



13<sup>TH</sup> FLOOR  
INVESTMENTS



# Edera at Coconut Point

# Edera at Coconut Point Working Team



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# Summary of Proposed Amendment to Coconut Point MPD



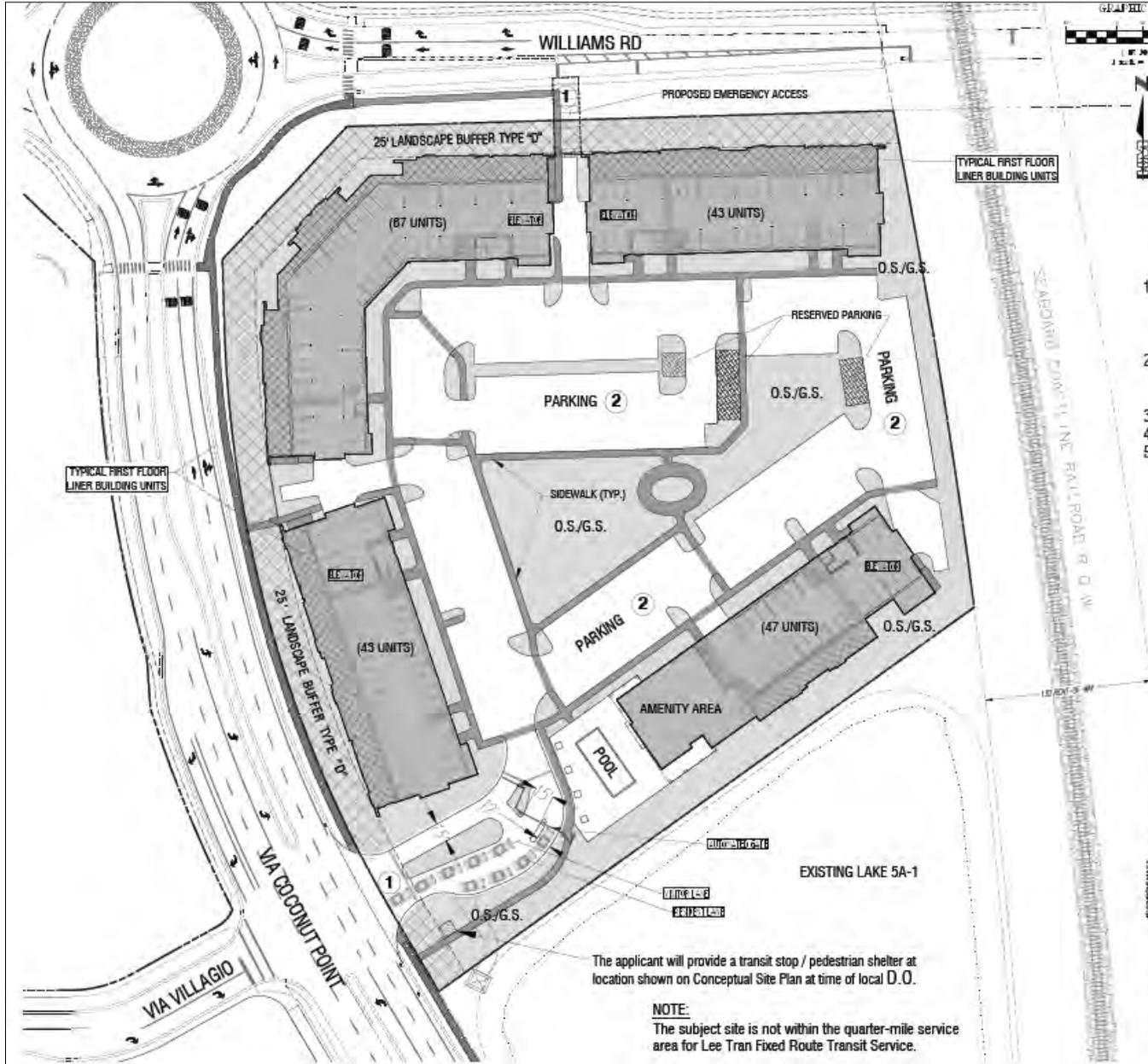
<p><b>USE</b></p>	<p>MULTIFAMILY RESIDENTIAL</p>	<p><i>REQUEST SCHEDULE OF USES TO ALLOW "MULTI-FAMILY RESIDENTIAL" WITHIN TRACT-1A</i></p>
<p><b>HEIGHT</b></p>	<p>45 FEET</p>	<p><i>REQUEST MAXIMUM BUILDING HEIGHT ALLOWED WITHIN TRACT -1A TO BE 45 FEET</i></p>
<p><b>BUILDING SEPARATION</b></p>	<p>25 FEET</p>	<p><i>REQUEST BUILDING SEPARATION FOR TRACT-1A TO BE 25 FEET</i></p>
<p><b>INGRESS/ EGRESS</b></p>	<p>1 MEANS OF INGRESS/EGRESS</p>	<p><i>REQUEST APPROVAL TO ALLOW 1 MEANS OF INGRESS/EGRESS with EMERGENCY ACCESS</i></p>
<p><b>PARKING</b></p>	<p>TOTAL OF 383 SPACES WITH 371 PAVED SPOTS, 12 IN RESERVE AS OPEN SPACE</p>	<p><i>REQUEST PARKING RATIO CONSISTENT WITH RECENTLY APPROVED PROJECTS;</i></p> <ul style="list-style-type: none"> <li>• <i>350 SPACES (1.75 X 200 UNITS)</i></li> <li>• <i>12 SPACES RESERVED AS OPEN SPACE</i></li> <li>• <i>12 SPACES FOR REC AREA</i></li> <li>• <i>5 SPACES FOR OFFICE</i></li> </ul>

## Revised since 11-22-16 Planning & Zoning Board hearing:

### Tract 1A Conceptual Site Plan:

1. Relocation of sidewalk to south side of entry way in order to provide access to the transit stop/pedestrian shelter;
2. Revision to deviations to indicate that three have been withdrawn;
3. Addition of emergency access onto Williams Road;
4. Labeled the ground-floor liner buildings/units. Please note the liner units are one-story only;
5. Revised the conceptual building elevation to specify that height is being measured consistent with code requirements, specifically per LDC Sec. 34-2171(1);
6. Revised the note re: the future transit stop/pedestrian shelter to specify that the applicant will construct the shelter and it will be made a part of the Development Order submittal; and
7. Parking calculations have been updated to reflect 12 spaces in “reserve” and 371 paved spaces.

