

Via Coconut Planned Development



VILLAGE OF ESTERO ZONING STAFF REPORT

PROJECT NAME: VIA COCONUT
CASE TYPE: PLANNED DEVELOPMENT/REZONING
CASE NUMBER: DCI2014-00023
PLANNING & ZONING BOARD DATE: APRIL 19, 2016

REQUEST AND STAFF ANALYSIS

This rezoning should be reviewed for the “Village Center” land use category and should be continued in order to draft appropriate conditions and a schedule of uses that comply with the new zoning district if the Planning and Zoning Board desires to recommend approval.

This is a request to rezone approximately 18.5 acres of land at the southeast corner of Via Coconut Point and Corkscrew Road from the Agricultural District (with a small portion of Community Facilities) to a Mixed-Use Planned Development for 297 multi-family units and 30,000 square feet of commercial use with a maximum building height of 45 feet.

This zoning case has a concurrent Comprehensive Plan Amendment to change its primarily Suburban land use category to a new land use category that currently does not exist (Via Coconut Urban Place, requested by the applicant), in order to achieve the density proposed which is not allowed under the existing land use or zoning.

Additionally, the property is in the “Zoning in Progress” area described in Resolution 2015-22. A study conducted by consultants for the Village has resulted in amendments to the Comprehensive Plan which propose a new land use category of “Village Center” for this project as well as others in the area covered by the Resolution.

The staff does not recommend approval of the applicant’s proposed site specific land use category, but instead, would propose the Village Center category which was endorsed by the Council on March 30th, which voted to “transmit” the amendments to the state for further review. Without the appropriate land use change, the zoning cannot be changed as there is no zoning category that would permit the proposed densities.

If the Village’s proposed Comprehensive Plan amendments are adopted and effective and the Land Development Code amendments for the Village Center, which are currently being drafted, are adopted, then the proposed project may be approvable.

APPLICATION SUMMARY

Applicant: Focus Development Group, LLC c/o Jeffery A. Graef, Managing Member in reference to Via Coconut MPD

Request: Amend the Future Land Use Map to create a new Future Land Use Category; and rezone 18.53 acres from Agricultural Districts, AG-2 and Community Facilities Districts, CF to Mixed-Use Planned Development, MPD to allow for

development of up to 297 dwelling units and 30,000 square feet of commercial use. Maximum building height is 45 feet.

Location: The subject property is located at the southwest corner of Corkscrew Road and Via Coconut Point, Village of Estero, FL. The applicant indicates there are numerous and varied STRAP numbers.

LAND USE CATEGORY

Suburban with a small area of Public Facilities

PUBLIC INFORMATION MEETING

The public information meeting for the Comprehensive Plan Amendment and Rezoning was held at the Planning and Zoning Board on August 25, 2015. The applicant additionally advises that it met with the Estero Community Planning Panel prior to that on February 16, 2015 and March 16, 2015.

ZONING HISTORY

The subject property is currently zoned Agricultural District, AG-2 and Community Facilities Districts, CF. The AG-2 designation is the original zoning for the property. The CF zoning is found in the southern portion of the site adjacent to Via Coconut Point. This CF zoning was approved by Lee County as part of the rezoning of Estero Community Park from AG-2 and Residential Planned Development to Community Facilities District, CF-2, adopted in Resolution Z-03-067. CF-2 zoning was subsequently combined with the other CF districts into one district (CF) by Ordinance 14-13.

The AG-2 zoned lands within this application were a part of a larger parcel sought for rezoning filed in February, 2004. The application known as Estero Town Center (DCI2004-00008) sought rezoning of 39.39 acres from AG-2 and Commercial Planned Development (CPD) to allow the development of 150 multiple-family dwelling units; 300,000 square feet of commercial office/retail uses; 150 hotel/motel units; and a parking garage. The proposed maximum building height was 45 feet. This application was ultimately withdrawn in May, 2007.

PROJECT DESCRIPTION AND MASTER CONCEPT PLAN

The applicant is requesting a rezoning from the Agricultural District to Mixed Planned Development and a Comprehensive Plan Amendment to allow a residential multi-family development of 297 units (approximately 18 units per acre) and 30,000 square feet of commercial use. This density is not allowed under the current land use or zoning, but could be allowed with the new Village Center category, if approved by the Council, subject to the criteria in the Land Development Code.

The site itself is long and narrow, bordering Corkscrew Road on the north and running along Via Coconut Point and is bordered on the west by the railroad tracks and a small residential area. The property has been described by the applicant as “banjo” shaped.

The Master Concept Plan shows the area at the corner of Corkscrew Road and Via Coconut Point as commercial use of 2 acres with 22,000 square feet. Development south of this area is predominantly residential, with the exception of an area mid-way through the property around the “traffic oval” (similar to a roundabout but oval-shaped). This area is noted as an area where mixed-use may occur, with commercial uses on the ground floor and residential above. A maximum of 8,000 square feet is proposed. This could also be a community amenity area.

The traffic oval is shown potentially connecting Via Coconut Point with the North Point property to the west, across the railroad tracks.

Multi-family buildings and parking lots are interspersed throughout the development. Maximum height of commercial and residential buildings is 3 stories or 45 feet. The access to the site is from 4 access points off Via Coconut Point. The northernmost and southernmost accesses are limited to right-in, right-out. Potential future interconnections are shown to the North Point property on the west and to the single family area to the west near Corkscrew Road (Happy Hollow Lane) in the event this western property is redeveloped at some future time.

SURROUNDING ZONING AND LAND USE

To the north is Corkscrew Road. North of Corkscrew Road is vacant land zoned MPD. This is part of the Estero on the River MPD, approved in 2007. The immediate corner development tract of this MPD (northwest corner of Corkscrew Road and Sandy Lane) on the approved Master Concept Plan (MCP) was a 2.13 acre tract proposed with development intensity of 27,970 square feet of retail and 32 multiple family dwelling units. North and west of that tract (between the railroad and Sandy Lane) is an 8-acre development tract noted as R-2. Within this tract the MCP shows a planned future train stop and 160 units consisting of townhouse, two-family attached, and multiple family dwelling units.

To the east is Via Coconut Point. Along the east side of Via Coconut Point (southeast corner of Via Coconut Point and Corkscrew Road) is AG-2 and CPD zoning with agricultural crops and a produce stand. There is also land zoned Community Facilities District, CF zoning developed as Estero Community Park. The AG-2 and CPD zoned land is the subject of applications to amend the Comprehensive Plan future land use designation, amend the planned development zoning, vacate right-of-way, and rezone to Residential Planned Development (RPD) zoning for a project named Genova.

Via Coconut Point is also found bordering the property to the south. South of Via Coconut Point is vacant AG-2 zoned land.

West of the subject property are AG-2 zoned single family lots located off of Happy Hollow Lane with an average lot size of 31,000 to 32,000 square feet. Further south, the property abuts the railroad right-of-way. West of the railroad is vacant MPD zoned property. This property is the North Point Development of Regional Impact (DRI), a mixed-use development approved for retail, office, hotel/motel, and multiple family residential. The North Point property is currently the subject of applications seeking to amend the DRI and planned development zoning approvals to increase residential units and decrease retail.

STAFF ANALYSIS

The staff analysis section of this report includes information on various issues, such as environmental issues, transportation impacts, density, compatibility and height, comprehensive plan considerations (including Estero-specific goals and policies) and an analysis of the applicant's requested deviations.

When the Planning and Zoning Board evaluates a zoning case, it must review these issues and provide a recommendation to Council. In order to assist, staff has provided a summary of the project's advantages and disadvantages below. Following this section is more information on each of these issues described above.

Summary of Project Advantages and Disadvantages

Advantages:

- This project would provide interconnection opportunities to the west
- The majority of buildings are located close to Via Coconut with parking to the rear
- Commercial and residential uses are depicted on the site plan
- Architectural details have been provided
- A traffic “oval” is shown on the site plan with potential for mixed-use, civic space and an outdoor gathering place that is centrally located
- The project will not create any “concurrency” impacts on roads or other services
- The applicant is offering enhanced landscaping and streetscaping

Disadvantages:

- This project will add nearly 3,000 new trips per day to the road (Via Coconut Point)
- The proposal is currently inconsistent with the Comprehensive Plan and zoning
- A broad list of commercial uses is requested
- Deviations requested do not enhance the project
- There is a notation on the site plan that may not result in mixed-use at the traffic oval location
- The architectural rendering submitted does not appear to be Mediterranean or Old Florida style

Environmental Issues

Lee County Environmental Staff reviewed this project. The memo is attached. Lee County Staff reviewed the site pertaining to landscaping, open space and protected species.

In summary, staff finds the existing site is disturbed and over the years has been used for agricultural purposes and currently has an agricultural exemption (affidavit provided by applicant attached).

A protected species survey was conducted and revealed one active gopher tortoise on the site. During a staff site visit conducted on January 9, 2015, no listed species were found. Since the site was used for agricultural purposes, the tortoise may have been displaced.

Land Development Code (LDC) 34-935(g)(5) states Mixed Use Planned Developments (MPD) must provide the amount of applicable open space set forth in sections LDC 34-935(g)(1-4). The proposal is to develop a mix of commercial and residential. The commercial portion of the development (2.03 ac) must provide 30% open space and the residential portion of the development (16.5 ac) must provide 40% open space. The Master Concept Plan (MCP) provides the breakdown of open space required and provided, and if approved a condition has been recommended regarding open space. This will result in 6.6 acres of open space for the residential portion and .65 acres for the commercial portion of the site.

The buffers comply with Chapter 33 of the Code, except for a requested deviation. The applicant has requested a deviation, Deviation 2, from the requirement to provide a specific buffer when roads, drives, or parking areas are located less than 125 feet from an existing single-family residential subdivision or single-family residential lots. If this deviation is granted

then a condition is recommended for a 20 foot wide Type F buffer with an 8' high wall set back 20 feet from the property line.

It should be noted that a letter was received from the railroad (CSX) requesting a 50 foot buffer (see attached).

Density, Compatibility, and Height

The applicant is requesting 297 multi-family apartment units which is a density of approximately 18 units per acre. This density is triple the 6 unit per acre maximum for the existing Suburban land use category, but can be considered for increased density in the Village Center land use category subject to meeting specific criteria, if that category is finally adopted. The requested density would need to be a Tier 3 level, which could allow up to 20 units per acre.

The applicant has offered items such as enhanced streetscape and road interconnections to qualify as "Tier 3". The applicant has additionally proposed a traffic "oval" which will contain public open space and areas for potential civic space or mixed-use. The mixed-use aspect could help qualify this as a Tier 3 project as well. The specific incentive offerings will be evaluated prior to the Village Council review.

While the density requested by the applicant is possibly higher than most projects in the Village, this area appears appropriate for consideration of higher density given its location along Corkscrew Road and sandwiched between the railroad tracks and Via Coconut Point Road.

There is a buffer and wall proposed between the commercial use on Corkscrew Road and the single-family homes on Happy Hollow Lane, a transitional type area.

The proposed Genova project across Via Coconut Point, if approved, would have a density of approximately 12 units per acre. This project is higher density than that proposed for Genova, but is separated by the road so would not be incompatible with the surrounding area if Genova is approved.

The height is proposed to be 45 feet or 3 stories maximum, for the residential and commercial uses.

Transportation Issues

The site is located on the west side of Via Coconut Point between Williams Road and Corkscrew Road. Access to the site is shown on the applicant's Master Concept Plan (MCP) via four direct connections to Via Coconut Point. The applicant's traffic study assumes that the northernmost and southernmost connections to Via Coconut Point will have limited right-in/right-out access only, while the other two connections to Via Coconut Point will have full access. One of these full access intersections is shared with the proposed Genova project on the east side of Via Coconut Point. That project is following closely behind in the zoning process. Via Coconut Point is currently a county-maintained collector road.

The application to rezone the site from agricultural (AG-2) to mixed-use planned development (MPD) to permit a maximum commercial intensity of 30,000 square feet and a maximum of 297 multi-family residential units will result in 2,919 net new daily trips. All of these trips will utilize Via Coconut Point to enter and exit the project.

According to the applicant's traffic study, no roadway sections in proximity to the site are expected to be significantly impacted with the addition of the subject-site traffic. Nearby

sections of Corkscrew Road, Via Coconut Point, and US 41 currently operate at LOS "C", and when the project build-out traffic is added to these sections, all are estimated to operate at LOS "C". This is an acceptable Level of Service and no roadway link improvements are expected to be required to accommodate the proposed zoning.

The intersection of Via Coconut Point with Corkscrew Road and the other Via Coconut Point south site access intersections were also analyzed in the applicant's traffic study. The applicant determined that all of the aforementioned intersection approaches operate at an acceptable level of service under both existing and full build-out conditions. (The Genova traffic study also analyzed the shared intersection with the combined project's traffic and it showed no operational issues). New turn lanes or modifications to existing turn lanes may be required to accommodate higher levels of turning traffic. At the time of local development order review, the intersections will be further evaluated to determine what site-related traffic improvements are required to accommodate the proposed development.

Since all of the subject project traffic will utilize Via Coconut Point, that facility should be analyzed using a worst case scenario. Village staff noted that, in the applicant's Level of Service (LOS) analysis, some of the assumptions were modest. Staff conducted an independent LOS analysis using a growth rate of 4% for Via Coconut Point (the applicant used 1.92% based on the 2007-2010 traffic levels). Staff indexed the growth factor from 2010 (the latest date counts were made) rather than from 2012 used by the applicant. The more conservative Generalized Peak Hour Directional Service Volumes were also utilized (rather than the Link Specific Service Volumes). Staff utilized the calculated total Peak Hour, Peak Season, Peak Direction (100th Highest Hour) Volume which was then assigned to the Via Coconut Road link. Utilizing these assumptions, LOS analyses were developed for the project for year 2016 and for the anticipated build-out date of year 2020. The current Level of Service with the background traffic indexed as previously noted, with no project traffic added, is LOS = C. The 2016 LOS with the 100th highest hour project traffic added is LOS = C. The 2020 LOS with the background traffic indexed to that date with the 100th highest hour traffic added is LOS = C.

Since the Genova project is currently seeking zoning approval and virtually all of that project's traffic (except a minor volume that will exit only to Corkscrew Road westbound) will impact Via Coconut Point, additional LOS analyses were conducted for year 2016 and year 2020 with the combined traffic (combined 100th highest hour volume of 139 vph [92 vph from this project and 47 vph from Genova]). The year 2016 LOS with the combined traffic from both projects is LOS = C. The LOS for year 2020 with the combined traffic from both projects is LOS = C.

In summary, while there will be additional trips on the road, neither the traffic from this project nor the combined traffic from this project as well as the Genova project will result in a degradation of the LOS on Via Coconut Point which will handle all of the traffic from this specific project.

Questions also arise relative to the potential impact of new projects on Corkscrew Road, particularly in the vicinity of the I-75 interchange. Due to the dissipation of traffic along Corkscrew Road at River Ranch Road and Three Oaks Parkway as well as destinations along the route, very few peak hour trips will reach the I-75 interchange resulting in minimal impacts.

Comprehensive Plan Considerations

As of the preparation of this report, the property is currently designated as Suburban with a small piece of Public Facilities (a remainder parcel from the park) on the Future Land Use Map of the Comprehensive Plan. As noted previously, there is a concurrent Comprehensive Plan

Amendment filed with this zoning case, seeking to change the Future Land Use category from Suburban and Public Facilities to a new category named Via Coconut Urban Place, as well as a Village-initiated Comprehensive Plan Amendment to “Village Center” which has been transmitted to the state on March 30th. The staff report for the Village Center Comprehensive Plan Amendment, and the amendment language are both attached.

A description of the existing land use categories for the property is below:

POLICY 1.1.5: *The Suburban areas are or will be predominantly residential areas that are either on the fringe of the Central Urban or Urban Community areas or in areas where it is appropriate to protect existing or emerging residential neighborhoods. These areas provide housing near the more urban areas but do not provide the full mix of land uses typical of urban areas. The standard residential densities are the same as the Urban Community category. Higher densities, commercial development greater than neighborhood centers, and industrial land uses are not permitted. Bonus densities are not allowed. (Amended by Ordinance No. 94-30)*

POLICY 1.1.8: *The Public Facilities areas include the publicly owned lands within the county such as public schools, parks, airports, public transportation, and other governmental facilities. The allowable uses within these areas are determined by the entity owning each such parcel and the local government having zoning and permitting jurisdiction. (Amended by Ordinance No. 10- 10)*

This category is intended for primarily residential use with a maximum density of 6 units an acre. Under this category, the property could be developed with approximately 99 units.

The proposed new category of Village Center that was transmitted to the state on March 30th is defined below:

POLICY 1.1.12: *The Village Center Area lies near US-41 in the heart of the Village of Estero. This area includes housing, employment, shopping, recreation, and civic uses and can accommodate additional development in walkable mixed-use patterns. Uses and densities must meet the standards for the Village Center land use category as described in Objective 19.8 and the policies thereunder.*

The relevant objective and policies for the Village Center are also stated below:

OBJECTIVE 19.8: VILLAGE CENTER. *Improve the quality of life for Estero’s residents and visitors by providing additional housing and neighborhood types and more diverse economic activity in the heart of Estero.*

POLICY 19.8.1: *This comprehensive plan includes a Village Center category on the future land use map (also referred to as the “Village Center Area”) which encourages higher densities and intensities of housing, employment, shopping, recreation, and civic uses in a series of interconnected neighborhoods and mixed-use areas. Policy 1.1.12 allows landowners in the Village Center Area to develop within the standard density range and other requirements of the Urban Community category; however the Village of Estero encourages land to be developed or redeveloped with a greater mix of uses and higher densities when placed in walkable mixed-use patterns. The glossary defines ‘density’, ‘mixed-use’, ‘walkable’, and ‘mixed-use pattern’. The specific goals of the Village Center Area include creating socially vital centers supportive of business both big and small, neighborhoods and streets that are safe and attractive for walking and bicycling, the preservation of community history, and the protection of the environment, particularly along the Estero River.*

As the Village of Estero approves its first Comprehensive Plan and Land Development Code, as required by law, the area comprising the Village Center Area may change to, among other things, include other land in that vicinity that meets the goals and objectives of the Estero Community Plan and furthers Objective 19.8 and the policies thereunder.

POLICY 19.8.2: *The Village will create a new planned development zoning district in the Land Development Code (the “Estero Planned Development District”) to help implement these policies. This zoning district will contain tiered standards that apply to the Village Center Area and may include sub-districts which may have specific policies applying therein. Rezoning to the new Planned Development Zoning District must be sought to take advantage of the new tiered standards and densities with respect to specific development tracts. The Village’s intention is to use this new zoning district whenever increases in density and intensity are requested in the Village Center area.*

POLICY 19.8.3: *The Land Development Code provisions that will implement the objective and policies set forth in this Objective 19.8 shall consider such reasonable guidelines as are necessary in order to foster predictable built results and higher quality public spaces by using physical form (rather than separation of uses) as the organizing principle for achieving such objectives. Such guidelines may consider designating locations where different building form standards apply, the relationship of buildings to the public space, public standards for such elements in the public space as sidewalks, travel lanes, on-street parking, street trees, street furniture, and other aspects of the urban built environment that may be applicable to foster interconnection, social vitality and walkability in the Village Center Area. The Land Development Code provisions may also consider other alternative types of reasonable guidelines that may accomplish such goals in a different or complementary manner.*

POLICY 19.8.5: *The Land Development Code will provide standards for four levels of development in the Village Center Area that will contribute to a walkable mixed-use environment in the Village Center Area:*

- a. Tier 1 provides a minimum network of connecting streets that will allow the public to move by car, bike, or on foot within and through development tracts.*
- b. Tier 2 accommodates residential neighborhoods with higher densities and a potential for a greater variety of housing types, as well as mixed-use neighborhoods with higher levels of non-residential uses, and, in each case, greater connectivity than Tier 1.*
- c. Tier 3 accommodates mixed-use neighborhoods with similar attributes as Tier 2 but with higher levels of non-residential uses as well.*
- d. Tier 4 allows an entire development tract to be planned as a compact community, as provided in Chapter 32.*

POLICY 19.8.6: *The Land Development Code will provide minimum standards for each tier and will describe public benefits that developers may offer to obtain specified density/intensity incentives in each tier.*

POLICY 19.8.7: *Base and maximum residential densities will be set by the Village Council during the planned development rezoning process based on its determination of an application’s compliance with this Comprehensive Plan and the specific standards and requirements for each*

tier. Increases in base residential densities may be allowed after consideration of incentive offers as provided in the Land Development Code. Densities cannot exceed the top of the following ranges:

- a. Tier 1: Base level is up to 6 dwelling units per acre of Tier 1-only land plus up to 3 additional dwelling units per acre of Tier 1-only land after consideration of accepted incentive offers, for a maximum of 9 dwelling units per acre of Tier 1-only land.*
- b. Tier 2: Base level is up to 10 dwelling units per acre of Tier 2 land plus up to 4 dwelling units per acre of Tier 2 land after consideration of accepted incentive offers, for a maximum of 14 dwelling units per acre of Tier 2 land.*
- c. Tier 3: Base level is up to 15 dwelling units per acre of Tier 3 land plus up to 5 dwelling units per acre of Tier 3 land after consideration of accepted incentive offers, for a maximum of 20 dwelling units per acre of Tier 3 land.*
- d. Tier 4: Base level is up to 21 dwelling units per acre of Tier 4 land plus up to 6 dwelling units per acre of Tier 4 land after consideration of accepted incentive offers, for a maximum of 27 dwelling units per acre of Tier 4 land.*

The proposed MPD zoning will not be consistent with the Village Center land use category. Land Development Code amendments are currently being drafted to implement the Village Center category. These amendments propose a new zoning category, "Estero Planned Development." This project appears to comply with many of the new Village Center policies but compliance will need to be evaluated further in conjunction with the Land Development Code and the applicant's incentive offerings.

Other Estero-Specific Policies

Goal 19 of the Comprehensive Plan and related Objectives and Policies specifically address the Estero Planning Community.

The Transitional Comprehensive Plan provides that a proposed project cannot be approved that is inconsistent with the plan, **Policy 19.2.1**. At this time, the project is not consistent but possibly could be under the new Village Center category.

The proposed planned development proposes vehicular connections to the adjoining property to the west, across the railroad tracks. A recommended condition to an approval of the zoning includes the development of a joint vehicular and pedestrian interconnection between these properties providing opportunities for internal and external access to the development, consistent with **Policy 19.2.6**.

The proposed development is within an urban area and urban services are provided (except for bus service) or can be extended to serve this proposed development consistent with **Policy 139.5.7**.

Other Services and Issues

FEMA Floodway

The subject property is not located within a FEMA identified floodway, nor is the property identified as being within a flood zone.

Historic Resources

The property is not within the Level 2 sensitivity areas for archaeological and historic resources.

Natural Resources

The South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP) has not been issued on the subject property. The proposed development surface water system will be designed to SFWMD standards and the applicant will be required to obtain an ERP in order to develop the subject property.

