



VILLAGE OF ESTERO  
*Zoning*  
STAFF REPORT

PROJECT NAME: ESTERO GRANDE MPD RESIDENTIAL DEVELOPMENT  
CASE TYPE: ADMINISTRATIVE AMENDMENT  
CASE NUMBER: ADD 2017-E009  
PLANNING & ZONING  
BOARD DATE: JANUARY 16, 2018

**REQUEST AND STAFF RECOMMENDATION**

This is a request for a deviation to reduce the required parking of 2 spaces per multi-family unit and 10% guest parking to 1.75 spaces per multi-family unit for the residential component of the Estero Grande Mixed Planned Development (MPD) located at the intersection of US 41 and Estero Parkway. Staff recommends approval with conditions.

**APPLICATION SUMMARY**

Applicant: Parkside Equities, LLC

Request: Deviation from the multi-family parking lot requirement of two parking spaces per unit and 10% of the total parking spaces for guest parking to allow 1.75 parking spaces per unit. The Applicant proposes 347 parking spaces rather than 436 parking spaces required by LDC Section 34-2020 (a).

Location: The property is located within the residential component of Estero Grande, west of the intersection of US 41 and Estero Parkway. The applicant indicates the STRAP numbers are 26-46-25-E1-01001.0030 and 28-46-25-E1-01001.0020.

**FUTURE LAND USE**

Urban Community

**PUBLIC INFORMATION MEETING**

A Public Informational meeting was held at the Planning and Zoning Board on November 15, 2017. The minutes from the meeting are attached.

**PROJECT HISTORY**

The Estero Grande property contains 29.6 acres and is located west of the intersection of US 41 and Estero Parkway. The property was rezoned from Residential Single Family (RS-1) to Mixed Planned Development (MPD) by Lee County in Resolution Z-14-028. The resolution allowed 285 dwelling units and 100,000 square feet of commercial development. Approval of in excess of 170

dwelling units is subject to the Bonus Density Program authorized under Village Ordinance No. 2017-03. A Development Order (DO) for on-site infrastructure was approved by the Village on July 14, 2017. The Development Order (residential and part of the commercial) and the Plat for the subject site is currently under review by Village Staff.

**STAFF ANALYSIS**

The site was approved for 285 multi-family units by Lee County. The applicant is now proposing a 198-unit multi-family development located on the westerly half of the property.

The applicant has requested a deviation from Section 34-2020 (a) of the Land Development Code for multi-family parking of two parking spaces per unit and 10% of the total parking spaces for guest parking to 1.75 spaces per unit with no guest parking spaces.

The parking reduction does not affect the proposed amenity building which will provide parking as required by the Land Development Code (10 additional parking spaces).

Staff calculated the parking using the LDC required numbers and the applicant’s proposed parking ratio below:

<b>Units</b>	<b>Total</b>	<b>Required Parking Spaces 2 spaces per unit</b>	<b>Proposed Parking Spaces 1.75 spaces per unit</b>
Studio	36 units	72 spaces	63 spaces
1-bedroom	42 units	84 spaces	74 spaces
2-bedroom	108 units	216 spaces	189 spaces
3-bedroom	<u>12 units</u>	<u>24 spaces</u>	<u>21 spaces</u>
<b>Total</b>	<b>198 units</b>	<b>396 spaces</b>	<b>347 spaces</b>
		<u>+ 40 spaces</u> guest	
		<b>436 spaces</b>	

The total required parking spaces is 436, including 10% for guest parking spaces provides a total of 436 parking spaces compared to the applicant’s proposal of 347 parking spaces.

The applicant has provided a parking analysis for a similar development (The Springs) in Estero. This development consisted of 203 multi-family units with a parking ratio of 1.75 which reduced the parking spaces from 447 to 356. The Springs was approved by the Planning and Zoning Board on June 21, 2016 to reduce the parking requirement to 1.75 spaces per unit (See ADD2016-E006).