# Edera at Coconut Point Conceptual Site Plan



### CONCEPTUAL LAND USE BREAKDOWN:

	ACRES
Buildings	1.89 AC
Parking / Sidewalk / Pool / Green Space	4.73 AC
<b>TRACT 1A TOTAL</b>	<b>6.62 AC</b>

### CONCEPTUAL OPEN SPACE:

Open Space Required	6.62 AC x 30% = 1.99 AC
Open Space Provided	1.99 AC

### PROPOSED INTENSITY:

Residential - MF (Rental Apartments) 200 UNITS

### REQUESTED DEVIATIONS:

1. Deviation (1) seeks relief from the LDC §10-291(3) requirement, that residential developments of more than five acres must provide more than one means of ingress or egress for the development, to allow for one point of ingress and egress into the development with one emergency access as depicted on Conceptual Site Plan.
2. Deviation (2) seeks relief from the LDC §34-2020(a) requirement to provide a minimum of two (2) parking spaces per multiple-family unit, to allow the parking standard as shown on the Conceptual Site Plan.
3. Deviation (3) has been withdrawn.
4. Deviation (4) has been withdrawn.
5. Deviation (5) has been withdrawn.

REQUIRED PARKING		
200 Multifamily Units	@ 1.5 space per unit	= 350
3,500 SF Private Recreation Area	@ 3.5 spaces / 1,000 SF	= 12
1,650 SF Office	@ 1.0 space / 350 SF	= 5
<b>Total Parking Required</b>		<b>= 367</b>
**PROVIDED (Paved)		= 371 (incl. 9 A.D.A. spaces)
**PROVIDED (Reservation)		= 12
<b>TOTAL PROVIDED</b>		<b>= 383</b>

\* In-building Parking Spaces = 163; Standard parking lot spaces = 208  
 \*\* Reservation of 12 off-street parking spaces to be set aside for future use. Spaces will be used as landscaped open space until such time as they are needed. The reserved parking spaces do not count towards minimum open space requirements. Drainage facilities will be calculated and built as though the reserved parking areas were impervious surfaces. The exact location and configuration of these reserved spaces will be evaluated during review of the development order.

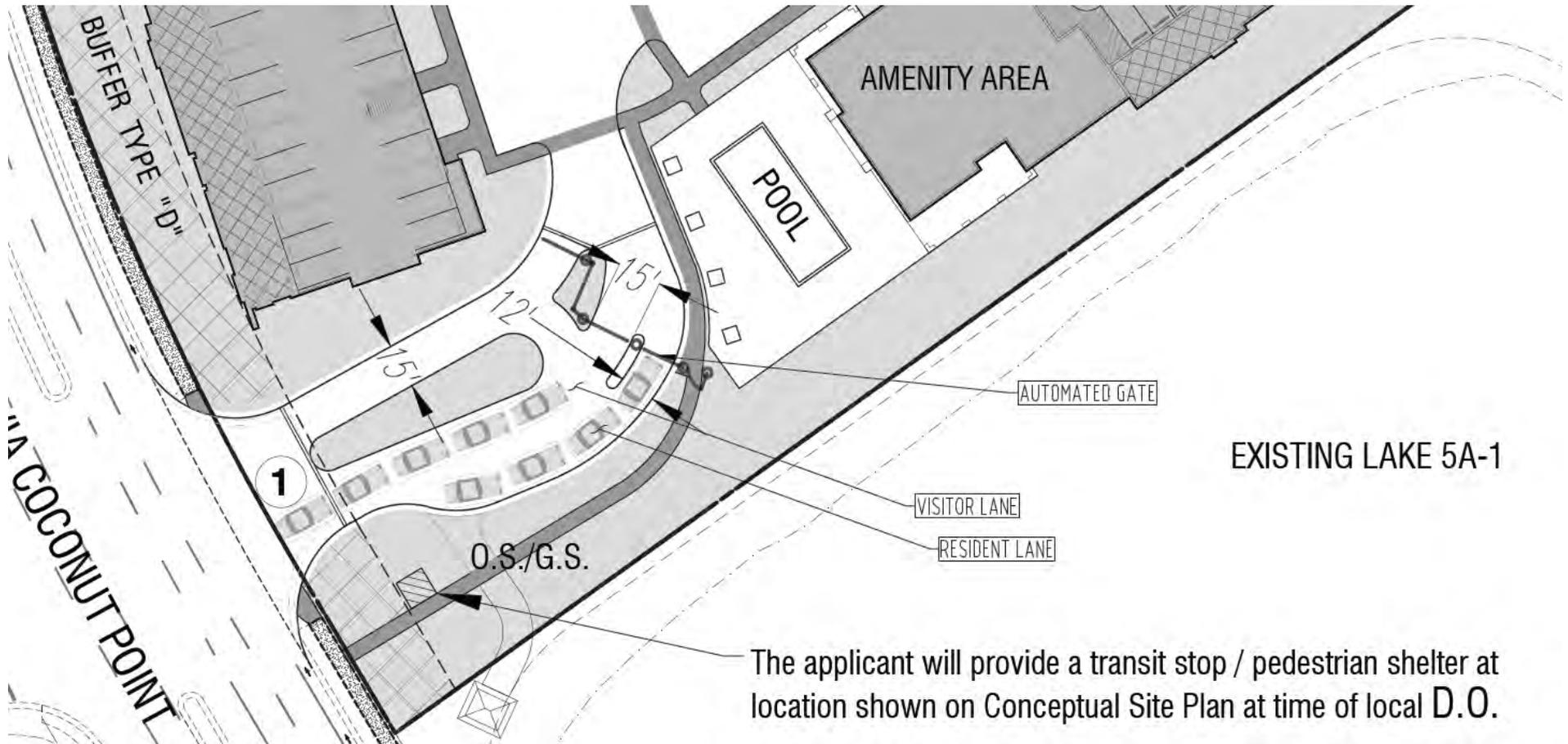


**CONCEPTUAL BUILDING ELEVATION**

The applicant will provide a transit stop / pedestrian shelter at location shown on Conceptual Site Plan at time of local D.O.

