

August 16, 2019

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AUG 19 2019

VILLAGE OF ESTERO

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

**Re: Estero Crossing MPD  
DCI 2015-00001  
Post Planning & Zoning Board Submittal**

Ms. Gibbs,

Following the February 19, 2019 Planning Board Meeting, Village of Estero Staff had the Estero Crossing project reviewed by an outside consultant, Urban Arts, Inc., who provided suggestions to enhance the place making elements of the project. The suggestions were evaluated by the applicant and discussed with staff. Based on those discussions and several review meetings, the applicant has revised the proposed plan to incorporate most of the suggestions made by the Village's consultant. The supporting documents for the Zoning Application have also been revised to create a complete, current application and are being submitted for your review.

Enclosed for your review please find the following items:

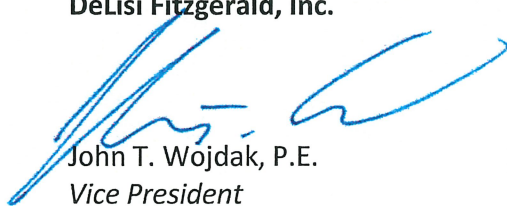
1. Three (3) copies of the revised Request Narrative;
2. Three (3) copies the Schedule of Uses (strikethrough/underline format);
3. Three (3) copies of the Schedule of Deviations and Justifications;
4. Three (3) copies of the Wetland & Vegetation Narrative;
5. Three (3) copies of the suggested additional zoning conditions;
6. Three (3) 11" x 17" copies of the Pattern Book;
7. Three (3) 11" x 17" copies of the Master Concept Plan;
8. Three (3) 24" x 36" copies of the Master Concept Plan;
9. One (1) CD containing pdf's of the submittal items.



If there are any questions, if you would like to meet to review the project material or if we can be of any assistance as we progress toward a City Council Hearing, please call.

Sincerely,

**DeLisi Fitzgerald, Inc.**



John T. Wojdak, P.E.  
*Vice President*

Project No.: 21315

cc: Keith Gelder with attachments  
Neale Montgomery with attachments  
Dan DeLisi with attachments





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VILLAGE OF ESTERO

## **ESTERO CROSSING MPD REQUEST STATEMENT**

The attached application is to Rezone the Estero Crossing CPD project to a Mixed Planned Development (MPD). The 42.97-acre site was approved as a Commercial Planned Development (CPD) pursuant to Zoning Resolution Z-06-031 for mixed use commercial with a maximum gross floor area of 310,000 square feet. The applicant seeks create a project that is primarily multi-family residential development with commercial uses that are horizontally integrated with the residential uses in a cohesive pedestrian oriented mixed-use development.

### **Entitlement History**

The proposed MPD application was first submitted to Lee County prior to the incorporation of the Village of Estero. The original application was accompanied by an amendment to the Future Land Use Map to designate the property as Intensive Development, consistent with a recently approved project on the north west quadrant of the I-75 interchange. That application had requested 450 units (14 du/acre) in addition to 60,000 square feet of commercial floor area and a hotel.

As a result of dozens of meeting with the adjacent residents, the Estero Community Planning Panel, the Village of Estero Planning and Zoning Board and various other members of the community, the residential density was significantly reduced to 350 units. Similarly, the proposed height of buildings was reduced while buffers were increased and uses, hours of operation and other aspects of the zoning such as construction traffic were limited.

The prior plan required the installation of a reverse frontage road that connects Corkscrew Woodlands Boulevard to the full median cut at Lowes (Estero Town Commons Pl.) where a future traffic signal is already warranted. With joint access at Estero Town Commons Place, the construction of the reverse frontage road connection to Corkscrew Woodlands Blvd. is almost exclusively and entirely for the benefit of the Residents of Corkscrew Woodlands, the Island Club and the commercial development that is part of the Corkscrew Commerce Center CPD.

The prior plan received unanimous support from the Planning and Zoning Board for both transmittal of the plan amendment and the adoption of the zoning. At the Planning and Zoning Board hearings several new conditions were introduced with the Board recognizing that the reverse frontage road and the planned decrease in overall intensity of development had a significant positive impact on the movement of trips and connectivity of the adjacent segment of Corkscrew Road and the existing surrounding commercial and residential projects. However, the Village Council voted to deny the comprehensive plan

amendment and continue the zoning application until completion of the Village Plan so that the Village could proactively plan for its vision at the interchange rather than planning in increments. In December of 2017 the Village Plan was completed and transmitted to the Department of Economic Opportunity for review. After the settlement of all challenges the Village Plan went into effect in the summer of 2019. Based on the Village's stated vision for the interchange area, the proposed plan has been significantly revised to incorporate stated elements from the comprehensive plan in order to achieve a horizontally integrated mixed-use development on the subject property.

The current request is for 350 residential units, 60,000 square feet of commercial floor area and 120 hotel units.

**Adjacent Uses:**

The subject property is in an area of existing development and infrastructure that supports a mixed of uses. The property is located directly south of Corkscrew Road which is a predominant east-west transportation corridor in the Estero Planning Community.

The project is surrounded by existing development including a Commercial Planned Development, Corkscrew Commerce Park, with the Estero Bay Chevrolet dealership and Hampton Inn and Suites to the east, adjacent to the subject property's proposed commercial uses. Corkscrew Woodlands and the Island Club, residential development, is adjacent to the subject property's proposed residential development in the southern area of the site. To the west is the existing Commercial Planned Development, Estero Commons, with Lowe's as the anchor that is permitted for 265,000 SF of commercial. Midtown Estero aka Villa Palmeras, is located to the southwest. To the south and southwest of the property are conservation areas adjacent to the conservation areas proposed as part of the development of the subject property. To the north, across Corkscrew Road, there are the existing Corkscrew Crossings CPD and the Estero Interstate Commerce Park MPD.

**Access:**

The subject property is located on the south side of Corkscrew Road approximately ¼ mile west of the interchange at I-75. There are two (2) proposed access points to the property, one (1) is from Corkscrew Woodlands Boulevard to the east and one (1) is from the existing Lowe's shopping center access drive to the west. There is a proposed interconnection through the subject property connecting Corkscrew Woodlands Boulevard and the Estero Town Commons (Lowe's) shopping center.

With or without the development of the subject property, Lee County intends to close the median cut at Corkscrew Woodlands Blvd. with the pending improvements to the I-75 Interchange by FDOT. Without the reverse frontage road being in place, the residents of the Island Club, Corkscrew Woodlands and the Corkscrew Commerce Park will have a right out only option on Corkscrew Road. Anyone wanting to travel to the west will need to go through the interchange and take a U-turn at Ben Hill Griffin Parkway, adding more congestion to both the interchange and traffic east of I-75. With the proposed development



and reverse frontage road, the project will add a critical piece of the road network that will significantly improve access for Corkscrew Woodlands, the Island Club and the Corkscrew Commerce Park while removing a potential traffic burden from those developments on the interchange and east of I-75.

**Phasing:**

This amendment is requesting a phasing schedule on the Master Concept Plan to accommodate development. Phase 1 will consist of the development of the residential units, the reverse frontage road, and the backbone surface water management. The commercial area will be considered a separate phase of development.

