impacts

a. *Assessment Parameters*

The traffic impact assessment for the Project assumed the following development parameters as a worst-case traffic scenario achievable under the maximum potential development parameters identified below.

	Build-out
Multifamily Condominiums (ITE LUC 230) (450 d.u. Town Center, 540 d.u. North Village) 224 d.u. South Village	1,214 d.u.
Multifamily Apartments (ITE LUC 220) (180 d.u. North Village)	180 d.u.
Assisted Living Facility (ITE LUC 252) (200 d.u. South Village)	200 d.u.
Hotel (ITE LUC 310) (250 rooms Town Center, 120 rooms South Village)	370 rooms
Community Retail (ITE LUC 820) (66,100 square feet North Village, 40,000 square feet South Village*)	106,100 sq. ft. (gla)

Regional Retail Center (ITE LUC 820) 1,440,110 square feet Town Center)	1,440,110 sq.ft (gla)
General Office (ITE LUC 710) (481,277 square feet North Village, 90,000 square feet Town Center, 30,500 square feet South Village*)	601,777 sq. ft.
Medical Office (ITE LUC 720) (234,000 square feet South Village*)	234,000 sq. ft.
Bank with drive-thru (8,000 square feet North Village)	8,000 sq. ft.

*Tracts 3A-1, 3A-2, and 3A-3 1 in the South Village (shown on page 3 of Map H attached hereto as Exhibit "B") may be developed with up to 60,000 gross leasable sq. ft. retail, 300,000 sq. ft. office (of which a maximum of 198,000 sq. ft. may be medical office), 160 acute care hospital beds, or any combination of these uses that do not exceed 479 net new external trips.

The above parameters form the basis for the original Project impacts and the mitigation requirements contained in the original Development Order approval. The assumed land uses associated with the general parameters were identified by the Land Use Code (LUC) from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 6th Edition. While approved zoning categories may allow a wider range of uses, from a DRI standpoint the Project impacts are based on the above parameters and assumed uses.

The overall traffic at the Project driveway entrances, based on the 2002 development parameters, was estimated to be 5,909 trips, including 4,120 PM net new external peak hour trips. The approval of the Seventh Development Order Amendment increased the overall traffic at the driveway entrances to 6,467 trips, including 4,565 PM net new external peak hour trips. The approval of the Eighth Amendment increased the overall traffic at the driveway entrances to 6,588 trips, including 4,734 PM net new external peak hour. The approval of the ~~Tenth~~ Eleventh amendment does not alter the number of net new external peak hour trips because of the simultaneous increase and decrease in the development parameters.

b. *Build-out Impacts*

The original assessment on an existing-plus-committed network assuming the advancement of certain projects indicated that the significantly impacted roadways and intersections described below would be operating below acceptable levels of service at the end of the original Build-out:

Roadway Improvements Needed

Roadways	Needed Improvement
I-75	
– Corkscrew Road to Daniels Parkway	Widen to 6 lanes
Three Oaks Parkway	
- Williams Road to Corkscrew Road	Widen to 6 lanes
US 41	
– Koreshan Boulevard to San Carlos Boulevard	Widen to 6 lanes
- Bonita Beach Road to Coconut Road	Widen to 6 lanes
Old US 41	
- Rosemary Drive to US 41	Widen to 4 lanes
Intersection Improvements Needed	
Bonita Beach Road @ Old 41(1)	Add 2nd SB left turn lane
Coconut Road @ Driveway 9/ Regional Retail Center(2)	Add WB right turn lane Add SB right turn lane Add SB left turn lane Add dual EB left turn lane Signalization(3)
Coconut Road @ Sandy Lane(2)	Add WB left turn lane Add WB right turn lane Add NB right turn lane Add NB left turn lane Add SB left turn lane Add SB right turn lane Add EB left turn lane Add EB right turn lane Signalization(3)
Corkscrew Road @ Ben Hill Griffin Parkway(1)	Add 2nd EB left turn lane Add 2nd NB left turn lane Add 2nd SB left turn lane
Corkscrew Road @ River Ranch Road(1)	Signal retiming

