

Estero Town Center CPD

Deviations and Justifications

1. Relief from LDC section, 34 – 2020, required parking spaces, which requires parking spaces at a ratio of 13 spaces 1000 square feet of floor area for fast food restaurants, to permit on-site parking at a ratio of 10 spaces per 1000 square feet for fast food restaurants.

Justification:

The applicant has developed dozens of fast food restaurants throughout the southeastern United States and has empirical data to support the proposed parking ratio as sufficient for on-site parking. Approximately 65-70% of the overall sales are through Drive through services, lessening demand for on-site parking. Furthermore, Peak parking demand rate of 9.98 spaces per 1,000 square feet pursuant to current edition of Institute of Transportation Engineers' Parking Generation (4th ed.) for LUC 934, Fast-Food Restaurant with Drive-Through Window. Our plan provides 35 spaces. The location of the fast food restaurant is on outparcel within a multiple occupancy parcel which is in the process of coordinating a cross parking agreement permitting this parcel to share parking throughout the site. This cross access parking reduces the necessity to provide parking at the 13 square per 1000 square feet. For further justification, attached is a parking study that states parking observations were performed at three comparable Burger King sites in Lee County, each with a dual ordering drive-thru configuration. Parking was observed during breakfast and lunch peak periods, which were identified by the applicant as the worst-case periods for counter service. Three days of data were collected at each site from 7:30 am to 9:30 am and from 11:30 am to 1:30 pm. Parking demand was measured in 5 minute intervals, with the observed number of parked vehicles at each 5 minute mark being recorded. The parking data was converted to a parking rate per ksf of building size. The results indicate an average parking demand of 2.84 spaces per ksf during the breakfast period and 4.39 spaces per ksf during the lunch period (inclusive of ADA spaces). The average maximum parking demand was identified as 3.48 spaces per ksf during the breakfast period and 5.47 spaces per ksf during the lunch period (inclusive of ADA spaces). The maximum parking demand rate observed at any site was found to be 5.97 spaces (inclusive of ADA spaces). Given these results, a parking supply of 20 vehicles would meet the anticipated demands for the proposed Burger King restaurant site (inclusive of ADA spaces).

See Site Plan prepared by MPH Civil Engineering Services dated 9/17/18.

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2. Relief from LDC section 34 – 2021, drive-thru stacking requirements, which requires restaurants to provide stacking to accommodate 10 cars per service lane with a minimum of 5 spaces preceding the menu board, to permit the drive-thru restaurant to provide a total of 7 spaces preceding the menu board for the double – drive – thru and a total of 15 spaces in the two service lanes.

Justification:

This privation of the LDC was written prior to the now common usage of the double drive – thru concept. The double drive – thru provides for faster ordering time, lessening the overall wait time. There are doors at both, the pay window and pick up windows that allow employees to collect payment or deliver food when an order is changed or any other issue may arise. These customers can then use the bypass lane to exit. Stacking would not back up into any public right of way. For further justification, attached is a queuing study that states that queuing observations were performed at three comparable Burger King sites in Lee County, each with a dual ordering drive-thru configuration. Queuing was observed during breakfast and lunch peak periods, which were identified by the applicant as the worst-case periods for drive-thru service. Three days of data were collected at each site from 7:30 am to 9:30 am and from 11:30 am to 1:30 pm. Queues were measured from the ordering stations. The maximum queue observed during each one-minute period was recorded, with the ordering vehicle representing a queue of 1 vehicle. The queue value recorded represents the maximum queue formed at either of the two order stations, or the combined queue if the vehicles were found to merge into a single queue in advance of the ordering station. The results indicate an average queue of 1.5 vehicles during the breakfast period and 1.8 vehicles during the lunch period. The average maximum queues observed at each site is 4 vehicles for both the breakfast and lunch periods, with the maximum queue overserved at any site being 5 vehicles. Again, it is noted that these queue values were measured from the ordering station, where the ordering vehicle represents the first vehicle in the recorded queue. Given these results, a queuing area of between 100 feet and 125 feet is recommended to be provided for the proposed Burger King restaurant site, as measured from the front a vehicle located at an ordering station.

See Site Plan prepared by MPH Civil Engineering Services dated 9/17/18.

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3. Relief from LDC Section 10-256(c)(2)e, Bikeways and pedestrian ways, which requires a sidewalk to be constructed when a property abuts a local street to permit no sidewalk to be installed adjacent to a portion of Tract B.

Justification:

The subject parcel abuts Estero Town Center Place, which is a platted private access easement. This easement was constructed with a single sidewalk on the south and east sides of the internal drive. No sidewalks have been constructed on the north and west sides of the driveway. Constructing a sidewalk on the north side of the driveway adjacent to Parcel (Lot) B would not connect to any other sidewalk within the PD. The adjacent Ruby Tuesday's restaurant does not have a sidewalk adjacent to its southern property boundary nor does the dental office located immediately to the west. There is sufficient and safe pedestrian access within the Planned Development. The site has accommodated people desirous of walking without incident. The applicant has prepared a pedestrian pathway exhibit, which identifies the existing sidewalk locations within the PD to demonstrate that the pedestrian facilities already constructed do not warrant construction of a linear feet of sidewalk that will not connect to any other sidewalk within the planned development.