**Zoning Justification:**

The subject property was originally zoned CPD (Commercial Planned Development) in 2006. The zoning allows for 310,000 square feet of commercial uses on 42.87 +/- total acres. The subject property is vegetated and contains both isolated and contiguous wetlands. This application proposes to allow 350 residential units, 60,000 square feet of commercial use and 120 hotel units. This is a reduction in the intensity of development relative to the 310,000 square feet was previously permitted.

This proposed development meets or exceeds all the requirements of the LDC. Below is an analysis of how the proposal addressed the required finding in LDC Section 34-145(d)(3):

- a. The applicant has proved entitlement to the rezoning by demonstrating compliance with the Lee Plan, this land development code, and any other applicable code or regulation; and**

*Below is an analysis of how the proposed development is consistent with the proposed Land Use Plan for the Village of Estero as currently drafted.*

- b. The request, including the use of TDR or affordable housing bonus density units, is consistent with the densities, intensities and general uses set forth in the Lee Plan; and**

*The proposed plan does not utilize TDRs. Bonus Density is being requested consistent with Policy FLU 1.2.8. The project is being designed as a horizontally mixed-use development incorporating almost all of the stated elements of horizontal mixed use in the Village Plan. Therefore, the proposed use is consistent with the allowable densities and intensities of development in the proposed Village of Estero Plan. The applicant has proposed a condition to prohibit the construction of any bonus density units until such time as a formal bonus density ordinance is adopted by the Village.*

- c. The request is compatible with existing or planned uses in the surrounding area; and**

*The proposed development is an in-fill project. There are existing and approved developments on all sides surrounding this property as well as the availability of public services. Because the project begins to "fill in" an area surrounded by existing or approved development, special attention was paid to ensure that the proposed uses would be compatible and complimentary with all surrounding uses. More importantly though, the proposed development is providing a transition from the residential uses in the Island Club on the east to the big box, intense commercial development on the west. Significant and enhanced buffers have been proposed, much greater than code requirements adjacent to the Island Club and Villas Palmeres ensuring compatibility on all sides.*

- d. Approval of the request will not place an undue burden upon existing transportation or planned infrastructure facilities and will be served by streets with the capacity to carry traffic generated by the development; and**

*The project will have three (3) access points, one (1) to the existing Corkscrew Woodlands Boulevard and two (2), one primary and one secondary, to the existing Lowe's shopping center access road. An internal access road will provide connectivity through the subject property between Corkscrew Woodlands Boulevard and the Lowe's shopping center access road. The parcel is directly south of Corkscrew Road and is approximately 0.25 miles west of Interstate 75.*

*Because the current zoning approval allows for 310,000 square feet of retail floor area, the proposed mixed-use development represents a significant reduction in trips over the allowed commercial intensity. In addition, the proposed mix of commercial and residential uses will further reduce external trips. The reserve frontage road, as described above, adds a critical link to the road network further reducing trips that will otherwise need to go through the I-75 interchange and impact Corkscrew Road east of I-75 when the median at Corkscrew Woodlands Blvd. is closed. Overall, approval of the proposed rezoning is a significant improvement over the current zoning.*

*Water and sewer services are currently available in the area via Lee County Utilities and will be available for the project. Further, the subject application proposes to add infrastructure to the water and sewer lines, creating a loop system for Corkscrew Woodlands/Island Club. This will add a direct benefit to the adjacent residential development increasing water pressure in the lines that currently serve the area.*

*Fire/EMS and all other urban services are readily available to the subject property.*

- e. Where applicable, the request will not adversely affect environmentally critical areas and natural resources.**

*The subject property is proposing to locate indigenous preserve area on site specifically at the southern end in proximity to the Estero River tributary and along the eastern boundary to act as a natural buffer to the residents of the Island Club.*



*Much of the site has already been cleared for cattle grazing. The most important environmental areas are being preserved at the southern end of the property as demonstrated in the environmental impact study prepared by Dex Bender and Associates. The proposed project has also received an environmental resource permit from the South Florida Water Management District delineating wetlands, wetland impacts and mitigation requirements. Mitigation is being provided on-site to enhance valued environmental areas within the project and the Village.*

- f. In the case of a planned development rezoning or mine excavation planned development, the decision of the Hearing Examiner must also be supported by the formal findings required by sections 34-377(a)(2) and (4).**

*As stated above, the proposed use is appropriate at the subject location. Conditions of the existing PD address any potential impacts of the proposed use. In the case of this rezoning, the applicant has agreed to conditions well beyond what is typically necessary to buffer for compatibility with adjacent uses as part of the applicant's discussion with the adjacent residential communities. Conditions that the applicant has agreed to include limits on uses, hours of operation, and the location of the construction entrance.*

- g. Where the change proposed is within a future urban area category, the Hearing Examiner must also find that urban services, as defined in the Lee Plan, are, or will be, available and adequate to serve the proposed land use.**

*Water and sewer services are currently available in the area via Lee County Utilities and will be available for the project. The property is within the Estero Fire District and fire/EMS service are available. As demonstrated in the attached TIS, capacity exists on the surrounding road infrastructure. All other services are adequate to accommodate the proposed mixed-use development.*

- h. If the rezoning is to Compact PD, the recommendation of the Hearing Examiner must also include findings regarding the provisions set forth in section 32-504(a).**

*The rezoning is not a Compact PD.*

- i. That the level of access and traffic flow (i.e. median openings, turning movements etc.) is sufficient to support the proposed development intensity.**

*The project will have three (3) access points, one (1) to the existing Corkscrew Woodlands Boulevard and two (2), one primary and one secondary, to the existing Lowe's shopping center access road. An internal access road will provide connectivity through the subject property between Corkscrew Woodlands Boulevard and the Lowe's shopping center access road. The parcel is directly south of Corkscrew Road and is approximately 0.25 miles west of Interstate 75. As stated above, the proposed development not only has sufficient access, but improves access for the properties to*



*the east through the incorporation of the reverse frontage road across the subject property.*

- j. If the hearing concerns a mine excavation planned development, that the request meets the criteria and standards set forth in chapter 12**

*The proposed request does not concern mining activity.*

### **VILLAGE PLAN ANALYSIS**

As stated above, the proposed development is consistent with the Village of Estero Plan. Below is an analysis of how the proposed development meets the proposed vision for the Village of Estero as currently drafted.

The Estero Crossings Mixed Use Planned Development is located along Corkscrew Road, west of the Lowes shopping center and east of the Island Club/Corkscrew Woodlands in Estero, Florida. The property is being designed in accordance with the standards of Horizontal Mixed-Use development with placemaking in the Village of Estero Comprehensive Plan. The subject property has Future Land Use Map designation of Transitional Mixed Use. The property is currently zoned Commercial Planned Development and entitled for 310,000 square feet of commercial floor area.