Corkscrew Road @ Three Oaks Parkway	Add 2nd WB left turn lane Add 2nd NB left turn lane Add 2nd SB left turn lane
I-75 @ Corkscrew Road(1)	Add 2nd EB left turn lane(4) Add 2nd WB left turn lane(4) Add 2nd NB left turn lane Add 2nd SB left turn lane
Old 41 @ Dean Street(1)	Signalization(3)
Old 41 @ Pennsylvania Avenue(1)	Signal retiming
Old 41 @ West Terry Street(1)	Add 2nd NB thru lane Add 2nd SB thru lane
Three Oaks Parkway @ Koreshan Boulevard(1)	Signalization(3)
Three Oaks Parkway @ Williams Road(1)	Signalization(3)
Three Oaks Parkway @ Coconut Road(1)	Signalization(3)
US 41 @ Immokalee Road(1)	Signal retiming
US 41 @ Old 41(1) (Collier County)	Signal retiming
US 41 @ Bonita Beach Road	Signal retiming
US 41 @ West Terry Street	Signal retiming
US 41 @ Old 41/Pelican Landing Parkway	Add 2nd WB right turn lane Add 2nd NB left turn lane Add 2nd SB left turn lane Add 2nd EB left turn lane
US 41 @ Pelican Colony Boulevard	Add dual WB left turn lane(2) Add WB right turn lane(2) Add NB right turn lane(2) Add 2nd NB left turn lane Add dual SB left turn lane(2) Add 2nd EB left turn lane Add EB right turn lane

US 41 @ Coconut Road	Add 2nd WB left turn lane Add 2nd NB right turn lane Add 2nd NB left turn lane Add 2nd SB left turn lane Add 2nd EB left turn lane Add EB right turn lane
US 41 @ Driveway 6/Regional Retail Center(1)	Add NB right turn lane(2) Add SB left turn lane(2)(3) Add WB right turn lane(2) Signalization(2)(3)
US 41 @ Driveway 5/Internal East-west Road(1)	Add NB right turn lane(2) Add dual SB left turn lane(2) Add dual WB left turn lane(2) Add WB right turn lane(2) Signalization(2)(3)
US 41 @ Driveway 4/Pelican Point Boulevard(1)	Add NB right turn lane(2) Add SB Left turn lane(2) Add WB right turn lane(2) Signalization(2)(3)
US 41 @ Driveway 3/Fountain Lakes Boulevard(1)	Add NB right turn lane(2) Add SB left turn lane(2) Add dual WB left turn lane(2) Add WB thru lane(2) Add WB right turn lane(2) Signalization(2)(3)
US 41 @ Driveway 2/Estero Greens(1)	Add NB right turn lane(2) Add dual SB left turn lane(2) Add dual WB left turn lane(2) Add WB thru lane(2) Add WB right turn lane(2) Add EB right turn lane(2) Signalization(2)(3)
US 41 @ Driveway 1/Community Commercial(1)	Add NB right turn lane(2) Add SB left turn lane(2) Add WB right turn lane(2)

US 41 @ Williams Road[1]	Add 2nd SB left turn lane Add 2nd WB left turn lane
US 41 @ Corkscrew Road[1]	Add 2nd WB left turn lane
US 41 @ Broadway[1]	Signal retiming
US 41 @ Koreshan Boulevard	Signalization[3]
US 41 @ Sanibel Boulevard[1]	Signal retiming
US 41 @ Metro Parkway[1]	Add 2nd NB right turn lane
US 41 @ Alico Road[1]	Signal retiming
US 41 @ Island Park Road[1]	Signal retiming
US 41 @ Ben Pratt/Six Mile Cypress Parkway[1]	Add EB thru lane Add WB thru lane
Williams Road @ Driveway 1/Comm Commercial[1]	Signalization[3]
Williams Road @ River Ranch Road[1]	Signalization[3]
Williams Road @ Sandy Lane[2]	Signalization[3] Add WB left turn lane Add NB right turn lane Add NB left turn lane Add EB right turn lane
Williams Road @ Three Oaks Parkway	Signalization[3]

(1) *This intersection is not included in a significantly and adversely impacted roadway segment.*
(2) *This intersection is considered a site-related improvement.*
(3) *Signalization only if warranted and subject to approval by the maintaining agency.*
(4) *Dual EB and WB left turn lanes should be provided if they can be constructed without requiring reconstruction of the I-75 overpass bridge structure.*

The intersection improvements include at grade geometric improvements, such as turn lanes and signalization when warranted. Intersection improvements are accounted for in the overall proportionate share calculation. Site-related needs at the Project entrances are not addressed

in the proportionate share calculation and must be addressed by the Developer at the time of local development order approval.