Transit Services

The development is not directly served by Lee County Transit. In a letter dated August 11, 2014, LeeTran staff stated that currently, the LeeTran route closest to the subject property is Route 240, which runs along US-41 from Coconut Point Mall to Bell Tower Shops. The subject property does not lie within the quarter-mile service area for fixed routes. It is within the three-quarter mile service area for Paratransit service. The Transit Development Plan recognizes the need for services adjacent to the subject property during the 10-year planning horizon but the identified service is listed as unfunded.

Emergency Medical Services (EMS)

The closest EMS unit is located at the Estero Fire Station on Three Oaks Parkway. In a letter dated August 15, 2014, EMS staff stated that the primary ambulance for the subject property is Medic 21 and that there are two other locations within 5 miles of the subject property. All three locations are projected to meet service standards and that service availability for the proposed development is adequate at this time.

Police Services

The property is within the Delta District of the Lee County Sheriff's with an office on Bonita Beach Road in the Springs Plaza. In a letter dated August 12, 2014, Lee County Sheriff's Office staff stated that the proposed development does not affect their ability to provide core services at this time.

Fire Services

In a letter dated August 7, 2014, Estero Fire Rescue staff stated that they are capable of providing fire protection and advanced life support/non transport services for the subject property. The closest fire station is located on Sweetwater Ranch Boulevard.

School District

In a letter dated August 8, 2014, School District staff stated that the School District currently has sufficient capacity to serve the estimated 30 additional school age children that would be generated by the proposed development.

Solid Waste

In a letter dated August 7, 2014, the solid waste service provider for the subject property stated that there is sufficient capacity to accommodate the proposed development.

Utility Services

Potable water and sanitary sewer lines are in operation adjacent to the property, with potable water provided through Lee County Utilities via the Pinewood Water Treatment Plant and sanitary sewer service provided by the Three Oaks Wastewater Treatment Plant.

Deviations

The applicant has requested three deviations from the Land Development Code. The applicant's Schedule of Deviations and Justifications are attached.

Deviation (1) seeks relief from LDC Section 10-296(b) which specifies right-of-way standards for privately maintained access streets to allow the internal access drive to meet parking lot aisle standards, allowing vehicles to back out onto the access drive.

Staff Comments: Deviation #1 requests relief from the requirements of the Land Development Code (LDC) Section 10-296(b) which specifies the standard right-of-way widths for privately-maintained streets. The applicant appears to suggest that since the maximum 297-multi-family-residential portion of development is serviced by 3 driveway accesses to Via Coconut Point, the intent of LDC Section 10-296(r) is met in that the street will provide access to 100 or fewer units. In review of the MCP, it seems likely that the majority of the residents will use the 2 southernmost accesses to Via Coconut Point, while a small portion will use the second access to Via Coconut Point located to the south of Corkscrew Road. In addition to the residential use of the two middle access points to Via Coconut Point, it is likely that commercial-use traffic will also use the un-gated internal street network. For the aforementioned reasons and the fact that the applicant has not provided sufficient justification as to design constraints that limit the ability to meet the provisions of the LDC, staff recommends denial of this deviation.

Deviation (2) seeks relief from

- Section 10-416(d)(6) which requires a solid wall or combination berm and solid wall not less than eight feet height to be constructed not less than 25 feet from abutting property and landscaped (between the wall and the abutting property) with a minimum five trees and 18 shrubs per 100 lineal feet; or a 30-foot wide Type F buffer with the hedge planted a minimum of 20 feet from the abutting property line where roads, drives or parking areas are located less than 125 feet from existing single family residential lots; and
- 10-416(d)(7) which requires a type C or F buffer for uses or activities that generate noise;

to allow a buffer consisting Type F buffer plantings in a 15 to 20 feet wide planting area, supplemented with an 8 foot wall as depicted on the MCP where commercial areas abut three single family residences.

Staff Comments: The deviation location on the MCP is not clear. The MCP points to where the portion of the deviation is related to a driveway located in proximity to single family residential, but is it unclear where the other portion of the deviation is intended to be used. Staff does not support the granting of this request until it is clearly understood where the deviation would apply and which homes on Happy Hollow Lane will be impacted by this deviation and which homes will have the required buffer provided to buffer the impacts of this development.

Deviation (3) seeks relief from Section 34-2020(a) which requires a minimum of 2 parking spaces per multifamily unit to allow parking to be calculated at 1.5 spaces per one-bedroom multifamily unit, for up to a maximum of 160 one-bedroom units.

Staff Comments: Staff does not recommend approval of this deviation. The applicant has provided no evidence that "one bedroom units are not as likely to house two people" (as stated in the applicant's Schedule of Deviations and Justifications) along with the related assumption that 50% or more of one-bedroom units will only require space for parking a single vehicle. The applicant has not provided sufficient justification as to design constraints that limit the ability to construct the required amount of off-street parking. Staff recommends denial of the deviation.

Findings and Conclusions

The following provides the basic Findings and Conclusions of the Land Development Code that the Planning and Zoning Board and ultimately the Village Council must consider for approval of a planned development rezoning. Specific findings must be made at the time of recommendation by the Planning and Zoning Board and final decision-making by the Village Council. Since this case is recommended to be continued, findings are not required at this time but are included for informational purposes.

- a) The applicant has justification to the rezoning by demonstrating compliance with the Comprehensive Plan for the Village Center, the Land Development Code, and other applicable codes and regulations.
- b) The requested rezoning is consistent with the densities, intensities and general uses set forth in the Lee Plan.
- c) The request as conditioned, is compatible with existing or planned uses in the surrounding area.
- d) Approval of the request will increase traffic but 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.
- e) The request will not adversely affect environmentally critical area and natural resources.
- f) Urban services, as defined in the Comprehensive Plan, are, or will be, available and adequate to serve the proposed land use.
- g) The proposed use, or mix of uses, as conditioned, is appropriate at the subject location.
- h) The recommended conditions to the Master Concept Plan and other applicable regulations provide sufficient safeguards to the public interest.
- i) The recommended conditions are reasonably related to the impacts on the public's interest created by or expected from the proposed development.
- j) The deviations do not:

- 1) Enhance the planned development; nor
- 2) Preserve and promote the general intent of the LDC to protect the public health, safety and welfare; and

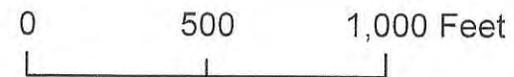
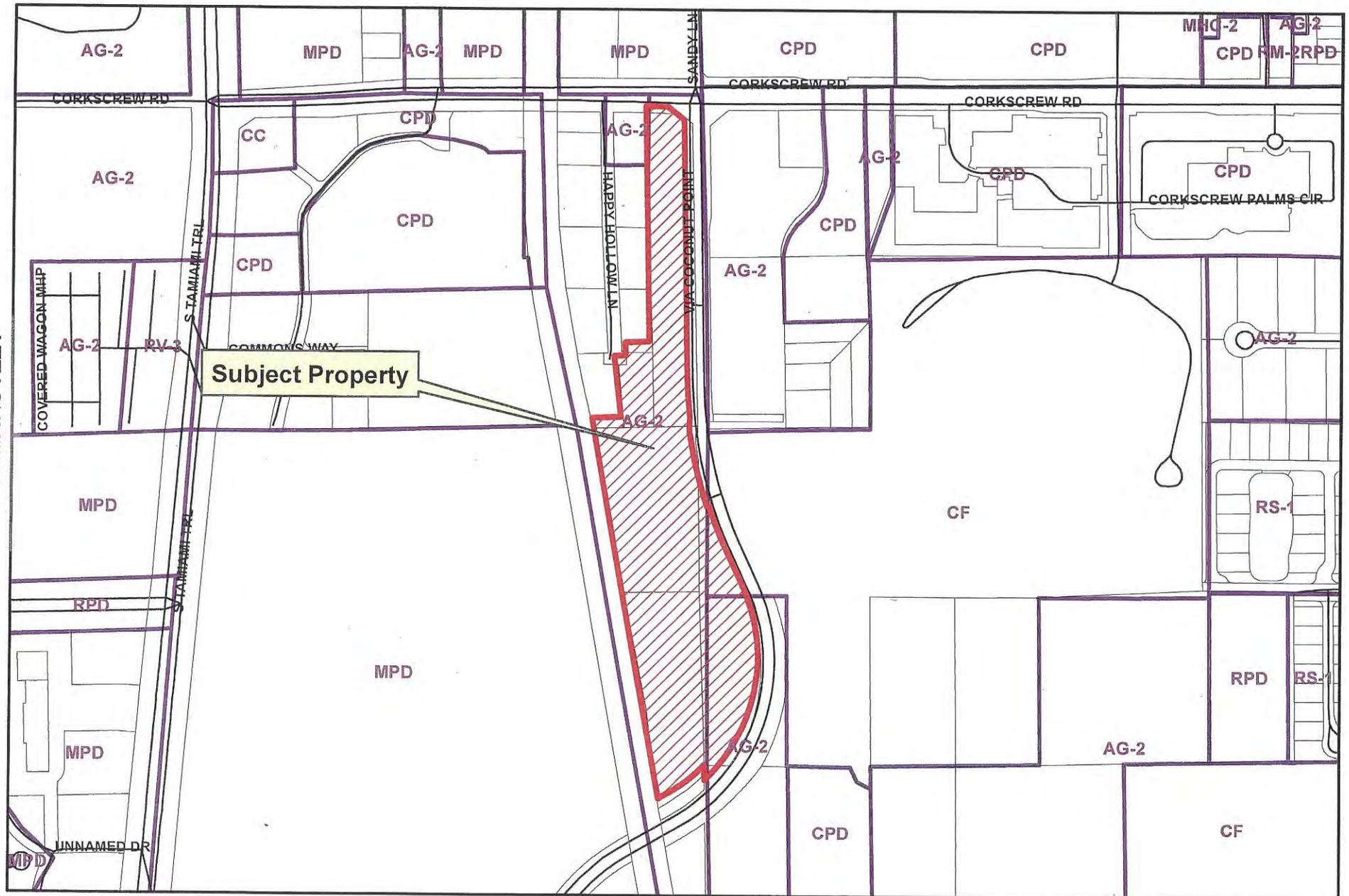
Should be denied

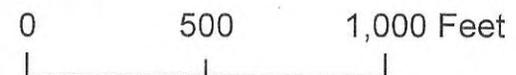
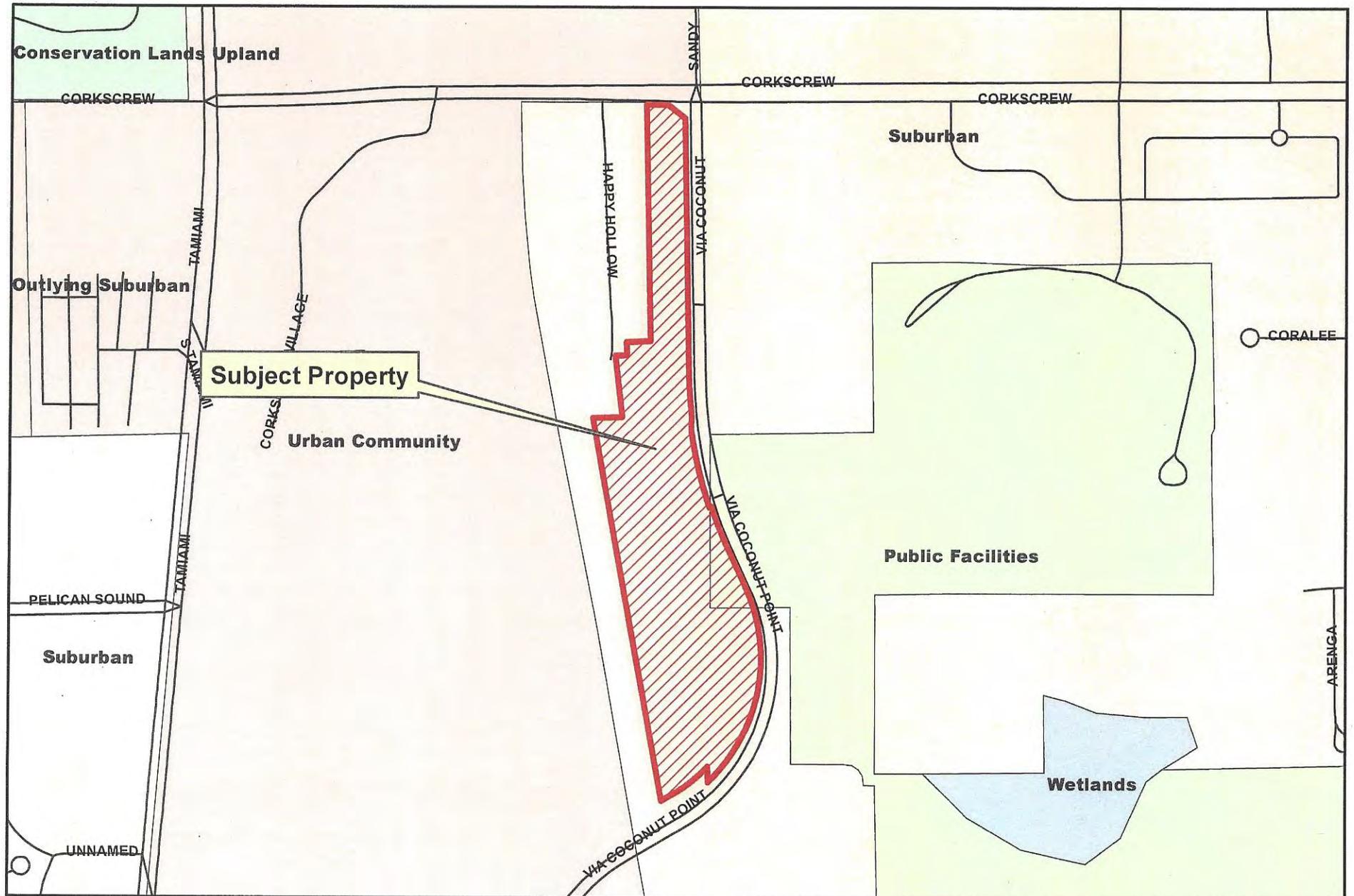
ATTACHMENTS:

- A. Maps
 - Zoning
 - Future Land Use
 - Aerial
 - Map A (Resolution 2015-22)
- B. Conditions and Deviations (not included)
 - Schedule of Uses (not included)
 - Property Development Regulations (not included)
- C. Master Concept Plan
- D. Village Center Comprehensive Plan Amendment Staff Report (March 24, 2016)
- E. Village Center Comprehensive Plan Amendments CPA 2016-01 (March 24, 2016)
- F. Minutes from Estero Public Information Meeting at Planning and Zoning Board dated August 25, 2015
- G. Estero Community Planning Panel Minutes of February 16, 2015 and March 16, 2015
- H. Agricultural Affidavit
- I. Zoning Resolution Z-03-067
- J. CSX Railroad Letter
- K. Lee County Environmental Comments
- L. Lee County DOT Comments
- M. Lee County Development Services – TIS Comments
- N. School District of Lee County Comments
- O. Legal Description
- P. Applicant Submitted Materials
 - Request Statement and Compliance Narrative
 - Design Standards Compliance
 - Deviations and Justifications
 - Original Traffic Impact Statement with subsequent responses

Attachment A

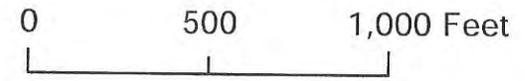
ATTACHMENT A

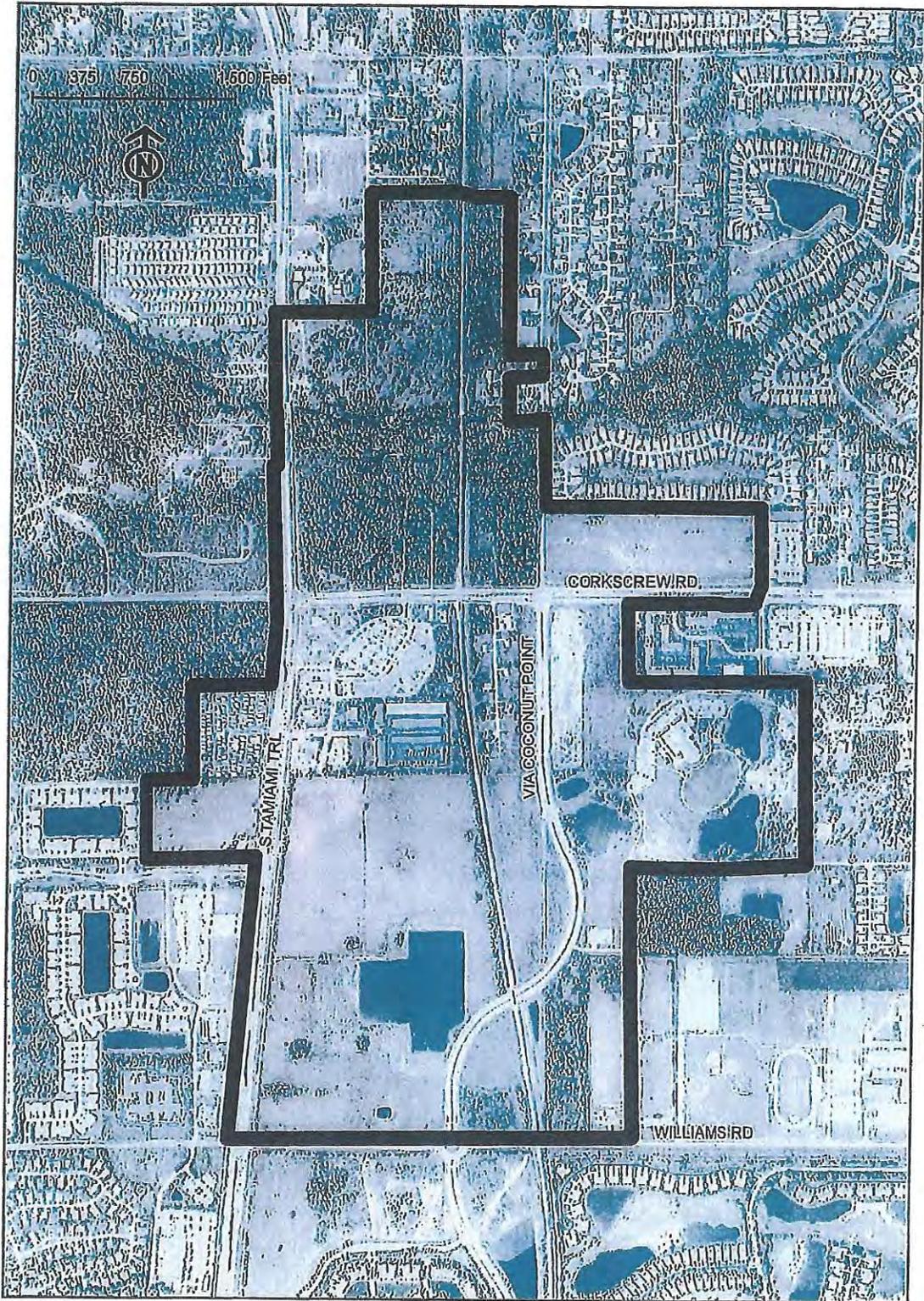






Subject Property





MAP A

Conditions and Deviations

(Not Included)

Attachment B

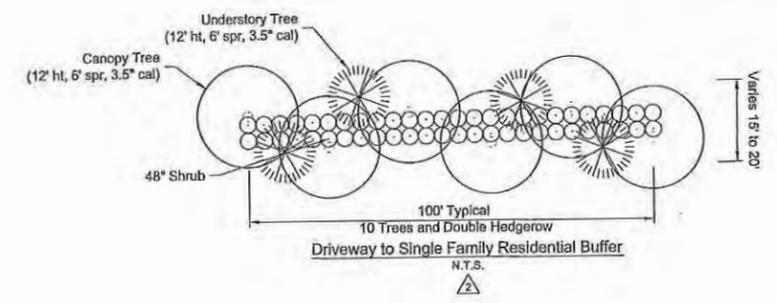
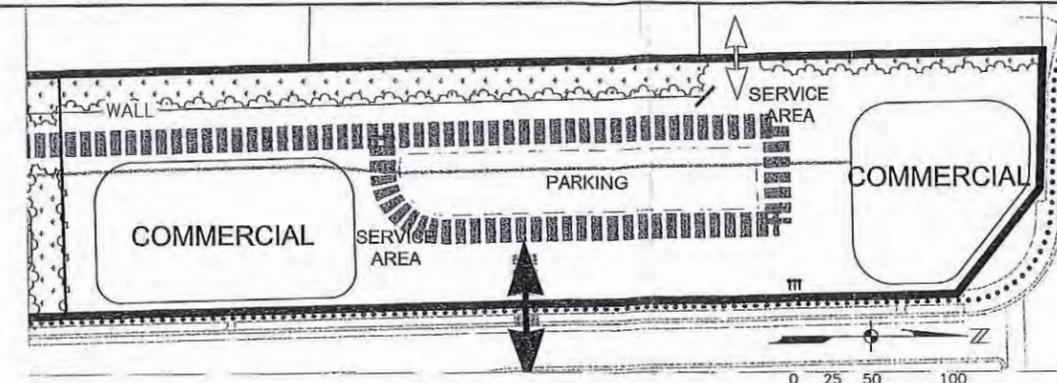
Attachment C

NO.	DESCRIPTION	DATE
1	RESPONSE TO SUFFICIENCY #2	8/20/14

DATE: SEPTEMBER 2014
PROJECT NO. 20149788-000
FILE NO. 33-46-25
SCALE: 1" = 100'

MASTER CONCEPT PLAN

SHEET NUMBER
1 OF 1



OPEN SPACE			
Commercial Open Space Required	2.03 AC x 30%		0.61 AC
Residential Open Space Required	16.5 AC x 40%		6.60 AC
	Total Required		7.21 AC
Commercial Open Space Provided			0.65 AC
Residential Open Space Provided			
	Buffer		1.89 AC
	Dry Detention Areas		0.73 AC
	Lake Area		1.14 AC
	Other Open Space		2.84 AC
	Sub-Total		6.60 AC
	Total MPD Provided		7.25 AC

NOTES
Open Space standards for Mixed Use Planned Developments is set forth by LDC Section (34-935(g)(5)).
Individual lots shall provide 10% open space per LDC Section 34-414(c).
No Indigenous Plant Communities are located onsite. Any Sabal Palms 8' CT or greater shall be preserved or re-located onsite.

- NOTES(S):**
- FRONTAGE ALONG VIA COCONUT POINT AND CORKSCREW ROAD IS SUBJECT TO STREETScape DESIGN PER SUBDIVISION I OF DIVISION 3 OF ARTICLE II OF CHAPTER 33 LDC.
 - BUFFER TYPES ARE PER CHAPTER 33 PLANNING COMMUNITY REGULATIONS.
 - FUTURE POTENTIAL INTERCONNECTIONS ARE INDICATED TO REPRESENT POTENTIAL FOR ONSITE IMPROVEMENTS TO TIE INTO ADJOINING PROPERTIES IF AND WHEN CONNECTING INFRASTRUCTURE IS AVAILABLE ON THE ADJOINING SITE.

* GROUND FLOORS OF THESE BUILDINGS TO CONTAIN AMENITY OR COMMERCIAL USES (MAXIMUM TOTAL OF 8,000 GROSS SQUARE FEET).