#### ***FLU-1.2.1 FUTURE LAND USE CATEGORIES.***

*The subject property is entirely located within the Transitional Mixed-Use land use category. This table in Policy FLU 1.2.1 specifies densities of residential that are allowed as well as the general uses allowed in the land use category. Developments that are "Integrated horizontal mixed-use with placemaking" are allowed up to 10 dwelling units per acre with bonus density of up to 14 dwelling units per acre. The proposed development meets the density limitations through a combination of base density and the purchase of bonus density as outlined in the attached Residential Density Tables. Bonus density would not be utilized unless and until the Village adopted a bonus density ordinance.*

**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. These areas were typically designated Urban Community, General Interchange, or Suburban and within the Mixed Use Overlay per the Village's Transitional Comprehensive Plan. Transitional Mixed Use areas are generally the north Estero area near intersections of US 41 with Broadway and Estero Parkway, Coconut Point DRI, and the four quadrants of the I-75 and Corkscrew Road interchange. These areas are located in

close proximity to: public transit routes; education facilities; recreation opportunities; and existing residential, shopping and employment centers (Note: Village Center Amendment Policy 4.2.1) and are generally accessible to the surrounding neighborhoods, serving as focal points or community centers where activity is concentrated.

**A. Uses:** A broad mix of uses, subject to compatibility standards of FLU-1.X, is allowed in the Transitional Mixed Use areas to foster the conveniences and efficiencies of live/work/play environments, including regional, community and neighborhood scale commercial including shopping, restaurant, entertainment and office, low to moderate density residential, parks and recreation. Assisted living facilities, and public and quasi-public uses are allowed in the Transitional Mixed Use future land use category.

*The proposed schedule of uses has been refined to be consistent with the vision for the Transitional Mixed-use land use category. The commercial uses consist of general retail development, including shopping, restaurants, a hotel and office uses. The residential includes multi-family development.*

**FLU-1.5 COMMERCIAL SITE LOCATION STANDARDS.** The siting of commercial developments shall be controlled by location standards. These standards are intended to avoid proliferation of commercial strip development by identifying appropriate locations for commercial uses to meet the needs of residents and visitors and to be compatible with existing residential neighborhoods or residential uses.

**A. Minor Commercial**

**B. Neighborhood Commercial**

*The proposed plan meets the requirements of either multiple minor commercial developments or a single neighborhood commercial development. The subject property is along Corkscrew Road, an arterial road in the Village. On the east side of the commercial is a road that would meet the definition of a private collector road, Corkscrew Woodlands Blvd. On the west side of the commercial parcels, 1,000 feet +/- to the west is Estero Town Commons Place, a local road. Estero Town Commons Place provides indirect access to Three Oaks Parkway. Corkscrew Woodlands Blvd. is connected to Estero Town Commons Place by a reverse frontage road that will have the characteristics of a local road, two lanes with parallel parking. Near the center point of the local road will be a private accessway connecting the residential development to the commercial area.*

*No part of the commercial development will be farther than 330 feet from the intersection of local roads, or the intersection of the local roads with Corkscrew Road. In addition, the subject property has access to the second arterial (Three Oaks Parkway) through the internal access road as provided for in FLU 1.5 B.*



## COMMUNITY DESIGN SUB ELEMENT

### FLU-1.9.1 C.2. Integrate Horizontal Mixed Use.

**Integrated horizontal mixed use includes single use buildings on distinct parcels in one overall development project. Integration of the project is achieved through placement of nonresidential uses within 1/4-mile walking distance to residences, and with placemaking design elements so that separate uses are perceived as unified live, work, play, and shop destinations. Placemaking design elements are spaces and infrastructure meant to function for public access, use, and interaction. Context driven and accessible to the public through dedication of a public access easement, examples of placemaking design elements include indoor or outdoor spaces, walkable streets, environmental features, or public art.**

*The proposed plan of development was designed after a careful evaluation of the draft Estero Plan and the incorporation of specific design elements to integrate the residential and commercial uses horizontally. Furthermore, the schedule of uses has been carefully evaluated to limit the types of uses that would be conducive to pedestrian activity. The plan was also designed to place the proposed residential uses adjacent to existing residential development on both the southeast and southwest of the property for a compatible transition to the adjacent commercial. The entire commercial and residential development is integrated within a quarter mile walking distance. The introduction of residential units on the southern part of the site will not only be within walking distance of the commercial uses on the subject property, but also the commercial uses on the adjacent properties making this an ideal in-fill location for residential and commercial development.*

*The reverse frontage road has been carefully designed to create a walkable environment through utilizing traffic calming measures, outdoor public spaces and through orienting buildings so that the reverse frontage road has a main street character..*

*As demonstrated on the attached Placemaking Exhibit, the project specifically utilizes the following design elements as listed in the comprehensive plan:*

- a. Public Art*
- b. Urban Green space*
- c. Plaza*
- d. Identifiable Landmark*
- f. Environmental feature*
- g. Paseo*
- h. Traffic Calming Enhancements*
- i. Increasing Options for Transportation*
- j. Pedestrian Enhancements*

*In addition, there are other traffic calming and pedestrian enhancements that are being made in the design of the frontage road to further integrate both sides of the road through to create a pedestrian oriented environment. This includes the placement of parallel parking spaces along the frontage road and the location of the paseo through the center of the commercial*

*with a raised cross walk extending to the residential area. These improvements also include a centrally located public park that acts as a focal point and gathering space connecting the commercial to residential areas. All of these design elements bring pedestrian activity to the street creating a further integration of the commercial and residential uses.*

**FLU-1.9.2 MIXED USE DEVELOPMENT STANDARDS. Development standards and criteria for mixed use development shall accomplish the following desired attributes:**

**A. Provisions for outdoor livability, including interconnected pedestrian and bike facilities, public plazas, and seating.**

*The Master Concept Plan and the pattern book demonstrate compliance with these criteria through creating a pedestrian paseo that runs from Corkscrew Road, through the commercial parcels, through the public park and to the residential use. This will connect the sidewalks from Corkscrew Road to the commercial pedestrian circulation system to the residential sidewalks and public park. Street furniture will be located along the paseo and the rest of the sidewalk system, as well as in and around the public green space area to further create an outdoor livable atmosphere.*

**B. Well defined centers and edges with public or civic space creating an element around which other development is located. When necessary, development density and intensity will gradient from the center to the edge suitable to integrated surrounding land uses.**

*The proposed development is centered around the paseo the extends from Corkscrew Road to the reverse frontage road, through the public park to the residential development. The paseo will contain public art along Corkscrew Road and a focal point architectural feature at the residential club house, anchoring the paseo at both the north and south ends. The public green space area will be located at the south end of the paseo on the south side of the reverse frontage road, effectively connecting the pedestrian movement across the street. The Paseo and public green space are designed to act as the center of activity and a central integrating feature in the mixed-use development.*

**C. Development plans will create focal points of signature buildings, civic spaces, natural amenities, and other prominent features through placement or street layout.**

*The location of the public art and the identifying landmarks at both the north and south end of the paseo, as well as the public park all create a series of focal points that complement each other and integrate well into the street framework on site. The paseo cuts through the center of the commercial area, anchored on the north by public art and the south by both the public park and the residential development.*