**NOTE:**  
 The subject site is not within the quarter-mile service area for Lee Tran Fixed Route Transit Service.

1. Relocation of sidewalk to south side of entry way in order to provide access to the transit stop/pedestrian shelter;

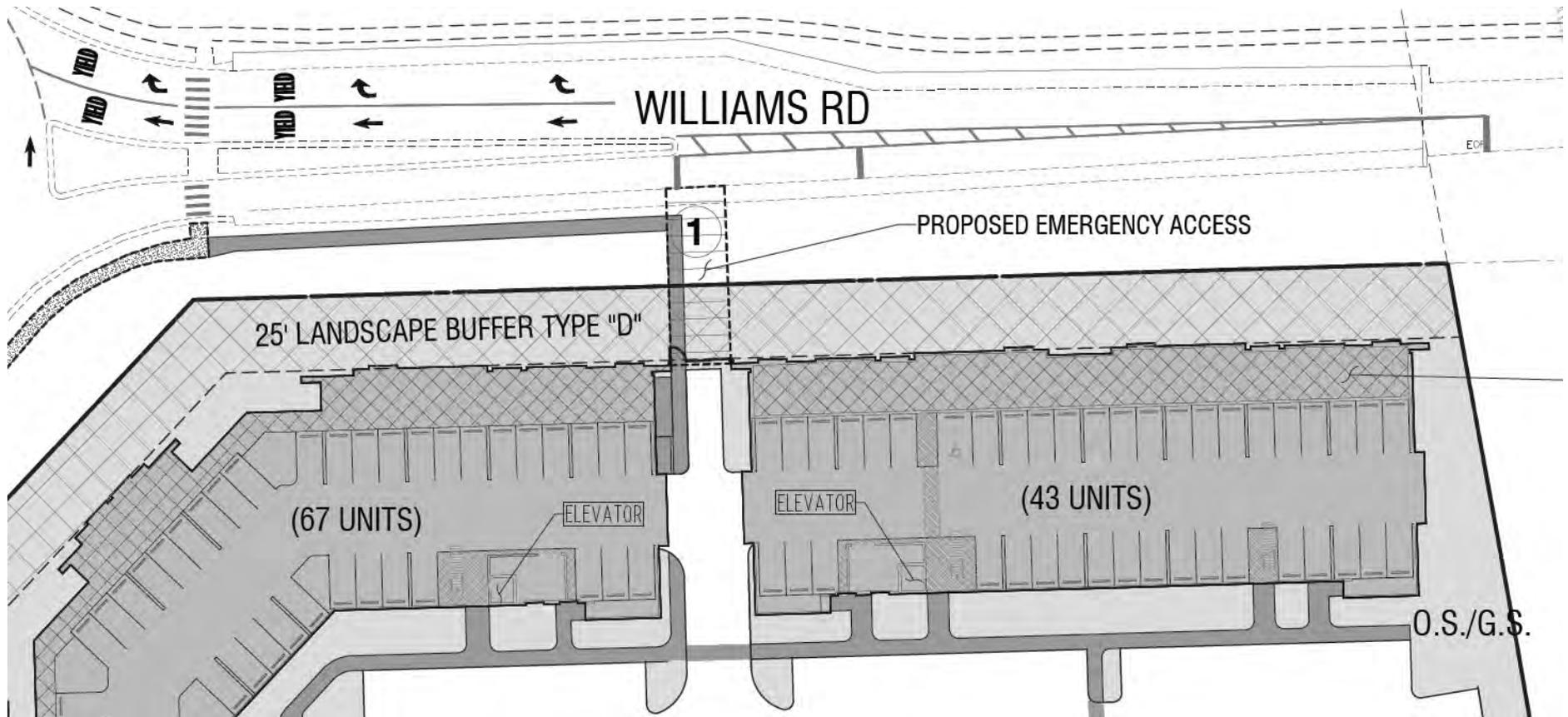


2. Revision to deviations to indicate that three have been withdrawn;

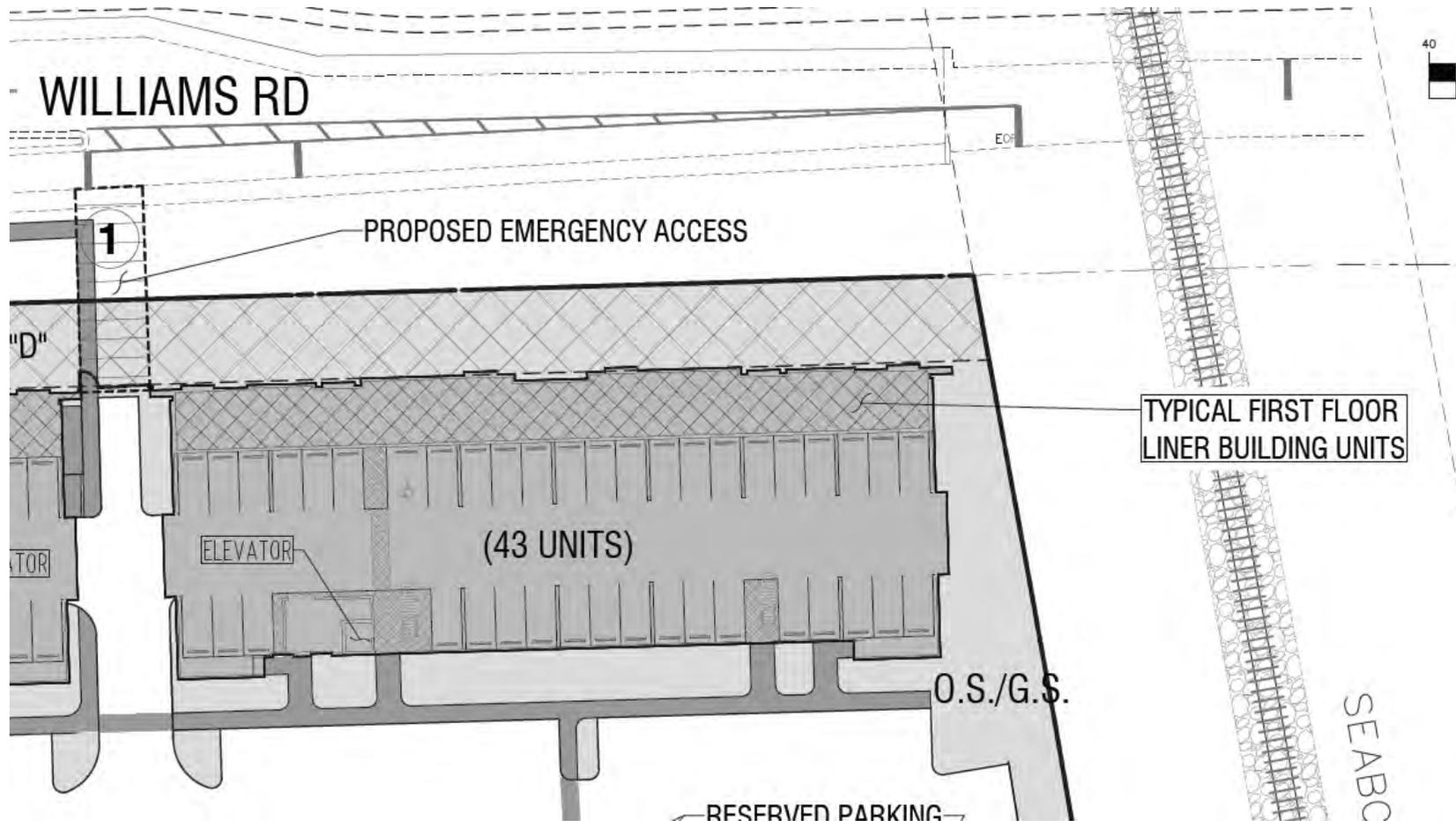