Staff reviewed the applicant’s deviation justification and found that they have constructed numerous multifamily home projects throughout the southeast United States and they assert that 1.75 spaces per unit adequately supports both resident and guest parking for their communities. Table 4 of their narrative (Attachment C) depicts the communities which were constructed by Parkside Equities, LLC. The developments listed in Table 4 used a parking ratio of 1.65 to 1.80 parking spaces per unit.

The applicant also reviewed the Institute of Transportation Engineers (ITE) Trip Generation Report 10<sup>th</sup> Edition (September 2017) parking requirements for suburban low/mid-rise apartment buildings. The ITE studies indicate the average peak period parking demand ratio is 1.23 vehicles per dwelling unit per the ITE studies. ITE studies are generally based on national surveys.

Staff has concerns regarding grass parking aisles. The parking aisles when saturated by heavy rains can become flooded and make it difficult for local traffic to enter and exit the parking area. Staff recommends a paved parking aisle rather than the proposed grass parking aisles.

The applicant had indicated that the reduction of 89 parking spaces from 436 to 347 could reduce the amount of on-site impervious surface and increase the overall amount of open space. The reduction of parking spaces would increase the lake size from 1.74 acres to 2.35 acres on size. This enables additional on-site retention.

During the November 15, 2017 Planning and Zoning Board Public Informational meeting, the applicant had indicated that some of the open space areas can be used for future parking (if necessary). The applicant submitted a revised reduced parking exhibit dated November 17, 2017. A total of 83 additional parking spaces are shown on the plan (Attachment C). These spaces could be implemented if shortage occurs in the future.

The Applicant believes the deviation request for a reduction of 89 parking spaces from 436 to 347 enhances the proposed residential component of the development for the following reasons:

1. The lake size has been increased from 1.74 acres to 2.35 acres and provides additional on-site storm water retention.
2. The reduction of parking spaces could increase the amount of open space by 0.33 acres.
3. The reduction of parking spaces reduces the total amount of impervious surface on-site.

## **CONCLUSION**

The applicant has demonstrated that the parking deviation is appropriate and a parking reduction could be justified. If the Planning and Zoning Board is in favor of approving the request, staff recommends approval with the following conditions.

### **Conditions**

1. The total number of parking spaces to be provided is 347. Parking space locations must be in substantial compliance with the Parkside Estero Reduced Parking Plan dated 11/17/2017.
2. A total of 10 parking spaces are required for the proposed amenity building.
3. The applicant has shown 83 additional parking spaces located in designated proposed open space. If parking is found to be insufficient by the Village in the future, the applicant or successor in interest will construct the spaces within 60 days of notification by the Village.

## **ATTACHMENTS**

- A. Planning and Zoning Board Meeting Minutes
- B. Applicant's Narrative

## **ATTACHMENT A**

## Meeting Summary

To: Kent Levenson, Parkside Equities, LLC  
From: Cindy Brizuela  
Cc: David Willems, P.E.  
Date: December 6, 2017  
Subject: Planning and Zoning Board Public Informational Meeting – Estero Grande Parking Deviation

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**Summary:** A Public Information Meeting was held at the Board of City Commissioners Chambers on November 14, 2017 by the Planning and Zoning Board to discuss a proposed amendment to the Estero Grande Mixed Use Planned Development (MPD). David Willems, P.E. from Waldrop Engineering presented information on a proposed deviation from the Village of Estero's parking requirements for the multi-family portion of the MPD, known as Parkside Estero. He utilized a PowerPoint Presentation which is attached. The following is a summarized list of the questions asked by the members of the Planning and Zoning Board and responses given. There were no public comments on this topic.

### Questions by Planning and Zoning Board

**QUESTION/COMMENT 1:** Is the 10% guest parking included in the 1.75 parking ratio?

**RESPONSE:** The 1.75 ratio is an overall ratio, it does not specifically account for the 10% guest parking.

**QUESTION/COMMENT 2:** Has this ratio been proven effective?

**RESPONSE:** The Applicant manages their properties and they have not had issues when utilizing this ratio.

**QUESTION/COMMENT 3:** Are there assigned parking spots?

**RESPONSE:** The residents will not be assigned a specific space, but each resident will have one parking decal or sticker.

