AGENDA
VILLAGE COUNCIL
ZONING HEARING
9401 Corkscrew Palms Circle, Estero, Florida
January 29, 2020   9:30 a.m.

Village Council: District 1 – Bill Ribble, Vice Mayor; District 2 – Howard Levitan; District 3 – Jon McLain; District 4 – Katy Errington; District 5 – Jim Boesch, Mayor; District 6 – Nick Batos; District 7 – Jim Wilson

1. CALL TO ORDER

INVOCATION: Pastor Mark Goodman – Christ Community Ministries
PLEDGE OF ALLEGIANCE
ROLL CALL

2. PUBLIC COMMENT ON NON-AGENDA ITEMS

3. ORDINANCE SECOND READING AND PUBLIC HEARING FOR ESTERO CROSSING:

Ordinance No. 2019-29 An Ordinance of the Village Council of the Village of Estero, Florida, Approving with Conditions a Rezoning from Commercial Planned Development to Mixed Use Planned Development to Allow a Multiple Family Project and Commercial Development on Property Located 1,000 feet West of Interstate 75 and South of Corkscrew Road Consisting of Approximately 43 Acres; Providing for Conflicts, Providing for Severability; and Providing an Effective Date

Recommended Action: Motion to adopt Ordinance No. 2019-29.

Financial Impact: Minor cost associated with advertising the public hearing.

4. ADJOURNMENT

If you desire to address the Council, please complete a Public Comment Card and return it to the Village Clerk. Citizens desiring to speak must step up to the podium, state their full name and address and/or whom he or she represents.

ADA Assistance – Anyone needing special assistance at the Board meeting due to a disability or physical impairment should contact Village Clerk Kathy Hall, 239-221-5033, at least 48 hours prior to the meeting.

Pursuant to Section 286.0105, Florida Statutes:
“If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a recording of the proceeding, and that, for such purpose, he or she may need to ensure that a verbatim recording of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.”
AGENDA ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
January 29, 2020

Agenda Item:

Second Reading of Ordinance 2019-29 – Estero Crossing Rezoning

Description:

The applicant is requesting rezoning from Commercial Planned Development to Mixed Use Planned Development for a 43-acre site on Corkscrew Road adjacent to the Estero Town Center (Lowe’s) plaza.

The revised proposal submitted on January 14, 2020 is for 306 multiple family units and 60,000 square feet of commercial uses, which also includes a mixed use tract with residential and commercial uses in one building.

The request will be considered under the new adopted Comprehensive Plan that became effective in November 2019.

Update from Council First Reading:

The first reading for the Estero Crossing zoning case was held at the October 16, 2019 Council meeting.

The Council had questions and items that they requested be addressed for the second reading. These items included the following:

- Density
- Height of residential buildings
- Hotel parcel – specify the use (hotel, residential, other?)
- Schedule of Uses – type of commercial uses
- Pattern Book – color of buildings and architectural style
- Explanation of stormwater – any offsite impacts
- Landscape Buffer on Corkscrew Road – screening of parking and appearance from Corkscrew Road
- Phasing – Timing to ensure mixed use is developed as proposed
- Public placemaking elements
- Gates – placement and type
The applicant has made several changes to the application, site plan and Pattern Book to address Council concerns. The main changes are:

- Reduction of density from 350 units (original application requested 450) to 306 units.
- Bonus Density request eliminated. Density reduced from 10 units plus bonus density to 9 units per acre.
- Height of buildings reduced to 3 stories (45 feet, with an additional 5 feet for architectural elements).
- Removed Hotel use from the project.
- Added a mixed use building instead of hotel site (commercial on first floor with residences above).
- Increased landscape buffer height of trees and shrubs on Corkscrew Road to shield view of cars in parking area.
- Pattern Book has been revised with a Mediterranean color scheme and other updates.
- Elevators will be installed in all residential buildings (not required by Building Code).
- Placemaking elements will all be provided prior to receiving the first Certificate of Occupancy.

The attached staff report explains the changes in more detail.

**Action Requested:**

Approve Ordinance 2019-29

**Financial Impact:**

Minor cost associated with advertising the ordinance for second reading.

**Attachments:**

None.
VILLAGE OF ESTERO, FLORIDA
ZONING
ORDINANCE NO. 2019 - 29

AN ORDINANCE OF THE VILLAGE COUNCIL OF THE
VILLAGE OF ESTERO, FLORIDA, APPROVING WITH
CONDITIONS A REZONING FROM COMMERCIAL
PLANNED DEVELOPMENT TO MIXED USE PLANNED
DEVELOPMENT TO ALLOW A MULTIPLE FAMILY
AND COMMERCIAL DEVELOPMENT ON PROPERTY
LOCATED 1,000 FEET WEST OF INTERSTATE 75 AND
SOUTH OF CORKSCREW ROAD CONSISTING OF
APPROXIMATELY 43 ACRES; PROVIDING FOR
CONFLICTS; PROVIDING FOR SEVERABILITY; AND
PROVIDING AN EFFECTIVE DATE.

WHEREAS, ESTERO CROSSING, LLC represented by Keith Gelder, Stock
Development (the “Applicant”), filed applications to amend the Transitional Comprehensive
Plan by adding a new Policy, and for a rezoning from Commercial Planned Development to
Mixed Use Planned Development for a property located at 10500 Corkscrew Road, Estero, FL,
consisting of approximately 43 acres (the “Property”); and

WHEREAS, the Property STRAP number is 35-46-25-E1-42192.2338, and the
Property is legally described in Exhibit A attached hereto; and

WHEREAS, the Applicant requested a rezoning from the Commercial Planned
Development District (CPD) to Mixed Use Planned Development District (MPD) (Case
number DCI2015-00001); and

WHEREAS, the Applicant is now requesting a maximum of 306350 multiple-family
units on the residential portion of the site, with an alternative option for a 120-room hotel on
one residential tract, and 60,000 square feet of commercial uses including one vertically
integrated mixed use tract on the proposed commercial tract; and

WHEREAS, the Applicant has requested several deviations; and

WHEREAS, the public information meeting was held on June 16, 2015 and after a
duly noticed public hearing held on March 29, 2016 and continued to February 21, 2017 and
March 21, 2017, the Planning and Zoning Board recommended transmittal of the
Comprehensive Plan Amendment and approval with conditions of the rezoning request,
including deviations; and

Zoning Ordinance No. 2019-29
Case No. DCI 2015-00001
Estero Crossing

Words that have been added are underlined. Words that have been deleted are striken through.
WHEREAS, a duly noticed first reading for the rezoning ordinance was held before the Village Council on May 24, 2017 and was continued; and

WHEREAS, on May 24, 2017, the Council voted to not transmit the proposed Comprehensive Plan Amendment, and continued the zoning case indefinitely to give the applicant the opportunity to be considered under the new Comprehensive Plan which then was being prepared; and

WHEREAS, the Comprehensive Plan was adopted by the Village Council on June 13, 2018; and

WHEREAS, the Plan is adopted and became but not yet effective on November 21, 2019 due to an administrative challenge; and

WHEREAS, the applicant has revised its zoning application and requests that the application be reviewed under the new Comprehensive Plan; and

WHEREAS, the Planning and Zoning Board considered the revised request on February 19, 2019, with a tie vote (motion to approve failed); and

WHEREAS, the applicant made additional revisions to the request after the Planning and Zoning Board meeting; and

WHEREAS, a duly noticed first reading (Ordinance 2017-05) was held before the Village Council on May 24, 2017 and was continued; and

WHEREAS, after the application was subsequently revised, a duly noticed continued first reading and public hearing was held before the Village Council on October 16, 2019; and

WHEREAS, at the first reading on October 16, 2019, the Council requested that specific items be addressed by the applicant prior to second reading, and the applicant subsequently revised the application; and

WHEREAS, a duly noticed second reading and public hearing was held before the Village Council on January 29, 2020, 2019, at which time the Village Council gave consideration to the evidence presented by the Applicant and the Village staff, the recommendations of the Planning and Zoning Board and the comments of the public.

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

Zoning Ordinance No. 2019-29
Case No. DCI 2015-00001
Estero Crossing

Words that have been added are underlined. Words that have been deleted are striken through.
Section 1. Rezoning.

The Village Council approves with conditions the rezoning of the Property from Commercial Planned Development District (CPD) to Mixed Use Planned Development District (MPD), to allow residential and commercial use as outlined below, and subject to the following conditions and deviations.

Section 2. Conditions.

1. Master Concept Plan

Development of this project must be consistent with the Master Concept Plan (MCP) titled “Estero Crossing”, stamped “Received January 14, 2020 October 1, 2019”, except as modified by the conditions below.

2. Development Parameters

Development is permitted at a maximum as follows:

- 60,000 square feet of commercial use
- 306 multi-family units if all residential
- 312 multi-family units if Tract H/R is developed as hotel
- Mixed use alternative 120-room hotel on Tract M/U (included in the totals above) H/R

3. Maximum Building Height

Commercial - 45 feet (3-story) for commercial buildings north of the reverse frontage road (including architectural features)

Residential and Mixed Use Buildings - 4550 feet (34-story) with additional 5 feet for architectural features for Buildings 1, 2, 5 and 6

45 feet with additional 5 feet for architectural features for Buildings 3 and 4

Hotel - 50 feet (4-story) with additional 5 feet for architectural features

Words that have been added are underlined. Words that have been deleted are struck through.
4. Uses and Site Development Regulations

The following limits apply to the project and uses:

a. Schedule of Uses
   See attached Exhibit C.

Agricultural Uses are not permitted uses within this planned development.

b. Site Development Regulations
   See attached Exhibit D.

Effective Date

The rezoning shall not be effective until such time that the Village Comprehensive Plan adopted on June 13, 2018 is effective.

6.5. Traffic Signal

The developer, successor or assigns (owner) is responsible for a proportionate share of the cost of signalization at the intersection of Corkscrew Road and Estero Town Commons Place, as part of Phase I and prior to issuance of any development order.

7.6. Reverse Frontage Road

a. The construction of the reverse frontage road and traffic signal at Estero Town Commons Place and Corkscrew Road must be complete and fully operational prior to the issuance of the first certificate of compliance for vertical development within the planned development.

b. The reverse frontage road will contain planted medians as depicted in the Pattern Book (see condition 189 herein) to create an attractive streetscape. The reverse frontage road access must meet the 125-foot connection separation Land Development Code (LDC) standard for a local street.

8.7. Right-of-Way

The developer is responsible as part of the first development order for dedication of additional right-of-way for storage/stacking of vehicles at Estero Town Commons Place to accommodate additional turn lane(s), if the Community

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9.8. Construction Traffic

Heavy construction vehicles serving the project (vehicles having more than 2 axles) are prohibited from accessing the property via Corkscrew Woodlands Boulevard.

10.9. Phasing

a. The first phase of the project will include construction of the reverse frontage road, and the traffic signal at Corkscrew Road and Estero Town Commons Place, residential landscape buffers and any work associated with the preserve areas as shown on the Master Concept Plan.

b. The second phase of the project will include a minimum of 20,000 square feet of commercial development, all placemaking elements on the north side of the frontage road, and the public park. Remaining phases are as shown on the Master Concept Plan. (residential and initial commercial development) must also include at least half of the commercial project and at least half of the placemaking elements to ensure that the project is developed as a mixed-use development as proposed, and to justify the maximum density.

11.0. Bonus Density

The Bonus Density request has been withdrawn by the applicant. Bonus density for up to 38 units has been requested. Bonus density is not approved.

11.11. Maintenance

All common areas including, but not limited to, the reverse frontage road and the platted portion of Corkscrew Woodlands Boulevard, shall be maintained in perpetuity by a Property Owners Association or similar entity that will consist of both the residential and commercial parcels.

11.12. Hours of Operation

Hours of Operation are limited to 5 a.m. to midnight 7 days a week for all commercial uses, except the hotel for which hours are not limited.
4.13. No Blasting

No development blasting is permitted as part of this project.

4.14. Utilities

Water and sewer services are available to the site, and this development must connect to those services as part of any local development order for the site.

4.15. Elevators and Construction Materials

Residential buildings will be constructed with concrete block materials and will include elevators as proposed by the applicant.

4.16. Public Pocket Park

The pocket park shown on the Master Concept Plan in the Pattern Book shall be open to the public and designed to include shade trees and seating areas through a public easement or similar document or condition acceptable to the Village attorney at time of development order.

4.17. Outdoor Display/Storage

No outdoor display or outdoor storage is allowed on any of the commercial parcels.

4.18. Pattern Book

The development must be consistent with the Pattern Book “Estero Crossing” dated January 2020. Specific details of the Placemaking elements including, but not limited to, a landmark or fountain feature, paseo, courtyard area, pocket park, and raised pedestrian connections will be provided prior to Design Review Board approval.

The Pattern Book is not conceptual. Photographic images may be illustrative, but development must be in substantial compliance with the Pattern Book, including a consistent architectural and landscape theme for all commercial and residential development.

Signage, as shown in the Pattern Book, is illustrative for design purposes and must be in compliance with the Land Development Code and of a consistent color.
and design scheme with the buildings, except where deviations may be have been granted.

20.19. Sidewalk & Pedestrian Connections

a. Sidewalks and pedestrian connections must be provided consistent with the Pattern Book and Land Development Code. The proposed secondary egress on the west side of the residential project must be a full access with pedestrian connection to the property to the west (currently Lowe’s Plaza).

b. Pedestrian walkways will be provided through parking lots to each entrance to the residential buildings as part of the local development order. Main walkways will be raised and constructed of paver bricks or similar materials.

24.20. Entrance Gates/Gatehouses

Entrance gates and/or gatehouses shall be in conformance with the Land Development Code for location, access, stacking, and turn-around except as may be granted by deviation.

22.21. Billboard

The billboard located on the commercial parcel shall be removed in conjunction with the issuance of a local development order for the commercial property and prior to any certificate of completion being granted.

23.22. Hurricane Evacuation

The property developer shall provide a hurricane evacuation plan and any mitigation, as necessary, in accordance with LDC section 2-485 prior to approval of the first local development order for residential uses.

24.23. Buffers

As part of local development order approval, the development order plans must demonstrate buffering consistent with the Master Concept Plan, the Land Development Code, and the Pattern Book.

As part of local development order approval, all buffer plantings must be 100% native vegetation.
Residential perimeter buffers will be planted as part of the first phase of the residential project, along with any work associated with indigenous preserves.

25.24. Protected Species

As part of local development order approval, a current protected species survey must be submitted for the project site. For development in any areas that would impact gopher tortoises, a gopher tortoise management plan must be submitted to staff for review and approval. This plan must include information on onsite or offsite relocation efforts as reviewed and approved by the Florida Fish and Wildlife Conservation Commission (FFWCC).

Issuance of a vegetation removal permit for development in any areas that would impact gopher tortoises does not authorize the property owner to commence construction until such time as all other applicable state or federal permits are obtained. Prior to excavation and moving of any gopher tortoises, a copy of the appropriate gopher tortoise permit issued by the FFWCC must be submitted to the Village Community Development Director.

26.25. Open Space & Indigenous Preserve

Development order plans must depict open space in compliance with the approved Master Concept Plan open space calculations table.

Development order plans must also depict the preservation of 9.12 acres with credits of indigenous preserves in compliance with the approved Master Concept Plan as detailed in the Open Space and Indigenous Plan sheet.

27.26. Replanting Plan

In accordance with the South Florida Water Management District Environmental Resource Permit (Exhibit 3.2, Page 5 of 9 of the Permit), the replanting within the enhanced wetlands in the preserve area shall consist of 3-gallon pine trees to achieve a density of 220 trees per acre and scattered clusters of shrubs when there are fewer than 200± live native trees per acre greater than 10 feet in height, in addition to the enhanced buffer requirements set forth in the Pattern Book.
28.27. Vehicular/Pedestrian Impacts

Approval of this zoning request does not address mitigation of the project’s vehicular or pedestrian traffic impacts. Additional conditions consistent with the LDC may be required to obtain a local development order. Additional right-of-way may be required to accommodate storage/stacking of vehicles at Estero Town Commons Place/Corkscrew Road.

29.28. Concurrency

Approval of this rezoning does not constitute a finding that the proposed project meets the concurrency requirements set forth in LDC Chapter 2 and the Comprehensive Plan. The developer is required to demonstrate compliance with all concurrency requirements prior to issuance of a local development order.

30.29. Solid Waste Management

As part of any local development order approval for vertical development, the development order plans must include facilities in compliance with LDC Section 10-261 and Solid Waste Ordinance #11-27 for the pick-up/disposal of solid waste and recyclables. The minimum area required for and specific locations of these facilities, as well as the architectural and design features, will be reviewed at the time of local development order application.

31.30. Mixed Use Building Hotel Use

The mixed use building will include commercial uses on the first floor and residential uses above. 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.

32.31. Promenade and Public Open Space Area

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 in conjunction with restaurants. Outdoor service of alcohol beverages will require consumption on premises approval by the Planning and Zoning Board in order to review hours of operation and other relevant factors. Outdoor entertainment will require a temporary or special event permit.
33.32. Land Development Code (LDC) References

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

Section 3. Deviations.

Deviation 1 (Overhead power lines)

Deviation from LDC Section 33-112 requiring 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 within the existing FPL easement.

This deviation is approved for existing overhead lines only. New or replacement lines must be underground.

Deviation 2 (Setback from Corkscrew Road)

Deviation from LDC Section 33-400 regulating setbacks within the Corkscrew Road Overlay to allow the proposed site Development Regulations (Exhibit D) included with this application as part of this approval.

This deviation is approved.

Deviation 3 (Setback from Corkscrew Road)

Deviation from LDC 34-2192 (b) (5) requiring parking lots, access streets and drives to be setback a minimum of 75 feet from the Corkscrew Road right-of-way to allow a minimum setback of 20 feet for parking lots on Corkscrew Road instead of 75 feet.

This deviation is approved.

Deviation 4 (Package store separation)

Deviation from Estero LDC Section 34-1263(e) providing that package stores may not be located closer than 500 feet to a park or dwelling unit to allow a 90-foot separation for all uses internal to the property.
Deviation 5 (Second monument sign)

Deviation from LDC Section 30-153(3)(a) that allows each individual establishment one (1) ground-mounted sign and Section 33-383(9) which prohibits offsite directional signage sign to allow a second ground-mounted sign in the commercial area to identify the Residential portion of the overall development.

This deviation is approved.

Deviation 6 (Offsite directional sign)

Deviation from 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 Place (aka the entrance to Lowe’s shopping center) with a 10-foot setback from the intersection. The deviation is for the residential project identification sign only.

This deviation is approved.

Deviation 7 (Sign setbacks)

Deviation from LDC Sections 33-385(a)(3) and 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-foot setback from Corkscrew Road.

This deviation is approved.