## **REQUESTED DEVIATIONS:**

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## 3. Addition of emergency access onto Williams Road;



4. Labeled the ground-floor liner buildings/units. The liner units are one-story only;

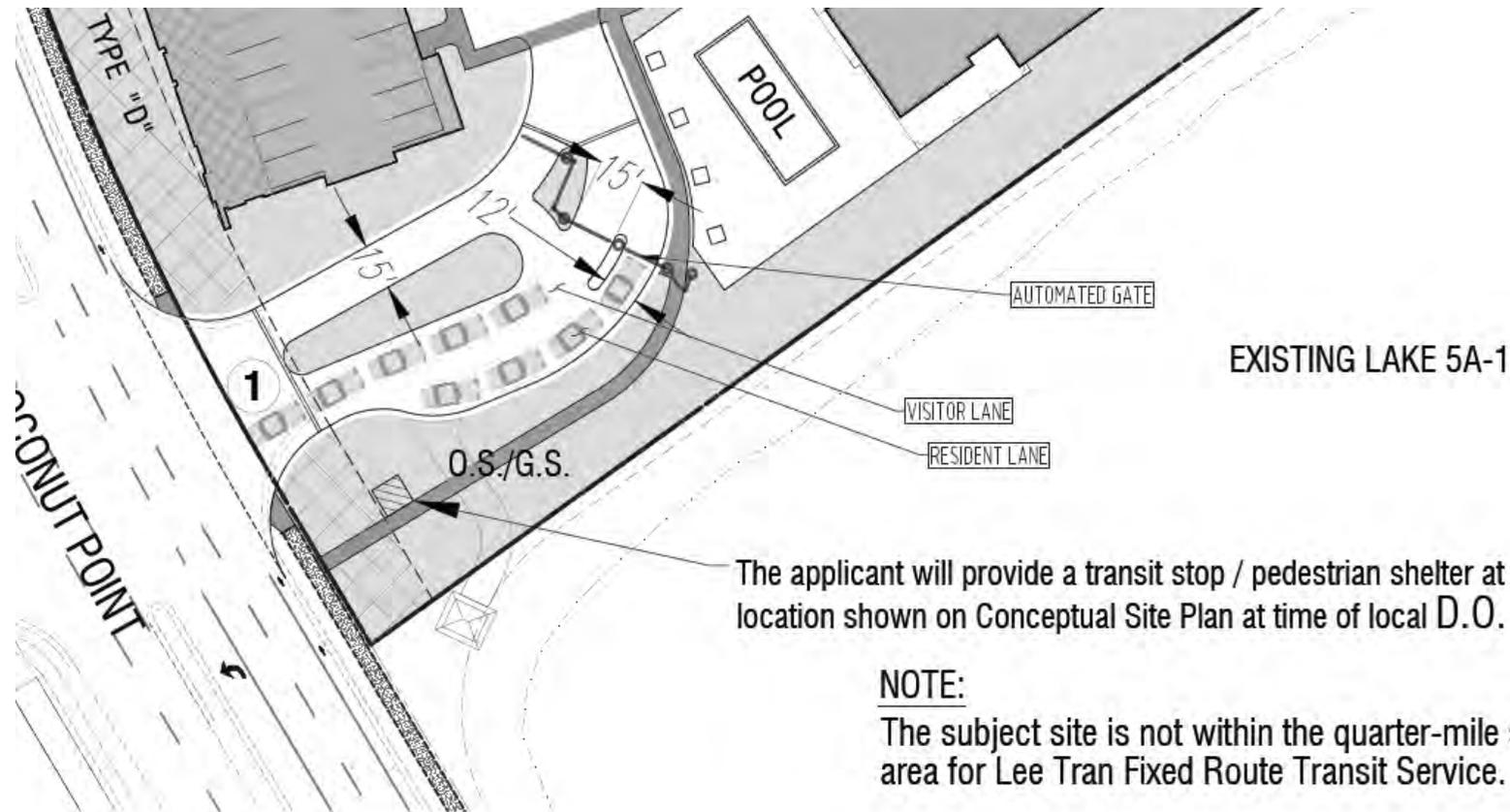


5. Revised the conceptual building elevation to specify that height is being measured consistent with code requirements, specifically per LDC Sec. 34-2171(1);