LEGEND

	ACCESS POINTS
	FUTURE POTENTIAL INTERCONNECTION
	MAJOR VEHICULAR CIRCULATION
	SECONDARY VEHICULAR CIRCULATION
	EXISTING SIDEWALK
	CONCEPTUAL PEDESTRIAN PATH
	PROPOSED BUFFER
	DEVELOPMENT AREA

MPD DEVELOPMENT SUMMARY			
COMMERCIAL AREA		MAX. Building Height	
2.03 AC			
Total Proposed Commercial Building Area	22,000 SF	3 stories/45'	
RESIDENTIAL AREA		MAX. Building Height	
16.50 AC @ 18 units per acre			
Total Proposed Residential Units	297 UNITS	3 stories/45'	
Total Proposed Non-Residential Building Area*	8,000 SF	3 stories/45'	

Residential units may be developed as multifamily buildings or townhouses, not to exceed 297 units. Ground Floors of two buildings indicated on the MCP with * may contain community amenity uses or commercial uses.

Village Center
Comprehensive Plan Amendment
Staff Report

Attachment D



VILLAGE OF ESTERO

**COMPREHENSIVE PLAN AMENDMENT
STAFF REPORT**

**VILLAGE CENTER
CPA 2016-01**

(PUBLICLY SPONSORED AMENDMENT)

**Village Council
March 30, 2016 Public Hearing**



CASE NAME: VILLAGE CENTER
CASE TYPE: COMPREHENSIVE PLAN MAP AND TEXT AMENDMENT
(PUBLICLY INITIATED)
CASE NUMBER: CPA 2016-01
VILLAGE COUNCIL TRANSMITTAL HEARING: MARCH 30, 2016

REQUEST SUMMARY

The Village of Estero is proposing a series of map and text amendments to its Comprehensive Plan and Land Development Code to support compact walkable development patterns in certain areas near US 41 referred to as the Village Center. These areas are anticipated to include employment, housing, shopping, recreation, and civic uses.

The request being considered by the Village Council on March 30 is limited to the Comprehensive Plan amendments, which would have the greatest effect on about 522 acres of land located near US 41 from the city limits with Bonita Springs north to just south of Broadway.

An important feature of these amendments is a new category on the Future Land Use Map to be called "Village Center." In this category, higher densities may be allowed if certain criteria are met. Final density decisions would be made by the Village Council at the time of rezoning.

Four 'tiers' or levels of development would be described in detail in the Land Development Code. As higher tiers are requested by developers, the allowable 'base density' increases and the code's criteria increase correspondingly. Additional density may be available in exchange for public features offered by developers such as enhanced streetscapes, public hiking and bicycling trails, gathering places (including outdoor cafes), and other amenities or improvements; these increases are called 'incentive density.' Density limits for both types of density are summarized in the following chart.

	<i>(densities in units per acre)</i>		
	Base Density	Incentive Density	Maximum Density
Tier 1	Up to 6	Up to 3	9
Tier 2	Up to 10	Up to 4	14
Tier 3	Up to 15	Up to 5	20
Tier 4	Up to 21	Up to 6	27

Detailed code requirements and potential incentive offers will be described in detail in Land Development Code Amendments, which will be adopted concurrently with final approval of these Comprehensive Plan amendments.

APPLICATION SUMMARY

Project Name: Village Center

Applicant: Village of Estero

Requests: Amend the Future Land Use Element of the Comprehensive Plan:

- Amend Lee Plan Map 1 (Page 1 of 8 of the Future Land use Map) to establish a new "Village Center" land use category and to redesignate about 522 acres of land into this new category
- Amend Lee Plan Map 1 (Page 6 of 8) to remove the "Mixed- Use Overlay" from land being designated into the new "Village Center" category
- Amend policies under Objective 1.1
- Amend policies under Goal 19
- Delete Goals 12 through 18 and 20 through 35 and all objectives & policies under these goals
- Amend Objective 2.12, 4.2, and 4.3 and policies under them
- Amend Goal 6 and policies & standards under Objective 6.1

Amend the Glossary

Amend Tables 1(a) and 1(c)

Size of Property: 522 acres will be designated into the "Village Center" category; none of that land will remain in the "Mixed-Use Overlay"

Property Location: The "Village Center" category is near US 41, beginning at the Village limits with Bonita Springs and ending just south of Broadway (see Attachment B).

Current Zoning: Much of the affected land has been zoned into one of the Planned Development zoning districts (see Attachment D).

Future Land Use Categories: (current) in Village Center area; see map in Attachment A

Urban Community	347 acres	(66.5%)
Suburban	112 acres	(21.5%)
Outlying Suburban	9 acres	(1.7%)
Public Facilities	54 acres	(10.3%)

Allowable Densities: (in current categories being changed to Village Center):

Future Land Use Category	Standard (Base) Density Range		Bonus Density
	<i>Minimum</i>	<i>Maximum</i>	<i>Maximum</i>
Urban Community	1	6	to 10
Suburban	1	6	<i>no bonus</i>
Outlying Suburban	1	3	<i>no bonus</i>
Public Facilities	n/a	n/a	<i>no bonus</i>

FEMA Floodway: A FEMA-designated floodway runs along the Estero River through the Village Center category.

Historic Resources: Part of the Village Center category is within level 2 sensitivity areas for archeological and historic resources. About 10 acres of the Koreshan Unity National Register Historic District is east of US 41 on the south bank of the Estero River and would be in the new "Village Center" category.

PUBLIC MEETINGS

Public meetings or workshops have been held on the following dates to discuss the evolving Village Center planning effort:

- In 2016: March 9, March 8, January 12
- In 2015: October 28, August 18

On March 22, 2016 the Planning and Zoning Board held a public hearing to consider these comprehensive plan amendments.

PROJECT HISTORY

As the real estate market was beginning to recover from the recession, a community planning initiative was sponsored by a coalition of Estero community organizations to anticipate changing demographic trends and their impact on Estero. That process included a detailed market assessment and an extended planning workshop to explore development scenarios for a surplus of commercially zoned land near US41.

A possible framework for the development of the remaining vacant tracts in Estero was presented through a series of community meetings. This framework was based on the principles of compact, walkable, transit supportive, mixed-use development, with an emphasis on employment, housing variety, and recreational and civic uses. These principles could guide Estero toward a more sustainable model for future development that serves current residents of Estero while anticipating the needs and desires of future residents.

Findings from the community planning initiative were documented in three reports:

- *Estero Community Market Assessment* (September 2013, by Peloton Research Partners)
- *Estero Planning Workshop: February 24-27, 2014* (March 2014, by Seth Harry & Associates)
- *Community Planning Initiative, Final Report* (January 2015, by Seth Harry & Associates and Spikowski Planning Associates)

The market assessment was based on conditions in 2013. Since that time, real estate development has recommenced in Estero at a rapid pace. Lee Memorial Health System is about to develop a 31-acre site as a walkable mixed-use medical complex with complementary shops and services that are integrated with surrounding uses. Private developers are providing additional commercial uses and several smaller luxury gated communities that fit the prior Estero model, plus housing types that are new to Estero including apartment complexes and specialized housing with related medical care. The renewed economic activity and its diversity is welcome after the lengthy recession, but should be well-planned.

Additional data and analysis for these comprehensive plan amendments includes:

- *Land Use Scenarios for Lee County, Florida* (January 2015, by the Lee County Metropolitan Planning Organization)
- All data and analysis supporting amendments to the Estero Community Plan (Goal 19 and its objectives and policies) as adopted in late 2014.

The Village Council authorized the preparation of Comprehensive Plan and Land Development Code amendments in May 2015 through a consulting contract. The planning team included Bill Spikowski of Spikowski Planning Associates and urban designer Seth Harry of Seth Harry & Associates. These Comprehensive Plan amendments were prepared as part of that effort.

STAFF SUMMARY & ANALYSIS

The comprehensive plan amendments proposed in this report affect several different portions of the Comprehensive Plan. The following summary highlights the most significant changes. The map amendments are shown in Attachments B and C. The complete amendment language is provided in Attachment F. All three attachments were revised through March 24 to respond to ongoing input and comments.

Policy 1.1.12 and Map 1 (Page 1 of 8):

This policy would establish a new "Village Center" category on the Future Land Use Map:

POLICY 1.1.12: *The Village Center Area lies near US 41 in the heart of the Village of Estero. This area includes housing, employment, shopping, recreation, and civic uses and can accommodate additional development in walkable mixed-use patterns. Uses and densities must meet the standards for the Urban Community category unless land is rezoned as a planned development to apply alternate tiered standards for*

the Village Center Area as described under Objective 19.8. Densities in the Village Center Area may exceed the standard density ranges in Table 1(a) only if the Village Council applies the alternate tiered standards through rezoning.

The Future Land Use Map would be amended to include about 522 acres of land into this category (see Attachment B). Owners of land in this new category could participate in the new tiered standards by requesting rezoning.

Policy 19.4.6:

A new Policy 19.4.6 would be added to expand on and replace existing Policy 19.4.2.f. The new policy would implement recommendations from the Lee County Metropolitan Planning Organization about preserving the rail corridor for future transportation purposes (potentially including enhanced freight service; commuter rail, light rail, or bus rapid transit; and hiking/biking/walking trails). The corridor bisects Fort Myers, Estero, and Bonita Springs and terminates in far northern Collier County.

The rail corridor is ideal for trails and bike paths because it would link most of Estero to destinations to the north and south without requiring walking or biking on busy roads. Trails and bike paths can be placed alongside active railroad tracks (known as 'rails-with-trails') or using abandoned rail corridors ('rails-to-trails'). Because the CSX / Seminole Gulf rail corridor is important for many transportation purposes, the MPO recommended the 'rails-with-trails' approach. The right-of-way is wide enough in most places to accommodate multiple uses including trails. The MPO recently identified the rail corridor as the preferred location for the critical north-south corridor for a system of greenways and trails in Collier and Lee Counties.

The rail corridor is owned and controlled by two private entities: CSX and Seminole Gulf Railway. CSX owns the land within the right-of-way. Seminole Gulf Railway has a long-term lease on the land to operate freight rail service; Seminole Gulf also owns and maintains the tracks and rolling stock.

The MPO concluded that in order to maintain options for multiple uses of this corridor, a public entity such as Florida DOT should pursue purchasing real estate interests in the rail corridor. (Lee County Rail Corridor Feasibility Study, October 2013)

Policy 19.6.3:

Policy 19.6.3 addresses the Estero Community Park with suggestions for integrating the park with the surrounding neighborhoods by constructing the originally planned westerly entrance onto Via Coconut Point.

Policy 19.7.3:

Policy 19.7.3 is being updated to avoid inconsistencies with the Village's Ordinance 15-01 that established advisory boards and updated the standards for public information meetings.

Objective 19.8 and subsequent policies:

The new policies following Objective 19.8 amplify Policy 1.1.12's general description of the new Village Center category and describe in general terms how the new tiered process would work, including the maximum allowable densities.

Goal 19 Generally:

Numerous minor editorial and updating changes are also proposed, for instance to reflect the jurisdiction of the Village of Estero rather than Lee County.

Goals 12 through 18 and 20 through 35:

These goals and their objectives and policies are being deleted; they apply only to other communities in unincorporated Lee County.

Objectives 4.2 and 4.3 and Map 1 (Page 6 of 8):

These objectives contain policies that apply to Lee County's "Mixed-Use Overlay."

This overlay would remain in effect for land outside the Village Center area where it would be applied in accordance with the modified terms under these objectives.

For land within the Village Center Area, this overlay would be removed. However, Policy 4.2.1 would be modified to indicate that development approvals that had been based on a property having been within the prior mixed-use overlay may request minor modifications to those approvals if they would not increase the previously approved densities and intensities.

Attachment C shows the existing Mixed-Use Overlay and land being redesignated to Village Center where the overlay will no longer apply.

Glossary:

The Glossary would be expanded by adding definitions for "mixed-use pattern" and "walkable," terms that are used in the policies but which aren't currently defined. The existing definition of "mixed use" would be deleted because it refers to individual development projects rather than to the development pattern that supports mixed uses; a more relevant definition of "mixed use" would replace it.

Table 1(a):

Table 1(a) would be amended to include the Village Center Area.

Table 1(c):

Table 1(c) would be deleted entirely.

Future Land Use Map:

Map 1 of 8 would be amended to redesignate about 522 acres of land from Urban Community, Suburban, Outlying Suburban, and Public Facilities to the new Village Center category.

Map 6 of 8 which includes the Mixed-Use Overlay would also be amended to remove the Mixed-Use Overlay where the Village Center category is being applied, as shown on Attachment C.

Vision statement:

Vision statements for 25 distinct communities in unincorporated Lee County are presented at the beginning of the Comprehensive Plan. The vision statement for Estero was updated in late 2014; it is reprinted on Page 1 of Attachment F but no additional changes are needed.

STAFF SUMMARY AND FINDINGS

Village Ordinance 2015-01 assigned the Planning and Zoning Board to serve as the Village's local planning agency. Under Florida law, local planning agencies are responsible for preparation of comprehensive plans and must hold a public hearing on all proposed amendments and make a recommendation on such amendments. Estero's Planning and Zoning Board held its public hearing on these amendments on March 22, 2016

The Village Council must hold its own public hearing and decide whether the amendments should be "transmitted" to state and regional agencies for formal review (or "not transmitted"). After formal review, the Village Council will hold another public hearing to make a final decision to adopt or not adopt the amendments.

Issues to be considered by the Village Council Board include:

- Do the amendments further the Village's policy goals in an effective and equitable manner?
- Are the amendments based on sound planning principles and appropriate data and analysis?
- Will the Comprehensive Plan be internally consistent if the amendments are adopted?

Staff recommends that the Village Council find in the affirmative on each of these criteria and vote to transmit these amendments for formal review at this time but to withhold final approval of these amendments until the Land Development Code can also be amended to provide suitable criteria for carrying out the Comprehensive Plan amendments.

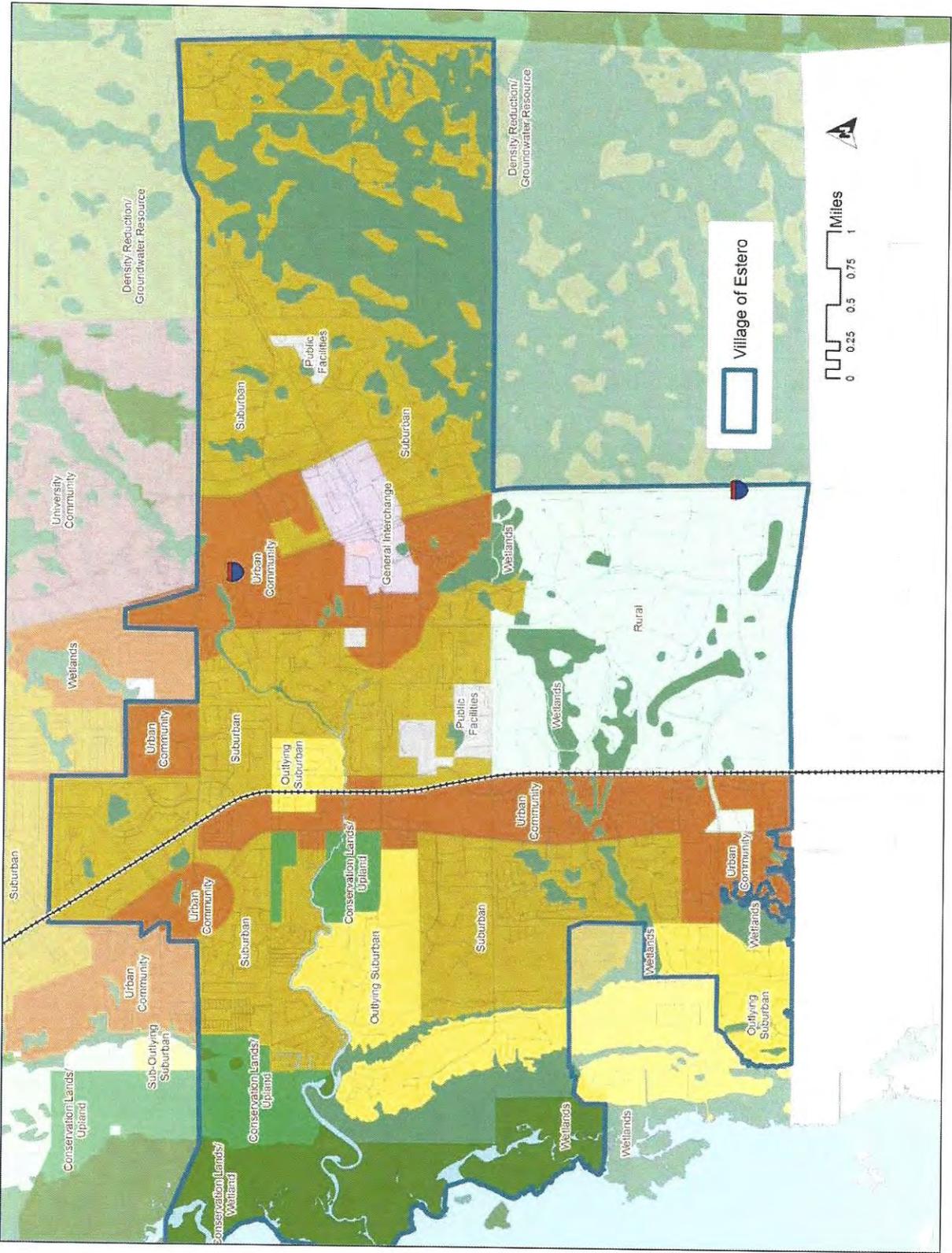
Several maps are provided as attachments to this report. The most important are Attachment B which shows the new "Village Center" category and Attachment C which shows where the Mixed-Use Overlay would no longer apply.

The full text of the comprehensive plan amendments are presented in Attachment F immediately after the maps. Additions are shown underlined; deletions are ~~struck through~~; both additions and deletions are also **highlighted in yellow**.

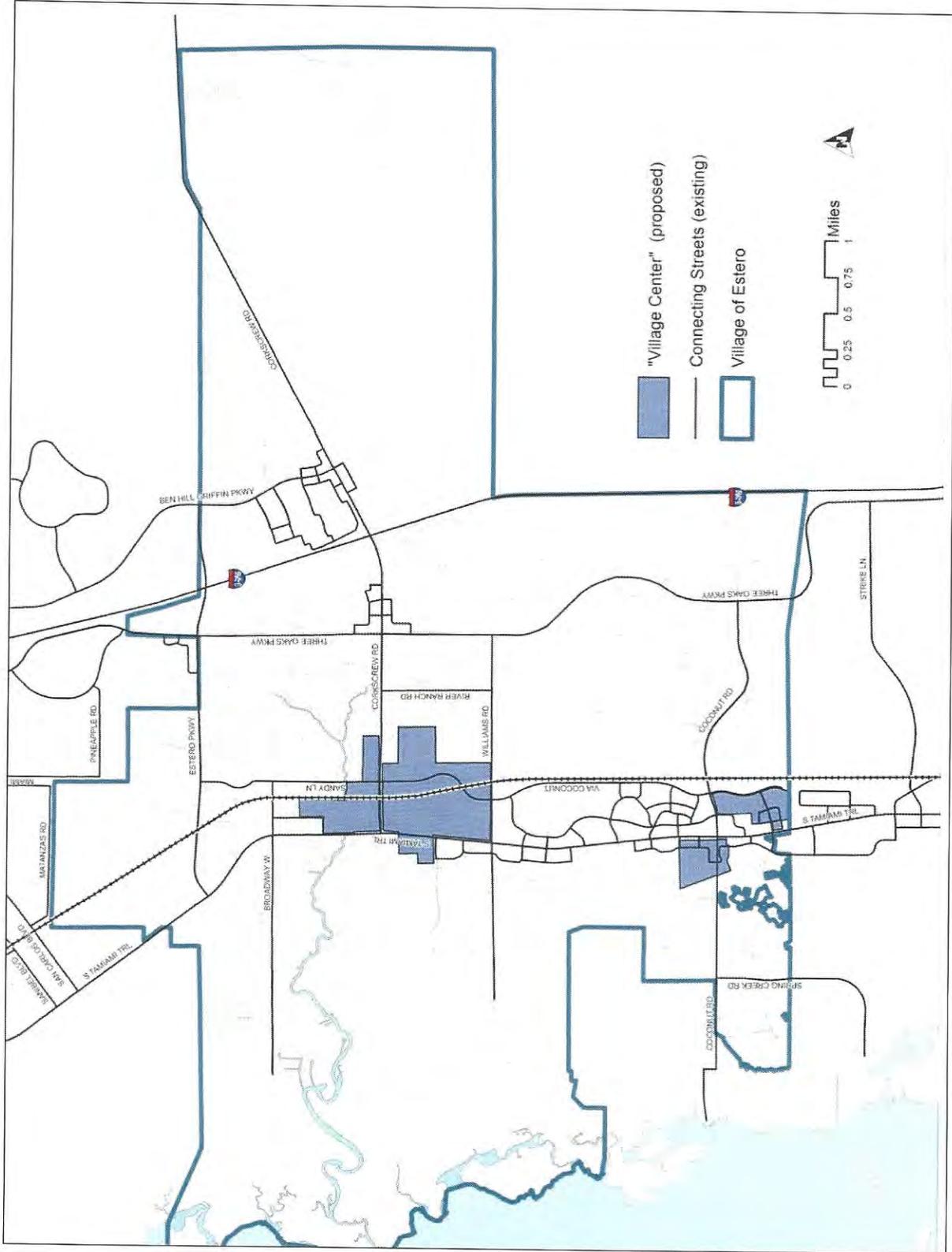
ATTACHMENTS

- Attachment A – Future Land Use Map (existing)
- Attachment B – Future Land Use Map (area being changed to “Village Center”)
(modified on March 24, 2016)
- Attachment C – Mixed-Use Overlay (modified on March 24, 2016)
- Attachment D – ‘Planned Development’ Zoning (existing)
- Attachment E – Map 3E (existing map that is referred to in new Policy 19.4.6)
- Attachment F – Proposed changes to goals, objectives, and policies
of the Comprehensive Plan (Draft, March 24, 2016).