Deviation 8 (Building height)

Deviation from LDC Section 33-229 which limits the building height outside of the Interstate Highway Interchange Area to a maximum of 3 stories or 45 feet, whichever is less, to allow an additional 5 feet for architectural features, for a maximum building height of 50 feet (34 stories) for the residential and mixed

Words that have been added are underlined. Words that have been deleted are struck through.
use hotel components within this development. The 55-feet would include 5-feet for architectural features.

This deviation is approved as requested for all buildings except Buildings 3 and 4, which are approved for a maximum height of 45 feet plus 5 feet for architectural features.

Deviation 9 (Connection separation for residential road along public park)

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

This deviation is approved.

Deviation 10 (Landscape buffers)

Deviation from LDC Section 33-351 that requires a 20 foot Type D Buffer between roadways and commercial & multi-family residential uses, to eliminate the buffer requirement along the internal frontage roadway and instead provide an enhanced streetscape plan.

This deviation is approved subject to the frontage road landscape plan contained in the Pattern Book.

Deviation 11 (Gates)

Deviation from 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 intersection street right-of-way or easement to allow a minimum setback of 40 feet for the secondary access location.

This deviation is approved.

Deviation 12 (Connection separation for hotel access)

Deviation from LDC Section 10-285(a) [Table 1] which requires a minimum roadway connection for 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.
This deviation is approved.

Section 4. Findings and Conclusions.

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

1. The applicant has provided sufficient justification for the rezoning by demonstrating compliance with the Land Development Code.

2. The rezoning is consistent with the densities and uses in the Village Comprehensive Plan—as amended—and with the proposed conditions. The application will be consistent with the Village Comprehensive Plan adopted on June 13, 2018, upon the Plan becoming effective.

3. Urban services will be available and adequate to serve the proposed use.

4. The proposed uses, with the recommended conditions, are appropriate at the subject location.

5. There will be additional trips generated by the project, but there will be fewer trips generated on the roadways than if developed under the existing commercial zoning. Approval of the request will not place an undue burden upon existing transportation facilities because Interchange improvements have begun beginning construction in October 2019. There is an intersection level of service issue that will necessitate a traffic light for operational safety and which is addressed by a condition of approval.

6. The recommended conditions to the Master Concept Plan and rezoning provide sufficient safeguards to the public interest and are reasonably related to impacts on the public’s interest created by or expected from the proposed development.

7. The deviations recommended for approval:

(a) Enhance the planned development; and

(b) Preserve and promote the general intent of the LDC to protect the public, health, safety and welfare.
Section 5. Exhibits.

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

Exhibit A  Legal Description
Exhibit B  Master Concept Plan stamped Received January 14, 2020 October 1, 2019
Exhibit C  Schedule of Uses
Exhibit D  Site Development Regulations
Exhibit E  Pattern Book dated January 2020 stamped Received October 1, 2019

Section 6. Conflicts.

All sections or part of Sections of the Code of Ordinances, all Ordinances or Resolutions, or parts of Ordinances or Resolutions, granting prior approvals on the Property which are and all Resolutions, or parts of resolutions, in conflict with this Ordinance shall be repealed to the extent of such conflict upon the effective date of this Ordinance.

Section 7. Severability.

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

Section 8. Effective Date.

This Ordinance shall take effect immediately upon adoption be effective on the date that the Village Comprehensive Plan (Ordinance 2018-01) becomes effective.

PASSED on first reading this 16th day of October, 2019.

PASSED AND ADOPTED BY THE VILLAGE COUNCIL of the Village of Estero, Florida on second reading this 29th day of January, 2020.

Attest:

VILLAGE OF ESTERO, FLORIDA

By: ___________________________ By: ___________________________
Kathy Hall, MMC, Village Clerk  Bill Ribble, Mayor

Words that have been added are underlined. Words that have been deleted are striken through.
Reviewed for legal sufficiency:

By: ____________________________
Nancy E. Stroud, Village Land Use Attorney

Vote:  

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Table indicating the votes of the council members.
PROPERTY DESCRIPTION

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE, LYING IN SECTION 35, TOWNSHIP 46 SOUTH, RANGE 25 EAST, AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

STARTING AT THE SOUTHWEST CORNER OF THE EAST ONE HALF (E 1/2) OF THE SOUTHWEST ONE QUARTER (SW 1/4) OF SAID SECTION 35; THENCE N00°44'07"W ALONG THE WEST LINE OF SAID FRACTION FOR 1926.54 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE CONTINUE N00°44'07"W ALONG SAID WEST LINE FOR 710.00 FEET TO THE SOUTHWEST CORNER OF THE EAST ONE HALF (E 1/2) OF THE NORTHWEST ONE QUARTER (NW 1/4) OF SAID SECTION 35; THENCE N01°05'08"W ALONG THE WEST LINE OF SAID FRACTION FOR 1210.80 FEET TO AN INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF CORKSCREW ROAD; THENCE S85°17'38"E ALONG SAID RIGHT-OF-WAY FOR 861.49 FEET; THENCE N66°41'44"E ALONG SAID LINE FOR 49.85 FEET; THENCE S25°46'14"E FOR 977.57 FEET; THENCE S86°30'00"W FOR 331.29 FEET; THENCE S18°00'00"W FOR 900.00 FEET; THENCE WEST FOR 700.00 FEET TO THE POINT OF BEGINNING.

Kris A. Slosser, State of Florida, (P.S.M. #5560)

See attached sketch.

Exhibit A
Exhibit C

ESTERO CROSSING
Schedule of Uses

Parcel C (Commercial)
Accessory Uses and Structures
Administrative Offices
Animals: Clinic – no outside runs or kennel
ATM (Automatic Teller Machine)
Banks and Financial Establishments: Group I
Bar or Cocktail Lounge - only in conjunction with and accessory to a Restaurant, indoor only.  
Outoor COP will require approval by the Planning and Zoning Board
Business Services: Group I
Cleaning and Maintenance Services
Clothing Stores, General
Convenience Food and Beverage Store – no fuel pumps
Consumption on Premises – only in conjunction with a restaurant (indoor only, outdoor COP 
will require approval by the Planning and Zoning Board)
Day Care Center, Child, Adult
Drive Thru – limited to two, not in conjunction with a freestanding use. Any drive-thru must 
be designed to accommodate pedestrian movement through the use of raised crosswalk areas
Drugstore – limited to one
Essential Service Facilities: Group I
Excavation: Water retention and dry detention
Food and Beverage Service, Limited
Food Stores: Group I
Gift and Souvenir Shop
Hardware Store (less than 20,000 square feet)
Health Care Facilities: Group III
Hobby, Toy and Game Shops
Household and Office Furnishings, Group I
Insurance Companies
Laundry or Dry Cleaning: Group I
Medical Office
Package Store – limited to one
Parking Lot: Accessory
Paint, Glass and Wallpaper
Personal Services: Groups I, II (beauty and health spa only), III and IV (no escort services, palm readers or tattoo parlors)
Pet Services
Pet Shop
Pharmacy
Post Office
Real Estate Sales Office
Recreation Facilities: Commercial: (gymnasium or athletic club only)
Restaurant, Fast Food (no stand-alone fast food with drive thru)
Restaurants: Groups I, II and III
Schools: Commercial
Signs in accordance with Land Development Code
Specialty Retail Shops: Groups I, II, III (excluding firearms) and IV
Temporary Uses – in compliance with LDC 34-3041, limited to Christmas Tree Sales (LDC 34-3043), Temporary Contractors Office (LDC 34-3044) and Seasonal Farmers Market (LDC 34-3048)
Variety Store

**Parcel R (Residential)**

Accessory Structures – detached garages, maintenance building, storage shed (architecture must match primary structure)

Administrative Offices
Rental Leasing Office
Club, Private
Dwelling Units, Multi-family
Entrance Gates and Gatehouse (per Pattern Book)
Excavation: water retention and dry detention
Fences and Walls
Recreational Facilities – personal, private on-site
Residential Accessory Uses – including but not limited to fountain, pool, car wash station, playground, dog park, BBQ, gazebo, etc.
Signs, in accordance with Land Development Code
Temporary Uses – in compliance with LDC 34-3041, limited to Temporary Contractors Office and Equipment Storage (LDC 34-3044) in conjunction with construction of the residential portion of the project

Parcel MU (Residential/Commercial Mixed Use)
All uses listed under Parcel R to be located on 2nd and 3rd floor of building
Commercial uses to be located on 1st floor, must be complementary to residential use

Preserve Areas

Passive Recreation Facilities* (hiking trails, nature study, outdoor education, boardwalk, etc.)
* Such facilities and improvements shall obtain applicable permits that are reviewed and coordinated with Village of Estero staff
ESTERO CROSSING MPD  
SITE DEVELOPMENT REGULATIONS:

<table>
<thead>
<tr>
<th>Development Criteria</th>
<th>C (Commercial)</th>
<th>R (Residential)</th>
<th>MU (Residential/Commercial MU)</th>
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<tbody>
<tr>
<td>Minimum Setback from Corkscrew Road Right-of-Way</td>
<td>20-foot Min.</td>
<td>N/A</td>
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<td>Minimum Setback from Corkscrew Woodlands Road EOP</td>
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<td>Minimum Setback from ‘Main Street’ Roadway</td>
<td>5-feet</td>
<td>5-feet</td>
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<td>Min. Setback from Internal Private Roadways/Accessways</td>
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<td>Minimum Setback from Other Perimeter Boundaries</td>
<td>20-feet</td>
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<tr>
<td>Minimum Setback from other Internal Boundaries</td>
<td>5-feet</td>
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<td>Minimum Separation between Buildings</td>
<td>20-feet Min.</td>
<td>30-feet Min.</td>
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<td>Maximum Building Height</td>
<td>3-stories (45 feet)</td>
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<td>Maximum Lot Coverage</td>
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<td>Waterbody Setback (To Edge of Water/Control Elev.)</td>
<td>N/A</td>
<td>20-feet¹</td>
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<td>Preserve Area Setback(principle and accessory)</td>
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### Minimum Lot Area and Dimensions

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<th>Area</th>
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<tr>
<td>Depth</td>
<td>200-feet</td>
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</table>

**Notes:**

1. A 0-foot setback is permitted for accessory uses (i.e. pool decks, amenity areas, etc.) when constructed in conjunction with a bulkhead/sea wall.
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<th>Page Range</th>
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<td>Vicinity Map</td>
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<td>Overall Site Plan</td>
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<td>Amenity Site Plan</td>
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<td>Conceptual Layout and Planting Plan</td>
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<td>Landscape Character</td>
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<td>25-26</td>
<td>Frontage Road</td>
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<td>Landscape Plan</td>
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<td>Landscape Buffers</td>
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<td>Concept Type ‘A’ &amp; ‘B’ Buffer</td>
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<td>Concept Type ‘D’ Buffer-CorkscREW Road</td>
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<td>30-33</td>
<td>Island Club: Line of Site Study &amp; Buffer Plan</td>
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<td>Villa Palmeras: Line of Sight Study &amp; Buffer Plan</td>
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<td>34-38</td>
<td>Architectural Character</td>
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<td>Samples of Style</td>
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<td>Design Approach</td>
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<td>Building Layout</td>
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<td>Multi Family Perspective</td>
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<td>39</td>
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<td>40-41</td>
<td>Commercial Character</td>
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<td>Proposed Architecture Renderings</td>
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<td>42</td>
<td>Sign Concepts</td>
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<tr>
<td>43</td>
<td>Consultant Team</td>
</tr>
</tbody>
</table>

Note: The following images and renderings are conceptual. Final construction plans shall be in substantial conformance and achieve the design intent with outlined shown in.
VIEW FROM CORKSCREW ROAD LOOKING SOUTH
PLACEMAKING EXHIBIT - IDENTIFYING LANDMARK

VIEW LOOKING SOUTH TOWARD ARCHITECTURAL ICON
VIEW WITHIN PASEO PEDESTRIAN PLAZA
VIEW LOOKING NORTH TOWARD PASEO PEDESTRIAN PLAZA
VIEW OF THE RAISED CROSSWALK BETWEEN POCKET PARK AND PEDESTRIAN PLAZA
VIEW LOOKING SOUTH TOWARD THE POCKET PARK
BIRDSEYE VIEW LOOKING SOUTH OF PASEO PEDESTRIAN PLAZA
VIEW LOOKING SOUTH TOWARD PASEO PEDESTRIAN PLAZA
VIEW OF PRESERVATION AREA
VIEW OF PEDESTRIAN CORRIDOR SOUTH FROM ART INSTALLATION TO THE PASEO PLAZA
OVERALL SITE PLAN

LEGEND
1. PRIMARY ENTRY SIGNAGE
2. COMMERCIAL BUILDINGS
3. LANDMARK
4. SECONDARY ENTRANCE SIGNAGE
5. SECONDARY EXIT GATE
6. TRASH COLLECTION AREA
7. ENTRY GATES
8. DOG PARK
9. PRESERVE
10. COVERED PARKING
11. POND
12. LIGHTED FOUNTAIN
13. PEDESTRIAN PROMENADE
14. OUTDOOR GRILL AREA
15. OUTLOOK AREA
16. LOUNGE AREA
17. ARCHITECTURAL ICON
18. FEATURE POOL
19. FLOATING DOCK
20. RAISED PEDESTRIAN CROSSING
21. RAISED PEDESTRIAN CROSSING
All commercial buildings shall have pedestrian interconnectivity.
CONNECTIVITY

PEDESTRIAN CIRCULATION

• 1.75 miles interconnecting sidewalk
• Pathways create connections from parking lot to buildings and interior pond promenade with shaded seating areas
• Wider sidewalk along frontage road encourages use of paths, linking open spaces of community

Design features like these provide refuge and attract users at Baldwin Park, Orlando
Example of proposed automated residential gate. Gates located off street to minimize their visibility from frontage road.
PARKING PLAN

Paved Area: Connection to Community
Support and enhance Estero’s residential character

Parking Spots in Residential Area
304 Total Dwelling Units (Parking Per LDC)

Detached Parking Garages

example of proposed detached parking garage
Landscaped Area: 12.1 Acres (±28% Total)

Refers to planted areas which are designed, installed and maintained

Indigenous Area: 8 Acres (±21% Total) Protection of natural environment

Also referred to as native area

Pond Area: 3.9 Acres (±9% Total)

Total Residential Site: ±43 Acres

Landscaped Areas + Indigenous Area + Pond: 24 Acres (±56% Total Site)
PLANTINGS
- Palms and ornamentals trees
- Stately shade trees will be used in the parking lot medians to help decrease heat island effect
- Layers of landscaping will reduce visibility of the community from surrounding properties and provide noise attenuation

LANDSCAPE
Including buffers, the indigenous area, landscaped areas and the pond, the entire site as planned is over 50% pervious (green)
POCKET PARK

Conceptual and Planting Plan

LANTANA (depressa)*
24” HT.

YELLOW TABEBUJA
12-14’ O.A.

SHADY LADY BLACK OLIVE
12-14’ O.A.

MUHLY GRASS* 3 GAL

SEATING AREA W/ SHADE STRUCTURE

STREET TREES

SEATING AREA W/ SHADE STRUCTURE

POCKET PARK

SEATING AREA W/ SHADE STRUCTURE

PARALLEL PARKING

SOCIETY GARLIC* AND BULBINE MIX 20-30” HT.

PINK TABEBUJA
12-14’ O.A.

ROYAL PALMS* 22’ O.A.
4’ GREY WOOD
* FLORIDA NATIVE SPECIES
POCKET PARK

Landscape Character

• The lawn area within the pocket park will be bermed to create interesting undulation in the landscape and frame the space
• Native, adapted and non-invasive plants will be utilized
• The park will be accessible to the public and maintained to the standards of the grounds inside the multi-family development
• There will be seating areas with shade structures alternating along the central pathway and shade trees to provide a simple, yet attractive and comfortable amenity.

Promotes higher quality of life with park space (Policy No. 19.6)
Transportation Connectivity: Linkage of multi-use sites
PROPOSED PLANT MATERIAL LEGEND

1. STREET TREES
20’ ROYAL PALMS AT 30' OC.

2. STREET TREE/PARKING BUFFER
20’ ROYAL PALMS AT 30' OC. 12’ ORNAMENTAL TREE AT 30’ (ALTERNATING WITH STREET TREE)
DOUBLE ROW HEDGE 30’ MIN

3. COMMERCIAL BUILDINGS/REDUCED ROADWAY SETBACK
15’ MEDIUM PALMS AT 30’ OC. 8’ SMALL ORNAMENTAL TREE AT 30’ (ALTERNATING WITH MEDIUM PALM)
SINGLE ROW HEDGE 30’ MIN
Buffers are implemented to separate use areas, create a sense of place and obstruct undesired views. They are often a combination of layered plant materials and built structures such as walls, fences and berms. Many of the buffers implemented at Estero Crossing are ‘enhanced’, meaning they are designed to exceed the minimum requirements.