2. **Mitigation**

a. *Build-out Proportionate Share*

The build-out proportionate share originally was $14,600,000 in year 2002 dollars. This figure represents the Developer's share of necessary roadway and intersection improvements based on the development parameters set forth in Section II.D.1.a. The estimated roads impact fees based on the schedule effective July 1, 2000, was $10,196,250, which is lower than the proportionate share estimate.

As noted in Condition D.3, the Developer was required to pay $170,000 as mitigation for the project's Comprehensive Plan impacts to the 2020 level of service on US 41 from Koreshan Boulevard to Alico Road. Therefore, the total proportionate share obligation deemed sufficient to mitigate both the build-out DRI-related transportation impacts on the non-site related roads and intersections set forth in Paragraph D.1.b and the project's Comprehensive Plan impacts was $14,770,000.

No independent fee calculation was permitted for the project, or a subpart thereof, absent a Notice of Proposed Change.

b. Traffic Mitigation. The Developer was provided a choice of one of the two mitigation options to satisfy the proportionate share obligation. The Developer chose Traffic Mitigation Option 2 as described in (1) below and provided the entire traffic mitigation up front to Lee County which provided for concurrency vesting.

(1) Payment

The Developer may vest, for concurrency purposes, up to 400,000 square feet of retail uses and all of the non-retail uses by making an up-front payment of $6,270,000 in 2002 dollars on or before December 31, 2003, or the issuance of the first building permit for the site, whichever comes first (excepting any public uses mandated by this Development Order). The remaining portion of the project will be entitled to concurrency vesting upon the payment of $8,500,000 in 2002 dollars on or before December 31, 2004, or the issuance of the first building permit for the retail uses of the project over 400,000 square feet, whichever comes first. The value of creditable pipelined improvements identified in the Development Agreement may

be subtracted from the second payment only. The Developer fulfilled this Option.

Concurrency certificates issued pursuant to this option were effective until December 31, 2019, or for three (3) years from the date a local development order is issued, whichever is later. Concurrency vesting rights were extended by Lee County to December 31, 2017. Analysis during the May 10, 2013, NOPC resulted in an extension of concurrency vesting until December 31, 2019. Concurrency vesting was subsequently extended to December 31, 2024, as a result of analyses performed for the seventh and eighth amendments to the DRI.

(2) Development Agreement

Lee County required execution of a Local Government Development Agreement for Mitigation Option 2 pursuant to §163.3220, Florida Statutes, and Chapter 2, Article III of the Lee County Land Development Code. An agreement was entered into with Lee County pursuant to this provision prior to incorporation of the Village of Estero. As of November 2004, all requirements of the Interlocal Agreement were fulfilled, and the Agreement is considered terminated by its own terms.

(3) Application of Payments

(a) Cash

The County committed originally to apply all impact fees and cash payments made by the DRI toward the non-site related improvements identified in Section D.1.b. In the alternative, the County agreed to apply the fees toward improvements that relieve those roadways, provided those improvements were deemed necessary to maintain the County's adopted level of service standards. If the improvements identified in Section D.1.b were ultimately funded through other sources, in whole or in part, or deemed unnecessary to maintain the adopted level of service standards, Lee County agreed that it may apply the impact fees and cash payments paid by the DRI to other improvements consistent with the requirements of Lee County LDC Chapter 2. Potential applications of the cash payment could also be specified in the Development Agreement. The funds were paid, and improvements made prior to incorporation of the Village of Estero.

(b) Pipelined Improvements

The Developer was permitted to propose in the Development Agreement to provide a specific roadway improvement or improvements in lieu of the second cash payment to the County of $8,500,000 in 2002 dollars, which is referenced in Section D.2.b.(2)(a). The proposed pipeline improvements were subject to County approval. The Developer chose to pipeline improvements by constructing Sandy Lane Extension (now known as Via Coconut Point) from Pelican Colony Boulevard to Corkscrew Road. Lee County accepted that portion of Sandy Lane Extension from Pelican Colony Boulevard to Williams Road for maintenance on January 16, 2007; and the portion of Sandy Lane Extension from Williams Road to Corkscrew Road was accepted for maintenance on August 5, 2008. The Village after its incorporation then accepted this portion for maintenance.

