



# Coconut Point Tract 1-A

## Planned Development/Development of Regional Impact Amendment

- Planning and Zoning Board Meeting
- December 13, 2016



# Project

A proposed multi-family, apartment complex of 200 units generally located on the south east corner of Via Coconut Point and Williams Road. The project includes a community pool, a pedestrian shelter for a trolley stop and three stories of residential units above a first floor liner building of residential units with a parking garage.

**Request:** Amend the MPD for Tract 1-A of the Coconut Point DRI to allow a multifamily development of 200 dwelling units, and the Coconut Point DRI to reduce the commercial retail square footage permitted in Development Area #1 by 21,300 square feet, from 85,000 square feet to 63,700 square feet and five deviations, although the applicant has indicated they only agree to the need for three deviations.

General Location	South east corner of Via Coconut Point and Williams Road.
Size of property	6.62 acres
Land Use	Urban Community and Mixed-Use Overlay
Zoning	MPD
Density Permitted	6 units per acre, distributed throughout the DRI.
Number of units proposed	TOTAL: 200 units proposed



## Changes submitted at the Planning and Zoning Board Hearing of November 15, 2016

- Liner building proposed, which results in four levels of units, not three levels over one level of parking.
- Modification of number of paved parking spaces from 383 to 371, with 12 spaces held in abeyance to be paved if necessary.
- Additional sidewalk connection to Via Coconut Point.
- Proposed pedestrian shelter for trolley/transit stop.
- Expanded the golf cart shuttle utilized at Coconut Point to the trolley/transit stop.
- Proposed bike share program.
- Added recycling containers between the buildings.
- Provided a housing analysis to indicate affordable housing is needed and indicated rents would be approximately \$1,500 per month.
- Provided proposed specifications for off-site landscape improvements on Williams road and Via Coconut.
- An emergency access only provided on Williams Road.

# Deviations

- **Deviation 1:** One means of access to the property instead of two means of access
- **Deviation 2:** A reduction in parking from 440 parking spaces to 371 parking spaces with 12 parking space held in abeyance to equal 383.
- **Deviation 3:** A reduction of required building separation from 45 feet to 25 feet.
- **The applicant has stated they do not agree they need the following deviations:**
- **Deviation 4:** A reduction in overhead clearance for solid waste containers placed within the buildings.
- **Deviation 5:** Allowing four stories where three stories are permitted.

# Deviations

- **Deviation 1:** One means of access to the property instead of two means of access

Result:

The applicant can avoid having a drive aisle built to accommodate vehicular access and therefore has the ability to add more square footage to the site. They have offered to provide emergency access to Williams Road, however, this is not a fully functioning driveway and if a driveway were to be constructed, the configuration of the site would need to be modified. This could result in potentially less units.

- **Deviation 2:** A reduction in parking from 440 parking spaces to 371 parking spaces with 12 parking space held in abeyance to equal 383.

Result:

The applicant can develop additional units and not meet the spaces required under the code. The code requires 2 spaces per unit, plus 10% for visitor parking. If they were to only build the 383 parking spaces that would serve approximately 171 units per the code.

# Deviations

- **Deviation 3:** A reduction of required building separation from 45 feet to 25 feet. The applicant originally submitted this deviation. Staff agrees that it is required. The applicant verbally did not object to the interpretation that this request was required.

Result:

The applicant can provide additional square footage by providing less building separation and therefore provide additional units on the property.

- **Deviation 4:** A reduction in overhead clearance for solid waste containers placed within the buildings.

Result:

The applicant can avoid providing square footage dedicated for containers outside of the buildings and dedicate more area to the buildings and ultimately more units.

# Deviations

- **Deviation 5:** Allowing four stories where three stories are permitted.

Result: Allows more units by permitting an additional story. If the applicant were limited to three stories, they would have to reduce the overall number of units. The applicant is requesting to modify the property development regulations and is stating that the number of stories is not a land development code issue, but instead only related to the regulations specific to this site. This is not true. Code Section 33-229 states the following:

*Buildings outside of the Interstate Highway Interchange Areas are limited to a maximum of three stories or 45 feet, whichever is less, in height.*

The deviation is certainly required and will add more units if approved.