**D. Local climate and history will dictate the architectural and landscape design and natural methods of cooling and heating will be encouraged. Evaluate Green Building techniques as an alternative way to provide open space.**



*The pattern book shows that the developer intends to utilize all native species in the landscaping. The architectural theme will be consistent with a coastal Mediterranean theme.*

- E. Streets and roads will be fronted by design features including sidewalks which define and contribute to a pedestrian street character. Building design, placement, and entrances will be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.**

*The frontage road will have sidewalks on both sides of the street. Buildings will line the frontage road, creating a pedestrian scale to the development and safer pedestrian access into buildings. The frontage road will contain the public space discussed above, pedestrian amenities and connect to a pedestrian paseo bisecting the commercial area.*

- F. The street system will be designed to provide safe access to, through (where feasible), and within each development in a way that equally serves automobile and non-automobile modes of transportation with the following considerations:**

*A central feature of this development is the reverse frontage road that will connect to two off-site commercial areas on the east and the west and improve the overall road network for the existing residential neighborhoods and commercial development to the east. The reverse frontage road will eliminate an unsafe median cut at Corkscrew Woodlands Blvd. and improve the flow of traffic through a signalized intersection at Estero Town Commons Place and Puente Lane.*

*In accordance with this policy, the frontage road will be designed to carry both vehicular and pedestrian traffic in a safe environment. Narrow lanes, parallel parking and building placement that will foster pedestrian activity along the road will be utilized to slow traffic. Transit links will be provided on site along Corkscrew Road to create a multi-modal environment. Auto-centric uses, such as gas stations and auto repair are excluded from the request. Finally, as demonstrated in the attached pattern book, the sidewalks will be designed with shade trees to foster pedestrian movement in and around the commercial parcels and through the public park area provided.*

- 1. Narrow traffic lanes and other traffic calming techniques to maintain safe multi-modal transportation.**

*The street system includes textured cross walks, a raised "table top" intersection, parallel parking and other measures to calm traffic, created a safe multi-modal environment.*

- 2. An interconnected street system with a pedestrian circulation system to connect the nonresidential uses with residential uses and areas, extended to adjacent sites at the least intrusive locations, with interconnections. The intent is to provide multiple vehicular, bicycle, and pedestrian linkages to adjacent local destinations, including**



**residential neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of natural environmental features. Link pedestrian routes and bikeways with the street system or other public space such as parks or squares avoiding routes through parking lots and other locations out of the public realm.**

*The proposed application includes the construction of a reverse frontage road that will connect Corkscrew Woodlands Boulevard to Estero Town Commons Place. The road will be designed to accommodate pedestrian as well as vehicular traffic and connect to a pedestrian paseo that aligns with a Lee Tran stop along the project's Corkscrew Road frontage. The reverse frontage road will provide a parallel facility to Corkscrew Road improving the overall network and better integrating the restaurant and shopping uses to the projects west with the project and the residential uses to the east. Along the reverse frontage road there will be pedestrian amenities such as benches and shade trees as well as a public park area.*

**3. A system of alleyways for service vehicles and access to parking.**

*The circulation on the site will accommodate service vehicles without the need for alleyways.*

**4. Convenient access to transit facilities.**

*The pedestrian paseo that runs through the commercial area leads to a Lee Tran stop, creating a clear, safe access point for transit riders to enter the site.*

**5. Sidewalks shaded by rows of street trees.**

*The sidewalks along the reverse frontage road and internal to the project include shade trees to enhance the pedestrian experience.*

**6. Automobile-oriented uses will have a limited number of driveways, and drive-in or drive-up windows will be located to avoid conflict with pedestrian and bicycle traffic. Auto-centric uses may not be allowed as incompatible with residential uses or will be strictly limited especially relative to the interface of pedestrian and bicycle traffic with drive throughs.**

*Auto-centric uses, such as gas pumps and auto repair have been removed from the schedule of uses. Drive-thrus are intended to be located at the east and west ends of the commercial area and for in-line stores and will contain raised crosswalks for pedestrian movement minimizing any impacts to pedestrian circulation.*

**7. Additional provisions to achieve the goals of development of walkable environments may be established in the Land Development Code.**

**G. Large scale development design techniques should integrate the establishment into the surrounding community. Such design techniques will include:**

- 1. Creation of a series of smaller, well defined customer entrances to break up long facades and provide pedestrian scale and variety, that may be achieved through the use of liner buildings.**
- 2. Limited number and size of signs.**
- 3. Landscaping and use of pocket parks and courtyards and other placemaking design elements adequate to soften large building masses.**

*The proposed development is not "large scale" in the way that is being described above.*

**H. Crime Prevention Through Environmental Design (CPTED) guidelines will be incorporated to the maximum extent possible.**

*The commercial areas of the property will utilize CPTED to the extent practicable and in conformance with Estero design guidelines.*

**I. Parking areas will be designed to minimize intrusiveness and impacts on the pedestrian character, through the following techniques:**

- 1. On-street parking with landscaping and design features, such as corner and mid-street bump outs, that afford traffic calming and produce a comfortable and safe pedestrian environment will be promoted.**

*The proposed reverse frontage road is being designed as a main street to connect the residential and commercial uses with pedestrian movement. The plan shows the inclusion of parallel parking along the frontage road and entry road into the residential development. In addition, the plan includes a raised intersection and cross walks to enhance pedestrian movement and safety.*

- 2. Parking lot locations will not separate pedestrian areas including sidewalks, squares, and plazas from the front of buildings containing the primary entrance.**

*The buildings along the reverse frontage road have been positioned to line the street allowing for easy access to stores from pedestrian ways. Parking areas do not separate the pedestrian movement along the frontage road from the buildings.*

- 3. Parking lots will be screened from all streets, sidewalks, and open spaces, and will be designed to maintain or enhance the street edge.**

*Buildings are being placed to frame the reverse frontage road and screen parking areas from pedestrian activity. Buffer areas are being provided along Corkscrew Road and in other areas where parking is adjacent to streets.*

- 4. Parking lots will be designed with safe pedestrian connections to business entrances and public space to create a park-once environment.**



*The commercial development is designed with a pedestrian paseo as a central feature creating a safe environment for pedestrian movement. With the parking areas in the back of buildings and the public park along the street edge, the mixed-use environment, centered around the reverse frontage road creates a "park-once" environment.*

- 5. Reduction of paved parking areas will be evaluated wherever practicable through measures such as provision of shared parking and parking structures to serve multiple uses and alternative paving materials. Large expanses of pavement will be discouraged. Reduced ratios of required parking for non-residential uses for integrated horizontal mixed use and vertical mixed use projects will be evaluated in the land development regulations.**

*The proposed development is not seeking a reduction in parking.*

**J. Public space and landscaping will be provided that includes:**

- 1. Public areas will provide adequate urban landscaping that includes street trees, planted areas, and street furniture.**

*As demonstrated in the pattern book, the commercial area, the pedestrian ways and the public park are all designed to incorporate street trees and street furniture in accordance with the concepts in the pattern book.*

- 2. Required surface and storm water management facilities will be designed integrally with civic spaces, and as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas.**