(4) Build-out Extension

The original DRI Development Order approval indicated that extension of the build-out date beyond 2007 may alter the project's impact to the area road network. Under the Second DRI Development Order amendment, the Developer was obligated to file a complete traffic re-analysis in order to achieve an extension of the build-out date beyond December 2007. The DRI rules were amended and other legislation was adopted, and the Developer applied for legislative and State of Emergency time extensions which were granted. The current build-out date is December 7, ~~2038~~2042.

3. **Comprehensive Plan Mitigation**

An amendment to the Future Land Use Map, to change 435 acres from "Rural" to "Urban Community" was necessary to accommodate the original approval of this DRI. To support the Map amendment, an analysis different from the DRI Transportation Analysis was necessary. This Comprehensive Plan analysis required review of the effects of the proposed DRI project in the year 2020 on the planned, financially feasible roadway network. The result of this analysis indicated that four road segments, beyond those planned for improvement as part of the 2020 financially feasible roadways network plan, were projected to fail with the addition of the Coconut Point (aka Simon Suncoast) project. The segment of US 41 from Koreshan Boulevard to Alico Road was projected to fail even after the six-lane improvement identified in paragraph D.1.b.

The Developer estimated that the provision of dual left turn lanes at a number of key intersections along the impacted segment of US 41 will improve the capacity enough to allow satisfactory operation. The Developer estimated that the cost of providing these turn lanes would be roughly $692,000, not including the costs of maintenance of traffic, mobilization and permitting. The Developer's proportionate share of the cost of the turn lanes was $170,000. This figure was added to the project's DRI proportionate share~~,~~ and was paid by the Developer.

4. **Access and Site Related Improvements**

In addition to the proportionate share obligation set forth above, the Developer was responsible for its share of the following site-related roadway and intersection improvements: all internal roadways, all intersection improvements, including signalization, turn lanes, deceleration lanes, and other improvements deemed necessary by the County Engineer and consistent with the Village of Estero Land Development Code for the Project's access points onto U.S. 41, Coconut Road, and Williams Road. The improvements include the installation of a signal coordination system on U.S. 41 and Pelican Colony Boulevard Intersection when the warrants are met. During the local development order review process, site-related improvements must be evaluated based on weekday, PM peak hour conditions. Saturday mid-day conditions must be considered in the design of turn lanes due to the retail component of the DRI. Site-related improvements are not eligible for credit against impact fees and may not be used to offset the proportionate share obligation. Project accesses onto US 41 are subject to obtaining a connection permit from FDOT.

5. **Committed Improvements**

The following improvements were required of the Developer and have been fulfilled.

Roadway Improvements

Roadways	Start Year	Improvement
Alico Road – US 41 to Seminole Gulf Railway	02	4 Lanes
– Seminole Gulf Railway to I-75 West Ramps	02	6 Lanes
Ben Hill Griffin Parkway/Treeline Avenue – Alico Road to Daniels Parkway	02	4 Lane Ext.
Bonita Beach Road - Imperial Street to I-75	03	6 Lanes

Livingston/Imperial Connection – Immokalee Road to Bonita Beach Road	U/C	2 Lane Ext.
Metro Parkway – U.S. 41/Alico Road to Ben Pratt/Six Mile Cypress Pkwy (including interchange)	04	6 Lane Ext.
Three Oaks Parkway – S. of Coconut Road to Williams Road	U/C	4 Lane Ext.
– Williams Road to Corkscrew Road	U/C	4 Lane Ext.
– Corkscrew Road to Alico Road	03	4 Lanes
– Alico Road to Daniels Parkway	03	4 Lane Ext.
US 41 – Old 41 (Collier County) to N. of Bonita Beach Road	03	6 Lanes
- San Carlos Boulevard to Alico Road	U/C	6 Lanes
Williams Road – River Ranch Road to Three Oaks Parkway	02	2 Lane Ext.