- **5’ Type ‘A’ Buffer**
- **Decorative Landscape plus 7.5’ wide strip outside wall/fence per LDC**
- **15’ Type ‘B’ Buffer**
- **Enhanced 15’ Type ‘B’ Buffer**
- **20’ Type ‘D’ Buffer**
- **Enhanced 20’ Type ‘D’ Buffer**
- **Residential Project Fence/Wall**
- **Enhanced Streetscape (Alternate to 20’ Type ‘D’ Buffer)**
LANDSCAPE BUFFERS

Concept and Type ‘A’ Buffer (4 Trees/ 100 LF)

4 TREES 
PER 100 FEET 
SABAL PALM CLUSTER

COMMERCIAL BUFFER ELEVATION ‘G’ WITH OPTIONAL WALL/FENCE (5’ TYPE A BUFFER)

COMMERCIAL BUFFER PLAN ‘G’ (5’ TYPE A BUFFER)

Concept and Type ‘B’ Buffer (5 Trees/ 100 LF with Double Hedge Row)

5 TREES 
PER 100 FEET 
SABAL PALM CLUSTER

COMMERCIAL BUFFER ELEVATION ‘D’ WITH OPTIONAL WALL/FENCE (15’ TYPE B BUFFER)

COMMERCIAL BUFFER PLAN ‘D’ (15’ TYPE B BUFFER)
LANDSCAPE BUFFERS

CORKSCREW ROAD
Type ‘D’ Buffer (enhanced) (5 Trees/ 100LF with Double Hedge Row)

Enhanced buffer to include:
Taller Trees
  • Cabbage Palm clusters at 16’, 18’ and 20’ overall heights and Royal Palms at 20’ height (code minimum 12’-14’)

Taller Hedge
  • 36” and 48” staggered double row hedge (code minimum 36”)

Additional Plantings
  • Grasses, low shrubs and ground covers throughout buffer

CORKSCREW BUFFER PLAN (20’ TYPE D BUFFER - ENHANCED)

CORKSCREW BUFFER ELEVATION (20’ TYPE D BUFFER - ENHANCED)
ISLAND CLUB BUFFER: ENHANCED TYPE ‘B’ BUFFER

- Proposed buffer will block sight line from adjacent residential areas:
  - 4’ berm and 8’ pre-cast wall
  - Solid clusia hedge, planted 42” O.C. and maintained at 4’
  - Cabbage palm clusters as shown, 7.5’ O.C.
  - (138) shade trees planted 15’ O.C. @ 14’ height, alternating (4) Live Oaks and (4) Shady Lady Black Olive Trees
LINE OF SIGHT STUDY - ISLAND CLUB

CONCEPT BUFFER PLAN

ENHANCED TYPE 'B' BUFFER ELEVATION (150' TYPICAL)

8' privacy wall of pre-cast, painted concrete on top of 4' berm along buffer (full buffer not shown)
VILLA PALMERAS BUFFER: ENHANCED TYPE ‘B’ BUFFER

- Proposed buffer will block sight line from adjacent residential areas:
  - 4’ berm and 8’ pre-cast wall
  - Solid clusia hedge, planted 42” O.C. and maintained at 4’
  - Cabbage palm clusters as shown, 7.5’ O.C.
  - (138) shade trees planted 15’ O.C. @ 14’ height, alternating (4) Live Oaks and (4) Shady Lady Black Olive Trees (Policy No. 19.3.3)
LINE OF SIGHT STUDY - VILLA PALMERAS

**EXISTING VIEW**

**ENHANCED TYPE ‘B’ BUFFER ELEVATION (150’ TYPICAL)**

**CONCEPT BUFFER PLAN**

- Dwarf lisa hedge
- 7 gal. 3’ planted
- Live oaks (15’ OC) 110
- Shady lady
- Black olives
- Sabal palm cluster

8’ privacy wall of pre-cast, painted concrete along buffer (full buffer not shown)
ARCHITECTURAL CHARACTER

“Mediterranean” Style Architecture

The “Mediterranean” style embraces the historical design of the Mediterranean regions with the modernity of “Florida Coastal” style of architecture. Exterior elements such as white smooth finished stucco, barrel tile roofs, arched openings and detailed gables give the Mediterranean flavor. The clean modern massing of the architecture and the resort atmosphere created by lush landscaping and inviting amenity spaces, lend towards the “Florida Coastal” style. This elegant composition achieves a harmonious and stylish design of architecture that is timeless, graceful and will enhance the community of the Village of Estero for years to come.

Design Approach

Create a design that is timeless and graceful

- Barrel tiled roofs of warm and rich texture.
- Detailed roof gables with simple but enhancing design elements.
- Stylized windows – respectful yet contemporary.
- White smooth finished stucco – blending of classic and modern styles.
- Balconies with rustic wood detailing and respectfully placed arches.
- Identifiable and inviting building entries.
- Architecture and exterior spaces that create a resort style experience.
Samples of “Mediterranean” Style Architecture (Residential)

Mixed-Use Perspective
Quality Construction

Below are examples of Multi-family product constructed by Stock Development. The units in Estero Crossing will be similar to examples pictured below.
Building Layout

• Entry point provides a view of an intuitive and inviting arrival experience.

• Arrangement of buildings on site starts with tallest buildings towards the center with the smaller buildings and parking at edges, therefore softening the line of sight from adjacent properties.

• Apartment and amenities maximize the lake views by framing the lake yet still provide ample open and green spaces between buildings.

• Resort style pool and contemporary amenities that create a desired lifestyle.
ARCHITECTURAL CHARACTER

Multi-Family Perspective

ESTERO CROSSING
UNIFIED COMMERCIAL PLAN

- Provide a clearly marked crosswalk (highlighted above) for safe pedestrian access
- The proposed landscaping will exceed code requirements:
  - The tree lined frontage road creates a sense of arrival
  - Vegetative buffers shield the property from the noise and views of surrounding roads
Proposed Architecture

The commercial component of the project will incorporate the following element of the land development code of the Villages of Estero, Chapter 10 & 53

- Use of covered pedestrian arcades
- Incorporation of overhangs
- Display windows over 50% of main facade under pedestrian covered walkway
- Tower elements
- Peaked roof
- Outdoor seating areas
- Incorporation of pergolas
COMMERCIAL CHARACTER

Proposed Architecture (continued)

- Incorporation of iron work
- Architectural elements within the towers
- Use of trim and corbels
- Peaked roofs at covered walkways with concrete tile as roofing elements
- Variation of roof lines
- Column with defined shaft and base
- Defined pedestrian courtyards

Commercial renderings showing architecture for Estero Crossing; Product of GMA Architecture
SIGN CONCEPTS

1. DOUBLE SIDED GROUND SIGN - TO HAVE REVERSE LIT CHANNEL LETTERS. FLOAT MOUNTED ONTO SIGN FACE - ALL EXACT PAINT, FINISH & VINYL COLORS ARE TO BE DETERMINED.

   QUANTITY: 1

   NON-LIT FLAT CUT OUT ALUMINUM LETTERS
   COPY TO READ: "THE RESIDENCES AT"

2. DOUBLE SIDED GROUND SIGN - TO HAVE INTERNALLY ILLUMINATED SIGN CASKET WITH WHITE PLASTIC SIGN FACES - ALL EXACT PAINT, FINISH & VINYL COLORS ARE TO BE DETERMINED

   ALL SIGN COPIES, TENANT COPIES, COLORS ARE TBD - FILL IN FOR ONE (1) TENANT

[COMMERCIAL TENANTS]

ESTERO CROSSING
CONSULTANT TEAM

STOCK DEVELOPMENT, Developer

BOOTH DESIGN GROUP, Landscape Architecture

DELISI, INC., Land Use Planning

McMAHON ASSOCIATES, Transportation Engineers & Planners

CBA ARCHITECTS, Architect

GMA ARCHITECTS AND PLANNERS, Architect

WINDHAM STUDIO, INC., Landscape Architect

PAVESE LAW FIRM, Attorney

DELISI FITZGERALD, INC., Civil Engineering
REQUEST AND BACKGROUND

This is a revised request for a rezoning from Commercial Planned Development (CPD) to Mixed Use Planned Development (MPD) with deviations.

The 43-acre site is located 1,000 feet west of the intersection of Corkscrew Road and I-75, on the south side of Corkscrew Road.

The development proposes to include multi-family residential use (reduced to 306 units) and 4 commercial buildings (60,000 square feet), including one vertically integrated mixed use building.

The application is being reviewed under the Village’s new Comprehensive Plan that was adopted and became effective in November, 2019.

BRIEF CHRONOLOGY

- Applicant filed with Lee County for Comprehensive Plan amendment and rezoning – early 2015.
- Review by Planning and Zoning Board – March 29, 2016; February 21, 2017; and March 21, 2017.
  - Comprehensive Plan amendment was not transmitted. Rezoning was continued indefinitely for review under new Comprehensive Plan.

Applicant revised request – 2018.

Planning and Zoning Board reviewed amended request – February 19, 2019.
  - Tie vote, motion fails.

Applicant met with staff to review additional information – June 2019.

Revised resubmittal received – August 19, 2019.


Applicant prepares revisions.

Revised information received January 14, 2020.

STAFF AND PLANNING AND ZONING BOARD RECOMMENDATION

This application will be reviewed under the Village's adopted and effective Comprehensive Plan under the Transitional Mixed Use land use category. The applicant has recently revised the request to reduce the number of units and height, among other changes, to address Council concerns. Staff is recommending approval of the revised request.

The Planning and Zoning Board reviewed the request at its meeting on February 19, 2019, prior to the most recent changes. There was a 3-3 tie vote on a motion for approval with conditions. Thus, the motion failed.

Staff recommended conditions and findings of fact are contained in Ordinance 2019-29 for the Council’s review.

APPLICATION SUMMARY

Applicant: Keith Gelder, SD Estero Crossing, LLC in reference to Estero Crossing

Authorized Agent: DeLisi Fitzgerald, Inc.

Amended Request: Rezone 42.97 acres from Commercial Planned Development (CPD) to Mixed-Use Planned Development (MPD) to allow for the development of a maximum of 306 multi-family residential units and 60,000 square feet of commercial use, including one vertically integrated mixed use commercial and residential building. Maximum building height is 3 stories (45 feet plus 5 feet for architectural features) for residential and the mixed use tract, and 45 feet for commercial buildings.

Location: The subject property is located at 10500 Corkscrew Road, Village of Estero, FL. The applicant indicates the STRAP Number is 35-13046-25-E1-U2192.2338.
LAND USE CATEGORY

Transitional Mixed Use (approximately 40 acres) and Wetlands (3 acres)

PROJECT HISTORY

The site is currently vacant and is not part of a plat or subdivision. The property consists of (1) one STRAP Number 35-46-25-E1-U2192.2338 and is owned by SD Estero Crossing, LLC.

The property was rezoned by Lee County (Resolution Z-06-31) from Agricultural (AG-2) to Commercial Planned Development (CPD) on August 21, 2006. The zoning permitted commercial uses consisting of a maximum gross floor area of 310,000 square feet not to exceed 45 feet (3 stories). No residential use was approved.

Subsequent Actions – 2010

The Estero Crossing CPD was amended per zoning resolution ADD 2009-00089 on May 6, 2010. The resolution clarified the amount of indigenous preserve area which was identified on the Master Concept Plan, and allowed deviations to reduce excavation setbacks, eliminate requirements for parking blocks and eliminate maintenance berm with vehicular access.

Council Action – 2017

The Council did not transmit the applicant’s requested Comprehensive Plan Amendment at its meeting on May 24, 2017. However, the Council continued the applicant’s rezoning request to a date uncertain.

SURROUNDING ZONING AND LAND USE

North – Corkscrew Road - Commercial CPD zoning with uses of retail, convenience food and beverage store with gas pumps, restaurants, hotels, day care, and apartments. (Estero Interstate Commerce Park) – Transitional Mixed-Use land use category.

East - Commercial CPD zoning, currently developed with uses of office, hotel, and an automobile dealership. (Corkscrew Commerce Center) – Transitional Mixed-Use land use category.

East and Southeast - Residential RPD zoning with single-family residential and RV-3 zoning with recreational vehicle use. (Corkscrew Woodlands/Island Club) – Village Neighborhood 2 land use category.

Southwest and West - Residential Planned Development, RPD zoning with single-family residential use and preserves. (Villa Palmeras) – Village Neighborhood 1 and Conservation land use category.

West - CPD zoning developed with a mixed-use commercial center with a Lowe’s Home Improvement store, retail, and multi-tenant commercial buildings. (Estero Town Center) – Transitional Mixed-Use land use category.
**REVISED PROPOSAL**

The applicant submitted a revised request in response to Council questions and concerns at the first reading on October 16, 2019.

The most recent revisions include a reduction of residential multiple family units to 306, and elimination of a proposed hotel on one tract, which is now proposed as a “vertical” mixed use building with commercial uses on the first floor and residential units on the 2nd and 3rd floors.

The height of residential units has been reduced from 4-story to 3-story. Residential density is decreased from 10 units per acre plus bonus density, to 9 units per acre and no bonus density request.

The applicant has also increased the height of the landscape buffer on Corkscrew Road (trees and shrubs) to shield the view of the parking area. A new Pattern Book is provided with a new color scheme and other revisions.

**MASTER CONCEPT PLAN**

The applicant’s revised site plan proposes 4 commercial buildings with parking along the frontage of Corkscrew Road. Access to these lots is limited to a reverse frontage road with no direct access from Corkscrew Road. The uses include 60,000 square feet of various types of commercial businesses. The maximum height of commercial buildings is 45 feet.

South of the reverse frontage road the plan shows a multiple-family residential development situated around a 3-acre lake and one mixed use tract. The maximum number of units proposed is 306.

The new site plan has a more defined entryway to the residential portion of the project with a 0.4-acre public park area. Several “placemaking” features are proposed in the commercial and residential portions of the project. This will be described further in the Pattern Book section of this report. Placemaking is a way of designing a project to create community scale in a distinctive setting that accommodates social interaction.

The residential area is proposed to be gated with one access off the reverse frontage road, and a proposed secondary access to the commercial property to the west.

There are two indigenous (native) preserve areas along the east and south sides of the residential parcel. The preserve area contains two wetland areas. The preserve will help provide a distance separation from the adjacent residential developments.

The reverse frontage road will provide access to the development from Corkscrew Woodlands Boulevard to the east and the commercial development to the west.

A summary of the request is depicted on the following table.
**STAFF ANALYSIS OF REZONING**

The staff analysis section of this report includes an analysis of the various issues, such as environmental issues, transportation impacts, density and height, Comprehensive Plan considerations and an analysis of the applicant’s Pattern Book and requested deviations.

Staff has provided a summary of the project's advantages and disadvantages below. Following this section is more information on each of the issues described above.

**Summary of Project Advantages and Disadvantages**

**Advantages:**

- This proposal would generate less overall traffic than the approved commercial zoning if built out as approved.
- The site plan provides a reverse frontage road that connects between Chevrolet Way and Estero Town Commons Boulevard to provide access to Three Oaks Parkway.
- The applicant has committed to build the reverse frontage road in the initial phase of the project.
- The applicant proposes to provide assistance with funding of a proposed traffic light in Lowe’s Plaza, at Estero Town Commons Place and Corkscrew Road.
- There is a direct pedestrian connection through the commercial parcels to the existing Corkscrew Road sidewalk at the Lee Tran bus stop.
- A small park available to the general public is shown on the site plan adjacent to the entrance to the residential portion of the project.
- The applicant will provide a perimeter berm with enhanced landscaping and an 8 foot wall adjacent to the east boundary by Island Club/Corkscrew Woodlands.
- The applicant is providing “Placemaking Elements” to create a sense of place, and beautify the project. Elements include a small park area, creation of a “Main Street” area, and a pedestrian walkway “Paseo”.
- An enhanced buffer is proposed on Corkscrew Road with taller trees and shrubs.

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<th>Type of Use</th>
<th>Revised Request</th>
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<td>Residential Units</td>
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</tr>
<tr>
<td>“Placemaking Elements”</td>
<td>Several, including small public park area, “main street” and paseo</td>
</tr>
</tbody>
</table>
Disadvantages:

- A traffic light may adversely affect the interchange operations. Designing and installing the light could take 9 months or longer. However, design is now underway.
- The requested density is higher than nearby density.
- The height requested for the residential project is higher than the adjacent residential uses.
- Parking lots for the commercial area may be more visible from Corkscrew Road, since buildings will be oriented to the reverse frontage road. The applicant is providing an enhanced buffer to address this issue.

ANALYSIS OF ISSUES

Density and “Bonus Density”

Estero Crossing is proposed to be rezoned as a Mixed-Use Planned Development. The new Comprehensive Plan describes several types of mixed-use, including horizontal, integrated horizontal, and vertical mixed-use. This project proposes to develop as “Integrated Horizontal Mixed Use” with placemaking elements. Horizontal mixed use that is not integrated is allowed a residential density range of 1-6 units per acre based on gross residential acreage. Integrated Horizontal Mixed Use is allowed a residential density range of 1-10 units per acre, with up to 14 units per acre for bonus density.

Bonus density is determined through the rezoning process and Land Development Code. The current Village ordinance for bonus density applies only to certain County-approved projects. Bonus density is $20,000 per unit. Funds are to be used by the Village to purchase land for public open space, recreation, or preservation of environmentally sensitive lands. Bonus density is not “self-implementing” in the Village’s Comprehensive Plan which means the Land Development Code must be amended to include bonus density specifications for projects not covered by the current Village ordinance. The applicant was requesting bonus density units but has withdrawn that request and reduced the density from 10 units per acre to 9 units per acre.

Commercial uses are allowed in the Transitional Mixed Use category with a maximum Floor Area Ratio of 1.0. Both residential and commercial uses are subject to compatibility standards and commercial uses are to be “complementary” to residential uses.

Height

The applicant is now requesting 45 feet for commercial uses, and 3-story (45 feet with 5 feet for architectural features) for residential and the mixed use tract. Existing single-family homes are located to the south and southeast of the site in the Island Club/Corkscrew Woodlands community, as well as west and southwest in Villa Palmeras.

It should be noted that the applicant has provided line of sight drawings in its most recently revised Pattern Book depicting the view from Island Club and Villa Palmeras. The drawings indicate that the view of the buildings will be obscured by the preserve area and landscape buffers.

Proposed Uses

The applicant has provided a list of proposed uses for the commercial area, the residential area, mixed use area, and the preserve area.
On the commercial portion of the project, the revised schedule of uses eliminated gas pumps from a prior request, but retains convenience store without gas pumps. The applicant also proposes to eliminate auto parts store, billboard, building material sales, wireless communication facility, and used merchandise stores. The list of potential commercial uses includes fast food restaurants, but not as a stand-alone building. Integrated horizontal mixed use development is limited to uses that are “complementary” as defined below.

Complementary means uses are compatible with each other and would serve the same users without requiring a car or a bike/walk trip on a circuitous or inhospitable route.

A Mixed-Use Planned Development should have “complementary uses” according to the Comprehensive Plan. The applicant has revised its proposed schedule of uses to address staff concerns raised at prior meetings.

**Pattern Book**

The Pattern Book is very important to ensure a consistent architectural and landscape style, and also to depict Placemaking Elements and features in the Transitional Mixed Use land use category. The inter-relationship of the commercial and residential areas is important to provide a socially vital development.

The staff reviewed the prior Pattern Book and requested additional detail for Placemaking Elements, among other items. The Village retained a design consultant to review the plans. The consultant, Michael Huston, AIA, from Urban Arts, Inc. in St. Petersburg, FL, provided a memorandum (attached) and “mark up” of the Master Concept Plan with comments. The staff provided this to the applicant and met with the applicant in June to review the documents. The applicant subsequently revised the Master Concept Plan and Pattern Book to incorporate most of the Village consultant’s recommendations.

The revised Pattern Book illustrates pedestrian and vehicle connections, amenities including a public “pocket park”, buffers and landscaping, preserve areas and “line of sight” diagrams that show the buffers and sight lines from adjacent residential areas into Estero Crossing, as well as architectural renderings and sign concepts.

There is an existing sidewalk on Corkscrew Road. The applicant proposes a 5-foot wide sidewalk along the reverse frontage road, connecting to Corkscrew Woodlands Boulevard and the commercial center to the west. The applicant proposes to have the area along the reverse frontage road serve as a “main street” similar to Coconut Point but on a much smaller scale.

On-street parallel parking is shown on some parts of the reverse frontage road, and a turn lane or planted median on other parts. There is a raised pedestrian crossing connecting the residential and commercial areas. The Pattern Book shows a Mediterranean style.

The Pattern Book also shows the landscape buffers, which include an enhanced 20-foot wide buffer on Corkscrew Road which will contain taller trees and shrubs to provide screening for the parking areas.