**QUESTION/COMMENT 4:** This information is based on 100% occupancy, but this kind of upper-scale community may not be running at 100% occupancy, could the empty spots from vacant units be utilized?

**RESPONSE 4:** It is not clear how the 1.75 ratio was determined, only that it is effectively used in various projects.

**QUESTION/COMMENT 5:** Is the original detention pond designed for a 25-year storm event? And does the additional half-an-acre of the expanded lake take it to a 100-year storm event?

**RESPONSE 5:** Yes, the lake contains a 25-year 3-day storm event but it may not take it to a 100-year storm event. There will be an additional 4/10 of a foot of freeboard.

**QUESTION/COMMENT 6:** Do you have sidewalks in the community?

**RESPONSE:** Yes, that is a requirement of our zoning. We are also required to connect the residential portion of the development to the commercial portion. Additionally, the commercial portion's sidewalks will extend to US 41. Everything will be interconnected.

**QUESTION/COMMENT 7:** Once you get a DO, what will the timing be to initiate the construction of the project?

**RESPONSE:** They are ready to break ground once we get a DO, but obtaining one is still a few months down the road.

**QUESTION/COMMENT 8:** There was mention of areas specified to increase the parking spots in the future if it is determined that an expansion to parking areas is required. Looking at these plans, it would appear that residents from buildings 1 and 2 will be required to park elsewhere while the entire parking lot is being reconfigured, is this the case?

**RESPONSE:** No, the image you are seeing is an overlay of the two parking plans. The areas labeled "Future Parking, If Needed" show green space that may be converted to parking spots in the future without restructuring the rest of the parking lot.

**QUESTION/COMMENT 9:** Is there going to be a barrier between the commercial parcels and the residential portion of the development?

**RESPONSE:** There will be parking garages and landscaping along the area where the residential portion of the project abuts the commercial development.

**QUESTION/COMMENT 10:** Will the residents be looking at dumpsters?

**RESPONSE:** No, the garages will be between the dumpsters and their units.

**QUESTION/COMMENT 11:** Are all of the parking spots going to be covered spots?

**RESPONSE:** No, there is a mix of garage units and open parking.

## **ATTACHMENT B**

## Estero Grande MPD Deviation Request Narrative

The Estero Grande MPD consists of approximately 29.6+/- acres and is located to the west of Tamiami Trail and at the western terminus of Estero Parkway in the Village of Estero, Florida. The Mixed Use Planned Development (MPD) is approved for a maximum of 100,000 square feet of commercial uses and 285 multi-family units per Z-14-028. The Estero Grande MPD was designed to easily facilitate multi-modal transportation between residential and commercial uses. The centrally located development will be in close proximity to various urban services and goods.

The Applicant, Parkside Equities, LLC, is under contract to purchase the 22+/- acre residential portion of the MPD in order to develop 198 multi-family dwelling units, recreational amenities for residents, and associated site infrastructure.

The Applicant has successfully developed numerous multi-family projects across the Southeastern United States and has designed the project to comply with the market demand in Estero for high-end rental apartments ranging in size from one (1) bedroom units to three (3) bedroom units. The units are intended for snowbirds and young professionals based upon the high-end finishes and rental price points. The project is not intended to attract a significant number of students and families due to the size of units and monthly rental rates.

It is understood the Village of Estero utilizes the Lee County Land Development Code (LDC) until such time as the Council adopts a new Land Development Code. Per the Lee County LDC, a multi-family development is required to provide two (2) parking spaces per unit, in addition to ten (10) percent of the total required spaces for visitor parking. The Applicant is seeking a deviation from the parking requirements to allow for a lesser number of parking spaces in order to maximize on-site open space, increase stormwater managements areas, and generally provide for improved site design and function. The Applicant is proposing to maintain 1.75 parking spaces per unit based upon detailed market research and other local approvals demonstrating this amount of parking is sufficient for a multi-family development.