*The stormwater lake on site is designed to be a focal feature for the residential portion of the development and will include a perimeter walking trail. The stormwater lake, adjacent to the amenity area will be an integral part of the project's open space.*

- 3. Paved areas (including parking) will require overhead shading from tree canopy or building features based on factors such as scale of development and performance standards.**

*All parking, sidewalks and internal road circulation are designed to incorporate both landscape and street tree areas.*

**J. Connectivity and Buffering: Mixed use developments will be well integrated both internally and externally.**

- 1. Automotive, pedestrian and/or bicycle connections to adjacent commercial development will be provided.**

*The proposed development is adding pedestrian and vehicular connections to the commercial uses to both the east and west. These connections will help foster better and more efficient mobility for the residential areas to the east, providing a more direct and safer route to the commercial uses to the west of Estero Crossing.*

- 2. Connections to existing residential neighborhoods will be encouraged and will not be precluded by the Mixed-Use Development's design.**

*The proposed development will provide a connection to Corkscrew Woodlands Boulevard for the benefit of the residents of Island Club and Corkscrew Woodlands to help enhance the road network and increase mobility for those residents.*

- 3. Buffering of uses internal to an integrated horizontal mixed use or vertical mixed-use development are not required.**

*The proposed development is including significant landscaping throughout the project area but in a way to integrate the commercial and residential uses rather than separate them consistent with this policy.*

- 4. Buffering from adjacent developments, when deemed absolutely necessary, will not preclude future interconnectivity.**

*The proposed plan of development includes significant enhanced buffers to the residential development to the southwest and southeast at the request of those residential neighborhoods specifically because they wanted to be walled off from any adjacent resident or commercial development. The applicant is agreeable to providing these enhanced buffer areas to the extent that they are consistent with the Village Comprehensive Plan.*

*Multiple points of interconnectivity are being provided to the commercial use to the west and the commercial use to the east.*

**FLU-1.10 DESIGN OF COMMERCIAL USES.** Attractively designed and high quality commercial uses can be allowed in the Village Center and Transitional Mixed Use and Urban Commercial future land use categories, and in minor commercial and neighborhood centers of the Neighborhood Village Future Land Use category. The objective is to promote Estero's quality of life and diverse local economy by fostering the development of targeted economic areas, as a preference over the development of strip commercial centers, in order to provide a diverse employment and economic base while meeting the commercial, professional, and service needs of the people who live, work, and play within the community. (Note: Lee Plan Objective 19.2)

#### **POLICIES**

**FLU-1.10.1 COMMERCIAL DEVELOPMENT FORM.** To permit orderly and well-planned commercial development at appropriate locations, all applications for



**commercial development will be reviewed and evaluated as to their compatibility with adjacent and nearby uses, including consideration of the following: (Note: Lee Plan Goal 6 and Policy 6.1.1)**

**A. Traffic and access impacts (rezoning and development orders);**

*As described above the proposed rezoning demonstrates that the traffic impacts will be diminished over the current zoning of the property. Further, the overall level of service for Corkscrew Road will be maintained at an acceptable standard with the impacts of the proposed development. Finally, the proposed reverse frontage road, as described above, will provide a critical piece of the road network enhancing the mobility of the developments to the east.*

**B. Architectural and landscape architectural design (rezoning and development orders);**

*Careful thought and planning has been put in to the design and landscaping of the subject property. As demonstrated in the attached pattern book, the proposed development is characteristic of the level of detail and quality that Stock Development is known for. Buffer areas are enhanced, and overall architectural detail provides a high-quality project at an important commercial node in the Village of Estero.*

**C. Site planning, interconnectivity, and public space (rezoning and development orders)**

*The proposed plan of development has been carefully designed in accordance with the new Village Plan. The Master Concept Plan shows the location of a public park centralized and in alignment with the commercial paseo running north south through the center of the project. The design of the reverse frontage road represents a main street design and contains design elements that promote a pedestrian and multi-modal environment. The commercial and residential areas are planned to be horizontally integrated through locating the buildings fronting the reverse frontage road, in close proximity to each other and adding parallel parking along the reverse frontage road, creating a pedestrian oriented environment. Adding activity along the street, through buildings lining the street, locating a public greenspace and parallel parking are key elements to promote interconnectivity between the residential and commercial portions of the property.*

**D. Screening, landscaping and buffering (rezoning and development orders);**

*Buffers will be included along the eastern and southwestern perimeter in order to address the compatibility concerns of the adjacent residential*



communities. The proposed buffers are enhanced over code requirements and include an 8' wall on a 3' berm with a type 'b' buffer.

**E. Availability and adequacy of services and facilities (rezoning and development orders);**

*As described in the narrative above, urban services are available to the subject property and operate at an acceptable level of service. The Transportation Impact Study that was submitted with the application provides more detail on impacts to the road network. Water and sewer services are currently available in the area via Lee County Utilities and will be available for the project. Further, the subject application proposes to add infrastructure to the water and sewer lines, creating a loop system for Corkscrew Woodlands/Island Club. This will add a direct benefit to the adjacent residential development by increasing water pressure.*

*Fire/EMS and all other urban services are readily available to the subject property.*

**F. Impact on adjacent land uses and surrounding neighborhoods (rezoning);**

*The proposed development is an in-fill project. There are existing and approved developments on all sides surrounding this property as well as the availability of public services. Because the project begins to "fill in" an area surrounded by existing or approved development, special attention was paid to ensure that the proposed uses would be compatible and complimentary with all surrounding uses. More importantly though, the proposed development is providing a transition from the residential uses in the Island Club on the east to the big box, intense commercial development on the west. Significant and enhanced buffers have been proposed, greater than code requirements, adjacent to the Island Club and Villas Palmeres ensuring compatibility on all sides.*

**G. Proximity to other similar centers (rezoning); and**

*There are few properties in the Village of Estero that have been designed as horizontally integrated mixed-use communities. The mix of uses, the design of the reverse frontage road and the pedestrian orientation of the street design will make this a unique community in the Village of Estero. The only other area designed in a similar nature is Fashion Drive in the Coconut Point Mall where parallel parking lines the street with commercial uses and public spaces, with multi-family units to the east of Fashion Drive providing horizontal integration of uses.*

## **H. Environmental considerations (rezoning and development orders).**

*The proposed plan includes almost 8 acres of indigenous preserve area. The preservation areas include both a natural buffer to the Island Club to the east as well as the preservation of the most environmentally sensitive area on the southern portion of the property in proximity to the south branch of the Estero River.*

**FLU-1.10.3 Encourage commercial developments within the Village of Estero to provide interconnect opportunities with adjacent commercial uses in order to minimize access points onto primary road corridors; and residential developments to provide interconnect opportunities with commercial areas, including, but not limited to, bike paths and pedestrian accessways. (Note: Lee Plan Policy 19.2.6) Connections to existing residential neighborhoods will be encouraged and will not be precluded by the commercial development's design. (Note: Lee Plan Policy 4.2.2)**

*The commercial portion of the development does not include additional access points to Corkscrew Road. The project is constructing a reverse frontage road that will connect to Estero Town Center Place to the east and Corkscrew Woodlands Blvd. to the west. This reverse frontage road will not only serve to interconnect the project's commercial buildings but to remove emphasis on the access point at Corkscrew Woodlands Blvd. on to Corkscrew Road.*

## **Conclusion**

Through a careful review of the proposed Comprehensive Plan for the Village of Estero, the rezoning request is consistent with the goals and vision for the Village. The incorporation of nearly all of the elements of horizontal mixed use and placemaking justifies the density being requested and will lead to a project that meets the vision of the Village to create mixed use environments, expanded mobility opportunities and networks and a form of development that will enhance the overall character of the Village.