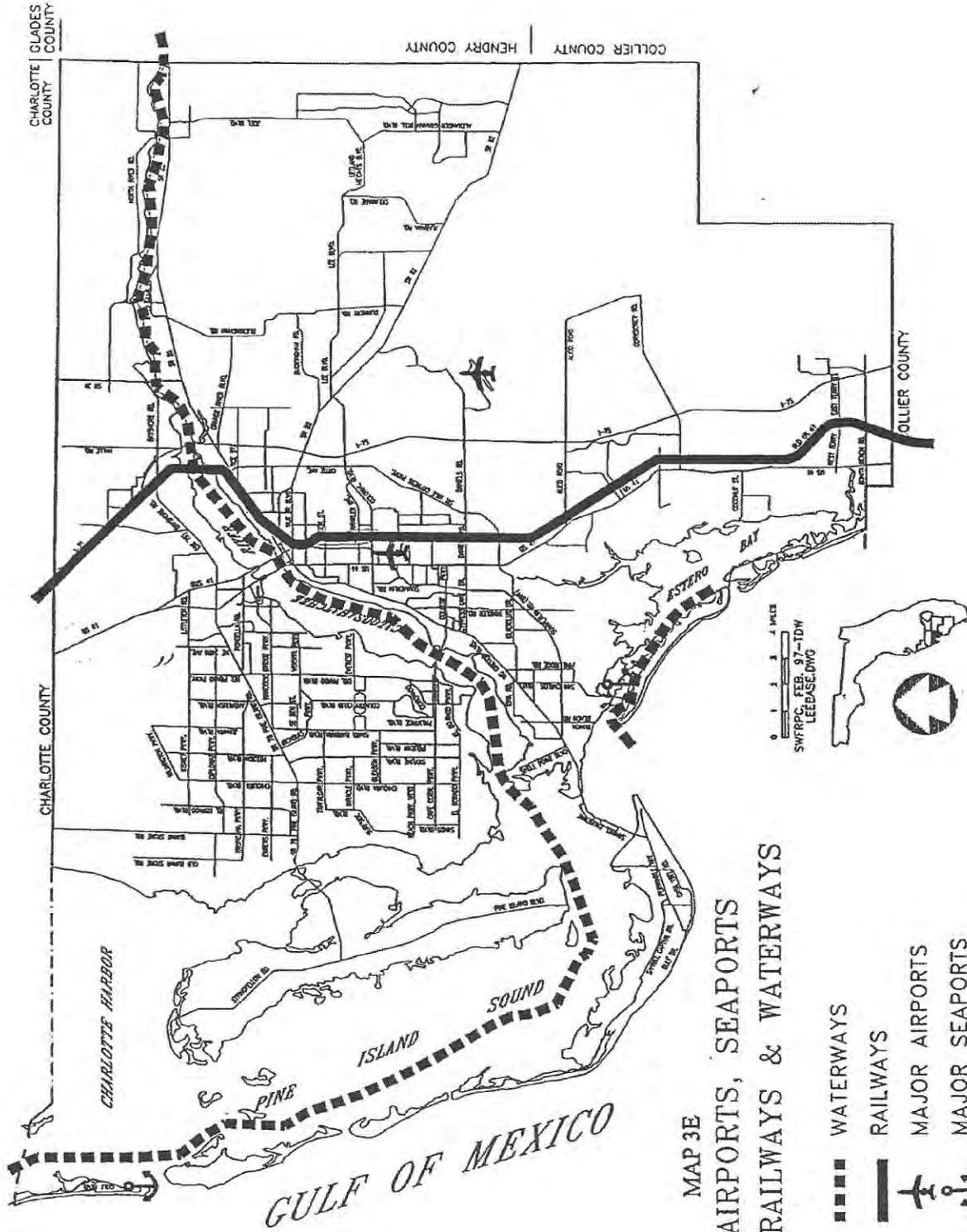
Attachment A – Future Land Use Map (existing)



**Attachment B – Future Land Use Map
(area being changed to “Village Center”)**



Attachment E – Map 3E (existing)



Village of Estero
Comprehensive Plan Amendment
Village Center
CPA 2016-01

Attachment E



VILLAGE OF ESTERO

*Comprehensive Plan
Amendments*

Village Center
CPA 2016-01

Proposed by the Village of Estero

March 24, 2016 Draft

Language to be added is underlined.

Language to be removed is ~~struck through~~.

New language and language to be removed is also **highlighted**.

I. Lee County - A Vision for 2030

21. Estero - To establish a community that embraces its historic heritage and protects the environment, while carefully planning for future development resulting from a desirable high quality of life, expanding economic opportunities, and proximity to Florida Gulf Coast University and the Southwest Florida International Airport. Estero's growth will be planned with strong neighborhoods, diverse economic generators, interconnected mixed-use centers, varied parks, public spaces, recreational facilities, and unique natural environments that fosters a sense of belonging and creates a sense of place. Estero will be a highly valued place to live, work, and visit because of development standards and design guidelines that promote:

- 1) desirable neighborhoods and public amenities;
- 2) vibrant economic centers;
- 3) attractive landscaping, streetscaping, lighting, signage, and architectural features; and
- 4) an interconnected transportation network.

The implementation of this vision will successfully link residential and commercial areas and uphold Estero as a vibrant Lee County community.
(Amended by Ordinance No. 14-16)

II. Future Land Use

GOAL 1: FUTURE LAND USE MAP. To maintain and enforce a Future Land Use Map showing the proposed distribution, location, and extent of future land uses by type, density, and intensity in order to protect natural and man-made resources, provide essential services in a cost-effective manner, and discourage urban sprawl.

OBJECTIVE 1.1: FUTURE URBAN AREAS. Designate on the Future Land Use Map (Map 1) categories of varying intensities to provide for a full range of urban activities. These designations are based upon soil

conditions, historic and developing growth patterns, and existing or future availability of public facilities and services. (The Future Land Use Map series also contains Map 2 and additional maps located in the appendix. A colored wall-size reproduction of Map 1 is also available.)

POLICY 1.1.1: The Future Land Use Map contained in this element is hereby adopted as the pattern for future development and substantial redevelopment within the **Village of Estero unincorporated portion of Lee County**. Map 16 and Table 1(b) are an integral part of the Future Land Use Map series (see Policies 1.7.6 and 2.2.2). They depict the extent of development through the year 2030. No development orders or extensions to development orders will be issued or approved by **Lee County** which would allow the Planning Community's acreage totals for residential, commercial or industrial uses established in Table 1(b) to be exceeded (see Policy 1.7.6). The cities of Fort Myers, Cape Coral, Sanibel, Bonita Springs, **the and Town of Fort Myers Beach, and unincorporated Lee County** are depicted on these maps only to indicate the approximate intensities of development permitted under their comprehensive plans of these cities. Residential densities are described in the following policies and summarized in Table 1(a).
(Amended by Ordinance No. 94-29, 98-09, 07-12, 07-13)

POLICIES 1.1.2 through 1.1.11: *[no changes]*

POLICY 1.1.12: The Village Center Area lies near US 41 in the heart of the Village of Estero. This area includes housing, employment, shopping, recreation, and civic uses and can accommodate additional development in walkable mixed-use patterns. Uses and densities must meet the standards for the Village Center land use category as described in Objective 19.8 and the policies thereunder.

POLICY 1.7.6: The Planning Communities Map and Acreage Allocation Table (see Map 16 and Table 1(b) and Policies 1.1.1 and 2.2.2) depicts the proposed distribution, extent, and location of generalized land uses for the year 2030. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No development orders or extensions to development orders will be issued or approved by Lee County that would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded, **except in Estero's Village Center Area**. This policy will be implemented as follows:

-
1. For each Planning Community the County will maintain a parcel based database of existing land use. The database will be periodically updated at least twice every year, in September and March, for each Planning Community.
 2. Project reviews for development orders must include a review of the capacity, in acres, that will be consumed by buildout of the development order. No development order, or extension of a development order, will be issued or approved if the project acreage, when added to the acreage contained in the updated existing land use database, exceeds the limitation established by Table 1(b), Acreage Allocation Table regardless of other project approvals in that Planning Community. For limerock mining in Planning Community #18, see special requirements in Policy 33.1.4 regarding industrial acreages in Table 1(b).
 3. At each regularly-scheduled date for submission of the Lee Plan Evaluation and Appraisal Report, the County must conduct a comprehensive evaluation of Planning Community Map and the Acreage Allocation Table system, including but not limited to, the appropriateness of land use distribution, problems with administrative implementations, if any, and areas where the Planning Community Map and the Acreage Allocation Table system might be improved.

(Amended by Ordinance No. 94-29, 98-09, 00-22, 07-13, 10-20)

GOAL 12: SAN CARLOS ISLAND.

[repeal Goal 12 and associated objectives and policies]

GOAL 13: CAPTIVA.

[repeal Goal 13 and associated objectives and policies]

GOAL 14: GREATER PINE ISLAND.

[repeal Goal 14 and associated objectives and policies]

GOAL 16: PRIVATE RECREATIONAL FACILITIES IN THE DR/GR.

[repeal Goal 16 and associated objectives and policies]

GOAL 17: BUCKINGHAM.

[repeal Goal 17 and associated objectives and policies]

GOAL 18: UNIVERSITY COMMUNITY.

[repeal Goal 18 and associated objectives and policies]

GOAL 19: ESTERO COMMUNITY PLAN. Promote the development of Estero as a community with a unique quality of life, distinct character, and diverse housing, economic, recreational, and social opportunities by:

- a. Protecting the natural resources, environment, and lifestyle;
- b. Establishing minimum aesthetic and design requirements;
- c. Managing the type, location, quality, design and intensity of future land uses;
 - d. Providing greater opportunities for public participation in the land development approval process; and
 - e. Promoting a true sense of place in Estero. *(Added by Ordinance No. 14-16)*

OBJECTIVE 19.1: CHARACTER & LAND USE. Promote 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. *(Added by Ordinance No. 14-16)*

POLICY 19.1.1: Support the unique character and quality of life within the Estero community by managing growth and development

and by maintaining and executing Lee Plan comprehensive plan policies, Land Development Code (LDC) regulations, and other planning tools that:

- a. Implement and maintain commercial development standards for architecture, landscaping, buffering, signage, lighting designs and visual appearance of developments, transportation facilities, and other community amenities;
- b. Promote the use of low impact design, sustainable energy, water, and other environmental features;
- c. Establish higher density, mixed-use development within areas targeted on the Mixed-Use Overlay;
- d. Encourage the redevelopment and infill of underutilized commercial and residential lands; and
- e. Increase public participation in the land development approval process to ensure future development efforts support the Estero Community Plan and adopted Lee Plan comprehensive plan policies and LDC standards. *(Added by Ordinance No. 14-16)*

POLICY 19.1.2: Lee County The Village of Estero may not approve any proposed project that is inconsistent with the Lee Plan this comprehensive plan including, specifically, the Estero Community Plan set forth in Goal 19 and its objectives and policies. Wherever there is a conflict between the provisions of the Estero Community Plan and other provisions of the comprehensive Plan or Land Development Code, it is specifically intended that the Estero Community Plan will be given priority and superiority. Projects will be reviewed through a public process that includes the Estero community, property owners, and Village staff, land use boards, and officials Lee County staff to ensure that the development is consistent with the Estero Community Plan. *(Added by Ordinance No. 14-16)*

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 Lee Plan comprehensive plan and Land Development Code that:

- a. Promote urban-integrated forms of mixed use patterns in targeted areas, especially those designated Village Center on the future land use map or identified on the Mixed-Use Overlay;
- b. Promote targeted industries in appropriate areas of Estero—e.g.: healthcare, arts and culture, technology, and research and development facilities;
- c. Promote the use of green design, sustainable energy, water, and other environmental features;
- d. Expedite development projects particularly in targeted incentive zones where the community has adopted mixed-use plans and LDC standards; and
- e. Enable infill of underutilized commercial and residential lands; and
- f. Encourage residential developments to use the bonus density established through the Lee Plan Urban land use categories. *(Added by Ordinance No. 14-16)*

POLICY 19.1.4: Facilitate the redevelopment of properties constructed prior to the adoption of Estero Lee Plan Plan policies and LDC regulations by establishing incentives (including, but not limited to, utilization of Bonus Densities established through the Lee Plan Urban land use categories) and streamlined development processes that enable older properties to come into compliance with adopted Lee Plan comprehensive plan policies and LDC standards. *(Added by Ordinance No. 14-16)*

POLICY 19.1.5: Recognize the unique historical and cultural values of the Village of Estero by establishing and implementing development incentives and regulations within the Lee Plan comprehensive plan and Land Development Code that:

- a. Encourage the development of the Old Estero area into a mixed-use center;
- b. Incorporate design features of Estero’s historic structures into future architectural design, streetscape, and community-wide LDC standards; and
- c. Identify, protect, and promote historic resources and facilities such as those related to Koreshan Park, Old Estero area, and the Estero Community Park. *(Added by Ordinance No. 14-16)*

POLICY 19.1.6: Establish and promote Estero’s unique character and identity by enhancing the community’s boundaries through the use of gateway entry features such as ornamental landscape features, hardscape elements and Estero identification signs. Encourage the construction of, where feasible, that gateways are constructed by working with the Lee County and Florida Departments of Transportation and private property owners, to build the gateways at appropriate locations. *(Added by Ordinance No. 14-16)*

POLICY 19.1.7: Explore opportunities to identify, prioritize, and fund local capital improvement projects (particularly projects that enhance transportation and infrastructure systems) within the Estero community. Evaluate the feasibility of local, dedicated funding options—e.g.: MSBU, Tax Increment Finance District, or other similar mechanism. Capital projects that could be targeted for such funding include:

- a. Streetscape improvements such as roadway pavers, street furniture, street signs and lighting, trash receptacles, and other hardscape features—particularly in Old Estero and within new mixed-use centers;
- b. Pedestrian scale lighting;
- c. Landscaping and hardscape features—particularly along US 41;
- d. Public trails and greenways facilities;
- e. Blue way facilities that provide public access to Estero River;
- f. Multi-modal transportation facilities that expand or establish pedestrian, bike, transit, and rail services;
- g. Public space, park, and recreational facilities;
- h. Urban level infrastructure services and systems within mixed-use center areas; and
- i. Historic resources and facilities such as those associated with the Koreshan Park and Estero Community Park. *(Added by Ordinance No. 14-16)*

OBJECTIVE 19.2: MIXED-USE CENTERS AND ECONOMIC AREAS.

Promote Estero's quality of life and diverse local economy by fostering the development of mixed-use centers and targeted economic areas, as a preference over the development of strip commercial centers. The aim of the mixed-use centers is to provide Estero with central gathering places for Estero's residents, business people, and visitors. The aim of the economic areas is to provide the community 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. *(Added by Ordinance No. 14-16)*

POLICY 19.2.1: Where feasible, provide for the development of walkable mixed-use ~~town~~ 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 ~~Lee Plan comprehensive plan~~ policies and LDC regulations that support Estero's distinct community character and the following community priorities:

- a. Support the development of a ~~central town~~ village center to unify the community;
- b. Improve the connectivity between Estero's residential neighborhoods, economic areas, civic uses, and park and recreational facilities;
- c. Diversify the community's economic base and employment opportunities;
- d. Encourage the development of targeted industry clusters—particularly health industries, professional services and businesses, and technology, research, and development;
- e. Expand multi-modal transportation options through improved pedestrian access, bikeways, transit service, and rail opportunities;
- f. Improve access to the community's blueways—particularly the Estero river—, greenway trails, other open spaces;
- g. Promote the community's cultural and historic resources; public spaces, parks, and recreational facilities; and other community amenities;

- h. Provide ample and varied public gathering places, including, without limitation, parks, plazas, sidewalks, benches, restaurants, shops, civic spaces, green spaces, community recreation centers, and other recreational facilities;
- i. ~~Commercial and mixed-use developments will~~ Maintain a unified and consistent aesthetic/visual quality in landscaping, architecture, lighting, and signage in all commercial and mixed-use developments; and
- j. ~~+~~ Promote and incentivize private investment within mixed-use centers and economic areas. *(Added by Ordinance No. 14-16)*

POLICY 19.2.2: Facilitate the development of a ~~village town~~ center for the Village of Estero through the development of LDC standards, plans, and incentives that address the community's need for a central civic and economic core that is connected to surrounding residential neighborhoods, commercial areas, the Estero River, the Old Estero area, the Estero Community Park, and other parks and recreational facilities. *(Added by Ordinance No. 14-16)*

POLICY 19.2.3: Establish a safe and desirable urban environment within the Estero community by adopting LDC standards that guide development in the community's major economic areas near FGCU, along the U.S. 41 corridor, along Corkscrew Road, and in the Old Estero area that:

- a. Address streetscaping design and amenities, residential buffering standards, commercial center developments, signage, transportation facility needs, and other community concerns;
- b. Provide for the economic and employment needs of the Estero community by utilizing the Mixed-Use Overlay to facilitate the development of mixed-use centers along the US 41, Corkscrew Road, Three Oaks Parkway, Ben Hill Griffin Parkway, Via Coconut/Sandy Lane, and in the Old Estero area; and
- c. Encourage mixed-use centers at these locations. *(Added by Ordinance No. 14-16)*

POLICY 19.2.4: Ensure that future commercial and mixed-use developments meet the community's planning priorities by requiring that all new commercial development which requires rezoning within Estero must be rezoned to a Commercial (CPD), Mixed Use (MPD), or

Compact PD, as those districts may be amended from time to time. Communities Planned Development (CCPD). (Added by Ordinance No. 14-16)

POLICY 19.2.5: Except as set forth in Policy 19.2.5(a), the following uses are prohibited within Estero: “detrimental uses” (as defined in the Land Development Code, as amended); nightclubs or bar and cocktail lounges unless within a Group III Restaurant; tattoo parlors; and retail uses that require outdoor display in excess of one acre. Outdoor display in excess of one acre is permitted within the property located in the General Interchange Future Land Use Category west of I-75, south of Corkscrew Road, and east of Corkscrew Woodlands Boulevard. (Added by Ordinance No. 14-16)

POLICY 19.2.5(a): Nightclubs, bars, and cocktail lounges, which are not within a Group III Restaurant, may be permitted within a mixed use center approved as a Compact PD CCPD or MPD through the public hearing process. The Compact PD CCPD or MPD Project must include, at a minimum, a residential development of 1000 or more dwelling units and commercial development or activity which includes 1,000,000 square feet or more of floor area. These uses must be designed as part of an overall development project and placed within the project so that it is 1) located adjacent to entertainment and restaurant establishments and 2) located in the approximate center of the mixed-use development project. (Added by Ordinance No. 14-16)

POLICY 19.2.6: 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. (Added by Ordinance No. 14-16)

POLICY 19.2.7: Encourage the development of medical-related uses within Estero by working with hospital officials Economic Development Staff and other private property owners to create adopt appropriate land use policies, land development standards, identify appropriate sites and locations, and establish incentives for the development of health related facilities. Particular emphasis will focus on establishing a medical economic center in this area of in the southern section of Estero along U.S. 41. (Added by Ordinance No. 14-16)

POLICY 19.2.8: Facilitate the development of professional, and research and development economic areas by working with Economic Development Staff and private property owners to adopt land development standards, identify appropriate sites and locations, and establish incentives for the development of professional and research and development facilities. Particular emphasis shall be on locating such facilities in areas that are in the proximity of FGCU educational resources and high technology facilities. (Added by Ordinance No. 14-16)

OBJECTIVE 19.3: RESIDENTIAL NEIGHBORHOODS. Support Estero’s quality of life, promote the community’s unique character through the development of diverse, well-designed, and well-connected residential neighborhoods, and provide for the needs of multigenerational community by supporting a variety of housing types and neighborhood development forms. (Added by Ordinance No. 14-16)

POLICY 19.3.1: Support and enhance Estero’s residential character by establishing land development regulations that specifically address how the proposed residential neighborhoods:

- a. Are compatible with adjacent uses, public facilities, and infrastructure systems;
- b. Impact surrounding environmental and natural resources;
- c. Access, where applicable, nearby parks, public spaces, recreational facilities, and 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.

(Added by Ordinance No. 14-16)

POLICY 19.3.2: Meet the future residential and commercial needs of Florida Gulf Coast University by encouraging higher density residential developments, with a mix of unit types and design forms, including affordable housing and mixed-use centers, in close proximity to Florida Gulf Coast University. The development of such housing and mixed-use centers will consider the transitions between the adjacent residential neighborhoods, commercial centers, and park and recreational facilities. *(Added by Ordinance No. 14-16)*

POLICY 19.3.3: Establish LDC landscape requirements for the maintenance and development of a well-designed and landscaped community while providing appropriate transitions between residential uses and surrounding areas. Such landscaping requirements may be greater between residential and commercial uses, while less stringent within differing uses within a mixed-use center. *(Added by Ordinance No. 14-16)*

OBJECTIVE 19.4: TRANSPORTATION CONNECTIVITY AND MOBILITY. Facilitate the development of an interconnected community that enables people to easily access Estero's neighborhoods, commercial and mixed-use centers as well as other areas within the county and region through an integrated transportation and mobility system. *(Added by Ordinance No. 14-16)*

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. 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; and
- d. Enable multi-modal transportation access (pedestrian, bike, vehicular, and transit) within and between the different neighborhoods, economic and employment centers, civic uses, and public space, park, and recreational facilities within the **Village of Estero Community**. *(Added by Ordinance No. 14-16)*

POLICY 19.4.2: Expand opportunities for Estero's transportation network of pedestrian and bicycle pathways, sidewalks, trails, and other facilities by working with the State of Florida and other local, state, and regional entities to:

- a. Construct multi-use pathways that feature shade trees, benches, bike racks, and other design elements to attract usage;
- b. Identify targeted funding sources including development contributions, private donations, public funding sources (e.g.: MSBU), or other mechanisms;
- c. Implement the greenways master plan within the Estero community by working with Lee County Parks Department;
- d. Utilize the FP&L right of way within Estero State Buffer Preserve by working with FP&L and Lee County;
- e. Establish a pedestrian-bike trail within or along the rail right of way for public recreation by working with the existing rail corridor and private developers; and
- f. ~~Encourage the development of an effective rail system by working with the existing rail corridor to improve and expand use of existing rail facilities.~~ *(Added by Ordinance No. 14-16)*
[the content of subsection f. has been moved to new Policy 19.4.6]

POLICY 19.4.3: All public and private rights-of-way within future mixed-use centers and the Old Estero area, as defined in the Land Development Code, are encouraged to be designed to include pedestrian ways, cross walks and traffic calming measures including, where appropriate, on-street parking, raised crosswalks, narrow lane widths or other similar mechanisms. *(Added by Ordinance No. 14-16)*

POLICY 19.4.4: Provide for well designed, safe, and multi-use transportation corridors by establishing, maintaining, and implementing complete street design guidelines for the major roadways within Estero including the US 41, Corkscrew Road, Via Coconut/Sandy Lane, and Three Oaks Parkway. In design, provide roadway and median landscape standards, access management guidelines, signage, street lighting, and sidewalks to ensure safe and effective pedestrian crossings within the context of a comprehensive pedestrian and bikeway system. *(Added by Ordinance No. 14-16)*

POLICY 19.4.5: Address regional transportation demands and considerations by proactively working with private developers, and the applicable advisory boards and other local, regional, and state agencies to improve transportation connectivity and mobility throughout Estero and to other communities. *(Added by Ordinance No. 14-16)*

POLICY 19.4.6: The Village hereby designates the CSX / Seminole Gulf rail corridor as a strategic regional transportation corridor to protect the corridor for future transportation purposes (see Map 3E). This designation has been recommended by the Lee County Metropolitan Planning Organization as a means for cities and counties along the rail corridor to recognize the regional nature of this asset and jointly commit to efforts to protect it in its entirety. This designation includes the designation of the rail corridor as a “transportation corridor” pursuant to F.S. 337.273. To implement this designation:

- a. The Village of Estero supports efforts of the Lee County Metropolitan Planning Organization to plan for hiking/biking/walking trails along the entire rail corridor, to add capability for commuter rail, light rail, or bus rapid transit service in Lee County and northern Collier County, and to maintain freight capability.
- b. The new Village Center Area designation (see Policy 1.1.12 and Objective 19.8) and pending amendments to the Land Development Code demonstrate the Village’s commitment to transit-oriented development up to a half mile around future stations for commuter rail, light rail, or bus rapid transit. Transit-oriented development provides higher densities and intensities in a physical form that emphasizes walkability and connectivity and provides a broad range of uses, reducing reliance on vehicle trips and parking lots. Stations could be placed at Coconut Point and near Corkscrew Road. Model procedures for station area planning and implementation are provided in the Florida TOD Guidebook, published by Florida DOT in December 2012.
- c. When creating its first Comprehensive Plan, the Village will consider designating the rail corridor into its own category on the Future Land Use Map. The allowable uses in this category could be determined by the entity owning or leasing the corridor for the period of time that the corridor remains in use for freight rail.