Specifically, the Applicant is requesting the following deviations from the LDC:

- 1. Allow a reduction in required parking spaces as set forth by LDC Sec. 34-2020 to allow a ratio of 1.75 parking spaces per unit for the multi-family portion of the development, whereas the LDC requires a ratio of two (2) parking spaces per unit, in addition to 10% for visitor parking.**

LDC Section 34-2020 sets forth the criteria for parking requirements for non-residential and residential uses. Of the 285 multi-family units approved for development in the MPD only 198 are proposed to be built as outline in Table 1. The 198 units would require two (2) spaces per unit, and an additional 10% for guest parking, resulting in a total of 436 required spaces. If the requested 1.75 parking spaces per unit ratio is applied to this project, the parking requirement would be 347 spaces.



**TABLE 1: Required Vs. Proposed Parking Spaces**

Unit Count	Ratio	Parking Spaces
198	2 + 10% (Required)	436
198	1.75 (Proposed)	347

Prior to 2012, Lee County’s parking requirements for multi-family developments utilized a more precise space requirement based upon the number of bedrooms per unit. For example, a one-bedroom unit required 1.5 spaces per unit, whereas a three-bedroom unit required 2 spaces per unit. This calculation acknowledged that smaller multi-family units generally have less persons per unit, and therefore require less parking than larger, multi-bedroom units.

In 2012 Ordinance 12-20 effectively removed the sliding scale of parking space requirements based upon number of bedrooms per unit, and applied a blanket requirement of 2 parking spaces per unit, regardless of the number of bedrooms. This amendment increased the parking requirement for the project from 354 spaces (including guest parking) to 436 spaces as noted above - an increase of almost 25%.

**TABLE 2: Required Parking Spaces Count Distribution per Former Lee County Ratio (Pre-Ordinance 12-20)**

Unit Type	Unit Count	Pre-Ordinance 12-20 Lee County Ratios	Parking Spaces Required
Studio	36	1.25	45
1 Bedroom	42	1.50	63
2 Bedroom	108	1.75	189
3 Bedroom	12	2.00	24
<b>Total Required Parking per Units</b>			<b>321</b>
<b>Total with 10% Guest Parking</b>			<b>354</b>

Table 2 above demonstrates the project consists mainly of 1- and 2-bedroom units with only twelve (12) 3-bedrooms units. This negates the need to establish additional parking for larger families and tenants that will likely require multiple vehicles.

This request demonstrates consistency with parking provided in surrounding developments that were developed under Lee County’s ratios, as well as another local project recently approved for 1.75 parking spaces per multi-family unit known as The Springs of Estero. The Springs had the reduced ratio approved through Resolution Number PZB 2016-06 and provided data and analysis regarding their projects across the nation which can be found in Table 3.

**TABLE 3: The Springs Parking Comparison**

**SPRINGS APARTMENTS - PARKING COMPARISON**

Property Name	Location	Number of Units	Total Acreage	# of Buildings	Units per Acre (Gross)	Surface Parking	Attached Garages	Detached Garages*	Total Parking	Spaces per Unit	Attached Garages/Unit	Total Garages/Unit
Springs at Legacy Commons	Omaha, NE	211	10.39	7	20.31	316	43	23	382	1.81	20%	31%
Springs at 127th	Plainfield, IL	340	22.53	17	15.09	459	136	15	610	1.79	40%	44%
Springs at Alamo Ranch	San Antonio, TX	232	14.67	11	15.82	318	64	24	406	1.75	28%	38%
Springs at Winchester Road	Lexington, KY	252	15.02	11	16.78	391	40	24	455	1.81	16%	25%
Springs at Chattanooga	Chattanooga, TN	260	14.37	11	18.09	390	8	56	454	1.75	3%	25%
Springs at Bee Ridge	Sarasota, FL	360	32.55	16	11.06	539	48	43	630	1.75	13%	25%
Springs at Braden River	Bradenton, FL	270	30.89	15	8.74	328	114	0	442	1.64	42%	42%
Springs at Palma Sola	Bradenton, FL	293	26.00	19	11.27	284	159	18	461	1.57	54%	60%

Similar to the developer of The Springs, Parkside Equities, LLC has constructed numerous multi-family projects throughout the Southeast United States and has determined that the requested 1.75 spaces per unit will adequately support both resident and guest parking for the community. Table 4 below provides data on various projects developed by the Applicant, including number of units and provided parking spaces.