Based on compliance with these, and other regulations, we respectfully contend that this zoning application will not place an undue burden upon existing transportation or planned infrastructure facilities. Similarly, the proposed use is appropriate at the subject location, and is compatible with existing uses in the surrounding area. For these reasons, the requested amendment should be approved.



**ESTERO CROSSING: DEVIATION JUSTIFICATIONS**  
(Revised 09/30/19)

**1. Deviation: Section 33-112 (Overhead Power Lines)**

The applicant is requesting a deviation from the Village of Estero LDC Section 33-112 which requires that all utilities be located underground unless located within a public right-of-way to allow the existing overhead lines on the south side of Corkscrew Road to remain overhead with the existing FPL easement.

**Justification:**

*The applicant is requesting this deviation to bring the existing overhead lines located on the south side of the Corkscrew Road right-of-way into compliance. The existing overhead lines are located predominantly within the right-of-way, but are on the outer edge with some poles encroaching into the property within the existing 10' FPL easement adjacent to the right-of-way. All proposed utilities within the project will be underground and comply with Section 33-112.*

**2. Deviation: Section 33-406 (Development Regulations)**

The applicant is requesting a deviation from the Village of Estero LDC Section 33-400 which regulates setbacks within the Corkscrew Road Overlay to allow the proposed Development Regulations included with this application.

**Justification:**

*The proposed development is located less than ¼ mile west of the interchange of Interstate 75. Section 33-402 submits that Corkscrew Road is anticipated to develop as the main street. However due to the impacts of the interchange and the cross section for Corkscrew Road in this location it does not exhibit any main street character. The "main street" character will be developed along the reverse frontage road. The reverse frontage road will have the buildings framing the street with a line of parallel parking to integrate the commercial uses with the residential development to the south.*

*The buildings will have primary facades facing Corkscrew Road to maintain an architecturally appealing and attractive asset to the corridor. The Corkscrew Road Overlay setbacks are intended to create people-oriented spaces and public activity areas along the street front. The Estero Crossing project has been designed to do that with an internal main street. There are no negative impacts anticipated as a result of the proposed Development Regulations.*

**3. Deviation: Section 34.2192(b)(5) (Setback from Corkscrew Road)**

The applicant is requesting a deviation from the Village of Estero LDC Section 34.2192(b)(5) that requires parking lots, access streets and drives to be set back a minimum of 75 feet from the Corkscrew Road right-of-way to allow a minimum setback of 20 feet.

**Justification:**

*The proposed development is located less than ¼ mile west of the interchange of Interstate-75. The setback for properties in the Interchange is 50 feet. The property was located in the Interchange at the time the regulations were adopted so it was expected that the property would be developed with the lesser setback.*

*Furthermore the Corkscrew Road right-of-way width tapers from approximately 175' wide on the western side of the development to 275' wide on the eastern side with an existing open drainage system on the south side of the road. The distance from the Corkscrew Road edge of pavement to the south right-of-way line varies from 30' on the western side of the development to 75' on the eastern side. Therefore the reduced setback of 20', as measured from the right-of-way line, actually provides a minimum separation of 50' from the edge of pavement of Corkscrew Road. This is similar to the north side of the road where there is a large conveyance ditch within the right-of-way and the parking area setbacks are below 50 feet.*

*One intended reason for this setback was to encourage building the shield parking areas along Corkscrew Road. However, in order to promote a more integrated mixed-use development, the project is proposing a "main street" character along the reverse frontage road on the south side of the commercial uses. The reverse frontage road will have the buildings framing the street with a line of parallel parking to integrate the commercial uses with the residential development to the south. The buildings will continue to have primary facades facing Corkscrew Road and adequate landscaping to maintain an architecturally appealing and attractively asset to the corridor.*

*Section 34.2192(b)(5) also states that the required minimum 75-foot setback from Corkscrew Road is required since Corkscrew Road serves as a gateway to Florida Gulf Coast University. The desire to promote an attractively landscaped, uniform appearance along the roadway will be achieved through a provided alternative design betterment plan to meet the intent of the code. No negative impacts are anticipated as a result of this deviation.*

**4. Deviation: Section 34-1263(e) (Package Store Separation)**

The applicant is requesting a deviation from the Village of Estero LDC Section 34-1263(e) which states that package stores may not be located closer than 500 feet to a park or dwelling unit to allow a ninety (90) foot separation for all uses internal to the property.

**Justification:**

*The proposed Mixed Use Planned Development includes both commercial and residential uses. In order to allow the package store use within the MPD this deviation is required. The applicant is only seeking this deviation for internal uses only and the 500 foot requirement will still apply to uses outside of the MPD. A package store would be located in the Commercial area to the north and separated physically from the residential portion of the project by the proposed internal frontage roadway. There are no negative impacts anticipated as a result of the proposed deviation.*



**5. Deviation: 33.383(9) (Off-site Directional Signage)**

The applicant is requesting a deviation from the Village of Estero LDC 33-383(9) which prohibits offsite directional signage sign to allow a second ground-mounted sign within the commercial area to identify the Residential portion of the overall development.

**Justification:**

*The applicant is requesting this deviation to allow the residential portion of the development to have the ability to guide the traveling public to the residential community. The purpose of the sign regulations is to help the traveling public to safely navigate, and if there is no indication along Corkscrew Road that the residential community exists, it will result in U-turn or abrupt traffic movements when drivers realize they missed the turn off onto the only access point to the residential development. LDC 30.181(a)1a. actually provides for up to 64 SF of Offsite Residential Directional Signs. The commercial area has over 800' of frontage and which provides for 400 square feet of allowable signage. The residential ground-mounted sign is proposed in conformance with LDC 30.181(a)1.a., would be limited to 64 SF and would be placed at the southeast corner of the intersection of Corkscrew Road and Estero Town Commons (aka the entrance to Lowe's shopping center). The signage will all have architecture consistent with the proposed commercial and residential buildings. The proposed commercial signage is proposed at the opposite corner at Corkscrew Woodlands, maximizing the separation between the proposed signs. A maximum of total sign area of 300 SF is proposed, reducing the total allowable sign area by 100 SF. No negative impacts are anticipated as a result of this deviation.*

**6. Deviation: Section 30.181.(a)(1)a. (Off-Site Directional Sign Area and Location)**

The applicant is requesting a deviation from the Village of Estero LDC Section 30.181.(a)(1)a. that allows a maximum of a 64 square foot non-illuminating directional sign to be placed along an arterial street within 500-feet of the nearest intersection involving a turning movement to the development but shall not be placed closer than 50-feet from the intersection to allow an illuminated directional sign at the intersection of Corkscrew Road and Estero Town Commons (aka the entrance to Lowe's shopping center) with a 10' setback from the intersection.