In the new Comprehensive Plan, mixed uses must provide for “Placemaking” to achieve higher densities. Placemaking includes public gathering spaces, civic uses such as green spaces or community centers, and other amenities such as:
- Public plazas
- Interconnected pedestrian and bike facilities
- Focal points of buildings or civic spaces
- Building design oriented toward streets
- Traffic calming
- Sidewalks shaded by street trees
- Landscaping and use of Pocket Parks and courtyards to soften large building masses
- On-street parking
- Green building techniques
- Connectivity and integration between commercial and residential uses

The project includes a pocket park, on-street parking, connectivity between commercial and residential areas, traffic calming, sidewalks, and proposed plazas and walkways and a landmark or focal point. The applicant has added pictures of the proposed “Paseo” pedestrian zone and outdoor seating area in the commercial area and a landmark feature.

**Transportation Issues**

The property fronts on Corkscrew Road, a Lee County maintained arterial street. Access to the development will be provided by a reverse frontage road connecting to Corkscrew Woodlands Boulevard to the east and Estero Town Commons Place, the access drive serving the commercial development to the west. The connection to the west also provides connection to Three Oaks Parkway to the west using Estero Town Commons Place which is a privately maintained road.

The staff review indicates several transportation issues (1) Level of Service and improvements needed for Corkscrew Road; (2) operational issues (need for a traffic signal) and queue analysis; and (3) additional access point for residential.

**Level of Service and Improvements Needed for Corkscrew Road**

The applicant provided an updated traffic analysis which shows the average daily trips from the proposed project to be 4,797 net new trips per day. Total trips are 7,117 per day but these trips would be reduced to 4,797 to account for “pass-by” trips and “internal capture”.

The most recent Lee County Concurrency Report (2018) shows that this link of Corkscrew Road currently operates at Level of Service C. The Report also shows that the Future Level of Service, with all proposed traffic from currently approved development orders, is projected to be F. The Future Level of Service, per the report, includes the Estero Crossing commercial project’s approved development order as currently zoned. The proposed changes to the application will modify this anticipated Future Level of Service. The number of trips for the proposed project will be about 50% less than the previously approved commercial project if built-out with 300,000 square feet (4,797 trips per day compared to 9,918 trips per day). However, according to the staff’s analysis, the new project will still result in Corkscrew Road projected to have a Future Level of Service F.

In order to improve traffic flow along Corkscrew Road, the Florida Department of Transportation (FDOT) has funded $8 million in improvements to the Corkscrew Road & I-75 Interchange that should substantially improve traffic flow along Corkscrew Road between Three Oaks Parkway and Ben Hill Griffin Parkway. Work has begun with an expected completion date of spring 2021. The scope includes adding left turn lanes to access the I-75 on ramps, extending the on and off ramps 1500 feet, and new lighting and sidewalk improvements. These Interchange improvements
should significantly reduce the frequency of “on-ramp” queueing that encroaches into the eastbound and westbound thru lanes during peak season conditions. FDOT has estimated that the Interchange will operate at LOS D conditions with the completion of these improvements. Long-term improvements will likely warrant 6 lanes for Corkscrew Road between Three Oaks Parkway and I-75. There is adequate right-of-way to widen Corkscrew Road to 6 lanes, but Lee County has not yet funded the improvements. Estero Crossing will have to pay its fair share of roadway improvements via payment of road impact fees.

Traffic Signal

The intersection of Corkscrew Road at Corkscrew Woodlands Boulevard, and the intersection at Estero Town Commons Place/Puente Drive on Corkscrew Road are unsignalized and operate at unacceptable conditions now and as projected in the future. A signalized intersection at the Corkscrew Road intersection with Estero Town Commons Place/Puente Drive will be needed for operational safety purposes to accommodate the traffic from this project and the existing background traffic from surrounding developments. The applicant will be required to participate in the funding of signal improvements since the traffic from the subject site will contribute traffic to this intersection. Design work for the signal is now underway.

Queue Analysis

When the project was reviewed by the Planning and Zoning Board previously, a concern was raised that the applicant demonstrate that the proposed traffic signal would function efficiently without traffic backing up, and that there would be sufficient space for vehicles in the turn lanes to prevent safety issues with queueing or stacking of vehicles.

The applicant submitted an additional analysis on December 21, 2018. Staff is concerned that additional right-of-way may be needed for another turn lane. A condition is proposed to address this.

Access from Residential

The access for the residential portion of the project is from the reverse frontage road. The applicant had proposed a secondary “egress” (exit) from the project on the west side to connect to the commercial plaza near Lowes.

The staff requested the applicant provide two full access points that are required and necessary for the 350 units. The Land Development Code Section 10-291(3) states:

Any residential development of more than five acres must provide more than one means of ingress or egress for the development (ten acres for commercial or industrial).

The applicant has modified the plan to show a second full access on the west side of the property through the hotel parking area and lining up with the drive aisle to Lowe’s plaza. This will help disperse some traffic to the west and decrease trips on the reverse frontage road. In order to provide this, the applicant will need a deviation to reduce the stacking distance for vehicles.
**Environmental Issues**

*Open Space*

The Village of Estero Land Development Code (LDC) Section 10-415(a) requires 30% open space for non-residential uses and 40% open space for residential areas within large projects. The proposed Master Concept Plan (MCP) includes an open space calculation meeting the total open space required within the planned development (16.15 acres).

Planned developments are allowed to provide the open space throughout the development when an open space table is included on the MCP, and each outparcel or tract provides a minimum of 10 percent open space per LDC Section 10-34-414(C). The proposed MCP includes an open space table in accordance with these requirements.

*Wetlands*

There are approximately 3 acres of wetlands on this site. An Environmental Resource Permit has been issued by the SFWMD. During the SFWMD permit application review, the boundaries of the State jurisdictional wetlands were verified. The ERP approved impacting 1.88 acres of wetlands, and 1.33 acres of wetlands are being preserved in the easterly and southern designated preserve areas. The wetland mitigation will occur onsite. A total of 3.94 acres will be preserved onsite under a conservation easement to SFWMD. The 3.94 acres consists of 1.33 acres of wetland preservation/enhancement, 0.66 acres of upland buffers, and 1.95 acres of upland preservation/enhancement per the ERP.

The 1.88 acres of wetland impact includes an isolated, low quality 0.11-acre hydric flatwoods with 76-90% invasive exotic cover, and 1.77 acres of moderate to low quality cypress-pine with 51-75% invasive exotic cover.

*Indigenous Preservation*

The indigenous preserve is located along the east and southern boundary of the property. The southern portion of the property contains the most environmentally sensitive area as it provides protection to the southern branch of the Estero River and connects to offsite preserves to the south and southwest.

The preserve area delineated on the MCP includes 7.05 acres of forested upland and a 0.34-acre forested wetland which qualify as indigenous plant communities per the LDC definition. An additional 0.99-acre forested wetland with greater than 75% invasive exotic plant cover lies within the preserve. This wetland will be enhanced through the removal of invasive exotic vegetation and supplemental plantings as detailed in the South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP).

The upland areas meeting the minimum dimensions and acreage as indicated in the LDC Section 10-415(b)(3)(a) qualify for indigenous preserve credits. This provision encourages development design that incorporates large, contiguous tracts of preserved indigenous plant communities.

The applicant provided an open space and indigenous plan (file 231315-Estero-Crossing-Open-Space-11x17-2018-11-29) detailing the preserve acreages and credit calculations. This plan verifies that the proposed preserve exceeds the required 8.04 acres of indigenous preserve by providing 9.12 acres of indigenous preserve including the allowed upland credits.
Protected Species

A protected species survey report dated December 2014 demonstrates the applicant completed a protected species survey meeting the LDC requirements. Three potentially occupied gopher tortoise burrows were located. No other listed species or signs thereof were observed.

Prior to land clearing, a 100% cover survey of all gopher tortoise habitat within the development area will need to be completed and an appropriate gopher tortoise permit obtained from the Florida Fish and Wildlife Conservation Commission per State of Florida requirements. Additionally, a protected species management plan will need to be submitted to the Village of Estero prior to local development order approval.

Water and Sewer

Water and sewer would be provided by Lee County Utilities. A letter of availability has been provided for the rezoning. Individual letters will be required at time of development order.

Estero Fire Rescue had previously notified the Village of a potential issue with adequate water supply for fire flow and suppression, particularly as it relates to degrading flow and pressure at Corkscrew Woodlands and Island Club. The applicant has identified solutions that could improve the situation and has worked with the fire district on solutions which will be incorporated at time of development order.

ANALYSIS OF COMPREHENSIVE PLAN

In analyzing a proposed project, it is necessary to determine if the request would be consistent with and further the policies and objectives contained within the Comprehensive Plan and to determine if the request is appropriate, whether it would create adverse impacts, as well as if it complies with general planning principles.

The Land Use Category in the adopted and effective Comprehensive Plan for this property is Transitional Mixed Use and Wetlands. An analysis is provided below to evaluate compliance under this new Plan.

The Transitional Mixed-Use Future Land Use category is defined as:

Policy 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 US41 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 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 the Community Design Sub-Element, 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 category.

The applicant is requesting to be evaluated as an “Integrated Horizontal Mixed-Use” project. This is a type of mixed-use with a focus on design and form, as explained in the Community Design Sub-Element.

Policy FLU-1.9.1 C.2. Mixed Use Development Form. 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 ¼-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 and outdoor spaces, walkable streets, environmental features, or public art.

The residential buildings in this project are located within walking distance of the commercial uses (1/4 mile). There will be pedestrian connections from the residential area to the commercial uses. The parcels will be developed with a unified architectural theme. Placemaking design elements are proposed.

Density

The density range for integrated horizontal mixed-use with placemaking elements is 1 to 10 units per acre, with bonus density up to 14 units per acre.

The applicant is requesting a density of 9 units per acre. To achieve this density, the applicant has proposed placemaking elements as explained in the Pattern Book section of this report. The applicant has recently supplemented its proposal by adding additional features in its Pattern Book.

Staff believes that the combination of the Placemaking proposals and other proposed offers and conditions justify the requested density.

Analysis of Comprehensive Plan Policies

The development proposes vehicular connections to the adjoining development through the use of a reverse frontage road. The applicant has provided pedestrian interconnections within and outside of the development in order to be consistent with Policy FLU-1.10.3. The applicant has not provided interconnection to the existing adjacent residential developments which object to any interconnection.

Policy 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. Connections to existing residential neighborhoods will be encouraged and will not be precluded by the commercial development’s design.

Policy TRA-1.2.2: Establish land development code standards that ensure the development of a well-connected transportation system that includes pedestrian pathways, bikeways, transit, and roadways. These standards should:

A. Require, where feasible, interconnects with adjacent uses;

B. To the extent feasible, minimize access points onto primary road corridors by providing multiple access to adjacent properties;

C. Link neighborhoods, commercial and mixed-use centers, public facilities, and parks, with priority on corridors linking neighborhoods to each other and a corridor to link Estero Community Park, the Estero River, Koreshan State Park, and Estero Bay Preserve; and

D. Enable multi-modal transportation access (pedestrian, bicycle, vehicular, and transit) within and between the different neighborhoods, economic and employment centers, civic uses, and public space, park, and recreational facilities within the Estero Community.

The project minimizes access points onto Corkscrew Road by use of the proposed reverse frontage road. Staff has recommended that the proposed secondary egress (exit) from the residential area on the west be revised to be a full access point for both entrance and exit and the applicant has agreed.

Policy FLU-1.10.2: Commercial Development Standards. New commercial developments should be designed to arrange uses in an integrated and cohesive unit in order to address compatibility with the adjacent and nearby uses by adhering to the following standards:

A. Provide visual harmony and screening;

B. Reduce dependence on the automobile;

C. Promote pedestrian movement within the development and connectivity to adjacent and nearby uses where such uses are compatible;

D. Utilize joint parking, access and loading facilities;

E. Avoid negative impacts on surrounding land uses and traffic circulation;

F. Protect natural resources;

G. Provide necessary services and facilities where they are inadequate to serve the proposed use;
H. Large scale nonresidential establishments will incorporate development design techniques to integrate the establishment into the surrounding community.

The commercial development is not adjacent to the residential development. Staff is proposing conditions including hours of operation limitations to ensure compatibility with nearby residential development. The applicant’s Pattern Book shows a consistent architectural theme so that the commercial buildings will be of similar architecture to the residential buildings. The Pattern Book shows pedestrian connections between the residential and commercial areas.

Neighborhood and regional scale commercial uses can be considered in the Transitional Mixed Use area. The 60,000 square feet of proposed commercial would comply with site location standards of the Plan (Policy FLU-1.5.1.A.)

Policy FLU-1.11.2: Residential Development Standards. Support and enhance Estero’s residential character by ensuring that development proposals address how they:

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

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

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

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

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

Urban services are available to this project. Environmental permits have already been issued. The applicant has revised the architectural theme as Mediterranean.

Other Issues and Services

Lee County Comments:
Lee County submitted a letter dated September 3, 2019 that advised that the County Port Authority conducted a “Noise Compatibility Program” 2018 Post Study update. The Study indicates that in the future, upon construction of a parallel runway at the Southwest Florida International Airport, the project site may be subject to flyovers due to revised flight paths.
**Natural Resources:**
The South Florida Water Management District Environmental Resources Permit has been issued on the subject property.

**FEMA Floodway:**
The subject property contains a small area within FEMA identified floodway. The applicant has indicated that they obtained a “no-rise” certification.

**Historic Resources:**
The subject property is not within the level 2 sensitivity areas for archeological and historic resources.

**Transit Services:**
There is fixed-route transit service along Corkscrew Road (Route 60) that fronts the subject property. The entire Estero Crossing property lies within the LeeTran paratransit services corridor.

**Fire Service:**
Estero Fire Rescue staff stated that they are capable of providing fire protection and advanced life support/non-transport services for the subject property.

**School District:**
In a letter dated June 8, 2018, School District staff stated that the local Concurrency Service Area (CSA) currently has sufficient capacity to serve the estimated 30 additional school-age children that would be generated by the proposed development.

**Utility Services:**
Lee County Utilities staff stated that potable water services will be provided through the Pinewood Water Treatment Plant. Sanitary Sewer Service will be provided by Three Oaks Wastewater Treatment Plant. Capacity to provide potable water and sanitary sewer service to the proposed development will be reviewed at time of development order.

**Deviations**
The applicant has requested 12 deviations from the Land Development Code. The following provides an explanation of each deviation requested and staff recommendations.

**Deviation 1 (Overhead power lines)**
This is a deviation from the Village of Estero LDC Section 33-112 requiring 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 within the existing FPL easement.

Recommendation: The deviation is recommended for approval for only the existing overhead lines on the property line. New or replacement lines should be developed in conformance with the code.

**Deviation 2 (Setback from Corkscrew Road)**
This is a deviation from LDC Section 33-400 regulating setbacks within the Corkscrew Road Overlay and to allow the proposed Development Regulations included with this application.
Recommendation: Staff recommends approval of this deviation. This would allow buildings to be set back further from Corkscrew Road. The applicant is proposing to create a “Main Street” character along the reverse frontage road instead of Corkscrew Road. Buildings will frame the street with a line of parallel parking to help integrate the commercial with the residential use.

**Deviation 3 (Setback from Corkscrew Road)**

This is a deviation from the Village of Estero LDC 34-2192 (b) (5) requiring 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 for parking lots on Corkscrew Road instead of 75 feet.

Recommendation: Staff recommends approval of this deviation. This is similar to Deviation 1, allowing a larger setback for buildings on Corkscrew Road.

The required setback is intended to promote an attractive landscaped and uniform appearance along this roadway. However, the setback has been applied somewhat inconsistently in this area. The applicant is creating a “main street” area along the reverse frontage road instead.

**Deviation 4 (Package store separation)**

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

Recommendation: Staff recommends approval of this deviation. The commercial area is separated from the proposed multi-family residential area by the reverse frontage road. The closest commercial buildings are about 90 feet from the residences or park, across the reverse frontage road.

**Deviation 5 (Second monument sign)**

This is a deviation from LDC Section 30-153(3)(a) that allows each individual establishment one (1) ground-mounted sign and Section 33-383(9) which prohibits offsite directional signage sign to allow a second ground-mounted sign in the commercial area to identify the Residential portion of the overall development.

Recommendation: Staff recommends approval of this request. The residential sign will be placed at the southeast corner of Corkscrew Road and Estero Town Commons Place (Lowe’s entrance). While staff does not typically encourage additional signage, this may enhance safety by reducing or preventing u-turns on Corkscrew Road.

**Deviation 6 (Offsite directional sign)**

This is 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 Place (aka the entrance to...
Lowe’s shopping center) with a 10-foot setback from the intersection. The deviation is for the residential project identification sign.

Recommendation: Staff recommends approval of this deviation. This is a second deviation for the proposed directional sign and seeks in this deviation to illuminate the proposed directional sign and reduce the setback to 10 feet from the intersection so as not to conflict with the landscaping. No easements exist in this location.

**Deviation 7 (Sign setbacks)**

This is a deviation from the Village of Estero LDC Sections 33-385(a)(3) and 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-foot setback from Corkscrew Road.

Recommendation: Staff recommends approval of this request. The sign plan shown in the Pattern Book illustrates 3 signs: one for residential and two for commercial. The number of signs has been reduced from the prior request. The signs placed at 10 feet will be outside of the right-of-way area and will not conflict with the landscape buffers.

**Deviation 8 (Building height)**

This is a deviation from LDC Section 33-229 which limits the building height outside of the Interstate Highway Interchange area to a maximum of 3 stories or 45 feet, whichever is less, to allow a maximum building height of 45 feet plus 5 feet for architectural features (3 stories) for the residential and mixed use areas within this development. This height has been reduced from the prior request.

Recommendation: Staff recommends approval.

The building height has been lowered from 4-story to 3-story for all residential buildings. The buildings are separated by a preserve area and buffer, and the “line of sight” drawings in the Pattern Book show that the residential buildings will be obscured from view by the adjacent buffer areas.

**Deviation 9 (Connection separation for residential road along public park)**

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

Recommendation: Staff recommends approval of this request. 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 and commercial areas, 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 feet from the closest intersection to the commercial property to the north.

**Deviation 10 (Landscape buffers)**

This is a deviation from the Village of Estero LDC Section 33-351 that requires a 20 foot Type D Buffer between roadways and commercial & multi-family residential uses, to eliminate the buffer requirement along the internal frontage roadway and instead provide a frontage road landscape plan.

The applicant provides the following 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 open space, tree quantity or other landscape or pen space criteria.

Recommendation: Staff recommends approval of the deviation subject to the frontage road landscape plan contained in the Pattern Book. The frontage road landscape plan is page 26 of the revised Pattern book. This plan proposes “street trees” consisting of 20 foot high Royal Palms supplemented with 12 foot high ornamental trees (such as Black Olives) and some hedges in appropriate areas. The landscape plan will provide an attractive view of the combination of landscape and architecture instead of “hiding” the buildings.

**Deviation 11 (Gates)**

This is 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 intersection street right-of-way or easement to allow a minimum setback of 40 feet for the secondary access location.