6. **Pedestrian/Bicycle and Transit Facilities**

The Developer will provide for pedestrian and bicycle facilities and bus stop locations in accordance with the map attached as Exhibit ~~F~~D.

E. VEGETATION AND WILDLIFE/WETLANDS

1. Impacts to the habitat value of the site (i.e. habitat utilized by dispersing juveniles and possible habitat available to adults occupying the Corkscrew area) have been considered during the permitting review process with the SFWMD and the Department of Army Corps of Engineers (ACOE). The Developer has coordinated with the U.S. Fish and Wildlife Service (USFWS) and Florida Fish and Wildlife Conservation Commission (FFWCC) to address the impacts the proposed project may have on habitat utilized by wide-ranging listed species including the Florida Panther and Florida Black Bear.

2. The lake designs have included draw down pool features in littoral shelf slopes to favor use by woodstork and other wading birds.

3. The Developer has followed the Standard U.S. Fish and Wildlife Service Protection Measures for the Eastern Indigo Snake; and an Eastern Indigo Snake

Protection Plan has been submitted for review and approval by the FFWCC as a condition of local development order approval.

4. The Developer has provided an on-site preserve management plan for review and approval by the FFWCC as a condition of local development order approval.

5. The 482± acre site originally consisted of 36.23± acres of SFWMD jurisdictional wetlands. The Developer has conserved 22.15 acres of jurisdictional wetlands and 4.81 acres of jurisdictional surface waters. An estimated 9.27 acres of jurisdictional wetlands are proposed to be impacted with an additional 14.56 acres of non-jurisdictional surface waters to be filled (borrow lakes). 3.76 acres of the proposed wetland impacts have been previously permitted by the SFWMD and the Army Corp of Engineers (ACOE) under the Sweetwater MPD/Brooks project (e.g., eradication of exotic vegetation and wetland hydro-period enhancement).

6. Prior to impacting the additional 5.51 acres of jurisdictional wetlands, the Developer has modified existing SFWMD and ACOE permits and provided additional mitigation.

7. Wetlands and surface waters remaining on the project site must be protected during construction through the implementation of temporary erosion and sedimentation control procedures.

8. Littoral plantings will be incorporated into the final design of the proposed stormwater management ponds. Plantings of desirable wetland herbaceous plants, to include species such as pickerelweed, maiden cane, and blue flag iris, cypress and black gum.

9. The existing flow-way is part of the Halfway Creek Watershed and headwaters. The 32.7-acre flow-way has been preserved and enhanced. An enhancement plan has been submitted as part of the local development order approval process. This plan included a restoration planting plan for the 8.49± acres melaleuca dominated slash pine-cypress mixed wetland forest and the 6.84± acre area located in the southeast branch of the flow-way that was previously cleared/disturbed. The restoration planting plan, which is outside of the mitigation requirements under the existing permits, can be utilized as compensatory mitigation for additional wetland impacts during subsequent permitting review processes with the state and federal regulatory agencies.

F. HURRICANE PREPAREDNESS

1. All deeds to property located within the Coconut Point DRI must include or be accompanied by a disclosure statement in the form of a covenant stating the property is located in a hurricane vulnerability zone and that the hurricane evacuation clearance time for Lee County or the Southwest Florida Region is high and hurricane shelter spaces are limited.

2. Mitigation for hurricane evacuation route impacts were provided by the Developer as part of the original local development order process.

3. The Developer must commit to providing funds to be used for the purpose of procuring communications equipment, which would upgrade the existing warning and notification capability of local emergency management officials. In order to use this mitigation option, the Developer must provide reasonable assurance to local emergency management officials regarding the provision's ability to reduce the development's hurricane evacuation impacts. The amount of the funding will be determined and approved by the local emergency management officials. The evaluation of the impacts and the mitigation will be determined in accordance with Section 7-501 through 7-505, Land Development Code.

G. WASTEWATER MANAGEMENT/WATER SUPPLY

1. The Developer obtained a SFWMD permit for groundwater withdrawals for landscape irrigation, for irrigation well construction, as well as for any dewatering needed to construct the project lakes, roads or building foundations.

2. The Developer will utilize water conserving devices and methods necessary to meet the criteria established in the water conservation plan of the public water supply permit issued to Bonita Springs Utilities (BSU).

3. The Developer coordinated with BSU or other water supplier to ensure that adequate potable water is available to meet the demands of the project.