## **CONCEPTUAL BUILDING ELEVATION**

6. Revised the note re: the future transit stop/pedestrian shelter to specify that the applicant will construct the shelter and it will be made a part of the Development Order submittal; and



7. Parking calculations have been updated to reflect 12 spaces in “reserve” and 371 paved spaces.

REQUIRED PARKING		
200 Multifamily Units	@ 1.5 space per unit	= 350
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Total Parking Required		= 367
*PROVIDED (Paved)		= 371 (Incl. 9 A.D.A. spaces)
**PROVIDED (Reservation)		= 12
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\* In-building Parking Spaces =163; Standard parking lot spaces =208)

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## Revised since 11-22-16 Planning & Zoning Board hearing: Trip generation comparison between existing and proposed use:

- To be consistent with current approvals, we revised the trip generation for the existing ALF units to match the traffic analysis approved during the last 8<sup>th</sup> DRI DO and MPD amendments.
- The trip generation for the proposed MF-Apt units remain the same.
- Therefore, this revision gives the correct traffic trip comparison between existing and proposed uses, as explained at the P&Z hearing.

**Deviation 1** seeks relief from the LDC §10-291(3) requirement, that residential developments of more than five acres must provide more than **one means of ingress or egress** for the development, to allow for one point of ingress and egress and one emergency access as depicted on the Conceptual Site Plan.

## Deviation 1 Justification:

- Consistent with existing, approved & **constructed access** into the site.
- **Reduces conflicts** with adjacent roadways, the roundabout, and the railroad crossing.
- **Access for emergency vehicles is maintained** with double-entry and the emergency access easement provided.
- **Estero Fire Rescue issued a letter of no objection**, stating: ***“adequate emergency services vehicle access will be provided.”***
- Has been **approved for much larger projects without detriment to public health, safety, and welfare.**

## Deviation 1 Justification:

Sample of developments where this deviation has previously been approved:

- Enclave at Rapallo (14.5 acres and 90 dwelling units)
- Marsh Landing (120 acres and 404 dwelling units)
- Pebble Point in the Brooks (38 acres and 200 dwelling units)
- Reserve at Estero (126 acres and 500 dwelling units)
- Villa Palmeras (11 acres and 110 dwelling units)
- Copper Oaks (24 acres and 292 dwelling units)

**Deviation 2** seeks relief from the LDC §34-2020(a) requirement to provide a minimum of two (2) parking spaces per multiple-family unit, to allow the parking standard as shown on the Conceptual Site Plan.

## REQUIRED PARKING PER CODE

200 units @ 2 spaces / unit	= 400
Additional 10% Visitor parking	= 40
<b>Parking Required</b>	<b>440</b>

## **Deviation 2 Justification:**

The minimum code requirement over-estimates the number of parking spaces needed, and the standard proposed will reduce paved parking areas, while maintaining public health, safety, and welfare.

## Deviation 2 Justification:

### 1. Unit Type

Almost half of the units (44%) will be studio or one-bedroom units. Assuming only 1 space would be required for the studio apartments, and 1.5 spaces for one-bedrooms, the total required would be 380 spaces.

Unit Type	Standard	No. of Spaces Req'd
23 studio	1	23
65 one-bedroom	1.5	98
112 2 & 3 bedroom	2	224
TOTAL		345
Plus 10%		380

## Deviation 2 Justification:

### 2. National Standards

The national average parking generation standard for suburban apartments, according to the Institute of Transportation Engineers (ITE), is 1.23 spaces per unit.

If this parking standard were utilized, 246 spaces would be required.

## Deviation 2 Justification:

### 3. Regional Standards

Adjacent municipalities would require less parking for the same 200-unit apartment complex. This is because smaller-sized units are generally recognized as creating less parking demand than larger units.

Estero	Collier County	Bonita Springs	Fort Myers
440	411	361	380

## Deviation 2 Justification:

### 4. Operational Procedure

- Parking spaces will be assigned by unit type.
- Visitor parking will be designated.
- Max. # of occupants per unit.

Proposed zoning condition: Project management will require the above items as part of individual lease agreements.

## Deviation 2 Justification:

### 5. Mixed-Use, Multimodal Development

- Part of the Coconut Point mixed-use development, with access to bike lanes, sidewalks, and transit stops.
- Developer will commit, as part of the zoning approval, to provide pedestrian/bicycle access to the site, including bike racks, a bike sharing program, an extension of the mall's trolley service, and a bus shelter to accommodate a future transit stop on Via Coconut. (Addressed through suggested zoning condition.)

## Deviation 2 Justification:

### 5. Mixed-Use, Multimodal Development (con.)

- This further reduces the dependency on vehicles and parking demand.
- Estimate approx. 5 % reduction in demand (20 spaces).

## Deviation 2 Justification:

### 6. Demographics

- Anticipated market will be empty nesters and young professionals, attracted to the proximity to Hertz and the Coconut Point Mall.
- Tenants will be subject to strict background checks and must show sufficient personal income to afford the unit without a third-party or family guarantor. (Zoning Condition)
- Min. annual leases. (Zoning Condition)
- This will limit the ability of college students to rent within Edera.

## Deviation 2 Justification:

### 7. Proximity of Recreational Facilities

- Staff asked for additional parking spaces for the recreational facilities, even though these are auxiliary uses that do not typically require additional parking.
- The max. distance from a unit to the amenity center is less than 350', or an 80-second walk for the average pedestrian. It is reasonable to assume that a resident would walk rather than drive.
- The applicant is providing 12 spaces for the recreational facilities that are not anticipated to be needed.

## Deviation 2 Justification:

### Proposed Standard

- Given all of the above, the applicant does not believe that the min. number of spaces required by code accurately reflects the generation for this use at this location.
- The applicant proposes a standard of 1.75 spaces/unit, with additional parking for the amenity center and leasing office.
- This standard is above the national average and the requirements of other SW Florida municipalities.