**Justification:**

*The applicant is proposing an off-site directional sign to identify the residential portion of the development to those traveling along Corkscrew Road, a prominent east-west corridor in Estero. The proposed sign location is at the southeast corner of the intersection of Corkscrew Road and Estero Town Commons. This is a full median opening intersection with existing development on the three (3) remaining corners. Since Corkscrew Road is the main access into the residential portion of the development it is necessary for the traveling public to see the sign in advance in order to make the necessary lane changes safely. For this reason the applicant is requesting an illuminated sign. Also the location of the sign is requested to be 10' from the intersection of Corkscrew Road and Estero Town Commons. This distance is requested to not only provide the most separation from the proposed off-site directional sign and any commercial ground-mounted sign but also to remain consistent with the existing Lowe's sign located on the southwest corner of Corkscrew Road and Estero Town Commons. No negative impacts are anticipated as a result of this deviation.*



**7. Deviation: Section 33-385(a)(3) & 30-153(3)(e) (Sign Setbacks)**

The applicant is requesting a deviation from the LDC Section 33-385(a)(3) & 30-153(3)(e) requiring the sign setback be a minimum of 15-feet from the right-of-way. The applicant is requesting to install the Residential Project Identification Sign and the Commercial Outparcel Monument Signs at a 10' setback from Corkscrew Road.

**Justification:**

*Corkscrew Road in front of the Estero Crossing project is a 6 lane arterial just outside the limited access ROW for Interstate 75. The right-of-way for Corkscrew varies from approximately 160-feet to over 260-feet in width. The distance from the eastbound edge of pavement to the proposed sign ranges from 45' at the west to nearly 100' at east. With the classification of the roadway and the already large offset from the travelway, the deviation is requested to increase visibility of the proposed signage to the traveling public. This will allow passers-by to view the sign in advance allowing them more time to make driving and/or turning decisions. The deviation will also allow the signage to be installed in line with the proposed Corkscrew Road landscape buffer rather than set back behind it.*

**8. Deviation: Section 33-229 (Building Height)**

The applicant is requesting a deviation from LDC Section 33-229 which limits the maximum building height of 45' and 3 stories for areas outside the Interstate Highway Interchange Area and LDC Section 34-935 (f) 3 which specifies height limits for future land use categories that no longer exist in the Village of Estero Comprehensive Plan, to allow a maximum building height of 50' (4 stories) plus an additional 5' for architectural features.

**Justification:**

*Under the prior comprehensive plan this deviation would not be required as the property was located in the Interchange land use category. With the change in name of the land use category, the code is now inconsistent with the comprehensive plan placing a more restrictive height regulation on the subject property.*

*The requested 55' maximum height is consistent with uses on the adjacent property to the east (Embassy Suites) and across Corkscrew Road (Hampton Inn). The proposed commercial development within Estero Crossing has been oriented adjacent to Corkscrew Road, along the main transportation corridor and away from the existing Corkscrew Woodlands residential neighborhood. For the residential portion of Estero Crossing, the proposed buildings have been separated from the existing adjacent residential neighborhood by the on-site indigenous preserve. The average height of the tree canopy within the preserve is higher than the requested 55' maximum building height. The preserve area, averaging approximately 75 feet in width, also creates a physical separation from the neighboring residential development. To further buffer the development, an enhanced vegetated buffer is proposed along the east property line adjacent to the Corkscrew Woodlands development. The pattern book shows line of site drawings that demonstrate that the residential buildings will be totally obscured by the adjacent vegetation and buffer areas.*

**9. Deviation: Section 10-285(a) (Connection Separation for Residential Road along Public Park)**

The applicant is requesting a deviation from LDC Section 10-285 which requires a minimum roadway connection separation distance of 125 feet for local roads, to allow for a separation of 74' for the two one-way streets on the east and west side of the public park on the Master Concept Plan.

**Justification:**

This deviation is necessary to implement the Village's Horizontal Mixed Use design guidelines and specifically to implement the Village's preferred design of the public park. The public park was relocated from the west side of the residential entry road to the center in order to create a focal point that enhances the development's sense of place by acting as a public gathering space. The roads on the east and west side of the park are one-way, providing access to the residential, commercial and around the park. The 2 one-way streets operate as a single boulevard with a very wide median and are each offset by a minimum of 125' from the closest intersection to the commercial property to the north.

**10. Deviation: Section 33-351 (Landscape Buffers)**

The applicant is requesting a deviation from the Village of Estero LDC Section 33-351 that requires a 20' Type D Buffer between Roadways and Commercial & Multi-Family Residential Uses to eliminate the buffer requirement along the internal frontage roadway.

**Justification:**

*The Estero Crossing Project has been designed in accordance with the Village's new Comprehensive Plan under the Integrated Horizontal Mixed-Use Category. Setbacks along the internal frontage road are reduced to provide a more urban boulevard cross section with on street parking, street trees and reduced setbacks. This is proposed both on the commercial and residential sides of the street creating a more integrated pedestrian oriented experience along the roadway.*

*A buffer requirement runs counter to the goal of integration of uses. In this case, the goal is not to separate adjacent uses but to provide strong visual connections so that the uses can be integrated. Providing the required 20' buffer with trees and hedges would separate the roadway from the commercial area and the residential area creating three separate uses rather than one integrated project.*

*Note 3 of the Buffer Table in 33-351 actually provides for the reduction or elimination of the Type D Buffer where reduced setbacks are proposed. The deviation request does not propose any reduction in required upon space, tree quantity or other landscape or open space criteria.*

**11. Deviation: Section 34-1748(1)d.1. (Gates)**

The applicant is requesting a deviation from the Village of Estero LDC Section 34-1748(1)d.1, which states that access gates must be located a minimum of 100 feet back from the existing or planned intersecting street right-of-way or easement to allow a minimum setback of 40 feet for the secondary resident only access location.



**Justification:**

*A second access point to the residential portion of the project is provided along the west side which will connect to the existing private accessway within the adjacent development. This secondary access will be for residents only and will be automatic, activated by a key card or remote. Adequate signage will be provided to clearly identify the gate as “RESIDENT ONLY” and direct guests and deliveries to the main entrance. This additional access gate will also be equipped with an emergency transponder to allow for access by emergency vehicles, increasing the emergency access to the project.*

*A setback of 40 feet is proposed to allow stacking for two vehicles. The typical opening speed of residential gates would not require any additional stacking.*

*This deviation maintains the secure perimeter of the residential project, increases emergency vehicle access and allows alternative access point to help distribute trips. A pedestrian access will also be provided at this location which will connect to the existing pedestrian network within the Estero Town Commons project.*

**12. Deviation: Section 10-285(a) (Connection Separation for Hotel access)**

The applicant is requesting a deviation from LDC Section 10-285(a)[Table 1] which requires a minimum roadway connection separation distance of 60’ for Access roads or accessways to allow a minimum separation of 48’ for the hotel access from the internal accessway serving the multi-family portion of the project.