4. The Developer will provide any necessary verification to the SFWMD that the Developer’s plumbing and irrigation designs are consistent with SFWMD rules.

5. The Developer must demonstrate at the time of local development order approval that sufficient potable water and wastewater treatment capacity is available.

6. The on-site lakes, wetlands, and storm water management system must be buffered from treated effluent contamination in accordance with SFWMD regulations.

7. Septic systems utilized in conjunction with construction trailers, sales offices and model homes must be temporary. When it is feasible to connect the temporary uses to the regional wastewater treatment facilities, all temporary septic systems must be abandoned or removed by a licensed septic system firm, in accordance with all applicable regulations.

8. The Developer must submit copies of all local development order application plans that include potable water or wastewater collection and distribution

systems to BSU. BSU will review the plans for compliance with the BSU specifications manual.

9. Bonita Springs Utilities will evaluate all potable water facilities to ensure that the facilities are properly sized to meet average, peak day, and fire flow demands in accordance with the LDC. The Village of Estero will consult with the appropriate fire protection district to confirm that the fire flow demands will be satisfied by the proposed potable water facility.

10. The Developer must use the lowest, yet acceptable for the intended purpose, quality of water available for all non-potable water purposes.

H. COMPREHENSIVE PLAN

On October 21, 2002, the Board adopted a resolution amending the Lee Plan to reclassify the DRI site to the Urban Community land use category. The Village of Estero adopted a comprehensive plan for the Village of Estero on June 13, 2018, and designated the DRI site as Transitional Mixed Use, Wetlands and Conservation.

I. POLICE AND FIRE PROTECTION

1. The Developer will ensure that first responders to the area are adequately trained by TECO/People Gas to address accidental natural gas releases from the natural gas pipelines that are to be located on or adjacent to the site to ensure the safety of the residents and visitors to the area.

2. The project must be constructed and maintained in accordance with the adopted Life Safety and Fire Code requirements.

3. The owner or operator of a facility qualifying under the Superfund Amendments Reauthorization Act (SARA) Title III of 1986, and the Florida Hazardous Materials Emergency Response and Community Right to Know Act of 1988, must file hazardous materials reporting applications in accordance with §§302, 303, 304, 311, 312, or 313. The applications must be updated annually by each reporting facility.

4. The Developer will provide the Lee County Sheriff's Department with finished shell space in the main regional mall complex (Regional Retail Center) for use as a Sheriff's substation to facilitate law enforcement activities. This space will be provided at nominal cost to the Sheriff's Department.

5. The Fire and EMS impacts of this project will be mitigated by the payment of impact fees in accordance with the schedules set forth in the LDC. Developer provided the Estero Fire Rescue District with an appropriate parcel (not less than 1 acre in size) for the location of a fire-rescue station and emergency medical services facility on the project site.

6. The Developer will conduct a comprehensive security study and evaluation during the design and construction of each retail development phase. The purpose of this study is to design and implement site specific security measures. The plan must provide for review on a quarterly basis by regional security audits. A copy of this plan must be submitted to the County as a condition of local development order approval.

7. The water mains, fire hydrants, and site access must be designed and constructed in accordance with Village of Estero regulations and BSU guidelines by providing large water mains meeting minimum diameters based upon proposed land use, and installation of fire hydrants in suitable locations to provide adequate fire protection coverage. Internal fire sprinkler systems may be required for structures to meet supplemental fire protection.

8. Any on-site facilities with commercial pool operations must comply with appropriate codes and statutes including required safety measures such as chemical sensors, internal alarm systems, or emergency shutdown systems.

J. EDUCATION

1. The education impact of this project will be mitigated by the payment of school impact fees in accordance with the schedules set forth in the LDC. Developer on February 14, 2008, provided two five-acre sites located adjacent to Estero High School to the School District and obtained school impact fee credits from the County.

2. The Developer will use reasonable efforts to prevent the project's construction traffic from using Williams Road east of the railroad tracks.

III. LEGAL EFFECT AND LIMITATIONS OF THIS DEVELOPMENT ORDER, AND ADMINISTRATIVE REQUIREMENTS

A. Resolution. This Development Order constitutes a resolution of the Village of Estero adopted by the Village in response to the proposed ~~Tenth~~ Eleventh amendment to the DRI filed for Coconut Point DRI.