## Deviation 2 Justification:

### Proposed Standard

	Units	Standard	Spaces Req'd
200	Multifamily	1.75	350
3,500	SF Recreation Area	3.5 per 1,000 SF	12
1,650	SF Office	1 per 350 SF	5
		TOTAL Required	367
		TOTAL Provided	371

## Deviation 2 Justification:

### Reserved Spaces

- The applicant further commits to hold 12 spaces in reserve, in the event additional parking is required.
- Reserved parking areas will be kept as open space, providing approx. 2,000 SF of additional green, landscaped area in the center of the site.
- Reserved parking areas will NOT count towards min. open space requirements; they will be in excess of code min. requirements.
- Total spaces provided on site, Paved + Reserved = 383 spaces.

## Deviation 2 Justification:

### Conclusion

- The number of parking spaces proposed (371 paved, 383 total) will be adequate to meet the parking demand, with no detrimental effects, given the types of units proposed, the demographics served, and its location within an established mixed-use project.
- Not over-parking the site will enhance the project design, eliminate unnecessary areas of pavement and impervious surfaces, and protect public health, safety, and welfare by increasing open space and landscaping.

### **Deviation 3 was withdrawn.**

Deviation requested sought relief from the LDC §34-935(e)(4) requirement to provide a minimum building separation of one-half the sum of the building heights or 20 feet, whichever is greater, to allow a minimum building separation of 20 feet.

The design of the site could meet the 22.5' building separation requirement stated in the 11-15-16 staff report.

Staff now opines that 45' is required. Applicant requests a minimum building separation of 25'.

## **Deviation 3 Justification:**

- Applies in two places.
- Allows flexibility in the design of the site and will provide visual interest.
- Building separation is required by the Florida Building Code (FBC) to protect public safety. Proposed separation meets FBC requirements.
- Proposed separation has been reviewed by Estero Fire and they had no objection, based on the fact the buildings will be sprinklered.

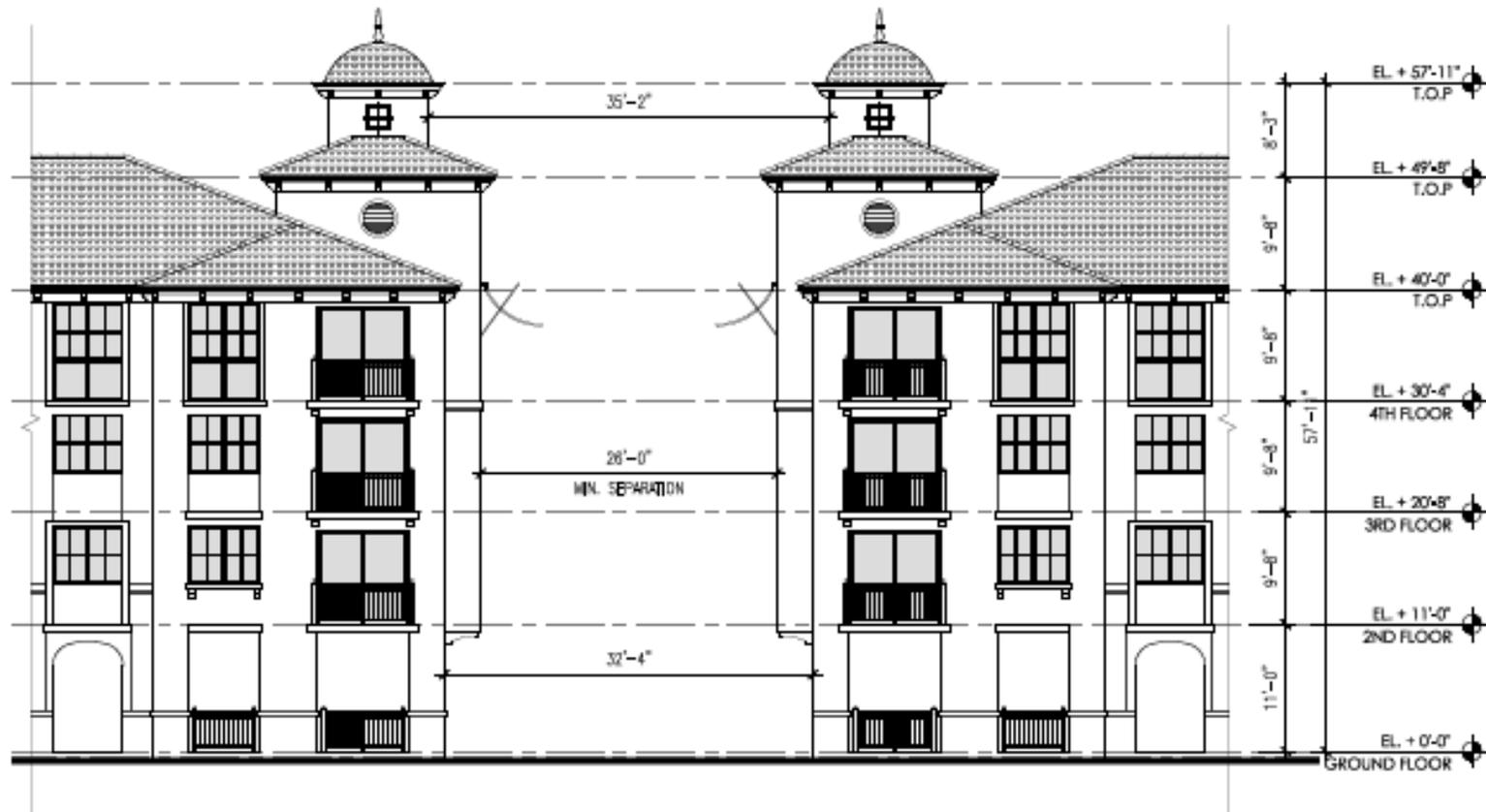


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Terzetto at the Colony – Pelican Landing – 40' zoned height – 20' building separation



Garden Terrace Homes at Rapallo – 40' zoned height – 20' building separation



**PARTIAL ELEVATION**  
SCALE: 1/8" = 1'-0"

**Deviation 4** was withdrawn.

The original request was from the LDC §10-261(a) requirement that that all new multifamily residential developments provide container space at a minimum square footage, to allow the container spaces as shown on the Conceptual Site Plan.