- d. The Village encourages Florida DOT to purchase the real estate interests in the entire rail corridor from Arcadia to north Naples from its current owner, CSX Transportation Inc. (which leases the corridor to Seminole Gulf Railway).
- e. The Village will formally oppose any attempts at abandonment of the rail corridor before the U.S. Surface Transportation Board, and will support use of federal rails-to-trails authority to railbank the corridor, if abandonment ever succeeds, in order to preserve the corridor for possible future rail service.

OBJECTIVE 19.5: NATURAL RESOURCES AND ENVIRONMENT.

Ensure that Estero’s natural environment enhances the character and quality of life of the community by protecting the natural resources of Estero, promoting the area’s natural environment to visitors and residents, and supporting public access to greenway and waterfront areas. *(Added by Ordinance No. 14-16)*

POLICY 19.5.1: Protect the natural environment and resources of Estero by maintaining, amending, and implementing Lee Plan comprehensive plan or LDC regulations that:

- a. Promote the quality of Estero’s natural environment, native species and habitats, and ecological resources; and;
- b. Facilitate where feasible, new development to provide public access to Estero waterways and greenways, as appropriate. Particular emphasis shall be given to properties along Estero River, its tributaries, and any Estero open spaces;
- c. Incentivize the protection of Estero’s natural resources—e.g.: wetlands, uplands, historic flow ways, native habitat, or other ecological resources; and
- d. Require all new developments adjacent to Estero River or its tributaries to incorporate design techniques that protect the river’s water quality through improved runoff or stormwater discharge practices. These techniques may include: the preservation of wetland areas, the incorporation of Low Impact Development techniques, or other surface water quality enhancement technologies. *(Added by Ordinance No. 14-16)*

POLICY 19.5.2: Improve public access, use, and enjoyment of Estero’s waterfront and water-based resources by supporting the

creation of community water-based amenities such as Estero Bay water taxi, marina facilities, or other water-dependent facilities. *(Added by Ordinance No. 14-16)*

POLICY 19.5.3: Support the long term protection of Estero's environment and natural resources by working with local, regional, state, and national agencies and organizations to identify and preserve natural resources and the environment. *(Added by Ordinance No. 14-16)*

POLICY 19.5.4: The Estero Community attaches great importance to the integrity of provisions in the Lee-Plan comprehensive plan and the Land Development Code with respect to the Density Reduction/Groundwater Resource Area (DR/GR) in so far as actions with respect to the DR/GR have an impact on the environment, natural resources, mobility, sense of place, and character of Estero. *(Added by Ordinance No. 14-16)*

OBJECTIVE 19.6: PUBLIC SPACES, PARKS, AND RECREATIONAL FACILITIES. Support Estero's quality of life through the development of a broad array of community parks, public spaces, and recreational facilities. *(Added by Ordinance No. 14-16)*

POLICY 19.6.1: Promote the development of a variety of public spaces, park, and recreational facilities within Estero by collaborating with the State of Florida, private developers and other local, state, and national organizations on the development of active and passive public resources and facilities. *(Added by Ordinance No. 14-16)*

POLICY 19.6.2: Expand the use, variety, and type of public spaces, parks, and recreational facilities within Estero by working with private developments to provide linkages, access, public parks, public space, and recreational amenities through the use of incentives, LDC requirements, and other development tools. *(Added by Ordinance No. 14-16)*

POLICY 19.6.3: Promote Estero Community Park as a hub for the entire community. Improve the park's integration with the community by improving the existing connections between the park and Estero and by constructing the originally planned westerly entrance onto Via Coconut Point. *(Added by Ordinance No. 14-16)*

POLICY 19.6.4: Encourage the use of park areas to link neighborhoods, commercial and mixed-use centers, and other open space and recreational facilities through an integrated system of bike, pedestrian, and roadways connections. *(Added by Ordinance No. 14-16)*

POLICY 19.6.5: Consistent with the Lee-Plan Parks, Recreation, and Open Space Element, integrate the Koreshan State Historic Site into the fabric of the community by collaborating with the appropriate agencies such as the State of Florida to improve the area's landscaping, enhance pedestrian and bicycle access, historic resources and structures, and community park program and activities. *(Added by Ordinance No. 14-16)*

POLICY 19.6.6: Consistent with the Lee-Plan Parks, Recreation, and Open Space Element, provide passive recreational opportunities within Estero State Buffer Preserve, Estero River, and Estero Bay by collaborating with the appropriate local, regional, and state agencies and private property owners to ensure the community's parks, natural amenities, and open spaces have easy access, parking, trails, and other community amenities. *(Added by Ordinance No. 14-16)*

OBJECTIVE 19.7: PUBLIC PARTICIPATION. Ensure the public has meaningful and appropriate opportunities to participate in and comment upon development in and around the Village of Estero community. *(Added by Ordinance No. 14-16)*

POLICY 19.7.1: As a courtesy, Lee-County the Village of Estero will register citizen groups and civic organizations within the Village of Estero that desire notification of pending review of Land Development Code amendments and Lee-Plan comprehensive plan amendments. Upon registration, Lee County will provide Registered groups will be provided with documentation regarding these pending amendments. This notice is a courtesy only and is not jurisdictional. Accordingly, the county's failure to mail or to timely mail the notice, or failure of a group to receive mailed notice, will not constitute a defect in notice or

bar a public hearing from occurring as scheduled. *(Added by Ordinance No. 14-16)*

POLICY 19.7.2: Reserved. The Estero Community will establish an online document clearing house for their community, where copies of selected zoning submittal documents, staff reports, Hearing Examiner recommendations, and resolutions will be provided for public inspection. The county's failure to provide or to timely provide documents to the online document clearing house, or failure of the online document clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. *(Added by Ordinance No. 14-16)*

POLICY 19.7.3: The owner or agent applying for Planned Developments, Rezonings, Variances, Special Exceptions, Plan Amendments, Administrative Amendments, and Development Orders within the Village of Estero must participate in a public information meeting pursuant to adopted Village regulations and policies, for county approval within the Estero Community must conduct one public informational session within the community in a publicly owned or leased facility where the agent will provide a general overview of the project for any interested citizens. Lee County encourages planning, zoning, and/or development services staff to participate at such public meetings. This meeting must be conducted before the application can be found sufficient. The applicant is fully responsible for providing the meeting space, providing advance notice of the meeting place, time and date and providing security measures as needed. Subsequent to this meeting and the applicant must provide county staff with a meeting summary document that contains the following information: the date, time, and location of the meeting; a list of attendees; a summary of the concerns or issues that were raised at the meeting; and a proposal for how the applicant will respond to any issues that were raised. If the applicant chooses to hold the public meeting before any established community groups, then the minutes of that meeting as may be applicable must be provided prior to a finding of sufficiency. *(Added by Ordinance No. 14-16)*

OBJECTIVE 19.8: VILLAGE CENTER. Improve the quality of life for Estero's residents and visitors by providing additional housing and

neighborhood types and more diverse economic activity in the heart of Estero.

POLICY 19.8.1: This comprehensive plan includes a Village Center category on the future land use map (also referred to as the "Village Center Area") which encourages higher densities and intensities of housing, employment, shopping, recreation, and civic uses in a series of interconnected neighborhoods and mixed use areas. Policy 1.1.12 allows landowners in the Village Center Area to develop within the standard density range and other requirements of the Urban Community category; however the Village of Estero encourages land to be developed or redeveloped with a greater mix of uses and higher densities when placed in walkable mixed-use patterns. The glossary defines 'density,' 'mixed-use,' 'walkable,' and 'mixed-use pattern.' The specific goals of the Village Center Area include creating socially vital centers supportive of business both big and small, neighborhoods and streets that are safe and attractive for walking and bicycling, the preservation of community history, and the protection of the environment, particularly along the Estero River.

As the Village of Estero approves its first comprehensive plan and land development code, as required by law, the area comprising the Village Center Area may change to, among other things, include other land in that vicinity that meets the goals and objectives of the Estero Community Plan and furthers Objective 19.8 and the policies thereunder.

POLICY 19.8.2: The Village will create a new planned development zoning district in the Land Development Code (the "Estero Central Planning District") to help implement these policies. This zoning district will contain tiered standards that apply to the Village Center Area and may include sub-districts which may have specific policies applying therein. Rezoning to the new planned development zoning district must be sought to take advantage of the new tiered standards and densities with respect to specific development tracts. The Village's intention is to use this new zoning district whenever increases in density and intensity are requested in the Village Center Area.

POLICY 19.8.3: The Land Development Code provisions that will implement the objective and policies set forth in this Objective 19.8

shall consider such reasonable guidelines as are necessary in order to foster predictable built results and higher quality public spaces by using physical form (rather than separation of uses) as the organizing principle for achieving such objectives. Such guidelines may consider designating locations where different building form standards apply, the relationship of buildings to the public space, public standards for such elements in the public space as sidewalks, travel lanes, on-street parking, street trees, street furniture, and other aspects of the urban built environment that may be applicable to foster interconnection, social vitality and walkability in the Village Center Area. The Land Development Code provisions may also consider other alternative types of reasonable guidelines that may accomplish such goals in a different or complementary manner.

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 if no increases in either densities or intensity (as such term is defined in the Land Development Code) are sought beyond such vested rights.

a. Nothing contained in Objective 19.8 and the policies thereunder shall modify or abridge the law of vested rights or estoppel under Florida Statutes or judicial precedent. Developments of Regional Impact maintain their statutory vested rights status pursuant to the provisions of Chapter 380.06 and Section 163.3167(5), Florida Statutes.

b. If the property owner is unclear as to the exact nature of the vested rights that are claimed, such property owner may submit an application to the Village of Estero for a determination of such vested rights. The Village Council will conduct a public hearing to determine the nature and extent of such vested rights, and shall apply judicially defined principles of equitable estoppel in making such determination. Each vested rights determination is based on the facts and law associated with that particular property and shall not be considered as a precedent that can be relied upon in any other determination.

POLICY 19.8.5: The Land Development Code will provide standards for four levels of development in the Village Center Area that will contribute to a walkable mixed-use environment in the Village Center Area:

- a. Tier 1 provides a minimum network of connecting streets that will allow the public to move by car, bike, or on foot within and through development tracts.
- b. Tier 2 accommodates residential neighborhoods with higher densities and a potential for a greater variety of housing types, as well as mixed-use neighborhoods with higher levels of non-residential uses, and, in each case, greater connectivity than Tier 1.
- c. Tier 3 accommodates mixed-use neighborhoods with similar attributes as Tier 2 but with higher levels of non-residential uses as well.
- d. Tier 4 allows an entire development tract to be planned as a compact community, as provided in Chapter 32.

POLICY 19.8.6: The Land Development Code will provide minimum standards for each tier and will describe public benefits that developers may offer to obtain specified density/intensity incentives in each tier.

POLICY 19.8.7: Base and maximum residential densities will be set by the Village Council during the planned development rezoning process based on its determination of an application's compliance with this comprehensive plan and the specific standards and requirements for each tier. Increases in base residential densities may be allowed after consideration of incentive offers as provided in the Land Development Code. Densities cannot exceed the top of the following ranges:

- a. Tier 1: Base level is up to 6 dwelling units per acre of Tier 1-only land plus up to 3 additional dwelling units per acre of Tier 1-only land after consideration of accepted incentive offers, for a maximum of 9 dwelling units per acre of Tier 1-only land.
- b. Tier 2: Base level is up to 10 dwelling units per acre of Tier 2 land plus up to 4 dwelling units per acre of Tier 2 land after consideration of accepted incentive offers, for a maximum of 14 dwelling units per acre of Tier 2 land.

- c. Tier 3: Base level is up to 15 dwelling units per acre of Tier 3 land plus up to 5 dwelling units per acre of Tier 3 land after consideration of accepted incentive offers, for a maximum of 20 dwelling units per acre of Tier 3 land.
- d. Tier 4: Base level is up to 21 dwelling units per acre of Tier 4 land plus up to 6 dwelling units per acre of Tier 4 land after consideration of accepted incentive offers, for a maximum of 27 dwelling units per acre of Tier 4 land.

POLICY 19.8.8: With respect to these base and maximum residential density calculations:

- a. For land in Tier 1-only, densities are calculated based on the definition of "Density" in the Glossary of the comprehensive plan, thus excluding non-residential land in Tier 1.
- b. For land in Tiers 2, 3, and 4, densities are calculated based on this definition except that non-residential land is included for these tiers only.

GOAL 20: BAYSHORE COMMUNITY.

[repeal Goal 20 and associated objectives and policies]

GOAL 21: CALOOSAHATCHEE SHORES.

[repeal Goal 21 and associated objectives and policies]

GOAL 22: BOCA GRANDE.

[repeal Goal 22 and associated objectives and policies]

GOAL 23: THE PALM BEACH BOULEVARD CORRIDOR.

[repeal Goal 23 and associated objectives and policies]

GOAL 24: COMMUNITY PLANNING.

[repeal Goal 24 and associated objectives and policies]

GOAL 25: NORTH CAPTIVA (Upper Captiva).

[repeal Goal 25 and associated objectives and policies]

GOAL 26: ALVA.

[repeal Goal 26 and associated objectives and policies]

GOAL 27: PAGE PARK COMMUNITY.

[repeal Goal 27 and associated objectives and policies]

GOAL 28: NORTH FORT MYERS.

[repeal Goal 28 and associated objectives and policies]

GOAL 29: OLGA COMMUNITY.

[repeal Goal 29 and associated objectives and policies]

GOAL 30: BURNT STORE MARINA VILLAGE.

[repeal Goal 30 and associated objectives and policies]

GOAL 31: DESTINATION RESORT MIXED USE WATER DEPENDENT (DRMUWD).

[repeal Goal 31 and associated objectives and policies]

GOAL 32: LEHIGH ACRES.

[repeal Goal 32 and associated objectives and policies]

GOAL 33: SOUTHEAST LEE COUNTY.

[repeal Goal 33 and associated objectives and policies]

GOAL 34: NORTHEAST LEE COUNTY PLANNING COMMUNITY.

[repeal Goal 34 and associated objectives and policies]

GOAL 35: NORTH OLGA COMMUNITY.

[repeal Goal 35 and associated objectives and policies]

GOAL 2: GROWTH MANAGEMENT. To provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources.

OBJECTIVE 2.12: DIVERSIFIED CLUSTER DEVELOPMENT.

~~The County~~ In several future land use categories, the Village of Estero allows the potential for a mixture of different land uses including: residential, commercial/office, research and development, and medical. ~~light industrial.~~ (Added by Ordinance No. 09-06)

POLICY 2.12.1: The Village County encourages and promotes clustered, mixed use development within certain Future Urban Area land use categories to spur cluster development and smart growth within those areas of Lee County where sufficient infrastructure exists to support development, as well as continue to improve the economic well-being of the County; provide for diversified land development; and provide for cohesive, viable, well-integrated, and pedestrian and transit oriented projects. This is intended to encourage development to be consistent with Smart Growth principles. (Added by Ordinance No. 09-06)

POLICY 2.12.2: Reserved. ~~Future development within the Tradeport and Industrial Development future land use categories is strongly encouraged to be designed to include a mixture of research and development, industrial, and related office uses, where appropriate.~~ (Added by Ordinance No. 09-06)

POLICY 2.12.3: Future development within the Intensive Development, Central Urban, and Urban Community future land use categories is strongly encouraged to be development as a mixed use with two or more of the following uses: residential, commercial (including office), and light industrial (including research and development use). When residential use is one of the uses proposed, in a mixed use development, residential densities may be developed taking into consideration the definitions under the Glossary terms: “Mixed Use,” “Mixed Use Building,” “Mixed-Use Pattern,” “Walkable,” and “Density.” (Added by Ordinance No. 09-06)

GOAL 4: SUSTAINABLE DEVELOPMENT DESIGN. To pursue or maintain land development code regulations which encourage creative site designs and mixed-use patterns. Using an overlay, locate appropriate areas for Mixed Use, Traditional Neighborhood Development, and Transit Oriented Development. (Amended by Ordinance No. 94-30, 07-15)

OBJECTIVE 4.1: Maintain the current planned development rezoning process which combines site planning flexibility with rigorous review. (Amended by Ordinance No. 91-19, 94-30, 07-15)

POLICY 4.1.1: Development designs will be evaluated to ensure that land uses and structures are well integrated, properly oriented, and functionally related to the topographic and natural features of the site and to the existing and potential street pattern on surrounding sites. ~~and that the placement of uses or structures within the development minimizes the expansion and construction of street and utility improvements.~~ (Amended by Ordinance No. 91-19, 00-22)

POLICY 4.1.2: Development designs will be evaluated to ensure that the internal street system is designed for the efficient and safe flow of vehicles and pedestrians without having a disruptive effect on the activities and functions contained within or adjacent to the development. (Amended by Ordinance 91-19, 00-22)

OBJECTIVE 4.2: MIXED-USE OVERLAY. Designate areas on the Future Land Use Map for Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns. (Added by Ordinance No. 07-15)

POLICY 4.2.1: The Village County will maintain an overlay in the future land use map series (Map 1, Page 6) identifying locations outside the Village Center Area that are also desirable for mixed use patterns because they that are located in close proximity to: public transit routes; education facilities; recreation opportunities; and, existing residential, shopping and employment centers. Development approvals in the Village Center Area that had been based on a property having been within Lee County’s prior mixed-use overlay designation may request modifications to those approvals provided the modifications are in compliance with this Comprehensive Plan and

Land Development Code and do not increase the previously approved densities and intensities. Appropriate locations for any future mixed-use overlay will have a positive impact on transportation facilities though increased transit service, internal trip capture, and reduced travel distance (preference will be given to locations serviced by multiple transit routes). An analysis showing the number of existing and potential residential units within the immediate and extended pedestrian shed (measured through connections and delineating pedestrian barriers) will be considered in identifying appropriate locations. (Added by Ordinance No. 07-15)

POLICY 4.2.2: The Mixed Use Overlay will not intrude into established single family neighborhoods. Connections to existing residential neighborhoods will be provided upon the residential neighborhood's desire and not precluded by the Mixed Use Development's design. (Added by Ordinance No. 07-15)

POLICY 4.2.3: Reserved. Any Planned Development project adhering to the Mixed Use Overlay standards, at the discretion of the Board of County Commissioners, may extend beyond the Mixed Use Overlay zone up to one quarter mile. (Added by Ordinance No. 07-15)

POLICY 4.2.4: Reserved. The Mixed Use Overlay may include areas within the Coastal High Hazard Area when unique public benefits exist. Such benefits may include providing workforce housing options for employees of businesses located on barrier islands when transit is provided between the workforce housing and the employment areas. (Added by Ordinance No. 07-15)

POLICY 4.2.5: Reserved. Encourage mixed use developments on sites that have existing connectivity to adjacent neighborhoods, qualify as a grayfield or brownfield sites, or are candidates for Transit Oriented Development. Properties lacking potential interconnections to adjacent properties will not be considered as preferred locations for the Mixed Use Overlay. (Added by Ordinance No. 07-15)

POLICY 4.2.6: Reserved. Staff will work with communities, specifically during the community planning process, to explain the benefits and address concerns related to mixed use/higher density developments to build the consensus needed to identify appropriate locations for the Mixed Use Overlay. (Added by Ordinance No. 07-15)

POLICY 4.2.7: Development located in the Mixed-Use Overlay that utilizes the Compact PD zoning category applying Chapter 32—Compact Communities of the Lee County Land Development Code will not be subject to the site location standards listed in Policy 6.1.2 and 6.1.2.7. (Added by Ordinance No. 11-18)

OBJECTIVE 4.3: The Mixed Use Overlay shall not include property in the Village Center Area. Development, redevelopment, and infill rezonings located within the Mixed Use Overlay outside of the Village Center Area that utilize the Compact PD or Mixed Use Planned Development (MPD) zoning category and meet the criteria in the policies below that incorporate the following Mixed Use, New Urbanism, Traditional Neighborhood Development (TND), and Transit Oriented Development (TOD) criteria will be allowed to use the area of commercial, office, light industrial, natural water bodies and other non-residential uses in their density calculations. These proposals must contribute to areas which will be compact, multi-purpose, mixed use patterns centers which integrate commercial development with residential, civic, and open space within the same neighborhood or and buildings. (Added by Ordinance No. 07-15)

POLICY 4.3.1: Reserved. Developments within the Mixed Use Overlay conforming to Chapter 32—Compact Communities of the Land Development Code, will be deemed as meeting the principles listed in this objective. (Added by Ordinance No. 07-15, Amended by Ordinance No. 11-18)

POLICY 4.3.2: Mixed Uses: A balanced mixture of Carefully mixing complementary uses can will be provided to reduce overall trip lengths, to support pedestrian, bicycle and transit opportunities and create pedestrian friendly streetscapes.

- a. Mixed uses will be encouraged within individual buildings (e.g. residential above retail or office space) but may be located in separate buildings that can be easily reached using publicly accessible sidewalks and streets.
- b. Mixed Use Overlay areas not within the Village Center Area will provide public gathering places, civic uses, such as green spaces or community centers, and other public amenities as described in Policy 19.2.1.

- c. Mixed-use patterns will be integrated within an overall design framework to create a pedestrian friendly, human scale environment, through objective, measurable criteria including size, scale, proportion, and materials detailed in the land development regulations. Flexibility in design will allow for choice and variety in architectural style.
- d. **The Mixed Use Overlay is intended for mixing uses that are complementary rather than conflicting, as those terms are used in the glossary's definition of mixed use. The nature of the mix of uses will be determined based upon the needs of the Village, character of the surrounding area, the compatibility of the uses, and the characteristics of the transportation network. (Added by Ordinance No. 07-15)**

POLICY 4.3.3: Site and Building Design: 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.

- a. Provisions for outdoor livability, including interconnected pedestrian and bike facilities, walkways, public plazas, ample seating, and walkable block size.
- b. Well defined centers and edges with public or civic space creating an element around which other development is located.
- c. Development plans will create focal points of signature buildings, civic spaces, natural amenities, and other prominent features through placement or street layout.
- d. 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.
- e. When necessary, development density and intensity will gradient from the center to the edge suitable to integrated surrounding land uses.
- f. The designs will include a pedestrian circulation system to connect the nonresidential uses with residential uses and areas.
- g. 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.