B. Additional Developer Commitments. All commitments and impact mitigating actions volunteered by the Developer in the ADA and supplementary documents that are not in conflict with conditions or stipulations specifically enumerated above are incorporated by reference into this Development Order. These documents include, but are not limited to the following:

1. The Coconut Point (f/k/a Simon Suncoast) Application for Development Approval, stamped received on September 12, 2000;

2. The Coconut Point DRI sufficiency responses stamped received on February 7, 2001, and April 10, 2001 (transportation) and April 13, 2001; and

3. The governing zoning resolution for the Coconut Point (f/k/a Simon Suncoast) MPD.

C. Master Plan of Development. Map H, dated ~~April 17, 2025~~ June 26, 2026, attached hereto as Exhibit "B", is for the current DRI revision and is incorporated by reference. It is understood that because it is a concept plan it is very general. The Developer may modify the boundaries of development areas and the locations of internal roadways to accommodate topography, vegetation, market conditions, traffic circulation, or other site related conditions as long as the modifications meet local development regulations. This provision may not be used to reduce the size of wetland preserve areas. Precise wetland boundaries will be determined by the SFWMD, as delegated by the Department of Environmental Protection (FDEP) and the Army Corp of Engineers (ACOE).

D. Binding Effect. The Development Order is binding upon the Developer, its successors and assigns. Where the Development Order refers to lot owners, business owners or other specific reference, those provisions are binding on the entities or individuals referenced. Those portions of this Development Order that clearly apply only to the project Developer are binding upon any builder/developer who acquires a tract of land within the DRI. The Developer may impose or pass on the requirements of this DRI development order to ultimate purchasers through covenants that run with the land.

E. Reliance. The terms and conditions set out in this Development Order constitute a basis upon which the Developer and the Village of Estero may rely with respect to future actions necessary to fully implement the final development contemplated by this Development Order. The development parameters and phasing schedule upon which this development order approval is based are set forth in Exhibit C. These development parameters may be adjusted to the extent contemplated by, and in accordance with, the Land Use Conversion Table set forth in Exhibit C-1.

F. Enforcement. All conditions, restrictions, stipulations and safeguards contained in this Development Order may be enforced by either party by action at law or equity.

G. Successor Agencies. References to governmental agencies will be construed to mean future instrumentalities that may be created and designated as successors in interest to, or which otherwise possess, the powers and duties of the referenced governmental agencies in existence on the effective date of this Development Order.

H. Severability. If any portion or section of this Development Order is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, then that decision will not affect the remaining portions or sections of the Development Order, which will remain in full force and effect.

I. Applicability of Regulations. This Development Order does not negate the Developer's responsibility to comply with federal, state, regional and local regulations.

J. Further Review. Subsequent requests for local development permits shall be reviewed pursuant to the Village of Estero Land Development Code.

K. Build-out and Termination Dates. The project has a build-out date of December 7, ~~2038~~2042, and a termination date of December 7, ~~2044~~2048 . The termination date is based on the recognition that a local Development Order is valid for six years after the build-out date.

L. Commencement of Physical Development. As of November 2004, commencement of substantial physical development of the project has occurred. Further development must occur in accordance with the development parameters and phasing schedule set forth in Exhibit C.

M. Assurance of Compliance. The director of the Village of Estero Department of Community Development, or their designee, will be the local official responsible for assuring compliance with this Development Order. The Village of Estero is primarily responsible for monitoring the development and enforcing the provisions of the development order. No permits or approvals will be issued if the Developer fails to act in substantial compliance with the development order.

N. Credits Against Local Impact Fees. Pursuant to §380.06(16), Florida Statutes, the Developer may be eligible for credits for contributions, construction, expansion, or acquisition of public facilities, if the Developer is also subject by local ordinances to impact fees or exactions to meet the same needs. However, no credit will be provided for internal or external site-related facilities required by Village regulations, or to any off-site facilities to the extent those facilities are necessary to provide safe and adequate services to the development.