The application provides the following 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
evacuation access to the project.

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

The 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.

Recommendation: Staff recommends approval of this deviation because the secondary
access point is needed to disperse traffic and the configuration should be
adequate to prevent vehicle backups.

**Deviation 12 (Connection separation for hotel access)**

This is a deviation from the Village of Estero LDC Section 10-285(a) [Table 1] which requires a
minimum roadway connection for 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.

The application provides the following 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 Town 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.*

Recommendation: Staff recommends approval of this request because the second access is
needed and the 12 foot difference is not substantial.

**ATTACHMENTS:**

A. Maps: Surrounding Zoning, Future Land Use and Aerial Photograph
B. Letter from Urban Arts, Inc. dated May 8, 2019
C. Open Space & Indigenous Plan, Estero Crossing, stamped Received October 1, 2019
D. Letter from Lee County, dated September 3, 2019
E. Applicant’s Supporting Documents
F. Resolution Number Z-06-031
DC/2015-00001

Future Land Use Map

Transitional Mixed Use

Subject Property

Village Neighborhood 1

Village Neighborhood 2

Wetlands

Suburban
May 8, 2019

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

Dear Mary,

You requested a review of the Master Concept Plan for Estero Crossing for compliance with the Placemaking Elements of the Village’s Comprehensive Plan. Per our discussion, I have finalized that review and plan, and am sending two copies of the Plan and a pdf of the plan and letter.

In reference to the review documents, please note the following:

I tried to rework the plan without starting from scratch. If I had been the original designer, I might have done some things differently. For example, I would have preferred to see some townhouses or lower scaled housing types mixed in with the multi-family buildings in order to transition to the single-family houses beyond. But, I chose to focus on making one great public space (i.e., placemaking) and not try to reinvent the plan.

Disclaimer: I only reviewed the plan based on the Placemaking principles you provided. I cannot say definitively whether the recommendations contradict other sections of the zoning code.

One comment may fall on the Village’s side. The attached sidewalk along Corkscrew Road is not ideal along such a busy (and fast) thoroughfare. So, I proposed that a new sidewalk and/or a shared bike path be constructed that would be separated from the fast-moving traffic (ideally with a row of trees between). The other alternative would be to incorporate the sidewalk within the 20ft landscape buffer.

Please let me know if you have any questions or if you need me to attend any meetings or public hearings.

Sincerely,

Michael Huston, AIA
Urban Arts Inc.

Urban Arts Inc
Urban Design + Master Planning + Form-Based Codes + Architecture
2323 Central Avenue, St. Petersburg, Florida 33713
urbanarts.us
**PLACEMAKING:** START WITH ONE GREAT PLACE

The subject property has been reviewed under the terms of the Comprehensive Plan, Future Land Use sec-
tion 3.3.3. The project must closely follow the preservation of an integrated greenway mixed use develop-
ment. This paragraph states that components of the mixed use program should be placed so that "sepa-
rate uses are perceived as unified, work, play and shop destinations." Further it states that "Placing design
elements over spaces and infrastructure except to function for public access, use, and interaction." Using
this approach, the reviewer recommends that the proposed buildings (commercial, residential, and hotel) be
arranged to create one great public space that can function as a community gathering space. In this case
a block-long urban green and plaza is proposed in place of the street that connects the civic center to the
residential areas. This type of block-long thoroughfares are required under the Consolidated Plan for
public spaces. The public space must be defined by buildings that are situated close to the sidewalk
(distance of 15' from the curb) generally recommended. The sidewalks should be wide with street
trees and pedestrian landscaped. The street around the perimeter can be one-way with possible parking
on the sidewalk side of the street.

Buildings along the perimeter of the public space should have "A-grade" facades (refer to diagram for ex-
amples) and active uses on the ground floor that may include commercial, residential, and retail functions.
A-grade facades refer to facades that are given special attention to detail, materials, articulation, and with
generous fenestration in the form of doors and windows. Complex facades and rooves are not warrant-
ed. Multiple entries along the facade are encouraged. The facades at the ground level should have generous
glazing in the form of windows and storefronts. Surface parking is not allowed on street parking
widths greater than 18'. Upper floors should have active uses and should be located parallel to the
public street.

**Internal streets should be modeled as part of the open space network and in future streets. The streets
design should have sidewalks, street trees and pedestrian scaled lighting. This establishes the streets and block net-
work for future buildings.**

**Proposed alternates to hotel:** The developer proposes two alternates to the proposed hotel; a storage
building or a residential building. With either option, the urban form should match that of the hotel, that is,
it should define the western edge of the proposed urban green space. In the case of the storage build-
ting there should be some attempt to mitigate the negative impact of this "passive use" on the urban space. There-
fore, it is recommended that active commercial uses (office, retail, etc.) be placed at the sidewalk level
along the urban green with multiple entries along the sidewalk. The depth of the commercial uses can be
shallower, but should not be less than 15'. The upper floors of the storage building should have windows
with a spacing similar to the residential buildings along the A-grade facades.

**ANNOTATIONS (refer to #’s on Plan Diagram)**

1. A urban green (60-80%) is proposed. The
green space should be designed by a flat
line, with grass, lawns, and trees along the
border. The space may be used as a quiet pas-
sage space, or be programmmed at certain times
for events and gathering.

2. Traffic calming achieved by using an alternative
paving material for the public space or simply by
reduction in speed and separation by planters.

3. Proposed transit/ Mall (residential) - Pave
parallel to the proposed public space. At least
one entry that connects the building lobby
should orient toward the public space.

4. Need for the distance from building to build-
ing at the entrance to the public space to pro-
vide a greater sense of enclosure in the public
space.

5. Use of streetfronts as the commercial
anchor to activate the public space.

6. Use of pedestrian connection to activate
the public space.

7. Use of pedestrian connection to activate
the public space.

8. Cross streets to activate the public space.

9. Use of pedestrian connection to activate
the public space.

10. Use of pedestrian connection to activate
the public space.

11. Use of pedestrian connection to activate
the public space.

12. Use of pedestrian connection to activate
the public space.

13. Use of pedestrian connection to activate
the public space.

14. Use of pedestrian connection to activate
the public space.

15. Use of pedestrian connection to activate
the public space.

16. Use of pedestrian connection to activate
the public space.

**PLAN REVIEWED BY: URBAN ARTS INC.**

MAY 8, 2019
RECEIVED 10/1/19 VILLAGE OF ESTERO

CORKSCREW RD.  CORKSCREW WOODLANDS BLVD.

76.9'  150.8'  50'

WETLAND (0.99 AC.)

1605 Hendry Street
ESTERO CROSSING
Fort Myers, FL  33901
Florida Certificate of Authorization 418-0692
(239) Engineering LB #26978

NOT VALID WITHOUT SEAL, SIGNATURE AND DATE

EX. CORKSCREW WOODLANDS BLVD. = 1.13 AC.
(EXCLUDED FROM OPEN SPACE CALCULATIONS)

EXCLUDED FROM PROVIDED INDIGENOUS AREA TOTAL
(AREA INCLUDED IN PROVIDED OPEN SPACE)

OPEN SPACE CALCULATIONS:

REQUIRED OPEN SPACE:

NON-RESIDENTIAL USE - 5.85 AC. x 30% = 1.75 AC.
RESIDENTIAL USE - 35.99 AC. x 40% = 14.40 AC.
TOTAL = 16.15 AC.

REQUIRED INDIGENOUS:

50% OF REQUIRED OPEN SPACE

REQUIRED OPEN SPACE = 16.15
16.15 x 50% = 8.07 AC.

PROVIDED OPEN SPACE:

COMMERCIAL OUTPARCELS (10%)  0.52 AC.
RESIDENTIAL AREA 7.59 AC.
INDIGENOUS / OPEN SPACE AREA #1 4.08 AC.
INDIGENOUS / OPEN SPACE AREA #2 3.96 AC.
TOTAL OPEN SPACE = 16.15 AC.

0.86 ACRES
0.86 + 10%  0.95 ACRES WITH CREDITS

0.03 ACRES
INDIGENOUS / OPEN SPACE AREA #1

TOTAL OPEN SPACE = 4.08 AC.
INDIGENOUS AREA = 3.09 AC.

PROVIDED INDIGENOUS:

INDIGENOUS / OPEN SPACE AREA #1
0.06 AC. (NO CREDIT)
3.34 AC. (WITH 10% CREDIT)
INDIGENOUS / OPEN SPACE AREA #1 TOTAL = 3.40 AC. (WITH CREDIT)

INDIGENOUS / OPEN SPACE AREA #2
0.03 AC. (NO CREDIT)
0.55 AC. (WITH 10% CREDIT)
5.14 AC. (WITH 50% CREDIT)
INDIGENOUS AREA WITH CREDITS = 3.40 AC.
INDIGENOUS / OPEN SPACE AREA #2 TOTAL = 5.72 AC. (WITH CREDIT)

TOTAL PROVIDED = 9.12 AC.

COMMERCIAL AREA 0.50 ACRES
0.50 + 10%  5.85 AC. - INCLUDES HALF OF R.O.W.
TOTAL - 0.55 ACRES WITH CREDITS

HALF OF R.O.W.

ON-SITE ROADWAY = 1.39 AC. (0.695 AC. COMMERCIAL / 0.695 AC. RESIDENTIAL)
(50% ALLOCATED TO RESIDENTIAL FOR OPEN SPACE & DENSITY CALCULATIONS)

OPEN SPACE & INDIGENOUS PLAN

Project Manager: JTW
Drawn By: CAS
Checked By: JTW
Project Number: 21315
Part of Section(s): 35
Township: 46 S
Range: 25 E
County, State: LEE COUNTY, FL
Status: FOR PERMITTING PURPOSES ONLY
NOT FOR CONSTRUCTION
Sheet Number: 1
September 3, 2019

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

RE: DCl2015-00001 Estero Crossing Resubmittal #5

Dear Ms. Gibbs:

Lee County has reviewed the Estero Crossing Resubmittal #5 (DCl2015-00001) and offers the following comments:

(1) The site design parameters that are stated in the TIS do not appear to correspond to the parameters that are stated and/or depicted in the non-TIS submittals. The following submittals do not appear to agree as to the development density/intensity request: application, request statement, master concept plan, and TIS. Please review and revise these documents accordingly. Once the applicant has clearly stated the development density/intensity request, staff can proceed with a review of the TIS.

(2) The TIS does not appear to reference the most current edition of the ITE Trip Generation Manual. The TIS should be revised accordingly.

(3) Please note that the project is located near an arrival path of Runway 06 at the Southwest Florida International Airport and will likely be subject to aircraft over-flights.

Please contact Marcus Evans at (239) 533-8355 if you have any questions regarding this matter.

Sincerely,

Lee County Department of Community Development
Planning Section

Mikki Rozdolski
Manager, Community Development Operations

Cc: Matt Noble, Village of Estero Principal Planner
    David Loveland, Director, Lee County Dept. of Community Development
    Brandon Dunn, Planner, Principal, Lee County Dept. of Community Development
    Marcus Evans, Sr. Engineer, Lee County Dept. of Community Development
January 14, 2020

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 October 16, 2019 1st Reading Submittal

Ms. Gibbs,

The applicant has made several revisions to the Estero Crossing application to address the informal comments received from Village Council at the 1st Reading held October 16, 2019. In summary, the changes to the application include:

1. Reducing the requested density to 9 dwelling units per acre (306 units);
2. Reducing the requested height throughout the project to 3 stories and 45 feet (50 feet for architectural elements);
3. Removal of the 120 Hotel Rooms from the Schedule of Uses;
4. Addition of a vertically integrated mixed use building (commercial & residential) on the south side of the reverse frontage road;
5. Revisions to the Pattern Book to provide additional details and specificity on the architectural character, Placemaking Elements, and landscaping;
6. Withdraw request for Bonus Density;
7. Increased landscape buffer hedge height to 48” on Corkscrew Road to shield view of cars in parking field;
8. Commitment to deliver all Placemaking elements prior to 1st C.O.;
9. Commitment to install elevators in all residential buildings.
Enclosed for your review please find the following items, which have been revised to incorporate the above modifications to the application:

1. Three (3) copies of the revised Request Narrative;
2. Three (3) copies of the Density Calculation;
3. Three (3) copies of the Pattern Book;
4. Three (3) 11” x 17” copies of the Master Concept Plan;
5. Three (3) 24” x 36” copies of the Master Concept Plan;
6. 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 the January 29, 2020 City Council Hearing, please call.

Sincerely,

John T. Wójdak, P.E.
Vice President

Project No.: 21315

cc: Keith Gelder with attachments
    Neale Montgomery with attachments
    Dan DeLisi with attachments
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 to build a project that is a mixed use horizontally and vertically integrated residential and commercial development designed as a cohesive, pedestrian oriented, center of activity.

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 November 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 306 residential units, 60,000 square feet of commercial floor area.

**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. The Island Club, a 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, which include residential development of 14 units per acre, a hotel and high intensity retail uses.

**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. Drivers wanting to travel to the west will need to turn right, going east through the interchange and take a U-turn at Ben Hill Griffin Parkway to go west, 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 link to 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 reverse frontage road, and the supporting backbone surface water management and utility infrastructure.

Phase 2 will initiate development of the commercial area north of the reverse frontage road and consist of a minimum of 20,000 square feet. All Placemaking Elements within the commercial area will be delivered with this phase along with the Pocket Park on the south side of the reverse frontage road.

Phase 3 will be the entire residential portion of the project developed as a unified development including the vertically integrated mixed use building. Any remaining Placemaking Elements within the residential area including the preserve areas will delivered with this phase.

Phase 4 will consist of the remainder of the commercial area north of the reverse frontage road. This phase may precede or follow the residential development based on market demand.

**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 306 residential units and 60,000 square feet of commercial floor area. This is a significant 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 or bonus density.

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 discussions 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.
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.

**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 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.

**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 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.

**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 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.
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 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. The reverse frontage road will act as a “main street” with parallel parking and commercial uses framing the street. A vertically integrated mixed use building is proposed on the south side of the frontage road to draw pedestrian movement on both sides enhancing the overall placemaking of the project.

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

a. Public Art
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 the creation of 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 facilitate the County’s plan to eliminate an unsafe median cut at Corkscrew Woodlands Blvd. and improve the flow of traffic though 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. The road has been designed to accommodate the expected traffic from the development to the east of the property and provide sufficient stacking at the planned light at Estero Town Commons Place. In accordance with the Village Plan, the road design will include narrow lanes, parallel parking and building placement that will foster pedestrian activity along the road and slow traffic, creating a greater sense of place. 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 and enhanced sense of place.

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 only. Any drive-thru will contain a raised crosswalk 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 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 (re zoning 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 (re zoning 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 (re zoning 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. In addition, one of the parcels is proposed for vertical integration of commercial and residential uses. 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 Village Plan elements for horizontal mixed use and placemaking justifies the density being requested and will lead to a project that is consistent with 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 - TRANSITIONAL MIXED USE - RESIDENTIAL DENSITY

### RESIDENTIAL DENSITY - WITHOUT HOTEL

<table>
<thead>
<tr>
<th>FLUC</th>
<th>AREA (AC)</th>
<th>DENSITY (DU/AC)</th>
<th>UNITS</th>
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<tbody>
<tr>
<td>TRANSITIONAL MIXED USE-UPLAND</td>
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<td>9</td>
<td>296.0</td>
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<tr>
<td>TRANSITIONAL MIXED USE-PRESERVED WETLAND</td>
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<td>7.5</td>
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<tr>
<td>TRANSITIONAL MIXED USE-IMPACTED WETLAND</td>
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<td>0.1</td>
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<td><strong>TOTAL</strong></td>
<td><strong>35.99</strong></td>
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<td><strong>306</strong></td>
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**NOTES:**
1. 1/2 OF FRONTAGE ROAD AREA INCLUDED IN RESIDENTIAL AREA.
2. AREA ASSOCIATED WITH CORKSCREW WOODLANDS BLVD. EXCLUDED FROM RES. AREA.
RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

WHEREAS, an application was filed by the property owner, JTAD Estero, LLC, to rezone 43+/- acres from the Agricultural (AG-2) zoning district to a Commercial Planned Development (CPD), in reference to Estero Crossing; and,

WHEREAS, a public hearing was advertised and held on April 6, 2006, before the Lee County Zoning Hearing Examiner, who gave full consideration to the evidence in the record for Case #DCI2005-00102; and

WHEREAS, a second public hearing was advertised and held on August 21, 2006, before the Lee County Board of Commissioners, who gave full and complete consideration to the recommendations of the staff, the Hearing Examiner, the documents on record and the testimony of all interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

SECTION A. REQUEST

The applicant filed a request to rezone 43+/- acres from AG-2 to CPD to permit the development of mixed use commercial consisting of a maximum gross floor area of 310,000 square feet. Uses include but are not limited to: Banks, Convenience Food and Beverage Stores, Package Stores, Restaurants, Fast Food Restaurants, Drug Stores, Department Stores, Consumption on Premises, and Offices (both medical and general). Maximum proposed building height is 45 feet (three stories). Development blasting is not a proposed development activity. The Applicant indicates that they will connect to Lee County Utilities potable water and sanitary sewage. The property is located in the General Interchange and Urban Community Future Land Use Category and is legally described in attached Exhibit A. The request is APPROVED, SUBJECT TO the conditions specified in Section B below.

SECTION B. CONDITIONS:

All references to uses are as defined or listed in the Lee County Land Development Code (LDC).

1. The development of this project must be consistent with the two-page Master Concept Plan (MCP) entitled "Estero Crossing - DCI2005-00102, Conceptual
Master Plan,” dated 08-15-05, last revised June 14, 2006, and stamped “Received JUL 24 2006,” except as modified by the conditions below. This development must comply with all requirements of the LDC at time of local development order approval, except as may be granted by deviation as part of this planned development. If changes to the MCP are subsequently pursued, appropriate approvals will be necessary.

The development is limited to a maximum of 310,000 square feet of floor area. The developer must provide a cumulative land development summary table as part any local development order application.

2. The following Limits apply to the project and uses:

a. Schedule of Uses

Agricultural use is not an approved use within this planned development.

No outdoor storage, sales, or displays are permitted in connection with any permitted use.

Building Area “A”

No individual occupancy in Building Area "A" Village Square may exceed a gross floor area of 10,000 square feet. No drive thru is permitted.