- h. 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.
- i. The street system will equally serve automobile and non-automobile modes of transportation. Development will provide pedestrian and bicycle-friendly access, and will provide transit facilities to the development and the surrounding community.
- j. Large scale nonresidential establishments will incorporate development design techniques to 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 adequate to soften large building masses.
- k. An "A/B" street grid system may be utilized where "A" streets meet all pedestrian oriented standards and create a continuous uninterrupted pedestrian friendly streetscape, while "B" streets may include a limited amount of properly designed non-pedestrian oriented uses.
- l. Crime Prevention Through Environmental Design (CPTED) guidelines will be incorporated to the maximum extent possible. *(Added by Ordinance No. 07-15)*

POLICY 4.3.4: Parking: Parking areas will be designed to minimize intrusiveness and impacts on the pedestrian character, through the following techniques:

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

- c. Parking lots will be screened from all streets, sidewalks, and open spaces, and will be designed to maintain or enhance the street edge.
- d. Parking lots will be designed with safe pedestrian connections to business entrances and public space to create a park-once environment.
- e. 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 will be provided in the land development regulations.

(Added by Ordinance No. 07-15)

POLICY 4.3.5: Automobile Access: Automobile facilities **Streets and Alleys:** Streets will be designed to provide safe access to, through (where feasible), and within each the development.

- a. Internal streets must meet Land Development Code standards found in Article II of Chapter 32 and traffic circulation system design will include:
 - 1. narrow traffic lanes and other traffic calming techniques to maintain safe multi-modal transportation.
 - 2. an interconnected street system extended to adjacent sites at the least intrusive locations, with interconnections as may be provided in the Land Development Code.
 - 3. maximum use of common access drives to arterial roads.
 - 4. a system of alleyways for service vehicles and access to parking.
 - 5. convenient access to transit facilities.
 - 6. sidewalks shaded by rows of street trees.
- b. Major points of ingress to and egress from arterial roads carrying through traffic will be located at the allowed intersection spacing and connect to the internal traffic circulation system.

- c. A connector street system Public streets will 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.
- d. 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.
- e. Additional provisions to achieve the goals of development of walkable environments will be established in the Land Development Code.

(Added by Ordinance No. 07-15)

POLICY 4.3.6: Community Green Space: Public space and landscaping will be provided that includes.

- a. Public areas will provide adequate urban landscaping that includes street trees, planted areas, and street furniture.
- b. Required surface and storm water management facilities will be designed as an integrally with civic spaces, and as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas.
- c. 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.

(Added by Ordinance No. 07-15)

POLICY 4.3.7: Connectivity and Buffering: Mixed use developments will be well integrated both internally and externally.

- a. Automotive, pedestrian and/or bicycle connections to adjacent commercial development will be provided.
- b. Connections to adjacent residential neighborhoods will not be precluded by the Mixed Use Development's design.
- c. Buffering of uses internal to a Mixed Uses development are not required.
- d. Buffering from adjacent developments, when deemed absolutely necessary, will not preclude future interconnectivity.

(Added by Ordinance No. 07-15)

POLICY 4.3.8: Properties in a Mixed Use Overlay Zone, not within the Coastal High Hazard Area, will be considered as preferred receiving areas for Transferable Development Rights (TDRs) and will allow these TDRs to serve as a method for obtaining allowable bonus densities. (Added by Ordinance No. 07-15)

POLICY 4.3.9: The owner or agent for a rezoning request utilizing the Mixed Use Overlay must conduct one publicly noticed informational session, before sufficiency, where the agent will, at a minimum, present an overview of the project's consistency with this objective. Subsequent to this meeting, the applicant must provide County staff with a meeting summary document that contains the following information: the date, time, and location of the meeting; a list of attendees; a summary of the concerns or issues that were raised at the meeting; and a proposal for how the applicant will respond to any issues that were raised. (Added by Ordinance No. 07-15)
[the content of Policy 4.3.9 duplicates Policy 19.7.3]

OBJECTIVE 4.4: [no changes proposed]

GOAL 6: COMMERCIAL LAND USES. To permit orderly and well-planned commercial development at appropriate locations within the county. (Amended by Ordinance No. 94-30)

OBJECTIVE 6.1: Development approvals for commercial land uses must be consistent with the following policies, the general standards under Goal 11 and other provisions of this plan. (Amended by Ordinance No. 94-30, 11-18)

POLICY 6.1.1: All applications for commercial development will be reviewed and evaluated as to:

- a. Traffic and access impacts (rezoning and development orders);
- b. Landscaping and detailed site planning (development orders);
- c. Screening and buffering (planned development rezoning and development orders);
- d. Availability and adequacy of services and facilities (rezoning and development orders);
- e. Impact on adjacent land uses and surrounding neighborhoods (rezoning);
- f. Proximity to other similar centers (rezoning); and
- g. Environmental considerations (rezoning and development orders).
(Amended by Ordinance No. 00-22)

POLICY 6.1.2: Commercial development must be consistent with the location criteria in this policy except where specifically excepted by this policy or by Policy 6.1.7, or in Lehigh Acres by Policy 32.2.4 or if located in the Mixed Use Overlay and utilizing the Compact PD zoning category. Chapter 32—Compact Communities of the Land Development Code.

1. MINOR COMMERCIAL

- a. **Major function:** Provides for the sale of convenience goods and services.

- b. **Location:** The entire retail use, including buildings and outdoor sales area, must be located as follows except where this plan provides specific exceptions (e.g., Policy 6.1.7):
- (1) On or near the intersection (within 330 feet of the adjoining rights-of-way of the intersection roads) of local and collector, local and arterial, or collector and collector roads. In Commercial Planned Developments where future road improvements that are included in the Capital Improvement Program will enable the property to qualify for the higher level of commercial development specified in Subsection 2 below, and which are conditioned to allow the increased commercial intensity when the roadway actually functions at the higher level of a collector road, the Minor Commercial use may extend beyond 330 feet of such intersections provided the Master Concept plan specifically indicates the phasing of the development from Minor to Neighborhood Commercial use. Proposed interconnections of future internal access roads or driveways servicing only the subject parcel with an arterial or collector will not comply with the requirements of this section;
 - (2) At the intersection (as defined below) of collector and arterial or arterial and arterial roads; or
 - (3) Within a residential planned development provided it is located and designed primarily to meet the commercial needs of the residents of the development.
- c. **Site Area:** Two acres or less.
- d. **Range of Gross Floor Area:** Less than 30,000 square feet.
- e. When developed as part of a Mixed Use planned development or Compact planned development, and meeting the use limitations, modified setback standards, signage limitations and landscaping provisions, retail uses may deviate from the locational requirements and maximum square footage limitations, subject to conformance with the Estero Community Plan as outlined in Policies 19.2.3 and 19.2.4, and through approval by the Board of County Commissioners Village Council.

2. NEIGHBORHOOD COMMERCIAL

- a. **Major function:** Provide for the sale of convenience goods and personal services such as food, drugs, sundries, and hardware items.
- b. **Typical leading tenants:** Supermarket and drug store.
- c. **Location:** Must be located as follows (except where this plan provides specific exceptions):
At the intersection of an arterial and a collector or two arterials so that direct access is provided to both intersecting roads. Such direct access may be provided via an internal access road to either intersecting road. ~~On Lee County's islands where there is no intersecting network of collectors and arterials, neighborhood commercial centers may be located using the standards for minor commercial centers.~~
- d. **Site Area:** 2 to 10 acres
- e. **Range of Gross Floor Area:** 30,000 to 100,000 square feet
- f. ~~In that portion of North Fort Myers lying between the Cape Coral city limits and the old S.A.L. railroad grade and north of the junction of the 41s, an exception to the strict adherence to the location standards in subsection (c) may be granted upon the approval of an application for Commercial Planned Development rezoning if the Board of County Commissioners makes a formal finding that the proposed project:~~
 - (1) is located on an existing arterial road;
 - (2) is located at the intersection of that arterial with a future collector or arterial that is indicated on the Official Trafficways Map; and
 - (3) will provide (or at least not interfere with) an acceptable alignment for the future roadway which is the justification for the approval, relative to both extensions from the point of intersection with the existing road.

3. COMMUNITY COMMERCIAL

- a. **Major function:** Some functions of neighborhood commercial, in addition to providing for the sale of retail goods such as clothing, variety items, appliances, and furniture.
- b. **Typical leading tenants:** Supermarket, drug store, minor department store, variety store, or discount center.
- c. **Location:** Must be located as follows (except where this plan provides specific exceptions):
 - At the intersection of two arterials so that direct access is provided to both intersecting roads.
 - Such direct access may be provided by an internal access road to either intersecting road.
- d. **Site Area:** 10 to 35 acres
- e. **Range of Gross Floor Area:** 100,000 to 400,000 square feet
- f. ~~Notwithstanding prohibitions contained elsewhere in this plan, community commercial development may be granted in a portion of the Suburban land use category in North Fort Myers lying between the Cape Coral city limits and the old S.A.L. railroad grade and north of the junction of the 41s upon the approval of an application for Commercial Planned Development rezoning if the Board of County Commissioners makes a formal finding that the proposed project:~~
 - ~~(1) is located on an existing arterial road;~~
 - ~~(2) is located at the intersection of that arterial with a future arterial road that is indicated on the Official Trafficways Map; and~~
 - ~~(3) will provide (or at least not interfere with) an acceptable alignment for the future roadway which is the justification for the approval, relative to both extensions of that future roadway from the point of intersection with the existing road.~~

4. REGIONAL COMMERCIAL

- a. **Major Function:** Some functions of community commercial, in addition to providing a full range and variety of shopping goods for comparative shopping (such as general merchandise, apparel, furniture, and home furnishings).
- b. **Typical leading tenants:** One or more full-line department stores.
- c. **Location:** Must be located in such a manner as to provide direct access to two and preferably three arterial roads. Such direct access may be via an internal access road to one or more arterials.
- d. **Site Area:** 35 to 100 acres
- e. **Range of Gross Floor Area:** 400,000 to 1 million square feet or more.
- f. The Commercial Site location standards described in this policy do not apply to Regional Commercial development approved as a single mixed-use Development of Regional Impact containing regional shopping opportunities on a 483-acre portion of Section 9, Township 47 South, Range 25 East, that is bounded on the west by U.S. 41, on the east by the Seminole Gulf Railroad tracks, on the south by Coconut Road, and on the north by a line located one half mile north of Coconut Road designated Urban Community, provided that the DRI specifically addresses:
 - 1) Impacts to flow-ways,
 - 2) Community and Regional Park levels of service,
 - 3) Roadway levels of service,
 - 4) Public Schools,
 - 5) Fire protection services, and
 - 6) Affordable housing.

5. Commercial development “at the intersection” will extend no more than one-quarter mile from the centerline of the intersection and must include proper spacing of access points, with the following exception: in a commercial development approved under the planned development rezoning process, “at the intersection” may extend beyond one-quarter mile from the intersection, provided that:
 - a. direct access is provided to the development within one-quarter mile of the intersection;
 - b. an internal access road or frontage road provides access to the intersecting street prior to occupancy of the development; and
 - c. all access points meet Land Development Code requirements for safety and spacing.
 - d. the retail commercial use, including any outdoor sales, does not extend beyond one-half mile from the centerline of the intersection.

6. Any contiguous property under one ownership may, at the discretion of the Board of County Commissioners Village Council, be developed as part of the interstate General Interchange category, ~~except in the Mixed Use Interchange district~~, provided the property under contiguous ownership to be developed as part of the interstate interchange does not extend beyond three-quarters of a mile from the interchange centerpoint. Applications seeking interstate uses outside of the interstate highway designated interchange area will be evaluated ~~by the Board~~ considering the following factors: percentage of the property within the interstate interchange; compatibility with existing adjacent land uses; and, compatibility with surrounding Future Land Use Categories. This is intended to promote planned developments under unified ownership and control, and to insure proper spacing of access points.

7. The location standards specified in Subsections 1-4 will apply to the following commercial developments: shopping centers; free-standing retail or service establishments; restaurants; convenience food stores; automobile dealerships; gas stations; car washes; and other commercial development generating large volumes of traffic. These location standards will not apply to the following: banks and savings and loan establishments without drive-in facilities; hotels or motels; marinas; general, medical, or professional offices; industrial, warehouse, or wholesale development; clubs, as defined in Chapter 34 of the Land Development Code (commercial clubs excepted); and other similar development. The distinction in this subsection between these two major types of commercial uses does not apply in Lehigh Acres, where commercial uses are permitted in accordance with Policy 32.2.4. These location standards will not apply to property in the Mixed Use Overlay when Chapter 32—Compact Communities of the Land Development Code is applied.

8. The standards specified in Subsections 1-4 for location, floor area and site area will serve as guidelines during the rezoning process (allowing limited discretion by the Board of County Commissioners Village Council in special cases in which retail uses are the only reasonable use of the parcel in light of its size, its proximity to arterials and collectors, and the nature of the existing and projected surrounding uses, including but not limited to environmental factors) but are strict requirements during the development order process in the case of zoning that existed prior to the effective date of the Lee Plan (December 21, 1984). The other standards specified in Subsections 1-4 will serve generally to indicate the types of development which are likely to fall within each commercial category. Proposed rezonings to commercial zoning districts that include both uses that are subject to the standards in Subsections 1-4 and uses that are not (see Subsection 7) may be found consistent with the Lee Plan by the Board of County Commissioners comprehensive plan by the Village Council even if the subject parcel does not comply with the applicable location standard; provided, however, that no development orders will be issued on any such parcel for any use to which the standards in Subsection 1-4 is applicable, and all such development orders must be consistent with the level of service requirements in Policy 95.1.3.

9. The location standards in this policy are not applicable in the following areas:
 - a. In the General Interchange land use category.
 - b. In Lehigh Acres where commercial uses are permitted in accordance with Goal 32
 - c. Within the Captiva community in the areas identified by Policy 13.2.1, in Area 9 of the University Community Conceptual Master Plan, or within the Mixed Use Overlay when utilizing Chapter 32 – Compact Communities of the Land Development Code
 - d. In the Density Reduction/Groundwater Resource land use category where some commercial development is permitted under Objective 33.3.
10. The Board of County Commissioners Village Council may approve applications for minor commercial centers that do not comply with the location standards for such centers but which are consistent with duly adopted CRA and the Estero Community Plans policies under Goal 19.
11. Uses that must comply with Subsections 1-4 may occur at the outside of a T-intersection so long as direct access is provided from at least two points on the adjacent intersecting road, one of which must be an extension of the other intersecting road.
12. Map 19 illustrates the existing Lee County intersections that are deemed to be consistent with the standards in subsections 2 and 3. Neighborhood and community commercial centers must be located at one of the designated intersections, at another intersection utilizing the list of Functional Classification for Arterial and Collector Roads, or in accordance with one of the exceptions under Goal 6, or in Lehigh Acres in accordance with Policies 1.8.1 through 1.8.3.

The map shows some intersections with half-circles and others with full circles. Half circles indicate that only the two intersection quadrants shown on the map are deemed to be consistent with the standards. All of the quadrants of intersections designated with full circles are deemed to be consistent with the standards. Proposed neighborhood and community commercial centers that are located

at the designated intersections are subject to all of the other Goals, Objectives and Policies of this Plan.

Functional classifications of new or improved streets will be established in accordance with the definitions of “arterial” and “collector” roads in Rule 9J-5.003. A list of Functional Classification for Arterial and Collector Roads, consisting of roads that meet this criteria, will be maintained by the Lee County Department of Transportation, for county maintained roads, and the Lee County Division of Development Services, for privately maintained roads. These functional classification lists will be adopted by Administrative Code. For the purpose of determining compliance with the locational standards of Policy 6.1.2, only those roads identified as Major Collector roads will be considered collector roads. Roads identified as Minor Collector or not included on the list will be considered local roads. The map will be revised annually during the county’s regular plan amendment cycle.

13. Freestanding single use commercial retail development of five (5) acres or more does not qualify as a Neighborhood Center as that term is used in the Suburban and Outlying Suburban Future Land Use Categories. (Amended by Ordinance No. 93-25, 94-30, 98-09, 99-15, 99-18, 00-22, 02-02, 07-09, 10-05, 10-16, 10-19, 10-40, 11-18)

POLICY 6.1.3: Commercial developments requiring rezoning and meeting Development of County Impact (DCI) exceeding thresholds defined in the Land Development Code must be developed as Commercial planned developments, Mixed Use planned developments, or Compact planned developments that are designed to arrange uses in an integrated and cohesive unit in order to:

- provide visual harmony and screening;
- reduce dependence on the automobile;
- promote pedestrian movement within the development;
- utilize joint parking, access and loading facilities;
- avoid negative impacts on surrounding land uses and traffic circulation;
- protect natural resources; and
- provide necessary services and facilities where they are inadequate to serve the proposed use. (Amended by Ordinance No. 94-30, 00-22)

XII. Glossary

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. Lands for commercial, office, industrial uses, natural water bodies, and other non-residential 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 and except within areas identified as Mixed-Use Communities as identified on Map 17 where development rights are concentrated or transferred using the process described under Objective 33.3. Within the Captiva community in the areas identified by Policy 13.2.1, commercial development that includes commercial and residential uses within the same project or the same building do not have to exclude the commercial lands from the density calculation. For true mixed use developments located on the mainland areas of the County, the density lost to commercial, office and industrial acreage can be regained through the utilization of TDRs that are either created from Greater Pine Island Coastal Rural future land use category or previously created TDRs. True mixed use developments must be primarily multi-use structures as defined in this Glossary as a mixed use building. If development is proposed in accordance with Policy 2.12.3, residential densities are calculated using the total land area included in the mixed use portion of the development. (Amended by Ordinance No. 98-09, 00-22, 03-21, 05-21, 07-09, 07-14, 09-06, 10-43)

INFILL - The use of vacant land within a predominantly developed area for further construction or development. These lands already have public services available but may require improvements to meet current development standards. (Added by Ordinance No. 07-14)

MIXED USE - Complementary uses of land generally within a walkable distance from one another. 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. Complementary uses are the opposite of conflicting uses, for example industrial uses or commercial uses that have features near residential uses which could negatively impact the quality of life or interfere with the quiet enjoyment of such residential uses. The development, in a compact urban form, including residential and one or more different but compatible uses, such as but not limited to: office, industrial and technological, retail, commercial, public, entertainment, or recreation. These uses may be combined within the same Mixed-Use Building or may be grouped together in cohesive neighboring buildings with limited separation, unified form and strong pedestrian interconnections to create a seamless appearance. True mixed use developments primarily consist of mixed use buildings as defined by this Glossary. (Amended by Ordinance No. 05-21, 07-14)

MIXED-USE BUILDING - Mixed-Use Building means a building that contains at least two different complementary land uses (i.e. commercial and residential, R & D and residential, office and residential, commercial and civic use open to the public) that are related. (Added by Ordinance No. 05-21)

MIXED-USE PATTERN - A physical pattern where streets form an interconnected network within and surrounding various parcels in an overall development area, neighborhood, or group of interconnected neighborhoods. A variety of methods to subdivide such areas and neighborhoods may be utilized to develop individual buildings that can accommodate a variety of complementary land uses and building types.

REDEVELOPMENT - Development activity characterized by replacement of existing dilapidated or underperforming structures. The new development is usually at a higher level of intensity or density. (Added by Ordinance No. 07-14)

TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND) - A form of development that creates mixed-use, mixed-income neighborhoods that are compact, diverse and walkable. (Added by Ordinance No. 07-14)

TRANSIT ORIENTED DEVELOPMENT (TOD) - Development located within walking distance of a transit stop using a mixed use development pattern and that is mixed use and developed using Traditional Neighborhood Development standards. (Added by Ordinance No. 07-14)

WALKABLE – A characteristic of mixed-use neighborhoods or districts where people can safely walk to nearby destinations on sidewalks or paths that encourage comfortable movement without driving. Nearby destinations are generally viewed as those that can be reached by a 5-minute walk or about ¼ mile in distance.

Table 1(c)
Mixed Use Overlay/Lehigh Acres
Specialized Mixed Use Node Ratios

Future Land Use Map Category	Floor Area Ratio	Acreage*	Percent Residential	Percent Non-Residential
Intensive Development	3	1,595	10-50%	50-90%
Central Urban	2	3,997	20-50%	50-80%
Urban Community	2	3,195	25-60%	40-75%
Suburban	1	391	30-70%	30-70%
Outlying Suburban	1	123	30-70%	30-70%

* Remaining acres are within non-residential areas that are situated within the overlay such as Public Facilities and Wetlands.

**Lee Plan Future Land Use
Map 1, Page 1 of 8**

[Certain land is being redesignated from Urban Community, Suburban, Outlying Suburban, Public Facilities, and Rural to the new Village Center land-use category, as shown on the following maps.]

[As the Village of Estero approves its first comprehensive plan and land development code as required by law, the area comprising the Village Center area may change to, among other things, include other land in that vicinity that meets the goals and objectives of the Estero Community Plan.]

**Special Treatment Areas –
Mixed Use Overlay**

[The Village will maintain the mixed-use overlay for land in Estero outside of the Village Center Area only, as shown on the following maps.]