**Justification:**

*In an effort to reduce the driveway connections on the reverse frontage road, access to the hotel parcel is provided from the interior road in the residential area of the project. A secondary driveway is being provided from the existing access road within the adjacent Estero Towne Commons development. For the internal access location on the interior of the project, the hotel access will need to be located outside of the gate to the residential units. Given the configuration of the building up against the roadways, consistent with the Village vision for creating a walkable mixed-use community, there is limited frontage between the edge of the building and the residential gates to provide access to the hotel parcel. The access has been located at the closest point possible to the building, as far as possible away from the gate. The next intersection, which creates the 48’ separation, is beyond the residential gate, so there will never be continuous or higher speed traffic that would create an unsafe condition. While the separation is slightly reduced at this location, it is a much safer location than the reverse frontage road and eliminates the need for a driveway to the hotel from the reverse frontage road.*



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August 15, 2019

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**VILLAGE OF ESTERO**

**Estero Crossing  
DCI 2015-00001  
Vegetation and Wetland Narrative**

The project development will result in 1.88± acres of unavoidable impacts to very low quality wetlands. These wetlands have been substantially degraded by the prevalence of exotics; primarily melaleuca (*Melaleuca quinquenervia*) and Brazilian pepper (*Schinus terebinthifolius*). An additional 1.01± acre of other surface waters (ditches) impact will also occur. The proposed site plan reduces the amount of wetland impacts authorized by the existing Development Order from 2.18 acres to the proposed 1.88 acres.

All of the wetland mitigation will occur on-site. The selection of the wetland mitigation site was based on enhancing and preserving the better quality wetlands. These wetlands will be connected via enhanced uplands that are contiguous with the existing preserves located off-site to the south and with the South Branch of the Estero River.

Approximately 1.33 acres of wetlands and 6.53± acres of uplands will be enhanced via exotic vegetation removal and supplemental plantings (if needed). The proposed enhancement activities in the wetland mitigation areas and the elimination of the exotic species seed source from the 7.86± acres will result in a net improvement for the plant communities on-site and off-site existing preservation lands.



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11. Bonus Density  
Bonus density for up to 35 units has been requested. Bonus density units may not be constructed until the final adoption of a bonus density ordinance. Use of bonus density must be in compliance with the Village's bonus density ordinance at the time of adoption. ~~Payment will be at the time of issuance of the development order.~~
12. Hotel Use  
Any hotel use must contain retail open to the general public on the ground floor. Retail uses may include uses that are ancillary to the hotel, such as restaurants, cafes, as well as fitness centers and spas that offer membership to the general public. Ground floor retail may
13. The promenade within the commercial area and the public open space area as defined on the Master Concept Plan may be used for outdoor seating and entertainment.





# FLORIDA DEPARTMENT OF TRANSPORTATION

## Interstate 75 at Corkscrew Road Interchange

### Interchange Improvement Project in Lee County

Financial Project ID: 406225-6-52-01

September 2019

#### CONSTRUCTION PROJECT

The Florida Department of Transportation's contractor, Preferred Materials, Inc., will begin work Wednesday, October 16, 2019, to improve the Interstate 75 (I-75) at Corkscrew Road Interchange. The improvements include the construction of one additional left turn in each direction, creating dual left turn lanes along Corkscrew Road for eastbound and westbound left turn movements to access the I-75 on ramps. Additional improvements include extending the I-75 on and off ramps approximately 1,500 feet to improve acceleration and deceleration to and from I-75. The existing signals at the ramp terminals will be replaced with new signals and existing high mast lighting will be replaced with new high mast lighting. The sidewalk will be raised from the northbound ramps eastward. The project area is identified on the project location map below. The construction will take place Sunday through Friday during daytime and nighttime/overnight hours, weather permitting. Lane closures will occur on I-75 and Corkscrew Road during nighttime/overnight hours from 7:30 p.m. to 6 a.m.

#### PROJECT IMPROVEMENTS

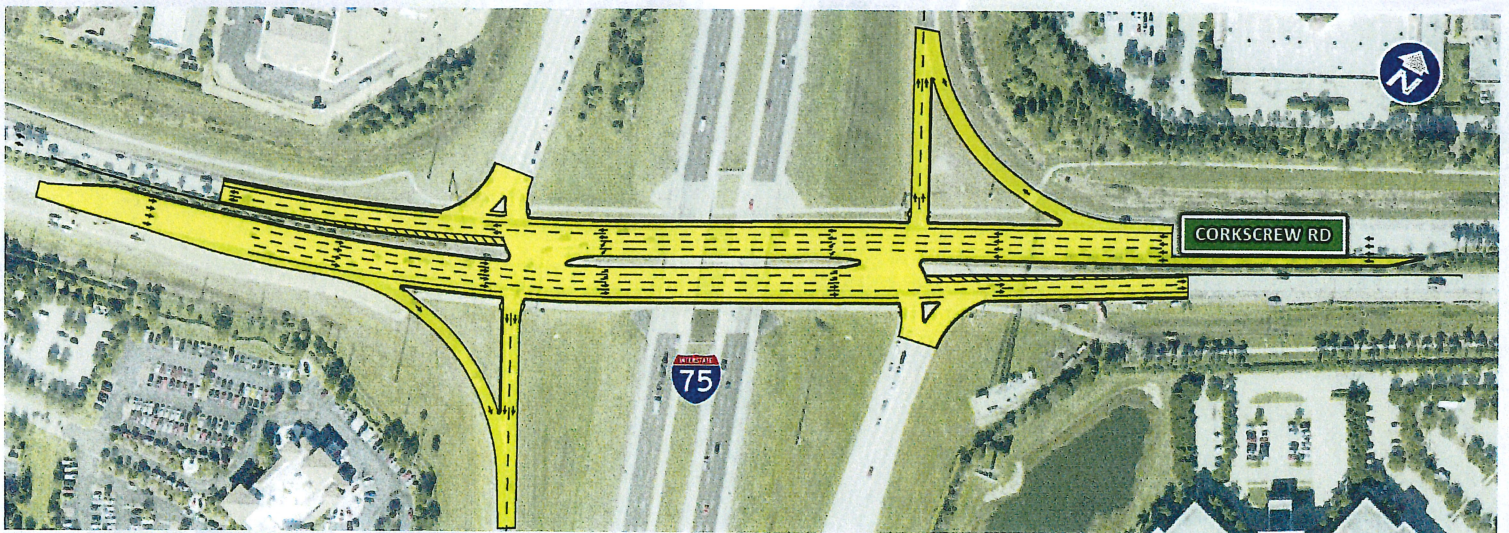
- Adding left turn lanes
- Extending on and off ramp distance
- New high mast lighting
- Sidewalk improvements

#### PROJECT SCHEDULE

- Construction begins on Wednesday, October 16, 2019
- Expected completion date is Spring 2021
- Construction cost is \$8.6 million
- Please be alert for construction crews
- Crews will be working during daytime and nighttime/overnight hours

#### PROJECT CONTRACTOR

Preferred Materials, Inc.



#### CONTACT US

For more information about the improvements, contact:

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