Accessory Uses and Structures
Animals: Clinic
ATM (Automatic Teller Machine)
Auto Parts Store
Banks and Financial Establishments: Group I
Bar or Cocktail Lounge - only in conjunction with and accessory to a Group III Restaurant
Business Services: Groups I and II
Clothing Stores, General
Consumption on Premises - only in conjunction with a Restaurant use
Convenience Food and Beverage store - limited to one within Building Area “A” and no fuel pumps
Day Care Center, Child, Adult
Drugstore - limited to one within Building Area “A”
Essential Services
Essential Service Facilities: Group I
Excavation: Water retention
Food Stores: Group I
Gift and Souvenir Shop
Hardware Store
Health Care Facilities: Group III
Hobby, Toy and Game Shops
Household and Office Furnishings, Group I
Insurance Companies
Medical Office
Package Store - limited to one within Building Area “A”
Paint, Glass and Wallpaper
Parking Lot: Accessory
Personal Services: Groups I, II (beauty and health spa only), III and IV
(no escort services, palm readers or tattoo parlors)
Pet Services
Pet Shop
Pharmacy
Real Estate Sales Office
Restaurant, Fast Food - limited to two within Building Area “A”
Restaurants: Groups I, II and III
Signs in accordance with chapter 30
Specialty Retail Shops: Groups I, II, III and IV
Studios
Variety Store

**Building Areas “B,” “C” and “D”**

Accessory Uses and Structures
Administrative Offices
Animals: Clinic - no outside runs or kennel
ATM (Automatic Teller Machine)
Auto Parts Store
Auto Repair and Service, Group I - must be ancillary to a permitted use
and solely within Building Area “C” only
Bar or Cocktail Lounge - only in conjunction with and
accessory to a Restaurant: Group III
Building Material Sales - limited to within Building Area “C” only
Business Services: Groups I and II
Car Wash - limited to one and solely within Building Area “D”
Cleaning and Maintenance Services
Clothing Stores, General
Communication Facility, Wireless - limited to building mounted facilities
only, no free-standing communication towers are permitted
*Convenience Food and Beverage Store - limited to one
and a maximum of 12 pumps
Cultural Facilities
Day Care Center, Child, Adult
Department Store - limited to within Building Areas “B” and “C” only
Drive-through facility for any permitted use - limited to within
Building Area "D" only
Drugstore
Essential Services
Essential Service Facilities: Group I
Food and Beverage Service, Limited
Food Stores: Group I
Gift and Souvenir Shop
Hardware Store - limited one within Building Areas “B” and “C” only
Health Care Facilities: Group III
Hobby, Toy and Game Shops
Household and Office Furnishings, All Groups
Insurance Companies
Laundry or Dry Cleaning: Group I
Lawn and Garden Supply Stores - limited to one within
Building Areas “B” and “C” only
Medical Office
Nonstore Retailers, all groups
Package Store (limited to one)
Parking Lot: Accessory
Personal Services: Groups I, II (beauty and health spa only), III and IV
(no escort services, palm readers, and tattoo parlor)
Pet Services
Pet Shop
Pharmacy
Post Office
Real Estate Sales Office
Recreation Facilities: Commercial: Groups I and IV
Repair Shops: Groups I, II and III
Restaurants, Fast Food - located solely within the main buildings
and with no drive through facilities or window
Restaurants: Groups I, II and III
Schools: Commercial
*Self Serve Fuel Pumps - limited to a maximum of 12 pumps
Signs in accordance with chapter 30
Social Services: Groups I and II
Specialty Retail Shops: Groups I, II, III and IV
Studios
Used Merchandise Stores: Groups I and II
Variety Store

*[NOTE: Those uses marked with an asterisk (*) are limited to a total of
one (1) within this area of the development.]
b. **Site Development Regulations**

Summary of setbacks, space between buildings, building height and lot coverage.

<table>
<thead>
<tr>
<th>Development Criteria</th>
<th>All uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Setback from Public Streets (See Footnote 1 below)</td>
<td>25 feet</td>
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<tr>
<td>Minimum Setback - Other Perimeter Boundaries</td>
<td>20 feet</td>
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<tr>
<td>Minimum Width of Internal Access Drives</td>
<td>10 feet</td>
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<tr>
<td>Minimum Separation Between Buildings</td>
<td>( \frac{1}{2} ) the sum of the height of the adjacent building, with a minimum separation of 10 feet</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>3 stories or 45 feet</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>40 percent</td>
</tr>
</tbody>
</table>

Footnote 1 - The setback of buildings from Corkscrew Road right-of-way must be in accordance with §34-1047, Table 1, and may vary from not less than five feet, or more than 25 feet, as provided by said Section.

3. Development must be substantially consistent with the Design Guidelines for Estero Crossing, dated January 19, 2006 (stamped “Received Jan 20 2006”), and all attached hereto as Exhibit “D”. In the event of an inconsistency between these and the Estero Community Design guidelines, the Estero Design guidelines will control.

4. Prior to any approval of a local development order which includes excavation for water retention, the approved planned development must be administratively amended to show the proposed location of the excavation and the calculation of total open space to ensure compliance with the LDC and the commitments made as part of this approved planned development.

5. Development blasting is not an approved activity as part of this approved planned development. Development blasting must be approved through an amendment of this planned development that goes through the public hearing process.
6. A final gopher tortoise management plan must be submitted with the local
development order for review and approval by the Lee County Division of
Environmental Sciences Staff. The final plan must include the information
contained in the draft gopher tortoise management plan prepared by Calusa Coast
Ecologists, Inc., entitled “Draft Gopher Tortoise Relocation and Management Plan,
Corkscrew Road - Estero 43 +/- Acre Site” dated April 21, 2005 (attached as Exhibit
“E”) with the following revisions and details to the draft plan:

   a. Gopher tortoises located outside of the preserve area will be moved
directly to the preserve area.

   b. Invasive exotic vegetation will be hand removed from the upland
preserve area prior to moving gopher tortoises into the preserve.

   c. All pine flatwoods areas that will be removed as part of the
development of the project must be surveyed for the presence of
gopher tortoise burrows and all burrows excavated prior to the full
clearing of the property.

   d. A Vegetation Removal Permit must be obtained for the minor clearing
to install appropriate barricades/fencing around the gopher tortoise
preserve and for the excavation of gopher tortoise burrows.

   e. The gopher tortoise preserve must be managed in perpetuity.

7. Prior to local development order approval, the landscape plan must demonstrate
that 30 percent of open space is provided for this project with a minimum 10 percent
open space on each lot.

8. Prior to local development order approval, the development order plans must
delineate 6.26 acres of indigenous preserve including 0.7 acres of
cypress/pine/sabal palm wetland within the 1.65 acre preserve delineated on the
MCP, and the 3.2 acre pine flatwoods preserve delineated on the MCP must be
expanded to 3.71 acres of pine flatwoods and sabal palm hammock areas that
qualify as indigenous plan communities. The 3.71 acres of pine flatwoods must be
a single contiguous preserve with a minimum 100-foot width, so this upland
preserve will qualify for the 150 percent upland credit (3.71 actual acres x 150
percent = 5.56 acres with credits). The indigenous preservation area may overlap
with dry detention areas when the use of the preserve as dry detention does not
alter the existing indigenous plant community or adversely affect the protection of
Lee County listed species (e.g., gopher tortoises) per §10-415 (c)(6).

All updated Florida Land Use, Cover and Forms Classification System (FLUCCS)
map must be submitted with the Development Order for verification of percentage
of invasive exotic coverage within the pine flatwoods areas to be preserved as existing indigenous plant communities.

9. Approval of this rezoning request does not address mitigation of the project's vehicular of pedestrian traffic impacts. Additional conditions consistent with the LDC may be required to obtain a local development order.

10. Approval of this rezoning request does not guarantee local development order approval. Future Development Order approvals must satisfy the requirements of the Lee Plan Planning Communities Map and Acreage Allocation Table, Map 16 and Table 1(b), be reviewed for, and found consistent with, the retail commercial standards for site area, including range of gross floor area, location, tenant mix and general function, as well as all other Lee Plan provisions.

11. Approval of this rezoning does not constitute a finding that the proposed project meets the concurrency requirements set forth in LDC Chapter 2 and the Lee Plan. The developer is required to demonstrate compliance with all concurrency requirements prior to issuance of a local development order.

SECTION C. EXHIBITS AND STRAP NUMBER:

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

Exhibit A: Legal description of the property
Exhibit B: Zoning Map (with the subject parcel indicated)
Exhibit C: The Master Concept Plan
Exhibit D: Design Guidelines for Estero Crossing
Exhibit E: Draft Gopher Tortoise Relocation & Management Plan

The applicant has indicated that the STRAP number for the subject property is: 35-46-25-00-00001.1060

SECTION D. FINDINGS AND CONCLUSIONS:

1. The applicant has proven entitlement to the rezoning by demonstrating compliance with the Lee Plan, the LDC, and any other applicable code or regulation.

2. The rezoning, as approved:

   a. meets or exceeds all performance and locational standards set forth for the potential uses allowed by the request;

   b. is consistent with the densities, intensities and general uses set forth in the Lee Plan;
c. is compatible with existing or planned uses in the surrounding area;

d. 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

e. will not adversely affect environmentally critical areas or natural resources.

3. The rezoning satisfies the following criteria:

a. the proposed use or mix of uses is appropriate at the subject location; and

b. the recommended conditions to the concept plan and other applicable regulations provide sufficient safeguard to the public interest; and

c. the recommended conditions are reasonably related to the impacts on the public interest created by or expected from the proposed development.

4. Urban services, as defined in the Lee Plan, are, or will be, available and adequate to serve the proposed land use.

5. The applicant has demonstrated that it meets the “Special Case” standards as set out in Lee Plan Policy 6.1.2(8).

The foregoing resolution was adopted by the Lee County Board of Commissioners upon the motion of Commissioner Ray Judah, seconded by Commissioner John E. Albion and, upon being put to a vote, the result was as follows:

Robert P. Janes Aye
Douglas R. St. Cerny Aye
Ray Judah Aye
Tammara Hall Aye
John E. Albion Aye
DULY PASSED AND ADOPTED this 21st day of August, 2006.

ATTEST: CHARLIE GREEN, CLERK

BY: [Signature]
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

BY: [Signature]
Tammara Hall, Chairwoman

Approved as to form by:

[Signature]
John J. Fredyma
County Attorney’s Office

CASE NO: DCI2005-00102

Z-06-031
Page 9 of 9
DESCRIPTION OF A PARCEL OF LAND LYING IN
SECTION 35, TOWNSHIP 46 SOUTH, RANGE 25 EAST,
LEE COUNTY, FLORIDA

(WILDER CORKSCREW PROJECT)

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE, LYING IN SECTION 35,
TOWNSHIP 46 SOUTH, RANGE 25 EAST, AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

STARTING AT THE SOUTHWEST CORNER OF THE EAST ONE HALF (E 1/2) OF THE SOUTHWEST ONE QUARTER
(SW 1/4) OF SAID SECTION 35; THENENCE N00°44'07"W ALONG THE WEST LINE OF SAID FRACTION FOR 1926.54
FEET TO THE POINT OF BEGINNING OF THE HEREBIN DESCRIBED PARCEL; THENENCE CONTINUE N00°44'07"W
ALONG SAID WEST LINE FOR 710.00 FEET TO THE SOUTHWEST CORNER OF THE EAST ONE HALF (E 1/2) OF
THE NORTHWEST ONE QUARTER (NW 1/4) OF SAID SECTION 35; THENENCE N01°05'08"W ALONG THE WEST LINE
OF SAID FRACTION FOR 1210.80 FEET TO AN INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF
CORKSCREW ROAD; THENENCE S85°17'38"E ALONG SAID RIGHT-OF-WAY FOR 861.43 FEET; THENENCE N86°41'44"E
ALONG SAID LINE FOR 49.85 FEET; THENENCE S25°46'14"E FOR 977.57 FEET; THENENCE S68°30'00"W FOR 331.29
FEET; THENENCE S19°00'00"W FOR 900.00 FEET; THENENCE WEST FOR 700.00 FEET TO THE POINT OF BEGINNING.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY (RECORDED AND
UNRECORDED, WRITTEN AND UNWRITTEN)

BEARINGS ARE BASED ON THE SOUTHERLY RIGHT-OF-WAY LINE OF CORKSCREW ROAD AS BEARING
S.85°17'38"E.

Certification for Description
Surveyor and Mapper in Responsible Charge:
Denis J. O'Connell, Jr., LS #5430
Metron Surveying & Mapping, LLC, LB #7071
5245 Ramsey Way, Suite 2
Fort Myers, FL 33907

Signed:

Date: 8/29/05

DCI 2005-00102
RECEIVED
DEC 07 2005
COMMUNITY DEVELOPMENT

Applicant's Legal Checked
by Jim 12/22/2005

5245 RAMSEY WAY, SUITE #2 • FORT MYERS, FLORIDA 33907 • PHONE (239) 275-8575 • FAX (239) 275-8457
www.metronfl.com

EXHIBIT "A"
(Page 1 of 2)
SKETCH TO ACCOMPANY DESCRIPTION
OF A PARCEL OF LAND LYING IN
SECTION 35, TOWNSHIP 46 SOUTH, RANGE 25 EAST,
LEE COUNTY, FLORIDA

SUBJECT PARCEL
STRAP NUMBER:
35-46-25-00-00001.1060

POINT OF BEGINNING
N.01'00'06"W. 1210.80'
N.00'44'07"W. 710.00'
N.00'44'07"W. 1928.54'

WILDER CORKSCREW PROJECT
METRON
SURVEYING & MAPPING, LLC
LAND SURVEYORS-PLANNERS
FL #7071

* SEE SHEET 1 OF 2 FOR LEGAL DESCRIPTION *

EXHIBIT "A"
(Page 2 of 2)
EXHIBIT "B"
(Zoning Map)
15' BUFFER WITH 8' WALL / BERMF AND BETTERMEN' PLANTING

300 L.F. Section
8 Trees per 100 L.F. = 24 Trees
27 Shrubs per 100 L.F. = 81 Shrubs
Min. Tree Ht. 12'-14'

15' BUFFER WITH BETTERMEN' PLANTING

300 L.F. Section
5 Trees per 100 L.F. = 15 Trees
Double Hedge Row
Min. Tree Ht. 12'-14'

15' BUFFER WITH 8' WALL / BERMF COMBINATION WITH BETTERMEN' PLANTING

300 L.F. Section
8 Trees per 100 L.F. = 24 Trees
27 Shrubs per 100 L.F. = 81 Shrubs
Min. Tree Ht. 12'-14'

15' BUFFER WITH WATER MANAGEMENT BERM AND BETTERMEN' PLANTING

300 L.F. Section
5 Trees per 100 L.F. = 15 Trees
Double Hedge Row
Min. Tree Ht. 12'-14'
EXHIBIT “D”
(Design Guidelines for Estero Crossing)
(Page 1 of 18)
Contacts:

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P. 239-437-4601
F. 239-437-4636
Contents

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PROJECT OVERVIEW

This document describes the intent of the applicant in developing the Estero Crossing project, and proposes design guidelines by which the project will be constructed. The objective is to provide the Estero community and Lee County the assurances that this project will be developed to meet the language and intent of the Estero Plan, while allowing the developer the flexibility to market the project to tenants with varying uses, building types and size requirements.

The Estero Crossing project is located at the corner of Corkscrew Road and Corkscrew Woodlands Road. Corkscrew Road is in the center of Estero and has been the subject of great attention by the community. For this reason, the developer has devoted special attention to creating this Design Guidelines document with standards that exceed the current Lee County design guidelines, found in Chapter 33 of the Lee County LDC.

In developing the property, it is important to do so in accordance with the Lee County Comprehensive Plan (including Goal 19 of the Estero Plan) and the development constraints presented with a 41.74 acres site at this location. The following base postulations, as well as policies that influence the type and level of development, were utilized.

- The subject property is located at the intersection of Corkscrew Road and Corkscrew Woodland Road. Prime access is provided to the site by Corkscrew Road, as well as the close proximity of Interstate 75 and US 41, 1/3 mile and 1 1/3 miles from the site respectively.

- The proposed development site is within the General Interchange and Urban Community land use categories, which was designated for areas that are suitable for intense levels of commercial, residential and light industrial development. The Lee Plan projects more intense development in these areas, more characteristic of an urban area.

- The intersection of Corkscrew Road and Corkscrew Woodland Road, including the proposed development site, is designated as a commercial node on Map 19 of

EXHIBIT “D”
(Design Guidelines for Estero Crossing)
(Page 4 of 18)
the Lee County Comprehensive Plan. The Estero Planning Community limits retail uses for all areas along Three Oaks Parkway with the exception of commercial nodes where the Plan deemed appropriate.

- The project lies within the Estero Planning Community, which was created to provide a pedestrian “boulevard”, in relative scale to Corkscrew Road by locating proposed commercial buildings close to the roadway and providing for pedestrian connections and amenities.

- The intent of this Design Guidelines document is to meet and exceed the requirements of the Estero Planning Community, yet allow for the development of a large commercial project containing one or more major anchors.
PURPOSE

This Design Guidelines provides for development of land uses within the Estero Crossing project and describes how these guidelines will be used as part of the development review process. It is intended to ensure that all new buildings on this property are harmonious with each other and within the character of Mediterranean style architecture. They are further intended to ensure a consistent design theme as the plan evolves, or changes, with the following characteristics:

- The mixture of land uses includes retail, service and office functions.
- A variety of thoroughfares serve the needs of pedestrians, cyclists, and drivers.
- Public open spaces provide places for informal social activity.
- Building frontages define the public space of each street.

APPLICABILITY

All proposed development within the Estero Crossing master plan shall comply with all applicable requirements of these design standards and Chapter 33 of the Lee County LDC. In the event of any conflict, the requirements of Chapter 33 shall prevail.
DESIGN GUIDELINES AND STANDARDS

The following design guidelines are intended to establish the standard with which this development will comply. The guidelines however, are intended to be flexible to allow for a more detailed analysis by the Lee County development review staff and the Estero Development Review Committee at the time of local development order.

• Estero Crossing is planned as a functionally interrelated commercial site under unified control, subject to common guidelines and standards to ensure a quality development. All development will meet or exceed those established by LDC Chapter 33, Estero Planning Community.

• Estero Crossing will be a fully integrated planned site, where attention to the overall site design is achieved by providing well designed and integrated vehicular use areas, pedestrian paths, a common or compatible architectural theme, unified signage, landscaping, and lighting throughout the site.

• Estero Crossing will be developed on a 41.75-acre site as part of the Corkscrew Road Overlay, a corridor of architecturally appealing and attractively landscaped buildings that cater to the needs of the community. This 41.75-acre site is divided into two main development parcels, the “Village Areas” fronting along Corkscrew Road and the “Anchor Parcel” located within the central and back portion of the site.

A. VILLAGE AREAS

1. Architectural Standards: The Village Areas will feature an integrated and compatible Mediterranean architectural building style or theme. Massing of building facades will be reduced by transitioning building heights, widths and colors, textures and adding architectural elements such as wall projections, loggias, canopies, corner towers, archways, or columns, which will form courtyard-like areas, appropriately scaled for public gathering space. Primary entry facades will have windows along no less than 10% of their horizontal length in addition to the primary entrance. These treatments will create visual interest and variety, while providing visitors to the project a pedestrian-friendly atmosphere. Building architectural styles shall be compatible and complementary elements such as roof treatments, signage, landscaping and building materials and colors.