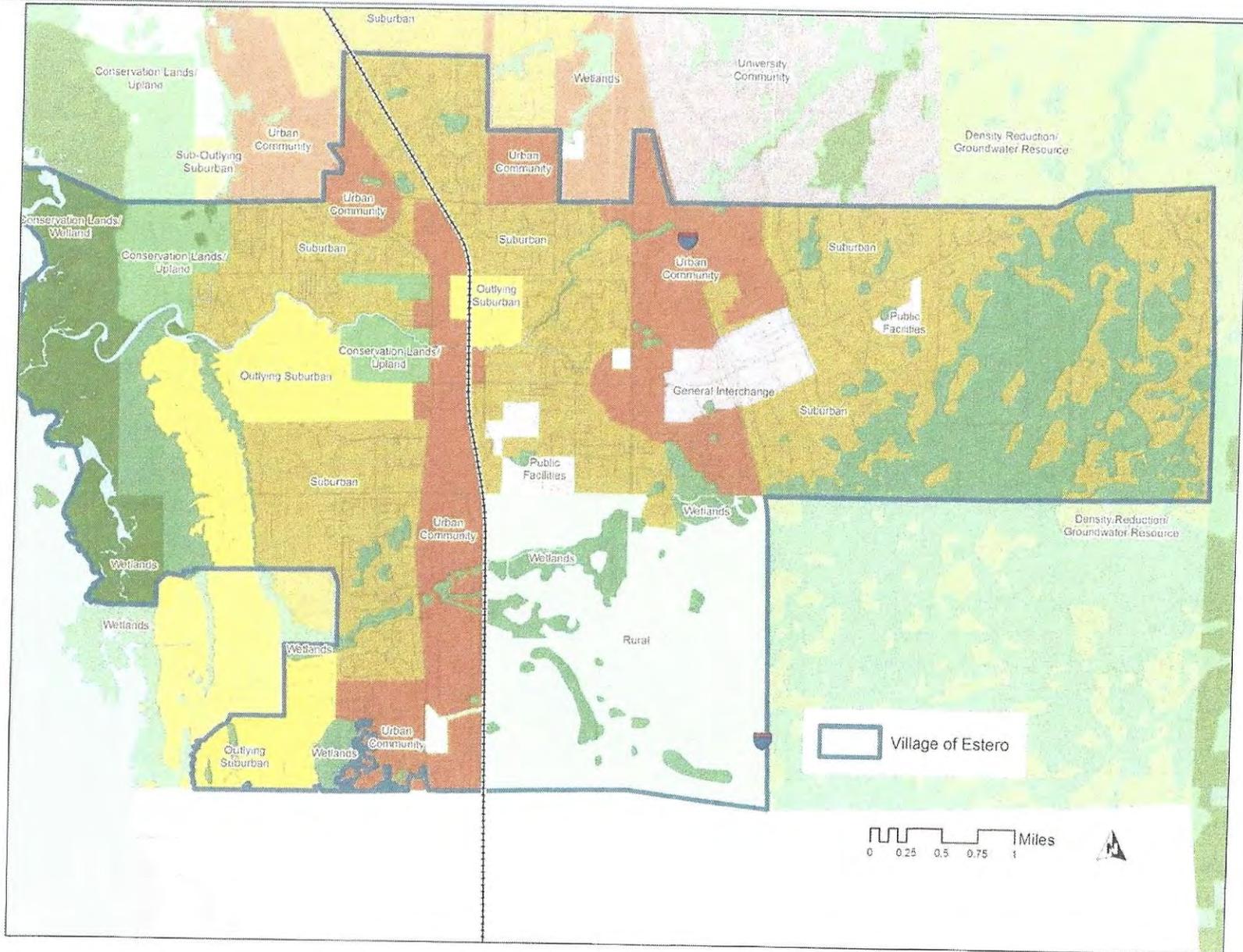
Table 1(a)
Summary of Residential Densities ¹

FUTURE LAND USE CATEGORY	STANDARD OR BASE DENSITY RANGE		BONUS DENSITY
	MINIMUM ² (Dwelling Units per Gross Acre)	MAXIMUM (Dwelling Units per Gross Acre)	MAXIMUM TOTAL DENSITY ³ (Dwelling Units per Gross Acre)
Intensive Development	8	14	22
Central Urban	4	10	15
Village Center ¹⁴	1	6	No Bonus ¹⁴
Urban Community ^{4,5}	1	6	10
Suburban	1	6	No Bonus
Outlying Suburban	1	3	No Bonus
Sub-Outlying Suburban	1	2	No Bonus
Rural ¹⁰	No Minimum	1	No Bonus
Outer Islands	No Minimum	1	No Bonus
Rural Community Preserve ⁶	No Minimum	1	No Bonus
Open Lands ⁷	No Minimum	1 du/5 acres	No Bonus
Density Reduction/Groundwater Resource	No Minimum	1 du/10 acres	No Bonus
Wetlands ⁸	No Minimum	1 du/20 acres	No Bonus
New Community	1	6	No Bonus
University Community ⁹	1	2.5	No Bonus
Destination Resort Mixed Use Water Dependent ¹¹	6	9.36	No Bonus
Burnt Store Marina Village ¹²	No Minimum	160 Dwelling Units; 145 Hotel Units	No Bonus

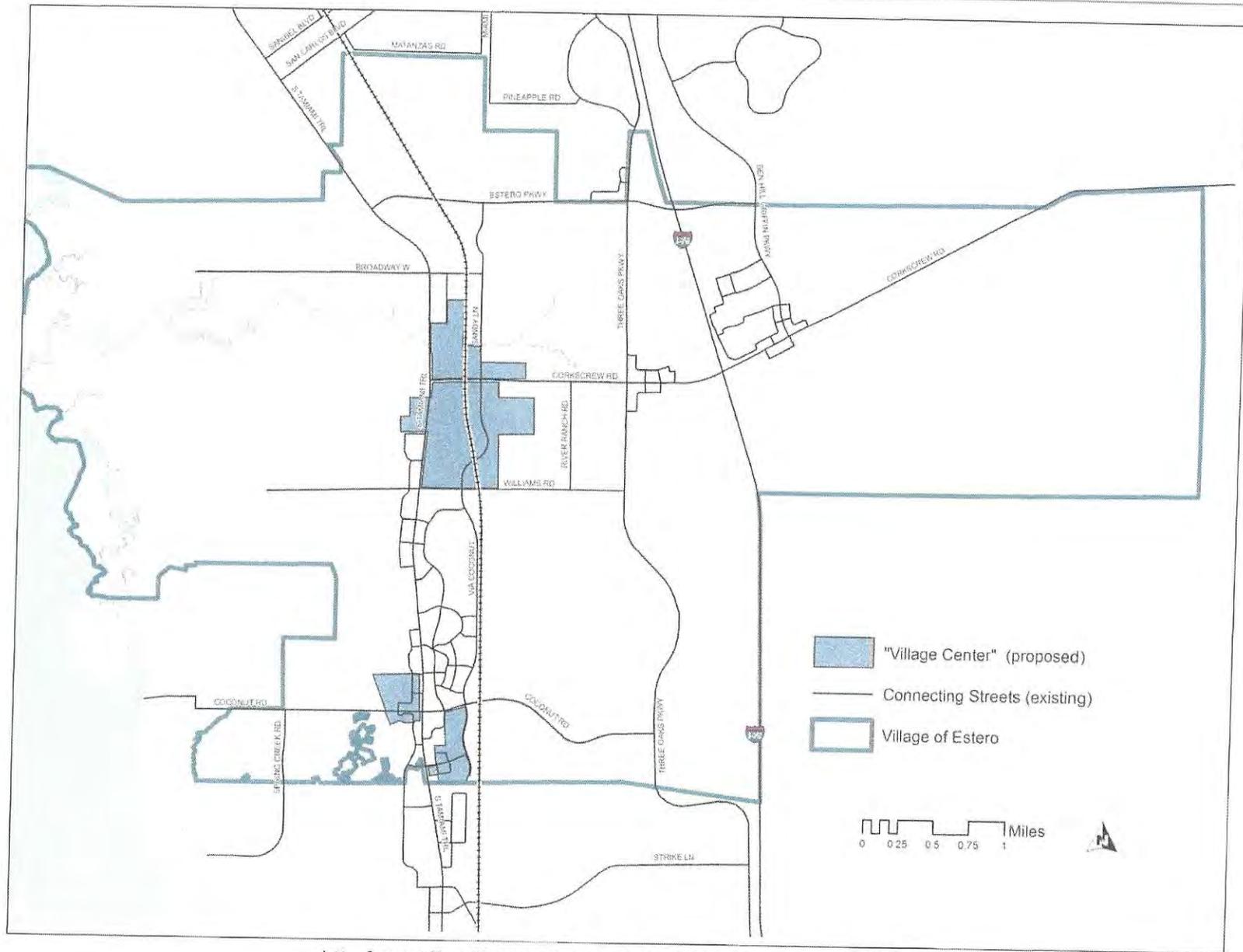
CLARIFICATIONS AND EXCEPTIONS

¹ ¹³ [no changes to footnotes 1 through 13]

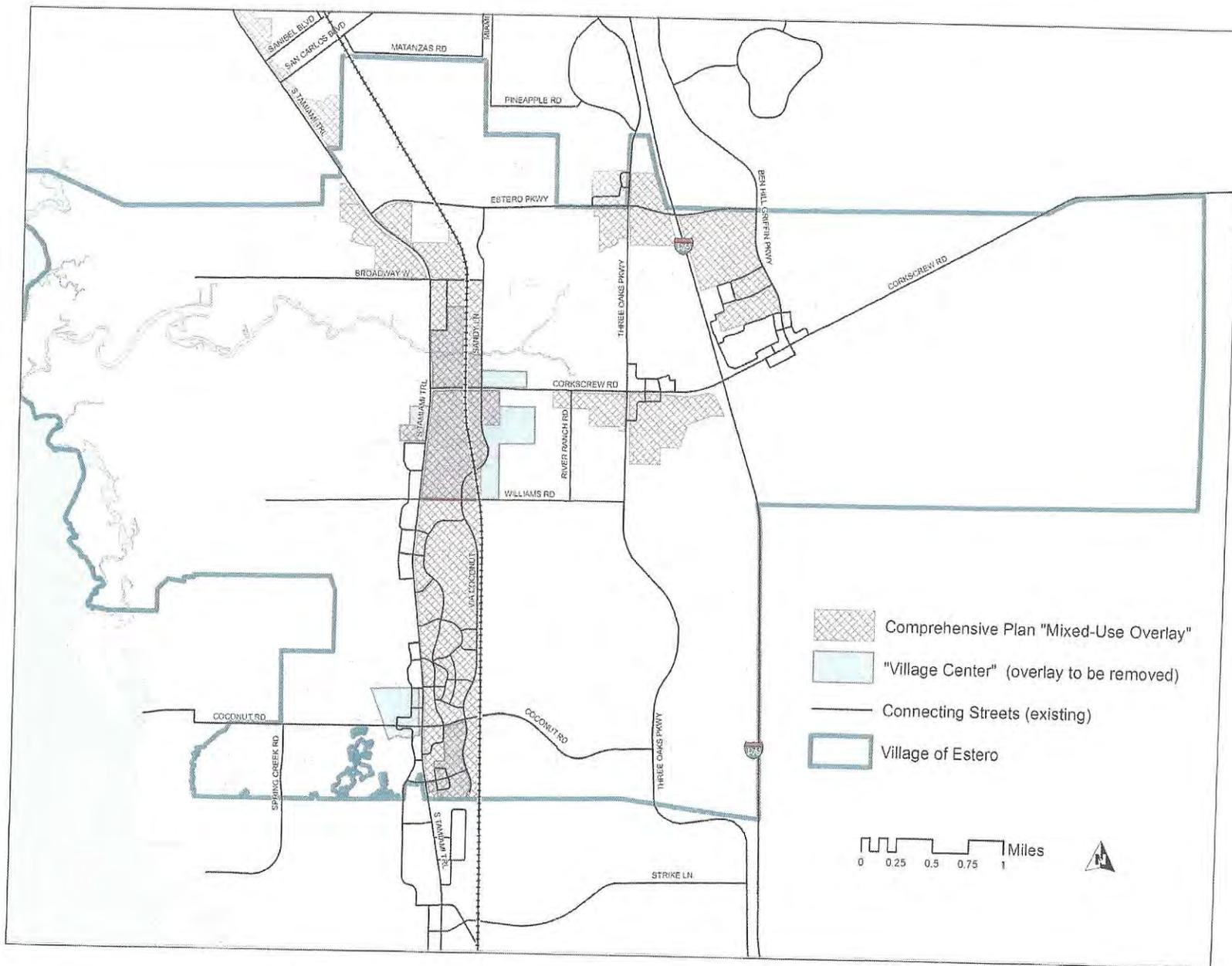
¹⁴ See Objective 19.8 and subsequent policies for potential density increases that could be achieved through a new planned development zoning district for development that contributes to a walkable mixed-use environment.



Attachment A – Future Land Use Map 1, Page 1 of 8 (existing)



Attachment B – Changes to Future Land Use Map 1, Page 1 of 8
 (showing area being changed to “Village Center ”)



Attachment C – Future Land Use Map 1, Page 6 of 8
 Mixed-Use Overlay
 (existing Mixed-Use Overlay plus “Village Center” area being removed from overlay)

Attachment F

**VILLAGE OF ESTERO PLANNING AND ZONING BOARD
MEETING OF AUGUST 25, 2015**

The Village of Estero Planning and Zoning Board meeting was held on this date at the Estero Fire Rescue District Meeting Room, 21500 Three Oaks Parkway, Estero, Florida.

Present: Chairman Roger Strelow, and Board Members Ryan Binkowski, David Crawford, Ned Dewhirst, and Jeff Maas. Absent: Board Members Marlene Naratil and Scotty Wood.

Also present: Nancy Stroud, Esq., Community Development Director Mary Gibbs, and Village Clerk Kathy Hall.

1. CALL TO ORDER

Chairman Strelow called the meeting to order at 5:30 p.m.

2. PLEDGE OF ALLEGIANCE

Chairman Strelow led the Pledge of Allegiance.

3. ROLL CALL

Village Clerk Kathy Hall called the roll; all members were present with the exception of Board Members Naratil and Wood.

4. APPROVAL OF AGENDA

Board Member Binkowski moved approval of the agenda, seconded by Board Member Crawford, called and carried unanimously, with Board Members Naratil and Wood absent.

5. BOARD BUSINESS

(A) Approval of June 30, 2015 Meeting Minutes

Board Member Dewhirst moved approval of the June 30, 2015 minutes as presented, seconded by Board Member Crawford, called and carried unanimously, with Board Members Naratil and Wood absent.

6. ACTION ITEMS

Chairman Strelow called for Board Members to declare conflicts of interest and ex parte contact; there were no responses.

All audience members providing public testimony were sworn in by Village Clerk Kathy Hall.

- (A) **Estero United Methodist – US 41 at Lords Way Street (District 4)**
- **Seasonal Farmers Market on Saturdays from November 7, 2015 through April 30, 2016 – TMP2015-00197**

Community Development Director Mary Gibbs provided a brief introduction regarding the public information meeting held in July. She noted the conditions as indicated in Resolution PZB 2015-05 and stated that she spoke with Dennis Strausbaugh, SW Florida Markets, LLC, regarding the conditions.

Board discussion followed regarding parking, site access, banners and vehicle signs, and the previous year's approval of the temporary permit.

Chairman Strelow called for public comment and no one came forward.

Board Member Crawford moved approval of Resolution No. PZB 2015-05, seconded by Board Member Binkowski, called and carried unanimously, with Board Members Naratil and Wood absent.

- (B) **Genova Sales Center – South side of Corkscrew Road, East of Sandy Lane (District 5) – Administrative Zoning Amendment for sales center – ADD2015-00047**

Agenda item was continued.

7. PUBLIC INFORMATION MEETINGS

- (A) **Via Coconut Point – 18.5 Acres South of Corkscrew Road and West of Sandy Lane (District 5)**
- **Comprehensive Plan Amendment to new land use category – CPA2014-00007**
- **Rezoning from Agricultural and Community Facility to Mixed Planned Development (297 residential units and 30,000 sq. ft. commercial) – DCF2014-00023**

Community Development Director Mary Gibbs provided a brief introduction.

Steve Hartsell, Pavese Law Firm, Focus Development Group, provided background and stated that both applications were found sufficient prior to the zoning in progress resolution going into effect, based on conversations with Bill Spikowski and Seth Harry.

Laura De John, Planner, Johnson Engineering, stated that the subject site was 18.53 acres located at the southwest corner of Corkscrew Road and Via Coconut Point, currently undeveloped, and was bordered on the north by Corkscrew Road, on the east and south by Via Coconut Point, and on the west by the railroad. She indicated that the site was designated as Suburban on the future land use map with a maximum density of 6 units per acre, which was the maximum standard density for residential in Estero. Ms. DeJohn spoke to public facilities; the Comprehensive Plan Amendment; the rezoning from Agricultural and Community Facility to Mixed Planned Development; site context and market responsiveness; zoning in progress; Village Center concept; site design set up to be able to cross east and west on railroad tracks; buildings oriented to the street; compatibility consideration for residential along Happy Hollow Lane; central node area; open space; block concept; parking; and water management.

Bob Koch, Architect, Fugleberg Koch, spoke to grid-type road system; mixed use; infrastructure sufficiency; median cuts on Via Coconut; storm water management; open space; parking; and stormwater retention.

Board discussion followed related to encouraging internal pedestrian use; ensuring quality of development; the possibility of the zoning being adopted contingent upon the plan amendment being approved; greater intensity of residential use; types of commercial uses; sidewalks; village center; bike paths and access along the railroad; and density.

Public Comment:

Kenneth Pryor, Estero resident, inquired regarding density calculations and the width of the sidewalk abutting Via Coconut Point.

(B) Shoppes of Coconut Trace – Lyden Drive at US 41 (District 2)
- Modification of Zoning Resolution Z-03-011 to eliminate restriction for certain uses for a parcel at the south end of the project

Community Development Director Mary Gibbs provided a brief introduction.

Greg Roth, Civil Engineer, Bohler Engineering, provided background information regarding the project and spoke to site plan; allowable uses; proposed zoning requests; amending conditions #2 and #3; placement of monument sign; 5% parking reductions; and intensity of southern building limited due to parking.

Board discussion followed related to use limitations; meeting the site location standards; close proximity to Marsh Landing; Coconut Crossings access; direct access from Lyden Drive; the monument sign; and the possibility of outdoor seating.

Public Comment:

Connie Mansfield, President, Marsh Landing Community Association, inquired regarding restaurant uses on the north and south parcels.

Doug Olson, Trinity Commercial Group, noted that the parcel fronted US 41 and spoke to the proximity of the parcel to Marsh Landing, which was no closer to residential development than any of the other commercial developments.

(C) Coconut Point (District 6)
- Administrative Amendment to add use of “paint and sip” business internal to Coconut Point shops (Pinot’s Palette)
- Administrative Amendment to permit certain temporary uses such as farmers market/art fairs

Agenda item continued.

8. PUBLIC INPUT OF NON-AGENDA ITEMS

None.

9. BOARD COMMUNICATIONS / FUTURE AGENDA ITEMS

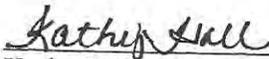
At the suggestion of Board Member Binkowski, Board discussion followed related to potential connections being reflected on Master Concept Plans that may be adjacent to or abutting the railroad. Some questions considered were: How can we do this today to allow for provisions in the future? What are the expectations and who bears the cost? Who is crossing where and is the Village responsible for additional permitting.

Community Development Mary Gibbs noted that the September 1, 2015 Board meeting was cancelled; September 22, 2015 was the next regular meeting date, due to the meeting room being unavailable on September 15. Discussion ensued regarding concern of being prepared for the next meeting related to the Bill Spikowski interim Comprehensive Plan amendments.

10. ADJOURN

Board Member Dewhirst moved to adjourn, seconded by Board Crawford, called and carried unanimously, with Board Members Naratil and Wood absent. Chairman Strelow adjourned the meeting at 7:48 p.m.

Respectfully submitted,



Kathy Hall, MMC
Village Clerk

Minutes approved as submitted: October 20, 2015

Attachment G

EXHIBIT 9 0005
1:00 PM 1/16/2015

ESTERO COMMUNITY PLANNING PANEL
Minutes of Public Meeting #170 – February 16, 2015
Estero Community Park, Estero, Florida

CALL TO ORDER:

DCI 2014-00023

The Meeting was called to order at 5:00 p.m. by ECPP Chairman Lienesch.

Panel Members present: Jack Lienesch, Chairman; Estero Community Association, Roger Strelow, ECCL; John Goodrich, ECCL; Ned Dewhirst, Estero Development Community; Paul Roberts, Estero Development Community, Neal Noethlich, Emeritus Chairman, Jeff Maas, Estero Chamber of Commerce, Greg Toth, Founding member; Bev MacNellis, Treasurer (arrived late) and Howard Levitan, Secretary. No member was absent for tonight's meeting.

Also present were Nick Batos, Chairman of the ECCL, various representatives of Stock Development and their agents, and many members of the public mostly from the Wildcat Run Community and the other Eastern Corkscrew Communities. Finally, Sharon Jenkins-Owen from the Lee County DCD Planning Staff was also present at this meeting.

Public Notice: Secretary Levitan reported that the meeting notice was posted on the ECPP website. The Agenda has been posted for over a week on the website. He noted that a quorum of the ECPP was present for this meeting.

Minutes of the Prior Meetings. Chairman Lienesch reported that the minutes of the January 26, 2015 Meeting of the Panel were prepared by the Secretary, had been vetted by the Panel, and had been posted on our ECPP website. Subsequent to posting there were two minor corrections by Neal Noethlich and Greg Toth, which have been corrected and will be reposted with the final version. A motion was made, seconded and unanimously passed to accept the January minutes as corrected to be replaced on the website.

Treasurer's Report: Treasurer MacNellis arrived too late to present her Treasurer's Report.

PRESENTATIONS:

1. Genova Development Comp Plan Amendment and Rezoning: Preliminary Presentation

Materials presented for review: Genova CP – Site Plan 3 by Wallace Homes dated 1/28/2015.

Presentation by the Developer. The presentation was made by Jim Wallace of Wallace Homes and Josh Philpott, Senior Planner from Stantec, Fort Myers. This is a preliminary presentation and does not count as a Public Information Meeting for purposes of the requirements of the Land Development Code.

The concept presented by Jim Wallace is for U shaped buildings with six buildings overall in the development. There would be a clubhouse with fitness center and a covered 25 meter swimming pool. Wallace showed the architectural plans for the buildings, which would include three

stories of residential units over the garage space. The garage level has a unique internal courtyard, which will extend up through the plaza level, which is the first residential floor. There would be two car garages for each unit, which include garage doors. Wallace stated that this design format would reduce the number of parking spaces on the outside of the buildings, and place approximately 21 spaces for guest parking inside each garage scattered around. The atrium or courtyard feature would be unique, and would also serve the purpose of ventilation for the garage.

Typical buildings are U-shaped and all of the living spaces, master bedrooms, lanais and terrace areas are facing the courtyard overlooking the atrium. This is designed in Mediterranean style, but was referenced by Wallace as having a Genoa, Italy style of design with a more urban Italianate theme. Some of the buildings are both three and four stories over parking that step up so that the roofline is varied. The buildings are designed to be as attractive on the outside as the inside. The exterior façade abuts not residences or unit windows, but rather the inside corridor for access to the units. Color schemes will be somewhat consistent throughout the development, and will be harmonious with 9 colors in the palette.

The proposed site plan was then discussed. The Corkscrew and Sandy Lane Overlay Districts require the buildings to be right next to the roads (Corkscrew and Via Coconut). They have moved the buildings back from the road and created a linear park on both sides of the building. There is also a connection on the south as near to the proposed Western exit to the Community Park. This will be a gated community, but without as many walls, as the buildings themselves act as the walls with security fencing in between. The openings in the garages at ground level will have wrought iron security fencing and this feature will also be used between the buildings. The lakes shown on the Site Plan are also security features for this community. There will be a gatehouse on the exit, but carefully designed with the actual security component interior to the architectural features nearest the road. They are considering adding landscaping to the median on Via Coconut adjacent to this development. They also may want to add canopy trees along the road and move the sidewalks back so that the road would be quieted or calmed.

Wallace stated that he had had some discussions with Seth Harry (Estero Consultant for the Village Center Project) to develop the idea to move the sidewalks with the canopy trees and put a wall 5 feet from the property line. This could also be proposed as three feet of buffering with a two foot security wall. Harry is also talking about having some form of smaller, studio or one-bedroom apartment added to the exterior of the garage level looking out to the landscaping to have a softer view upwards. They still are in flux on all of these additional exterior Accessory Dwelling Units (ADUs) concepts. No consensus was achieved between Seth Harry and Jim Wallace, who stated that ultimately Estero has to decide what it wants, e.g. would it be better to have a linear park or these ADU residences along the roadways? There would be more density required to do the exterior units at ground level. He went on to state that he believes that most people feel that Via Coconut will change over time, but this would be Estero's decision.

Josh Philpott, from Stantec, then spoke to some of the land use decisions that they will be looking for. Currently 17 acres of the site is in the Suburban Land Use Category allowing 6 units/acre. The current plan is for 195 units, which would be about 11 units/acre and if they do the exterior ADU units it would be about 12 units/acre. They are proposing to present a

Comprehensive Plan Amendment seeking to change all of the property to the Intensive Development Category. They also will do a concurrent rezoning to Residential Planned Development (RPD). There currently is 4 acres zoned Commercial Planned Development (CPD) in the northeast corner which allows about 50,000 s.f. of commercial uses, therefore they believe that switching to RPD for the whole will reduce the overall traffic impacts.