**TABLE 4: Parkside Equities, LLC Projects**

Project Name	Location	Unit Count	Parking Spaces	Ratio
Amlie Park Creek	Gainesville, GA	176	300	1.7
Georgetown Crossing	Savannah, GA	168	285	1.7
Granby Crossing	Cayce, SC	168	285	1.7
Greenbrier Phase II	Columbia, SC	168	302	1.8
North Park	Atlanta, GA	224	370	1.65
Parkside	Mobile, AL	240	408	1.7
Piper Station	Charlotte, NC	212	360	1.7
Rice Creek	Savannah, GA	240	408	1.7
Sweetwater Creek	Atlanta, GA	156	281	1.8
The Vinings at Duncan Chapel	Greenville, SC	196	353	1.8
The Vinings at Brookfield	Mauldin, SC	224	370	1.65
The Vinings at Roper Mountain	Greenville, SC	196	333	1.7
The Vinings at Spanish Fort	Mobile, AL	240	408	1.7
Walker's Crossing	Knoxville, TN	232	348	1.5
York's Ridge	Charlotte, NC	160	272	1.7
Heights at Allen Station	Allen, TX	348	540	1.55
Heights at Harper's Preserve	Conroe, TX	328	560	1.8
Heights at Lake Forest	McKinney, TX	334	567	1.7
Heights at Old Peachtree	Suwanee, GA	258	438	1.7
Heights at Princeton Lakes	Atlanta, GA	350	600	1.8
Heights at Sugarloaf	Duluth, GA	363	617	1.7
Campfire Crossing	Garland, TX	400	720	1.8

The Property is located in close proximity to commercial uses both within the MPD boundary and outside of the MPD. Specifically 100,000 SF of neighborhood commercial uses are

approved within the project, as well as shopping, services, entertainment and restaurants directly across US 41.

LeeTran routes 240 (Coconut Point Mall/Bell Tower) and 140 (Merchants Crossing/Bell Tower) are both located along Tamiami Trail and abut the Property, providing public transportation to numerous goods and services in Estero and Fort Myers and reducing reliance on automobiles. There is a sidewalk along the MPD boundary abutting Tamiami Trail as well as bicycle lanes on the same road segment. In addition to accessible multi-modal transportation options for the site, Lee County Map 3D-1 establishes the location of the shared use lanes and sidewalks abutting, and in proximity to, the development.

Research has been initiated on the subject of adequate parking ratios and some of the most thorough work on the topic has been completed by the Institute of Transportation Engineers (ITE). ITE's research concludes that low/mid-rise apartments in a suburban context averages a peak overnight parking demand of 1.2 vehicles per dwelling. Given this statistic, Estero Grande should have sufficient parking with 238 parking spaces, which is well below the parking requested through this application.

The elimination of additional and unnecessary parking will result in additional open space in the development. Benefits of additional open space include improved stormwater management, natural resource conservation, and the ability to establish a more appealing environment for the residents of Estero Grande. If approved, the total additional open space will be nearly ½ an acre. The parking reduction will also allow the stormwater pond and dry detention areas to be expanded. This will result in a further reduction in the rate and volume of stormwater discharging from the project. There will be less water flowing along the Terra Vista swale and Broadway Avenue swale. This reduction in flow will lead to stormwater improvements for the Broadway Ave. drainage system.

In summary, the request does not contemplate any changes to density, intensity, access, setbacks and building heights, buffers and landscape, etc. as approved in previous zoning actions, and can be reviewed administratively per LDC Section 34-380. The Applicant has demonstrated through extensive data and analysis that the parking deviations are appropriate and will serve as an enhancement to the project by increasing open space within the site. Based upon this application's compliance with all other conditions in Z-14-028 the Applicant respectfully requests staff approval of the proposed deviation.