2. Each free-standing use will provide a visually appealing, articulated, identifiable path of entry for pedestrians and vehicles for the internal drive to the site, from the site to the buildings themselves, and from Corkscrew Road to the free standing use. The orientation of a building or structure upon a site
will reflect not only the project's functionality, but will also be responsive to the individual parcel's characteristics and relationship to Corkscrew Road.

3. Building lighting design will be architecturally treated in the style of the building architecture. Lighting fixtures illuminating the parking area shall be shielded to minimize light intrusion crossing the property line when abutting residential uses.

4. Landscaping: Landscape design guidelines for freestanding uses will create a harmonious and visually pleasing landscape that is cohesive and complementary to the overall master landscape plan. The Estero Crossing landscape concept will feature combinations of native plants and ornamental varieties, which will be designed to define and accent pedestrian and vehicular spaces, as well as enhance the building architectural style. Landscape designs will create a coherent theme, which emphasize plant material as primary unifying elements. Where possible, existing native trees will be incorporated into the site plan to add character to the pedestrian/open space areas and enhance buffer and perimeter areas.

B. ANCHOR PARCEL

1. The Anchor Parcel will accommodate one or several retail uses. The on-site pedestrian system will connect the Anchor Parcel to the Village Areas, and the buildings of the Anchor Parcel will be designed to complement the buildings in the Village Areas. The parking area will be designed to minimize hardscaped areas, visually and physically.

2. Architectural Standards: The Anchor Parcel will feature an integrated and compatible Mediterranean vernacular architectural building style or theme, which will also be incorporated into the Village Areas, and all other free standing uses. Buildings will have architectural features and patterns that provide visual interest from the perspective of the pedestrian; reduce massing aesthetic and be site responsive. Facades will be designed to reduce the mass/scale and uniform monolithic appearance of large unadorned walls, while providing visual interest that will be consistent with the center's identity and character through the use of articulation, detail and scale. Articulation is accomplished by varying the building's mass in height and width so that it appears to be divided into distinct massing elements and details that can be perceived at the scale of the pedestrian.
Buildings will also provide a minimum of two of the following building design treatments:

- Canopies or portico, integrated with the buildings massing and style
- Overhangs
- Arcades, minimum of six feet clear in width
- Raised cornice parapets over doors
- Arches
- Ornamental and structural architectural details, other than cornices; which are integrated into the building structure and overall design
- Clock or bell towers
- Any other treatment, which, in the opinion of the Architect meets the intent of the design character.
Building facades may include a repeating pattern and may include no less than two of the design elements listed below. At least one of these design elements may repeat horizontally.

- Color change
- Texture change
- Material module change
- Expression of architectural relief, through a change in plane of no less than 12 inches in width, such as reveal, an offset, or a projecting rib
- Pattern change
Roof will meet at least two of the following requirements:

- Parapets will be used to conceal rooftop equipment and flat roofs
- Where overhanging eaves are used, overhangs will be no less than 12 inches beyond the supporting walls with a minimum fascia of eight inches
- Three-dimensional cornice treatment which will be a minimum of 12 inches in height with a minimum of three reliefs

Major anchor parcel buildings will have clearly defined, highly visible customer entrances which may include, an outdoor patio area adjacent to the customer entrance, which incorporates benches or other seating components and decorative landscape planters.

Exterior building colors and materials contribute significantly to the visual impact of a building.

Predominant exterior building materials will include, but are not limited to:

- Stucco
- EFIS
- Brick
- Tinted, textured, other than smooth or ribbed, concrete masonry units or
- Stone, excluding an ashlar or rubble construction look
C. COMMON / PUBLIC AREA

1. Internal roadways will provide efficient vehicular circulation and will be designed with streetscapes that create pedestrian-friendly environments. Streetscape plans will be designed to establish a hierarchy of vehicular and pedestrian flow appropriate in scale and character with landscape improvements, street function and adjacent land uses with the intention of linking uses throughout the project.

2. Project architectural features will be developed within common areas that may include streetscape elements such as lighting, rest pavilions, benches, gazebo and the like, and will be coordinated in design, color and style. Architectural features shall be permitted throughout the site.

3. Estero Crossing will provide a variety of publicly accessible amenities, such as restrooms, rest stations, gazebo and the like, which will further the project's commitment to complement and enhance Lee County and Estero Crossing Design Guidelines, and serve to provide a sense of place for the community.

4. A pedestrian way network shall be established throughout the project. The pedestrian system will serve to link Anchor and Village areas by providing a landscaped walkway protected from vehicular traffic movement. Any required breaks in the pedestrian network for vehicular access to the site shall be identified through use of pavers, signage, or other traffic calming techniques deemed appropriate to reduce the speed of vehicles and provide safe pedestrian movements throughout the site.

   a. The anchor parcel/building area pedestrian way shall be a walkway, featuring concrete surfaces, which may be paved, tiled, etc. This pedestrian way shall include architectural features such as fountains, courtyards, arbors or similar design features, and decorative landscape plantings. Seating and decorative landscape planting shall be provided intermittently along the pathway.

   b. The anchor parcel/building area pedestrian way shall be located generally within the parking area, to be determined at the time of approval of a Development Order for Building Area B or C. This pedestrian way system will be designed to promote safe and convenient linkage from the parking areas to both the perimeter village area and the anchor parcel. Vehicular crossings will be identified with signage, landscaping and clearly marked through use of varied pavement treatments or other traffic calming techniques. This pedestrian way system shall be a minimum of 5\’ in width, with pavers, stamped concrete or banded concrete pedestrian pathway. This pedestrian pathway will feature canopy trees or palms with
ground level landscape plantings. Canopy trees or palms will be planted within adjacent parking landscape islands. Canopy trees or palms shall be planted along the pedestrian way system and shall be a minimum of 12’ high with 4’ spread for canopy trees and equivalent specification for shade palms at the time of planting.

c. The perimeter pedestrian way system is designed to link freestanding uses with the parking and village area pedestrian way as shown on the Conceptual Site Plan. Vehicular crossings will be identified with signage, landscaping and clearly marked through use of varied pavement treatments or other traffic calming techniques.
LANDSCAPING

A. GENERAL

The attached Native Plant Lists are provided to present a specific plant palette for perimeter buffers, native re-vegetation, preserve enhancement and satisfy LDC native plant requirements. Any non-native landscape material used shall be allowed under the LDC and will be used to provide additional color and texture for areas to be enhanced such as main vehicular and pedestrian entries, circulation routes, building perimeter plantings and pedestrian amenity open spaces.

B. PERIMETER

1. Buildings along Corkscrew Road will be designed in accordance with LDC Chapter 33, the setback requirements for the Estero Planning Community. Trees may be clustered to allow view corridors to internal buildings. Where possible, native trees will be preserved and incorporated into the perimeter buffer areas for screening and aesthetic enhancement of the project.

2. Where parking or service areas along Corkscrew Road are located within 75' of the right of way line, the developer must maintain a minimum 30' setback for parking or service areas from the Corkscrew Road right-of-way, with a landscaped berm to obscure the parking areas as well as the vehicles. Trees may be clustered to allow view corridors to internal buildings. Where possible, native trees will be preserved and incorporated into the perimeter buffer areas for screening an aesthetic enhancement of the project. Further, sidewalk improvements may be made (subject to LDOT review and utility conflicts) to create a landscape area between the edge of pavement of Corkscrew Road and the sidewalk.

3. The required trees within buffers shall be a minimum of 12' over all in height. Canopy trees shall have a 6' canopy spread at the time of planting.

4. Landscape buffers, berms fences and walls, where applicable, must be constructed along the perimeter of the Estero Crossing boundary concurrent with a Development Order approval for each Building Area identified on the Master Concept Plan.

5. Sidewalks, signage, water management systems, drainage structures, project architectural features, lighting, and utilities will be permitted within perimeter landscape buffers.

6. Perimeter landscape berms located within the Estero Crossing boundary and contiguous to a property line and/or right-of-way line may be constructed such

EXHIBIT “D”
(Design Guidelines for Estero Crossing)
(Page 14 of 18)
that they encroach into the right-of-way when approved by the applicable owner or agency.

C. INTERNAL

Per LDC Chapter 33, internal landscaping will be provided to minimize hardscaped areas, both visually and physically, accentuate entryways, define pedestrian areas, and enhance the pedestrian walkway system. In all landscaped areas, existing native trees will be preserved where possible.
Recommended Plants - Native Trees
(Medium and Large)

(Plants Listed Range from Zones 9, 10 and 11)

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<tr>
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<th>Common Name</th>
<th>Botanical Name</th>
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Recommended Plants - Native Trees
(Medium and Large)

(Plants Listed Range from Zones 9, 10 and 11)

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<td>Dwarf Palmetto</td>
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13

EXHIBIT “D”
(Design Guidelines for Estero Crossing)
(Page 16 of 18)
Recommended Plants - Native Shrubs
(Plants Listed Range from Zones 9, 10 and 11)

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<tr>
<td>Harnelia patens</td>
<td>Firebush</td>
</tr>
<tr>
<td>Hypericum spp.</td>
<td>St. John's Wort</td>
</tr>
<tr>
<td>Illicium floridanum</td>
<td>Florida Anise</td>
</tr>
<tr>
<td>Iva frutescens</td>
<td>Virginia Sweetspire</td>
</tr>
<tr>
<td>Lantana involucrata</td>
<td>Marsh Elder</td>
</tr>
<tr>
<td>Licania michauxii</td>
<td>Native White Lantana</td>
</tr>
<tr>
<td>Lyonia lucida</td>
<td>Gopher Apple</td>
</tr>
<tr>
<td>Myrica cerifera</td>
<td>Fetterbush</td>
</tr>
<tr>
<td>Opuntia spp.</td>
<td>Wax Myrtle</td>
</tr>
<tr>
<td>Psychotria nervosa</td>
<td>Prickly Pear</td>
</tr>
<tr>
<td>Randia aculeata</td>
<td>Wild Coffee</td>
</tr>
<tr>
<td>Raphana punctata</td>
<td>White Indigo Berry</td>
</tr>
<tr>
<td>Rivina humilis</td>
<td>Myrsine</td>
</tr>
<tr>
<td>Sambucus simpsonii</td>
<td>Rouge Plant</td>
</tr>
<tr>
<td>Scaevola plumieri</td>
<td>Elderberry</td>
</tr>
<tr>
<td>Sophora tomentosa</td>
<td>Scaevola</td>
</tr>
<tr>
<td>Stachyarpetha jamaicensis</td>
<td>Necklace Pod</td>
</tr>
<tr>
<td>Yucca aloifolia</td>
<td>Blue Porterweed</td>
</tr>
<tr>
<td>Zamia purnila</td>
<td>Spanish Bayonet</td>
</tr>
<tr>
<td></td>
<td>Coontie</td>
</tr>
</tbody>
</table>
### Recommended Plants - Native Grasses
(Plants Listed Range from Zones 9, 10 and 11)

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andropogon brachystachys</td>
<td>Shortspike Bluestem</td>
</tr>
<tr>
<td>Eragrostis elliottii</td>
<td>Elliot Love Grass</td>
</tr>
<tr>
<td>Eragrostis spectabilis</td>
<td>Purple Love Grass</td>
</tr>
<tr>
<td>Muhlenbergia capillaris</td>
<td>Muhly Grass</td>
</tr>
<tr>
<td>Sorghastrum secundum</td>
<td>Lopsided Indiangrass</td>
</tr>
<tr>
<td>Spartina bakeri</td>
<td>Sand Cordgrass</td>
</tr>
<tr>
<td>Tripsacum dactyloides</td>
<td>Fakahatchee Grass</td>
</tr>
<tr>
<td>Tripsacum floridanum</td>
<td>Florida Gamma Grass</td>
</tr>
<tr>
<td>Uniola paniculata</td>
<td>Sea Oats</td>
</tr>
</tbody>
</table>

### Recommended Plants - Native Ferns
(Plants Listed Range from Zones 9, 10 and 11)

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acrostichum danaeifolium</td>
<td>Leather Fern</td>
</tr>
<tr>
<td>Blechnum serrulatum</td>
<td>Swamp Fern</td>
</tr>
<tr>
<td>Ctenitis sloanei</td>
<td>Florida Tree Fern</td>
</tr>
<tr>
<td>Nephelelepis spp.</td>
<td>Swordfern/Boston Fern</td>
</tr>
<tr>
<td>Osmunda regalis</td>
<td>Royal Fern</td>
</tr>
<tr>
<td>Pteridium aquilinum</td>
<td>Bracken</td>
</tr>
</tbody>
</table>

### Recommended Plants - Native Aquatics
(Plants Listed Range from Zones 9, 10 and 11)

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canna flaccida</td>
<td>Yellow Canna</td>
</tr>
<tr>
<td>Equisetum spp.</td>
<td>Horsetail</td>
</tr>
<tr>
<td>Juncus effusus</td>
<td>Soft Rush</td>
</tr>
<tr>
<td>Nuphar luteum</td>
<td>Spatterdock</td>
</tr>
<tr>
<td>Nymphaea odorata</td>
<td>White Water Lily</td>
</tr>
<tr>
<td>Pontederia lanceolata</td>
<td>Pickerelweed</td>
</tr>
<tr>
<td>Sagittaria spp.</td>
<td>Arrowhead</td>
</tr>
<tr>
<td>Scirpus spp.</td>
<td>Giant Bulrush</td>
</tr>
<tr>
<td>Thalia geniculata</td>
<td>Alligator Flag</td>
</tr>
</tbody>
</table>
DRAFT GOPHER TORTOISE RELOCATION
AND MANAGEMENT PLAN

Corkscrew Road - Estero 43± Acre Site

Section 35, Township 46 South, Range 25 East
Lee County, Florida

April 21, 2005

Prepared For:

Mr. Thomas Carabine, P.E.
The Wilder Companies
300 Massachusetts Avenue
Boston, MA 02115

Submitted To:

LEE COUNTY
COMMUNITY DEVELOPMENT
P.O. BOX 398 (1500 MONROE STREET)
FORT MYERS, FLORIDA 33902

EXHIBIT “E”
(Draft Gopher Tortoise Relocation
& Management Plan)
(Page 1 of 4)
1.0 INTRODUCTION

The proposed Corkscrew Road - Estero 43 acre project is located in Section 35, Township 46 South, Range 25 East, Lee County, Florida. Two inactive gopher tortoise (Gopherus polyphemus) burrows were documented on the property in August and September, 2004. Development plans will result in construction that may preclude preservation of these existing tortoise burrows. As a result, any gopher tortoise burrows that are found outside of the proposed indigenous preserve area will be excavated and any gopher tortoises found will be relocated to the upland portion of the preserve area.

The permanent preserve area for gopher tortoises will be established on the property, within the designated indigenous open space preserve. The upland areas selected for the gopher tortoise preserve represent suitable gopher tortoise habitat, and will be approximately 3.2 acres, more than large enough to accommodate any gopher tortoises found on the site (i.e., 3 tortoises/acres), and will be compatible with land plan requirements. In addition, a wetland preserve area (1.0± acres) with contiguous upland preserve (0.5± acres), and a contiguous dry detention areas (5.8± acres) will provide additional gopher tortoise forage areas.

Prior to development of the site, an application for Special Gopher Tortoise Relocation Permit for Five or Fewer Gopher Tortoises will be submitted to the Florida Fish and Wildlife Conservation Commission (FFWCC). Because a gopher tortoise relocation permit is only valid for 90 days for the FFWCC, application for the permit will be submitted at a time closer to construction commencement.

Following receipt of the FFWCC permit and other necessary permits, any gopher tortoise present on the site will be relocated either to a temporary holding area and subsequently to the permanent gopher tortoise preserve, or directly to the preserve area. The relocation of the tortoises will occur prior to the start of clearing and construction on the site.

2.0 RELOCATION & MANAGEMENT OF TORTOISES

The permanent gopher tortoise preserve will be established on the property. Per the Lee County density calculations and FFWCC methodology used to estimate the number of tortoises on the property, approximately 2 tortoises are estimated to exist on the property as of September 2004. FFWCC guidelines recommend a density of three tortoises per acre. Accordingly, approximately 0.66 acres would be required to support this estimated tortoise population on the property. Therefore, the plan provides for more than adequate indigenous preserve (3.2± acres of pine flatwood uplands, as well as additional contiguous wetland preserve and dry detention areas).

Prior to relocation of tortoises, the permanent preserve area will be prepared. 

EXHIBIT “E”
(Draft Gopher Tortoise Relocation & Management Plan)
angled inward and staked tightly to discourage scaling by tortoises. The fencing will also be buried a minimum of 1 foot below ground to discourage tortoises from burrowing under the fence.

The initial step in the tortoise relocation will be to find the previously identified tortoise burrow in the project area. A survey will be conducted in the general vicinity of this burrow to locate any new burrows. All new burrows encountered will be flagged, numbered, and classified as active, inactive, or abandoned.

All of the active and inactive burrows will be excavated in order to capture the tortoises and any vertebrate commensals found within the burrows. A qualified biologist with gopher tortoise relocation experience will oversee the excavation/relocation process. If excavation of a particular burrow proves unfeasible, the bucket-trap method will be employed to capture the tortoise. This method involves installation of a large plastic bucket sunk at the burrow entrance. The bucket will be left in place at least 14 consecutive days and checked in the early morning and once in the afternoon of each day to see if a tortoise has fallen into the bucket. If no tortoise has been captured after the 14-day period, the burrow will be assumed unoccupied. Any tortoises found wandering outside of their burrows will be captured by hand.

Captured tortoises and commensals will then be relocated into the permanent gopher tortoise preserve area. Any Eastern indigo snakes that are captured will be held separately and FFWCC will be notified for further instructions. Start holes will be dug within the holding area for the tortoises in order to reduce stress and encourage them to establish burrows.

The fencing around the gopher tortoise preserve area will remain in place until all construction in the vicinity of the preserve is completed. No supplemental feeding will be required, since the preserve includes appropriate gopher tortoise forage species. The containment fence will also be inspected regularly and mended when necessary.

Management of the permanent gopher tortoise preserve will begin prior to relocation of the tortoises. All exotic plant species will be removed. Removal of exotics will encourage natural recruitment and re-generation of native ground cover plant species. No supplemental planting of vegetation appears to be needed at this time, since this area is characterized as pine/palmetto flatwoods with 50% - 75% exotics (refer to FLUCCS Code description for 411 E3). The exotics are found mostly in the mid-story, and consist primarily of downy rose myrtle, with some Brazilian pepper and Melaleuca. Once these exotics are eradicated from the preserve, the resulting habitat will more optimally support gopher tortoise requirements.

Following completion of the construction project, the fencing will be removed to allow the gopher tortoises to move freely within the preserve areas.
The preserve management program will include educational and protective measures. A sign will be posted at the preserve boundary. This sign will indicate that the area is a protected wildlife preserve.