## Deviation 4 Discussion:

- The LDC requires that a minimum area be set aside for refuse and solid waste disposal facilities within multifamily residential developments. The standard requires 216 SF for the first 25 units, and 8 SF for each additional dwelling unit.
- Based on 200 multifamily units, the minimum area required for this site would be 1,616 SF.

## Deviation 4 Discussion:

- Each building contains trash and recycling containers on the ground (parking level), adjacent to the elevator. These four facilities (one in each building) total approx. 1,100 SF.
- Additional areas for recycling are provided outside, adjacent to the loading areas. These areas total approx. 640 SF.
- Total SF of facilities provided: 1,740 SF.
- Lee County Solid Waste Division approved the solid waste/recycling collection design.

## Deviation 4 Discussion:

- Other requirements of 10-261:
- (b) A minimum overhead clearance of 22 feet is required and a 12-foot wide unobstructed access opening must be provided to accommodate all storage areas/containers.
  - *Staff is now of the opinion that the site does not meet this standard, as there are storage areas/containers located inside the buildings, even though trash/recycling will NOT be collected from these areas.*
- (c) All storage areas/containers must be adequately shielded by landscaped screen or solid fencing along at least three sides ...

## Deviation 4 Discussion:

- Other requirements of 10-261:
- (d) Commercial, industrial and multifamily developments using a compactor for garbage collection must provide sufficient space for the compactor (including receiver) in addition to the space required for recyclable collection.
- (e) *Enclosure setbacks*. Container space enclosures may not be located within or encroach into the required perimeter landscape buffer width for the proposed or constructed uses as provided in accord with section 10-416(d)(3) and (4). Concrete wall enclosures may not be located within a public utility or drainage easement.

### **Deviation 5 has been withdrawn.**

The request sought relief from the LDC §33-229 requirement that buildings outside of the Interstate Highway Interchange Areas are limited to a maximum of three stories or 45 feet, to allow a maximum of 45 feet.

A PD zoning establishes separate property development regulations applicable to the specific PD zoning district. Urban Community FLU allows buildings up to 95'. However, Estero regulations limit height to 45'.

## Deviation 5 Justification:

- Does not change or increase the overall height allowed on the property.
- Elevators will be provided for each building. (Proposed Zoning Condition)
- Does not change or affect the way height is measured on the property, EXCEPT that it allows 3 stories over parking.
- Decorative element of the towers/cupolas are consistent with overall Mediterranean design concept established by Coconut Point Beauty Book.



## 5 CONCEPTUAL BUILDING ELEVATION

DRAWING CURRENT AS OF 07/27/16

# Edera at Coconut Point - Deviations

## Residences at Coconut Point

- 3 stories over parking
- 45'
- 25' setback from Via Coconut
- 15' landscape buffer along Via Coconut





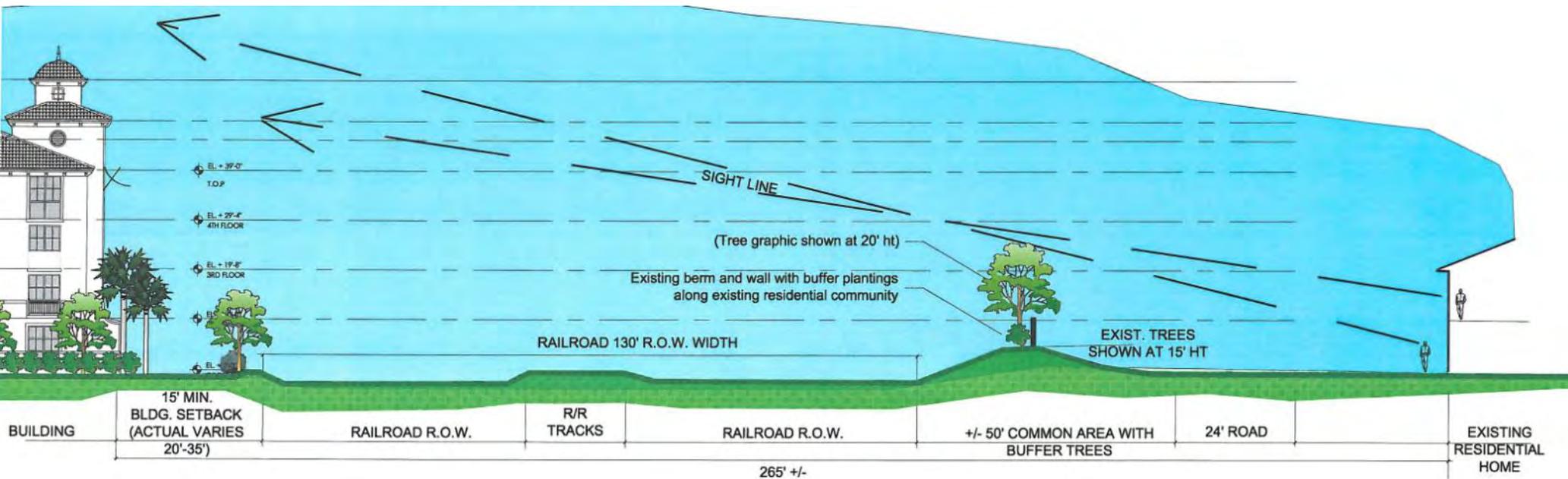






TownePlace Suites – Marriott – 4 stories/40' – > 100' front setback – 15' landscape buffer

# Line of Sight Diagram



## SIGHT VIEW DIAGRAM

SCALE: NTS

# Edera at Coconut Point – Height



**COCONUT POINT**  
LEE COUNTY, FLORIDA

**TRACT 1-A**  
AERIAL EXHIBIT - ZONED HEIGHT

  
**HOLE MONTES**  
DESIGN-PLANNING-DIVISION  
6200 Whiskey Creek Drive  
Fort Myers, FL 33919  
Phone: (239) 985-1200  
Florida Certificate of  
Authorization No. 1772

13.F.2016.03.0001/COCONUT POINT - AERIAL EXHIBIT - ZONED HEIGHT - 03.08.2016 - 2:23:16

*Sec 34-373(a)(9) Deviations.* A schedule of deviations and a written justification for each deviation requested as part of the master concept plan accompanied by documentation including sample detail drawings illustrating **how each deviation would enhance the achievement of the objectives of the planned development and will not cause a detriment to public interests.**

As we have previously shown, the requested deviations enhance the objectives of the project and do not negatively affect public health, safety, or welfare.