O. Protection of Development Rights. The project will not be subject to down-zoning, unit density reduction, or intensity reduction prior to December 7, 2038. If the Village demonstrates at a public hearing that substantial changes have occurred in the conditions underlying the approval of this Development Order, or finds that the Development Order was based on substantially inaccurate information provided by the Developer, or that the change is clearly established by the Village of Estero to be essential to public health, safety and welfare, then down-zoning, unit density reduction, or intensity reduction may occur.

P. Monitoring Reports. At the request of the Director of Community Development during permitting review, the Developer shall provide a report regarding the status of the development or part of the development within the DRI, and any conditions applied to the development by the Development Order. The Director of Community Development may request supplemental traffic analysis if the applicant seeks to amend

the development parameters set forth in the DRI Development Order in a manner which creates a substantial increase (5%). This condition shall cease to be in effect upon the build-out of the project.

Q. Community Development District. The Developer was given an option by the original Development Order but did not elect to petition for a CDD for all or a portion of the DRI.

R. Transmittal and Effective Date. This Development Order is effective at the time of its adoption by the Village of Estero Village Council. The Developer must record notice of its adoption in the office of the Clerk of the Circuit Court of Lee County.

S. Continued Agricultural Use of Property. Bona fide agricultural uses in existence on the date of this DRI initially approved October 21, 2005, have ceased.

Councilmember _____ made a motion to adopt the ~~Tenth~~Eleventh Development Order Amendment and Restatement, seconded by Councilmember _____. The vote was as follows:

	AYE	NAY
Mayor Joanne Ribble	____	____
Vice Mayor George Zalucki	____	____
Councilmember Lori Fayhee	____	____
Councilmember Jeff Hunt	____	____
Councilmember Rafael Lopez	____	____
Councilmember Jon McLain	____	____
Councilmember Jim Ward	____	____

DULY PASSED AND ADOPTED this ____ day of _____, 20_____

ATTEST: VILLAGE OF ESTERO, FLORIDA

BY:_____ By:_____
Carol Sacco, Village Clerk Joanne Ribble, Mayor

Reviewed for legal sufficiency:

By:_____
~~Nancy Stroud, Esq.,~~ Robert Eschenfelder, Esq., Village Land Use Attorney

Exhibits:
A. Legal Description
B. Master Plan of Development (Map H) dated ~~4/17/25~~ June 26, 2026
C. Development Parameters and Phasing Schedule
C-1. Land Use Conversion Table
D. Pedestrian, Bicycle and Bus Stop Plan

DRI
EXHIBIT A

LEGAL DESCRIPTION

DRI
EXHIBIT B

MASTER PLAN OF DEVELOPMENT (Map H, dated ~~4/17/2025~~ June 26, 2026)

DRI
EXHIBIT C

Development Parameters and Phasing Schedule

		Buildout
Regional Retail Commercial	~~1,438,110* sq. ft.~~1,426,310 sq.ft.	~~2038~~2042
Community Retail	106,100* sq. ft.	~~2038~~2042
Office	835,777** sq. ft.	~~2038~~2042
Hotel	453 Rooms	~~2038~~2042
Residential, Multi-family	~~1,214 du~~1,624	~~2038~~2042
~~Residential, MF Apartments~~	~~180 units~~	~~2038~~
Assisted Living Facility	200 units	~~2038~~2042
Banks	8,000 sq. ft.	~~2038~~2042

* Gross Leasable Area

**Up to 234,000 sq. ft., may be medical office

Note (1): a 160 acute care bed hospital may only be constructed within Tracts 3A-1, 3A-2 and 3A-3_1 and; (2) Tracts 3A-1, 3A-2, and 3A-3_1 may be developed with any of the following land uses or combinations so long as the uses do not exceed 479 total net new external trips: up to 60,000 gross leasable sq. ft. retail, 300,000 sq. ft. office (of which a maximum of 198,000 sq. ft. may be medical office), 160 acute care hospital beds.

DRI EXHIBIT C-1

Land Use Conversion Table

Land Use	Max Increase*
Retail	54,999 sf
Office (Gen / Med)	65,999 sf
Residential	54 MF
Hotel	82 rms

*The purpose of this table is to permit one land use to be converted to a different use. The conversion may be approved only if the project's overall trips do not exceed the parameters set forth in Condition II.D.1.a.

DRI
EXHIBIT D

PEDESTRIAN, BICYCLE AND BUS STOP PLAN