# Neighborhood Compatibility

Property	Zoning	Land Use	Height Max	Density
Subject Property	MPD	Urban Community & Mixed Use Overlay	3 stories or 45 feet	6 du/acre
North (North Point & Village Center)	MPD	Village Center	3 stories or 45 feet	Tiered density. Tier four has a base density of 21 units per acre plus 6 units per acre after consideration of accepted incentive offers
South (Rapallo)	MPD	Urban Community & Mixed Use Overlay	3 stories or 45 feet	6 du/acre
East (Brooks)	MPD	Rural	2 stories	1 du/acre
West (Hertz & vacant lot)	MPD	Urban Community & Mixed Use Overlay	3 stories or 45 feet	N/A

Proposed: 4 stories, 45 feet with 200 units on a 6.62 acre parcel



# Comprehensive Plan

GOP	Summary of GOP	Compliance
Policy 1.1.4	Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities.	The proposed site will be a higher density than most properties in the Village. – NOT IN COMPLIANCE
Objective 4.3	Mixed-use developments can utilize non-residential and water bodies in their density calculation.	The mixed-use overlay incentivizes mixed-use projects by allowing non-residential portions to be counted towards density. This site is in the mixed-use overlay, but is disconnected to the surrounding properties and still has higher number of units. – NOT IN COMPLIANCE
Police 4.3.2	A balanced mixture of uses will be provided to reduce overall trip lengths, to support pedestrian, bicycle and transit opportunities and create pedestrian friendly streetscapes.	The property is within the mixed-use overlay, but is not utilizing any mixed-use components. Its design does not create a pedestrian friendly environment, since it is a single purpose multi-family development. – NOT IN COMPLIANCE
Policy 4.3.3	Integrate commercial, residential, civic, and open spaces to create multipurpose developments that feature unique style and ambiance through design, encouraging civic involvement and events to promote community interaction.	The proposed development is solely related to multifamily dwelling units. It is not integrated into the overall MPD/DRI. It does not provide well defined edges or civic spaces. It is an inwardly facing, 200 unit traditional style, multi-family development, rather than a mixed-use or development that is integrated into the neighborhood.– NOT IN COMPLIANCE



# Comprehensive Plan

GOP	Summary of GOP	Compliance
Objective 19.1	Promote the community character through the implementation of planning and development practices that create a visually attractive community, an enhanced quality of life, and foster a unique sense of place.	The proposed project does not provide a sense of place within the community. The proposed development has four stories of residential and more units per acre than its neighbors, which is not compatible with the character of the surrounding properties. – NOT IN COMPLIANCE
Policy 19.1.3	Encourage new developments that achieve the Estero community’s vision and planning goal and policies and are consistent with mixed-use design, architectural, location, connectivity and public access standards by establishing and implementing development incentives within the Comprehensive Plan and Land Development Code	Estero’s vision included the concentration of higher density within the Village Center. The intent of the higher density at that location is to provide a true walkable, mixed use environment where more density helps to create a “village.” – NOT IN COMPLIANCE
Policy 19.2.1	Where feasible, provide for the development of walkable mixed-use centers and economic areas featuring diverse housing options; government offices and public facilities; medical facilities; employment centers; public gathering places, parks, outdoor plazas, and other public spaces; greenway trails and pathways; and public access to the community’s natural resources through comprehensive plan policies and LDC regulations that support Estero’s distinct community character	The proposed project does not provide connectivity as it functions as a separate outparcel, not connected to the overall DRI. Public or community amenities are not included specific to this project. - NOT IN COMPLIANCE
Policy 19.4.1	Establish land development code standards that ensure the development of a well-connected transportation system that includes pedestrian pathways, bikeways, transit, and roadways.	The proposed project does not interconnect with adjacent uses and the applicant is requesting one point of vehicular access to the property rather than the required two access points. – NOT IN COMPLIANCE



# Transportation Issues

## Trip Generation

- The 200 apartments will generate 1,336 daily two way trips as well as 128 weekday P.M. peak hour trips.
- The 200 Assisted Living Facility (ALF) units would generate 404 daily two way trips as well as 34 weekday P.M. peak hour trips.
- The multifamily traffic would be more than 2.5 times the amount of traffic generated by an ALF.
- The applicant has proposed to not locate the 200 ALF units on this site as well as eliminating 21,300 square feet of retail square footage from a different parcel (Tract 1-C) of the Coconut Point MPD/DRI.
- **Conclusion:** The combined effect of the change in land uses results in the identical number of weekday P.M. peak hour trips and a slight reduction of 112 daily trips in the Coconut Point MPD/DRI.

## Level of Service

- The Traffic Operational Analysis prepared by TR Consultants and using the Lee County 2016 Concurrency Report and the Lee County Department of Transportation Traffic Count Data indicates that each of the road segments will operate at an acceptable level of service at project buildout in the year 2022.
- Tract 1-A is part of the Coconut Point MPD/DRI. Traffic mitigation was previously paid to Lee County in order to satisfy the DRI's proportionate fair share obligation. A development agreement specified road construction and mitigation obligations.

## Area of concern:

- The portion of Via Coconut Point road segment south of Williams Road is on a horizontal curve and is in close proximity to the intersection with Via Villagio. There are approximately 580 lineal feet between the Via Villagio intersection and the Williams Road roundabout which does not allow for sufficient vehicle stacking on Via Coconut Point. The vehicles on Via Villagio attempting to make an eastbound left turn onto Via Coconut Point to travel northbound will have to evaluate if proper gaps in the traffic are available as well as the sight distance concerns based on Via Coconut Point being on a horizontal curve. This potential safety issue must be further evaluated if this project is considered for approval.