Project Objective (Coconut Point MPD): Develop a Mixed-Use Planned Development (MPD) in a compact urban form with a mix of regional and neighborhood commercial uses along with a diversity of residential uses, all designed together in cohesive neighborhoods with strong traffic and pedestrian interconnections and public open spaces. A variety of residential uses and densities are encouraged in either separate enclaves or combined in commercial buildings.

*1. The applicant has not provided justification for the deviations or demonstrated how they enhance the project.*

*2. The applicant has not demonstrated compliance with the Comprehensive Plan relating to the Estero specific policies and the Mixed Use Overlay.*



**POLICY 1.1.4:** The **Urban Community** areas are ... characterized by a **mixture of relatively intense commercial and residential uses**. ... predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry ... with future development in this category **encouraged to be developed as a mixed-use** ... . **Standard density** ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (**6 du/acre**), with a maximum total density of ten dwelling units per acre (10 du/acre)... .

**OBJECTIVE 4.2: MIXED-USE OVERLAY** - Designate areas on the Future Land Use Map for Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns.

**POLICY 4.2.1:** The Village County will maintain an overlay ... identifying locations outside the Village Center Area that are also desirable for mixed use patterns because ~~that~~ they are **located in close proximity to: public transit routes; education facilities; recreation opportunities; and, existing residential, shopping and employment centers. ...**

*3. Included in the justification provided by the applicant for the request of 200 residential units is that a scrivener's error was made that did not list 200 ALF units on the permitted use list. The Land Development Code recognizes differences in the equivalency of ALF units and standard multifamily units.*

### “Intensity”

Sec. 34-2 - *Intensity* means a measurement of the degree of customarily nonresidential uses based on use, size, impact, bulk, shape, height, coverage, sewage generation, water demand, traffic generation or floor area ratios.

- Traffic – The applicant has analyzed the increase in traffic generation, and the requested change does not have negative impacts on roadway LOS or intersection LOS.
- Parking – less parking would be required for an ALF; however, no changes are proposed to the max. lot coverage standard.



*4. The project may meet the design guidelines within the Beauty Book, but no public space or amenities are provided.*



*5. The density proposed is higher than most other sites in the Village.*

## Density

As we have previously shown, the density for the Coconut Point MPD has been calculated per the requirements of the comprehensive plan and the land development code.

**DENSITY** - The number of residential dwelling or housing units per gross acre (du/acre). Densities specified in this plan are gross residential densities. For the purpose of calculating gross residential density, the total acreage of a development includes those lands to be used for residential uses, and includes land within the development proposed to be used for streets and street rights of way, utility rights-of-way, public and private parks, recreation and open space, schools, community centers, and facilities such as police, fire and emergency services, sewage and water, drainage, and existing man-made waterbodies contained within the residential development. ... (con.)

**DENSITY** – (con.)... Lands for commercial, office, industrial uses, natural water bodies, and other nonresidential uses must not be included, except in the Village Center Area as specifically provided in Objective 19.8 and the policies thereunder, and except within areas outside the Village Center Area that are identified on the Mixed Use Overlay Map (Future Land Use Map Series Map 1 page 6 of 8) that have elected to use the process described in Objective 4.3.  
4.2.

## Density

- Coconut Point is designated Urban Community on the Future Land Use Map, which allows 6 units/acre.
- Coconut Point is located within the Mixed-Use Overlay, which allows density to be calculated including areas of nonresidential uses.
- Total residential units approved: 1,614
- 740 multifamily/assisted living facility units approved for Development Area 1 (North Village)
  - Rapallo: 450 MF units
  - Enclave: 90 MF units
  - Edera: 200 MF units



*6. The Village Center is preferred location for higher density and the subject property is outside of the Village Center.*

*7. The combined deviations allow for more residential units on site. If the applicant were to meet the code requirements, fewer units may have been able to be provided.*

*8. Only one access for ingress and egress poses a potential safety concern for traffic. Although an emergency exit has been provided, only one general vehicular exit is not appropriate for the proposed number of units. The Estero specific policies within the Comprehensive Plan promote connectivity, which is not provided in this application.*

*9. The proposed development is not compatible with the adjacent properties relating to density and height. The applicant is requesting four stories, which results in more units than would have been permitted without the deviation.*

## Compatibility

LDC Sec. 34-2, Definitions.

Compatible means, 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.

- Densities are compatible.
- Proximity to the Village Center – Compatibility is based on existing use or the permitted use. The permitted use on North Point is not residential, but commercial (retail/office hotel on parcel directly to the north).

**POLICY 19.8.4:** Properties in the Village Center Area which have vested rights under the law may proceed under such vested rights as otherwise provided in the Comprehensive plan and Land Development Code, and shall not be required by virtue of Objective 19.8 and the policies thereunder to seek rezoning to the Village Center standards ...

## Edera at Coconut Point:

- Provides a needed housing type (rental apartments).
- Contributes to a diversity of housing, widening housing choice within Estero.
- Promotes economic development by accommodating the workforce and new residents.
- Maintains the character of Estero through quality design in a known design aesthetic (Coconut Point).

## Estero Housing Study

### Conclusions

- **Housing affordability is a serious issue within the Village of Estero**
- **There is demand for moderately priced multi-family housing within the Village**
- **The ratio of multi-family housing in the Village is low compared to peer communities**
- **There are no existing rental apartments within the Coconut Point DRI**

### Edera at Coconut Point:

- Provides residential uses that are critical to support the other uses (office, retail, hotel, restaurants, medical office) in the mixed-use development.
- Connects to existing pedestrian and bicycle paths.
- Complies with the vision for the master planned community, which has already provided significant public benefits to Estero: roadways, transit stops, sidewalks, public safety facilities, and a school site, to name a few.
- Given its location, will also contribute to, and not detract from, the overall vitality and success of the Village Center.