So long as gopher tortoises inhabit the area, the permanent gopher tortoise preserve will be managed in perpetuity to prevent re-infestation of exotic plant species. Appropriate horticultural practices (i.e. re-planting or seeding, control of nuisance plants, fertilization, etc.) will be employed as needed to sustain a desirable groundcover. The required management activities will be determined through periodic inspections of the preserve area.
Estero Crossing
Estero, FL

Stock Development
DCI2015-00001
January 29, 2020
<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant</td>
<td>BRIAN STOCK, CEO, STOCK DEVELOPMENT</td>
<td>SD ESTERO CROSSING, LLC.</td>
</tr>
<tr>
<td></td>
<td>KEITH GELDER, MBA, STOCK DEVELOPMENT</td>
<td></td>
</tr>
<tr>
<td>Legal</td>
<td>NEALE MONTGOMERY, ESQ.</td>
<td>PAVESE LAW FIRM</td>
</tr>
<tr>
<td>Planning</td>
<td>DANIEL DELISI, AICP</td>
<td>DELISI, INC.</td>
</tr>
<tr>
<td>Engineering</td>
<td>JOHN T. WOJDAK, P.E.</td>
<td>DELISI FITZGERALD, INC.</td>
</tr>
<tr>
<td>Traffic</td>
<td>TRENT EBERSOLE, P.E.</td>
<td>McMAHON ASSOCIATES</td>
</tr>
<tr>
<td></td>
<td>NATALIA LERCARI, P.E.</td>
<td>McMAHON ASSOCIATES</td>
</tr>
<tr>
<td>Ecology</td>
<td>CRAIG M. SMITH, M.S., P.W.S.</td>
<td>DEX BENDER</td>
</tr>
<tr>
<td>Design</td>
<td>HUNTER BOOTH, RLA, LEED^AP</td>
<td>BOOTH DESIGN</td>
</tr>
<tr>
<td>Architecture</td>
<td>CHARLAN BROCK AND ASSOCIATES</td>
<td></td>
</tr>
</tbody>
</table>
Brian Stock, CEO, Stock Development

Keith Gelder, President, Stock Luxury Apartment

One of America’s TOP 100 builders for 3 years in a row!
2013 Real Estate Developer “Champion Award” - Southwest Florida Choice Awards - Naples Daily News

2013 Builder Magazine’s BUILDER 100 List

2013 Business Observer (Tampa-based) – Entrepreneur of the Year - Brian Stock

2013 POOL & SPA NEWS Magazine Top 50 Pool Builder - #40 Serenity Pool & Spa

2013 Builder of the Year – Collier Building Industry Association (CBIA)

2014 Builder Magazine’s BUILDER 100 List

2014 Lee Building Industry Association (LBIA) Community of the Year – Paseo

2014 LINKS Magazine - The Club at Olde Cypress named one of The Best 35 Clubs in the US

2014 Builder of the Year – Collier Building Industry Association (CBIA)

2015 Builder Magazine’s BUILDER 100 List

2015 Community of the Year – Lee Building Industry Association (LBIA) – Hidden Harbor

2017 Project of the Year – Spectra – Southwest Florida Apartment Association

2018 Project of the Year – Inspira @ Lely Resort - Southwest Florida Apartment Association
LOCAL PRESENCE

Grandézza

PASEO

Hidden Harbor

Spectra

WildBlue
RESIDENTIAL CHARACTER

2018 Project of the Year – Inspira @ Lely Resort
Southwest Florida Apartment Association
2018 Project of the Year – Inspira @ Lely Resort
Southwest Florida Apartment Association

RESIDENTIAL CHARACTER
8/1/14   Estero crossings under contract
8/11/14  Lee County pre-application meeting
1/26/15  Estero Community Planning Panel hearing
1/27/15  Corkscrew Woodlands informal community meeting
4/10/15  Initial meeting with Bill Savage & Dave Wisor
4/22/15  Signalization meeting with lee county
4/27/15  On-site meeting with Bill Savage & Dave Wisor
6/16/15  Neighborhood Informational Meeting
6/25/15  Planning & Zoning hearing
9/28/15  Meeting with Bill Savage
10/22/15 Joint developer meeting with village representatives
10/28/15 Village workshop with Bill Spikowski
3/29/16  Estero Planning and Zoning Board Hearing
4/18/16  Meeting with Island Club/Corkscrew Woodlands & Villa Palmeras
9/28/16  Meeting with Island Club/Corkscrew Woodlands & Villa Palmeras
12/29/16 Meeting with Island Club/Corkscrew Woodlands & Villa Palmeras
1/5/17   Meeting with Neighbors on drainage
2/3/17   Meeting with Neighbors on Landscaping
2/16/17  Meeting with Corkscrew Woodlands, Island Club and Villa Palmeras Residents
2/21/17  Estero Planning Board
3/17/17  Estero Planning Board
5/24/17  Village Council Hearing
1/15/19  Estero Planning Board
2/19/19  Estero Planning Board
10/16/19 Village Council First Reading
1. **Density** - The density was lowered from 455 units to 350 units then lowered again to 306 units.

2. **Height** - The requested height was lowered from 55 feet to 50 feet. The height was then lowered again to 45 feet and 3 stories, with 5 feet for architectural features. The applicant is continuing to commit to concrete block and elevators.

3. **Light at Lowe's** - The applicant has continuously been working with the Village and the County to get the light located and installed.

4. **The View from Villa Palmeras** - We included a line of sight drawing in the pattern book.

5. **Stacking Along the Frontage Road** - Residents of the Corkscrew Woodlands/Island Club community are concerned about stacking from the light at Lowes. We have conducted a queuing study.

6. **“Playground” on the south side of the development** - The prior Master Concept Plan showed a “playground” on the south side of the property adjacent to the Island Club. This has now been relocated.

7. **Wall Adjacent to Island Club and Villa Palmeras** - The applicant committed to an 8’ wall on top of a 4’ berm along the east and west sides of the property.
7. **Wall Height at Villa Palmeras** - Residents of Villa Palmeras concerned about high school students cutting through their yards to walk to Estero High school. The applicant has agreed to install a wall.

9. **Landscaping** - The applicant is replanting area of exotic removal, buffing with a berm and landscaping, and providing security with a wall and fence. The applicant met with residents on site on 2/3/17 to discuss landscaping and security.

10. **Storm water Runoff** - Permit from the South Florida Water Management District. Our design accepts runoff from Corkscrew Woodlands/Island Club. The project engineer met with the concerned residents on 1-5-17 to review the drainage plan.

11. **Water Pressure** - Concern about drop in water pressure. We are committing to provide a loop between Corkscrew Woodlands and Corkscrew Road to improve pressure. We are coordinating with the Estero Fire Department.

12. **Gas Station use** - Corkscrew Woodlands/Island Club residents oppose the use. The Planning Board recommended denial. The applicant has removed the request.

13. **Security** - Concern on hours of operation. A condition is included in the zoning.

14. **Construction Access** - A condition is included in the zoning.
1. Signal and frontage road
   Condition on Timing

2. Limitations on Uses
   Limit Gas Station Use - Removed in Current Application
   Limit Hours of Operation

3. Maintenance
   “All common areas, including the reverse frontage road shall be maintained in
   perpetuity by a Property Owners Association or similar entity that will consist of the
   residential and commercial parcels.”

4. Construction Traffic
   “Heavy construction vehicles serving the project, those vehicles having more than 3
   axles, are prohibited from accessing the property via Corkscrew Woodlands Blvd. to
   the maximum extent possible.”
Prior to 1st Reading:

1. Design Changes based on outside consultant review
2. Further removal of uses
3. Removal of Bonus Density

Specifically to address comments at 1st Reading:

1. Lowered Density from 350 units to 306 units
2. Removed Hotel
3. Added Vertically Integrated Mixed Use Building
4. Lowered Height
5. Changed architecture and color of buildings
6. Increased Height of Buffer on Corkscrew Road - screen parking areas
7. Commitment to all Placemaking Elements prior to 1st Residential C.O.
- 306 Residential Units
  - Multi Family
  - 3 Story buildings

- 60,000 Square Feet of Commercial Floor area

- Main street, gathering places and focal points to create sense of place consistent with Village Vision
Residential Buildings

- 3-Stories, concrete block construction with elevators - a product Estero will be proud of
COMMERCIAL CHARACTER

- Horizontally and vertically integrated with the residential units creating a pedestrian oriented environment
Consistent with “Integrated Horizontal Mixed Use” description in FLU 1.9.1

- Includes vertical mixed use

- Incorporates and commits to nearly every element of Place Making in FLU 1.9.1 C.
Placemaking – Identifying Landmark

VIEW FROM CORKSCREW ROAD LOOKING SOUTH
Placemaking – Identifying Landmark

VIEW LOOKING SOUTH TOWARD ARCHITECTURAL ICON
Placemaking – Plaza

VIEW WITHIN PASEO PEDESTRIAN PLAZA
Placemaking – Plaza

VIEW LOOKING NORTH TOWARD PASEO PEDESTRIAN PLAZA
Placemaking – Traffic Calming/Pedestrian Enhancement

VIEW OF THE RAISED CROSSWALK BETWEEN POCKET PARK AND PEDESTRIAN PLAZA
Placemaking – Pedestrian Enhancements

VIEW OF PEDESTRIAN CORRIDOR SOUTH FROM ART INSTALLATION TO THE PASEO PLAZA
Placemaking – Urban Greenspace

VIEW LOOKING SOUTH TOWARD THE POCKET PARK
Placemaking – Paseo Pedestrian Zone

BIRDSEYE VIEW LOOKING SOUTH OF PASEO PEDESTRIAN PLAZA
Placemaking – Paseo Pedestrian Zone

VIEW LOOKING SOUTH TOWARD PASEO PEDESTRIAN PLAZA
Placemaking – Public Art

VIEW OF ART INSTALLATION LOOKING SOUTH FROM CORKSCREW ROAD
Placemaking – Environmental Features

VIEW OF PRESERVATION AREA
Slides to Respond to Questions

ESTERO CROSSING

Estero, FL
Land Use Planning
- Rezone property to amend existing zoning from a CPD to an MPD
  - Continuation hearing from 2017 application
  - Proposed revised MPD consistent with the new adopted Estero Village Plan - “Transitional Mixed Use”
Property put within 1 land use category - Transitional Mixed Use
### Transitional Mixed Use Category
**Development Types, Density and Intensity**

<table>
<thead>
<tr>
<th>Development Types</th>
<th>Max. Standard Density</th>
<th>Max. Bonus Density</th>
<th>Max. Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single use* &amp; Horizontal mixed use* subject to compatibility standards</td>
<td>1 du/acre – 6 du/acre based on gross residential acreage for horizontal mixed use projects</td>
<td>n/a</td>
<td>Neighborhood, community or regional scale commercial per FLU-1.5</td>
</tr>
<tr>
<td>*not allowed for substantial changes to existing approvals (10% or more increase to approved density or intensity)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Integrated horizontal mixed use subject to compatibility standards</td>
<td>1 du/acre – 10 du/acre based on gross residential acreage</td>
<td>Up to 14 du/acre based on gross residential acreage</td>
<td>Neighborhood, community or regional scale commercial per FLU-1.5</td>
</tr>
<tr>
<td>Vertical mixed use subject to compatibility standards</td>
<td>1 du/acre – 16 du/acre based on gross acreage including non-residential land</td>
<td>Up to 20 du/acre based on gross acreage including non-residential land</td>
<td>Neighborhood, community or regional scale commercial per FLU-1.5</td>
</tr>
</tbody>
</table>
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 and are generally accessible to the surrounding neighborhoods, serving as focal points or community centers where activity is concentrated.
VERY DIFFERENT FROM PRIOR PLANS
- **Required Open Space** = 16 acres
- **Open Space provided** = 20 acres
- **Able to exceed** open space requirement.
- **Approx. 25% over** requirement
COMPATABILITY
In describing the relation between two land uses, buildings or structures, or zoning districts, the state wherein those two things exhibit either a positive relationship based on fit, similarity or reciprocity of characteristics, or a neutral relationship based on a relative lack of conflict (actual or potential) or on a failure to communicate negative or harmful influences one to another.

- Big Box on one side, single family on the other
- Need a transition
60’ hotel on Corkscrew Woodlands Blvd

Trees and understory block views

20’ Pine, 60’ hotel
ISLAND CLUB BUFFER

Separation min. 230 feet
The wall will extend to the northern limit of the Lowes Preserve Area to address security concerns from Villa Palmeras.
CORKSCREW ROAD BUFFER

CORKSCREW BUFFER ELEVATION (20' TYPE D BUFFER - ENHANCED)

CORKSCREW BUFFER PLAN (20' TYPE D BUFFER - ENHANCED)
Deviations
DEVIATIONS

- Different from a Variance
- “Enhances the Site Plan”
- Many deviations are to implement new vision under existing code
Deviation 1: Section 33-112 (Overhead Power Lines)  
Requires that all utilities be located underground  
- Existing aerial distribution lines only;  
- Not for internal power distribution  
- All new internal dry utilities will be underground;
- Distance between ROW and road
- “main street” design on reverse frontage road and pedestrian promenade perpendicular to Corkscrew.
- Placing buildings along reverse frontage road allows for better connectivity with residential.
- Increased buffer on Corkscrew Road.
DEVIATION #4 – Package Store Separation

- Deviation for internal residential only.
- Only affects the northern residential buildings
Deviation 5: Second Monument Sign (in commercial area for the residential community)

Deviation 6: Directional Sign
Allows 64SF non-illuminated sign
Request 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.

Deviation 7: Sign Setback
Requires 15' minimum sign setback
Request to allow 10' Sign setback; Reduces Landscape conflicts and allows continuous buffer.
DEVATION #9 – Connection Separation

- Needed to accommodate central linear park with one-way pair roads
- Comes directly out of Village’s Consultant’s recommendation
Needed to implement the integration of mixed uses. Buffers along the reverse frontage road would impede connectivity.

Plan tries to encourage pedestrian circulation, and open up uses, not “block off” through buffers.

Recognizing that integrated design is more challenging, incentives for … relief from development standards which shall be implemented in the land development code, such as:

- Buffering between uses is not required; cumulative parking requirements for integrated horizontal mixed-use projects could be reduced based on sharing of facilities for residential and nonresidential uses with alternating peak demands; …
Deviation 11: Section 34-1748(1)d.1. Gates 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.

Request to allow 40’ setback for second resident only access point.
Engineering
LOCAL EXISTING CONDITIONS
- ERP Modification for current plan approved 12/16/19
- 50% Additional Wet Retention
- Dry Pre-Treatment for Commercial Areas
- Accommodates off site flows
- No historic basin storage, no flood plain impacts
DRAINAGE FROM THE EAST

INDIGENOUS AREA

CONSERVATION EASEMENT

11.7'

8' PRE-CAST WALL

12.8'

28'

10' LANDSCAPE AREA

3:1

±4' BERM

3:1

MATCH EX. GRADE ELEV. = ±14.5'

MATCH EX. GRADE ELEV. = ±14.5'

APPROX. EX. GRADE

15" CONVEYANCE PIPE

COLLECTION SWALE

CORKSCREW WOODLANDS

PROPERTY LINE
Environmental
Environmental Areas

- W-1: 62564 (0.11 ac.)
- W-2: 62564 (0.83 ac.)
- W-3: 62564 (1.96 ac.)
- OSW-1: 512 (0.24 ac.)
- OSW-2: 512 (0.64 ac.)

Legend:
- Proposed Wetland Fill (1.61 ac.)
- Proposed Wetland Excavation (0.27 ac.)
- Proposed Other Surface Water Fill (1.01 ac.)
- Proposed Secondary Wetland Impacts (0.13 ac.)

Table:

<table>
<thead>
<tr>
<th>FLUCCS</th>
<th>Description</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>512</td>
<td>Ditch</td>
<td>1.10 ac.</td>
</tr>
<tr>
<td>624E3</td>
<td>Cypress - Pine Invaded by Exotics (51-75%)</td>
<td>0.34 ac.</td>
</tr>
<tr>
<td>625E4</td>
<td>Hydric Pine Flatwoods Invaded by Exotics (76-90%)</td>
<td>2.87 ac.</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>4.31 ac.</td>
</tr>
</tbody>
</table>

Diagram notes:
- Preserve Boundary
- Spreader Route
- Coniferous Road
- Cortecon Road

Title:
- ESTERO CROSSING MPD - DCI2015-00001
- Slide 61

Company Logo:
- STOCK DEVELOPMENT
Transportation
Traffic impacts analyzed in accordance with Administrative Code AC-13-17.

Development Intensity

➢ Multi-Family - 350 dwelling units
➢ Commercial - 60,000 square feet

Results consistent with other studies and plans, including the Village of Estero Area Wide Traffic Study.
Trip Generation update from reduction in units and removal of hotel

<table>
<thead>
<tr>
<th>ZONING DESCRIPTION</th>
<th>LAND USES</th>
<th>DAILY (TWO-WAY) TRIPS</th>
<th>AM PEAK HOUR TRIPS</th>
<th>PM PEAK HOUR TRIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>IN</td>
<td>OUT</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>• 310,000 SF of Shopping Center</td>
<td>9,918</td>
<td>146</td>
<td>72</td>
</tr>
</tbody>
</table>
| December 2018 Submittal | • 350 Apartment Dwelling Units  
                        | • 130 Hotel Rooms  
                        | • 60,000 SF of Shopping Center | 5,410     | 125  | 190  | 315   | 240  | 192  | 432   |
| January 2020 Submittal | • 306 Apartment Dwelling Units  
                        | • 60,000 SF of Shopping Center | 4,632     | 83   | 147  | 230   | 212  | 165  | 377   |
FDOT Interim Improvements

➢ Dual left turn lanes – EB & WB
➢ Corkscrew Road/Corkscrew Woodlands Blvd median closure

Reverse Frontage Road and Traffic Signal

➢ Divided Roadway
➢ Separate turn lanes
➢ Provides access to proposed signal at Corkscrew Road/Estero Town Commons Place

Village of Estero Area Wide Traffic Study:

“The intersection of Corkscrew Road & Corkscrew Woodlands Boulevard provides a safety concern due to the difficulty in merging onto Corkscrew Road. The FDOT technical memorandum notes future 2029 conditions, without any changes to the intersection of Corkscrew Woodlands Boulevard & Corkscrew Road, are anticipated to result in a failing northbound approach and average delays exceeding 100 seconds per vehicle.”

The FDOT proposed median closure at Corkscrew Woodlands Boulevard, and project proposed frontage road will combine to reduce congestion and enhance safety by extending storage space for the I-75 ramps and providing for diversion to the signalized access to Corkscrew Road at Estero Town Commons Place.
➢ Evaluated existing vehicle queues
➢ Adjusted for peak season and project impacts (increased number of cars to account for peak season)
➢ Vehicle queues will be contained within available lanes