# Transportation Conditions

If the project is approved, staff recommends the following relating to transportation:

- Provide a northbound right turn lane on Via Coconut Point at the new driveway connection to the unsignalized Via Villagio intersection.
- Provide a supplemental corridor and safety analysis along Williams Road from Via Coconut Point to Three Oaks Parkway. The following items should be included:
  - Evaluation of traffic operations along the corridor during arrival and dismissal on a normal school day.
  - A travel time and delay analysis that would provide the average travel speed on Williams Road between Via Coconut Point and Three Oaks Parkway.
  - A review of the 5 year crash history along Williams Road between Via Coconut Point and Three Oaks Parkway inclusive of all approaches to the existing roundabout
  - A vehicle queueing analysis that includes vehicle stacking at the existing roundabout at Williams Road and Via Coconut Point due to factors such as a potential train crossing at the existing tracks.
  - There is only one access point to this 200 unit project for regular vehicle traffic. A secondary point of ingress and egress is being proposed from Williams Road for emergency vehicles only.



# Summary of Advantages & Disadvantages

## Disadvantages:

- Although the subject parcel is part of the Coconut Point DRI, the property functions as a separate parcel.
- The 200 units on this site results in a higher concentration of units than most properties in the Village.
- Increased units on this parcel as a result of the deviations.
- The proposed request of 200 dwelling units is more intensive than the original approval of 200 ALF units.
- Additional requests for higher density projects could result from this approval.

## Advantages:

- Integrated parking into the buildings.
- The surface parking is internally concealed.
- Enhanced landscape buffers.
- Attractive architectural style, consistent with Coconut Point.
- A proposed bike share program and extension of the Coconut Point trolley/golf cart system.
- Proposed off-site landscape improvements.



# Findings LDC: 34-145 (d)(4)a.

Code Requirement Summary	Finding
Complies with the Comprehensive Plan;	Does not meet the intent of the Comprehensive Plan . It does not provide a sense of place within the community. The property is within the mixed-use overlay, but is not utilizing any mixed-use components. Its design does not create a pedestrian friendly environment, since it is a single purpose multi-family development
Meets this Code and other applicable regulations or qualifies for deviations;	The applicant has requested deviations, however the deviations add additional units per acre to the property, rendering it further incompatible with its neighbors.
Is compatible with existing and planned uses in the surrounding area;	The proposed development has four stories of residential and more units per acre than its neighbors, which is not compatible with the character of the surrounding properties
Will provide access sufficient to support the proposed development intensity;	Only one means of access is provided for the property, which requires a deviation and is not sufficient.
The expected impacts on transportation facilities will be addressed by existing regulations and conditions of approval;	The vehicles on Via Villagio attempting to make an eastbound left turn onto Via Coconut Point to travel northbound will have to evaluate if proper gaps in the traffic are available as well as the sight distance concerns based on Via Coconut Point being on a horizontal curve. This potential safety issue must be further evaluated.
Will not adversely affect environmentally critical or sensitive areas and natural resources; and	The site does not include environmentally critical or sensitive areas or natural resources.
Will be served by urban services, defined in the Comprehensive Plan, if located in a Future Urban area category.	The site would be served by urban services.



## Findings LDC: 34-145 (d)(4)a.

Code Requirement Summary – Specific to Planned Developments	Finding
The proposed use or mix of uses is appropriate at the proposed location;	The applicant is proposing a 200 unit apartment complex, which is not appropriate at this location. It has more units on the site than what would have been permitted without the multiple deviations.
The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the public's interest expected from the proposed development.	If the project were to be recommended for approval, conditions would be crafted.
If the application includes deviations pursuant to section 34-373(a)(9), that each requested deviation: <ol style="list-style-type: none"><li>1) Enhances the achievement of the objectives of the planned development; and</li><li>2) Preserves and promotes the general intent of this Code to protect the public health, safety and welfare</li></ol>	The deviations increase the number of units that would otherwise have been permitted on site. This does not enhance the objectives of the planned development nor does this promote the general intent of the Code.



# Staff's Recommendation

Staff is recommending denial of the application for the following reasons:

- The number of units on the 6.62 acre parcel results in a higher concentration of units than most sites within the Village.
- The Comprehensive Plan encourages connectivity, mixed-use and “slightly” lower density. This project does not meet these intentions.
- An objective of the Comprehensive Plan is to promote the community character through projects that foster a unique sense of place. The project has not met this objective.
- The project is not compatible with the neighboring properties. The Brooks has a density of 1-2 units per acre and Rapallo has 5.8 units per acre.
- The deviations combined result in more units on the site than would have been permitted without the deviations.
- Additional requests for higher density projects could result from this approval.



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