Comments from the Panel:

Jeff Maas. Asked whether there is a fence or wall around the property? They do not plan to have a perimeter wall, but the buildings act as their own security fence with railings/fences between them which likely will not be seen. Maas then asked what the interplay is with the Community Park? They responded that there is a pedestrian gate at the South and perhaps one on the east side of the property into the Park. The County may want the interconnect to be through the main gate of the park rather than the planned interconnects, because the park is locked at night. Maas also asked what the overall height would be, and the answer given was 45 feet to the eaves.

Paul Roberts. Wanted to clarify that the exterior corridor around each floor would be air conditioned. The answer was yes, and the windows on the corridor would be hurricane glass with the other side of the exterior corridor made from cinder blocks for reduction of noise transmission. Roberts stated that he has no issue with the density, and likes the Seth Harry suggestions.

John Goodrich. Asked about the linear park along Corkscrew and whether it will run down Via Coconut as well. The issue for the developer is satisfying SFWMD with respect to sufficient water management resources. One of the discussions at the EDRC on this project was a bus stop in front of the Via Coconut side or at least a pull off. Wallace stated that this would require County permission. To clarify the height limits, Wallace reiterated that the buildings will be no higher than 3 stories over parking and 45 feet to the eaves.

Greg Toth. He disclosed his conflict of interest in this project. He does not like Seth Harry's suggestions.

Roger Strelow. He thinks this is a very innovative plan. He suggests that they use this development and community as a model for bicycle improvements instead of three-foot wall along the roadside. He wants to use a bike path/sidewalk rather than the roadway. Wallace does not want to lose the linear park along the roadways, but also stated that he likes the added density of the ADUs. Wallace and his team are still in the process of thinking about these concepts in the hopes that somehow they can do both. They do not necessarily like the wall that Seth Harry has suggested.

Ned Dewhirst. Dewhirst stated that he thought the project was well done and well thought out. He advises that when going through the comp. plan amendment and zoning to get the additional density, they include all of these drawings as exhibits of what they are proposing to ensure that the final development order is consistent with the high quality plans they are showing tonight. He favors the linear park at least on Via Coconut, but not necessarily on Corkscrew, since the

sidewalk is close to the road anyway. Also wants to see interconnection with the park, and believes that they will need a deviation for the lack of a second egress. In discussion about building the swimming pool as part of the community park, Wallace also clearly stated that they could not allow the swimming pool to be a public facility. Wallace also disclosed that they are currently seeking an administrative amendment with respect to the CPD area to allow a temporary real estate sales facility near to the adjacent existing cell phone tower.

Chairman Lienesch read the comments from Don Eslick with respect to the Seth Harry/Spikowski Final Report on the Town Center Project (included as a separate attachment). Eslick is opposed to this project and asked that these comments will be a part of and attached to the minutes, which will be done as per Chairman Lienesch. With respect to the pool issue mentioned in the letter, Jim Wallace specifically restated that it would not work, and could not be done.

Neal Noethlich. He is concerned more about process than the architecture. They will have to deal with LDOT as to the sidewalk proposals along with amendments to the Comp. Plan, Rezoning and administrative amendment/deviations. He would like to see a cooperative team going forward so that there is full agreement for the public hearing before the future PZB or Council. They stated that they know they have to coordinate with all sorts of agencies on this project, including LDOT, which has the ROW at present. Noethlich is suggesting that their be a team effort on this development.

Comments from the Public:

Patty Whitehead. She asked about the Spikowski discussion held at Estero Fire and Rescue, and about affordable housing needs in Estero. The developer stated that the price point here would be \$250K-450K and some of the ADU's would be \$250K-295K. The issue is whether this is affordable housing. She asked about the homeowners' fees, and the response was without tennis or golf or dining, they would be about \$500 per year.

Jim Dodge from Wildcat Run. He also suggested putting in the pool on the park property, but Jim Wallace said it would be a problem with security and exclusivity for the residents. It simply is a fact that it is not what people are looking for today from a market standpoint. Wallace believes that the buyers want to obtain a variety of amenities, but at a reasonable cost.

Chairman Lienesch summarized that overall the ECPP supports this project based on these preliminary drawings. There is an issue with the interrelationship of the project with the overall Seth Harry/Spikowski report. Wallace said that he and Harry are in harmony, and that it is now a question of whether Estero is in agreement. There are opinions on both sides of whether to do the linear park or the additional ADUs.

2. Via Coconut Point Urban Place/MPD:

Materials presented for review: Application for Planned Development Public Hearing filed January 20, 2015 with the Lee County DCD; Context Map of Area Dated 1-08-2015; Proposed

Site Plans from Fugleberg-Koch PLLC; Character Images dated 2/16/2015, and Estero Master Plan Side by Side also dated 2/16/2015.

Presentation by the Developer: Steve Hartsell, Esq. of the Pavese Law Firm and Laura DeJohn from Johnson Engineering represented the developer, Focus Development Group, LLC. Jeff Graef of Focus Development was also present along with Bob Koch, Architect. This is the second presentation before the Panel, since the preliminary discussion in July, 2014. The proposal relates to an 18-acre parcel along Via Coconut on the west side. It is zoned AG-2 and is designated as Suburban with 6 units/acre and is in the Mixed Use Overlay. The property is located east of Happy Hollow Lane as it goes up to Corkscrew Road. The 2035 EAR Plan for the County called for this area to become Urban Place with higher density, however the County has not moved forward in enacting these recommendations. They are seeking a land use Comp. Plan Amendment to a new land use category consistent with the Urban Place concept. This would allow 18 units/acre density based on the bonus density by virtue of the mixed-use overlay. There would be a maximum of 335 units on the site plus 30,000 s.f. of commercial space in the narrow part of the land on the north side going up to Corkscrew Road. They say that they have coordinated with the Seth Harry/Bill Spikowski Plan Report, and have changed their designs to comply with the concepts envisioned by this study.

The Comp. Plan Amendment application has been found to be sufficient by Lee County Staff, and they say that the Zoning Application will be deemed sufficient when they have these minutes completed. They are moving forward in the review process with County Staff on the theory that is likely that the Village of Estero will also be contracting for review with the Lee County DCD Staff, but the ultimate decision on the applications will be up to the Village Council both as to process and the final approval. This current discussion will act as the public informational meeting required by the current Land Development Code which will become Estero's transitional Land Development Code.

Laura DeJohn, from Johnson Engineering, gave the background of how the plan has evolved since the July, 2014 presentation. They will be seeking the Mixed Use Plan Development (MPD) designation, however the residential density will be located on the bottom parcel with 30,000 s.f. of commercial space on the northern side running up to Corkscrew Road. Working with Spikowski and Seth Harry, they looked at the bigger picture of the Village Center across the railroad Right of Way (ROW). The emphasis of the Harry/Spikowski Report is on how to connect the development(s) on the North Point land to the west of the railroad ROW with the Community Park, which would be a significant part of the planning for the overall Village Center project.

She also discussed the issues of the Sandy Lane and Corkscrew Overlays, both of which seek to push the buildings up to the street line. Seth Harry thinks we should turn Via Coconut into a two-lane roadway with on-street parking rather than a four-lane 45 mile/hour roadway. They want to design to this concept even though it may be difficult for Estero to achieve this plan. She then stated that their plan is consistent with a zero to 25-foot setback along Corkscrew and Via Coconut Roads. In other words, they would meet current Code, but plan for the future if Estero can make their plans for Via Coconut Road come to fruition. They also have been working with Seth Harry and Spikowski in the central area of their development plan with a roundabout which would be an activity mode to allow for public interconnectivity if there

ultimately is an east-west connection in this area from the North Point property across the ROW to the Community Park.

As stated previously, they are seeking a new land use designation, which they call the Via Coconut Place Urban Category. They are also seeking several deviations for the number of parking spaces in the residential portion, and they seek to not require the internal roads to meet normal street row standards. They also are asking for a deviation for buffering requirements near residential areas in the north part near Happy Hollow lane.

Bob Koch, architect, then presented the architectural features of the site plan. The site along Via Coconut was predetermined for turns in and out due to the median cuts that presently exist. The one in the center of the project would be the primary connective corridor. They understand that the railroad ROW is a real barrier and the interconnection may never occur. The evolution of the centerpiece therefore became an important aspect of the planning for this development, especially to make it attractive and usable even if the interconnect never gets built. They felt that this internal road has to deaden traffic, and thus they decided to utilize a roundabout. This also gives better pedestrian connectivity going north and south. On this connectivity corridor they are also putting mixed-use liner buildings for retail. In other words, the crescent curved buildings along the central right of way would be designed as commercial below with residential units above. Koch feels that putting residences right to the street along Via Coconut for new urban purposes may not be feasible without some buffer zone along the street. These are three-story buildings some of which are facing the building and others are on the other side near the parking. There are two possible east-west crossings based on the current median cuts. The north portion is commercial and they have allocated some connectivity in the planning to interconnect at this point as well (although it not really likely that Estero will be able to obtain two RR crossings). Looking at the plans in the Seth Harry Report, he stated that the interconnections on his plans are the same two connections on an east-west basis.

Koch continued with a discussion of design features in garden districts of various urban areas, including having a stoop or front porch above ground level. They also had a third entrance on the site at the south side for emergency basis, however there is no median cut there and the County was not favorable to this. One problem that Koch has with the Town Center Plan is that the Seth Harry/Spikowski Report did not discuss a unified plan for storm water retention thereby leaving it up to each individual parcel. In this case, the only lake big enough for water retention on their parcel is on the widest part of the parcel at the Southern end. They say that comparing their plan to the Seth Harry plans, it matches up completely. They also say it would be designed for workforce housing.

Comments from the Panel.

Secretary Levitan asked a procedural question as to the requests before the County for right of way vacations. They say that there is a drainage easement running east-west on the property, but not a public ROW. Greg Toth explained that the owners/sellers of the property have a proposed ROW vacation pending for the north/south segment of former Sandy lane that is no longer needed due to construction of Via Coconut Point.

Roger Strelow. This is a property at the east end of a larger piece of property, and he appreciates the careful, creative thinking about how to interconnect to the other lands in the planning process. He thinks we in Estero should therefore be as helpful as possible to the developer and continue to work with them.

Ned Dewhirst. In general it looks like a great project, and he has no problem with the additional density, although for him it is hard to tell what the density is contemplated to be. The proposed CPA is requesting a standard density of 18 units per ac resulting in 333 MF units. The MPD is proposing 297 units on the 16-acre residential parcel at a density of 18 units/acre. Therefore, they are not doing a so-called super mixed-use project with double counting of the commercial acreage. How do we make sure that we get what is described on the Site Plan and photos into the comp. plan amendments and zoning approvals? How do we get the quality of the residential structures as shown on their comparative buildings from other projects? They have not done any detailed building designs yet. Dewhirst says that there needs to be some building and elevation exhibits as part of the zoning request so that we are assured of the high quality of the buildings being represented at this time in exchange for allowing the significant increase in density. Dewhirst then asked whether the main future interconnection to the west would be treated as a public road. If so, there needs to be an access easement to this interconnection or a requirement for public dedication in the zoning approval. He is also concerned from the point of view of the development community where the developers are conforming to a plan concept, like the Harry/Spikowski Report, that is not regulatory. He feels that this is sort of a de facto regulatory plan that has not been approved but we are designing projects to comply with it. Finally, Dewhirst feels that they need to do a better job of buffering along Happy Hollow Road and not deviate from the requirements of the LDC. They responded that additional buffering does not seem right to them, since this area may likely be redeveloped into a commercial area at some future point. Dewhirst responded that this deviation may be difficult to obtain, and the County may need to protect these single-family residents by buffering the commercial areas.

Neal Noethlich. With respect to Walmart, they were able to get the planning concepts regulatory in the approval process.

Greg Toth. Disclosed his conflict of interest with this project due to his interest in the parcel as an owner. He appreciates the effort to line up with the North Point planning done by Seth Harry/Spikowski. He stated that they have already bought one house at the end of Happy Hollow, and there are three more plus the greenhouse, mostly which are used for rentals.

John Goodrich. He wants more clarity as to what happens along Corkscrew Road next to the agriculture building. They show two commercial buildings. The north building is consistent with the Sandy Lane Overlay orienting the building to the corner. It will be right at the sidewalk at this point, which is zero setback (Sandy Lane Overlay is 0 to 25 feet). He does not like this even though it is in compliance with the Overlay. These commercial buildings are only pads since no tenants have been identified, and they said things may change over time. The owner is still trying to obtain some of the parcels on Happy Hollow to make the corner more attractive. John Goodrich again repeated that he does not like the corner building setback.

They stated that they have to revise the MCP for the County. Dewhirst added that he was concerned about ECPP not having the MCP, the requested deviations, or a schedule of uses along with a full application at the time of our review. Dewhirst then asked whether they are planning on coming back to the Panel when they have a full application to present to us. Hartsell responded in the negative, that this would be the only public information meeting. Hartsell did read off the schedule of uses that they propose. It does include fast food, which caused some issues with the Panel. Greg Toth asked them to tailor down the schedule of uses, but Dewhirst said that it is hard to properly respond to just an oral presentation of the uses. Hartsell stated that they understand that we have concerns about gas pumps or fast food. They will get the full application to us including the MCP, Deviations and Schedule of Uses, but do not plan on returning for an additional public information meeting.

Paul Roberts: He stated that he does not have a problem with this development.

Jeff Maas: Maas stated that he was acceptable to a fast food use for the crescent areas in the development, but not with a drive through window as a standalone on Corkscrew or down Via Coconut.

Comments from the Public:

Bill Prys from the EDRC echoed some of the comments, but stated that based on the previous project which had a commitment of quality and vision, this plan has presented nothing but a site plan to look at with no features that gives us the assurance of high quality.

Chairman Lienesch summarized the feelings of the Panel that we cannot send to the County any sense of whether we are in support of this project, since we have not seen a full application. Hartsell stated that Lee County will not be giving any approvals with respect to this project. It will be decided completely by the Village, but they are continuing with the process of review with Lee County Staff. They understand that the Comp. Plan Amendment needs to get done first and then they will combine it with the zoning application to get the final approvals by the Village Council. Chairman Lienesch also stated that the Panel was not in favor of the deviation for buffering adjacent to the housing on the north side. He also reiterated that they agreed to email us the MCP, Deviations, and the schedule of uses. Dewhirst suggested the panel review these documents and send comments by email only so to alleviate another panel meeting attendance; the panel members agreed.

3. Corkscrew Crossing MPD.

Materials Presented for review: PPT dated 2/16/2015; Resubmittal Documents including Aerial MP Overlay-Site by Grady Minor dated 2/5/15, AMC Master Plan (Rev. 2) – C – Plan by Grady Minor dated 2/4/15, and Traffic Impact Study by JMP Transportation Engineers, Inc. dated 1/27/2015.

Presentation by the Developer. The presentation was made by Wayne Arnold and Sharon Umphenaur from Grady Minor and Jim Banks as to the traffic impact study (TIS). They came to us in October as a preliminary informational meeting, until they got sufficiency comments from

the Staff, which they now have. The Project consists of 396 acres with access onto Corkscrew Road, and was previously zoned for 724 units, mostly multi-family units. They think that the market is now single-family so they are reducing the density to 625 units. One identifiable issue still outstanding is the wildlife corridor, which would come down from Wild Blue, and the panther crossing near the Preserve to the East.

Off-site preserve areas are on the Preserve to the east, and winding down to the South of their lot. They have a drainage feature along the east and which then discharges to the south. They are working on development standards similar to other RPDs in Estero. The Multi-family product will be on the north side of the project and will be better identified as per Staff comments to them. They are also planning for an emergency interconnect with Wildcat Run, however it is not yet known whether Wildcat Run has agreed to this as an interconnect or just an emergency exit. This is a 100% residential project therefore there should be less concern about architecture for Estero. They want comments from us at this meeting, and will then go back to Staff for a more detailed view to achieve sufficiency. They likely will have to go to the planned Estero Planning and Zoning Board, and then on to the Village Council for final hearing. They are in the ERP process with South Florida Water Management (SFWMD), and have not gone back to the Army Corps of Engineers yet with revised plans.

Comments from the Panel:

Ned Dewhirst. He asked about the planned interconnect with Wildcat Run at the least for emergencies, which would likely benefit both communities. Wildcat Run stated that they have several access points therefore any emergency exits to their streets would not benefit them.

Neal Noethlich also talked about the access points. He asked about the potential purchaser, which was stated to be a company named Argo Corkscrew. His issues are water sources and flow and whether they have to tie into the Wildcat Run water systems for flow ways, ditches and canals. They said they have no connections, but SFWMD may have different thoughts. Noethlich is also concerned about building heights and site lines. Wayne Arnold said the height limitation is 35 feet (two stories) for the residential and 48 feet for the multi-family, which is what was already approved in the previous zoning.

Jeff Maas asked where the amenities were, and Arnold replied on the east boundary. No commercial areas are currently planned.

Howard Levitan asked from a procedural basis as to whether the TIS include potential development from Wild Blue. They say the answer may be different at the development order stage depending on who gets their zoning application done first (i.e. Wild Blue or this project). It depends on which stage the TIS relates to determine which project has to include the traffic generated by the other planned development.

Comments from the Public:

Glen Lawler from Wildcat Run. He asked them to show on the site plan where the homes are proposed and what they will consist of. They say this is shown on the Master Concept Plan, but

it will be one of several varieties of single family, multi-family and villas with common wall. They have not determined how and what will actually be built or where. The people from Wildcat Run are concerned about this especially as to the setbacks and buffer zones. Arnold said that the two developments will be separated based on the roads and buffer and the so-called moat on Wildcat Run property plus the 5-foot residential buffer on the Corkscrew Crossing side. The "moat" ditch is probably 20 feet wide to the property line.

Stewart Katz from Wildcat Run. He asked what the height limitation is on the two-family homes, and the answer given was 35 feet.

Joe Turkell from Wildcat Run asked about the height limitation on multi-family, and the response was 4 stories and 48 feet as allowed by the previous zoning. He asked whether they could put the amenities package on the west side, but Arnold said that this would cause light and noise problems for the adjacent homes in Wildcat Run.

Kate Kurtz from Wildcat Run. She wanted to know about the parking, but Arnold reiterated that this has not been defined yet. She also wanted to know about security, since the moat dries up in the Winter season. They say there will be a perimeter berm but do not yet know about a fence.

Karen Katz from Wildcat Run asked whether it would be a gated community, and the answer was yes.

Jim Kurtz from Wildcat Run. He stated that the traffic is already a real problem for Corkscrew Road.

An unidentified person asked what would be the price point of the units? The answer was market rates at the time they develop.

Joe Tergilgen. In the Monte Christo Plan there was a common entrance with Wildcat Run leading to two gates. Now their entrance has been moved over to one side so no common entrance. He repeated that no emergency access is needed for Wildcat Run, so there is no benefit to them to have an emergency interconnect. Arnold stated that Staff is likely to push for the emergency connection point.

Russ Radcliffe from Wildcat Run. They think that the water flow is a key issue and they do not want to lose any water barrier. They are also concerned about Corkscrew Road getting to 4-lane status.

David Bradford from Wildcat Run. He asked about the water flow as well. Arnold stated that with respect to the water flow from their property, they need to go through an ERP (environmental resource permit) with SFWMD. They cannot impact the Wildcat Run site. He believes that they will ultimately develop 625 units with 62 multi-family units. Nothing will preclude them changing the mix but they have to stay in the areas shown on the MCP. Bradford then asked about setbacks, and Arnold answered that they would be 20' and 25' to water. He went on to state that they are not required to do berms or walls. They are only providing for

minimum type A residential buffers at present, but likely this will be market driven based on the level of the buildings.

Kathleen Fitzgerald (Wildcat Run HOA President) wants to see a more attractive buffer than a Type A plan. Wayne Arnold agreed to meet further with Wildcat Run as they progress with the permitting.

Fred Fitzgerald with Wildcat Run. He asked whether from a procedural point of view can a plan be relooked at later on after it has been approved? Arnold stated that they are vested with what got approved in the past, but are now asking for some changes. These revisions need to get approved by the Village Council as an amendment to the RPD. The issue may also be if Estero changes the time frame for coming back for approvals if a project is not built after a certain time period. Presently there is no end to an approved plan under Lee County Land Development Code.

Chairman Lienesch summarized the fact that this plan has been back to the ECPP many times over the years and has vested approvals. The amendments seem to have the general support of the Panel, but there is still a long way to go with respect to this project. The final approvals will be determined by the Village Council.

ECPP ISSUES:

1. ECPP Procedures Post Incorporation. The Panel will have a meeting in March, and they will continue on in the same fashion until the Village Council says otherwise. Ned Dewhirst feels that there may be a need for the facilitation of public informational meetings well before any final review / decisions by a zoning or development review board, which the ECPP could still deal with if it continued in the same fashion. The problem with this is whether we would have enough volunteers in Estero to populate the Panel along with the other advisory boards.
2. Land Development Code Revisions. Bill Prysi will finish the LDC Revisions draft and give to Roger Strelow for the Transition Book. This will not be the all-inclusive version of the drafts.
3. Member Issues: Howard Levitan has to resign as secretary on 3/3/2015 when the members-elect to the Village Council go into the Sunshine. Jack Lienesch asked for a volunteer to do this for a few months. No volunteers stepped forward at the meeting. Greg Toth will ask at the University for a volunteer. Jack Lienesch also asked whether anyone does not want to continue on to be considered for the PZB. John Goodrich and Jack Lienesch both said that they would prefer not to move to the PZB. All others stated that they would like to do this.

4. Public Comments: None

Next Meeting is March 16, 2015

Meeting was adjourned at 8:40 p.m.

DCI 2014-00023

Respectfully Submitted,

Howard Levitan, Secretary

DCI 2014-00023

SEP 30 2015

COMMUNITY DEVELOPMENT

current requirements in Estero will be required: buildings will front on the internal road and not US41, thus requiring parking behind the building and adjacent to 41. Another is requesting a maximum height of 95' with parking underneath the structures and featuring one to two levels of office topped by residential units above. A few other changes were noted including reshaping the dry detention area, moving the required trees in the buffer to internal to the walkable areas, requesting parallel parking on the frontage road and allowing shared parking along it similar to Fashion Drive.

Discussion of the buffering from 41 included a sightline analysis of adjacent traffic showing that with the planned berm and landscaping additions, the vehicles in the parking lot would be essentially invisible to the 41 traffic.

McLean noted that the original zoning for the MCP allowed 75' building heights but was granted in 1998, before Estero's LDC was adopted limiting heights to 45'. Achieving Intensive Development zoning in the County would allow 120' building heights, although this could be further conditioned by Estero's Village Council as appropriate.

General questions/comments by several members of the panel:

Traffic increase? From today's zoning of 631 2-way trips/day up to 1000. A new analysis has not yet been done.

Density Calculation? For clarification the zoning request includes using the "super mixed use" planning option which calculates project density over the entire project site (inclusive of both commercial and residential areas) in exchange for meeting certain mixed use criteria.

Usages? The usages listed are typical of "bubble zoning" -- everything that is in the county guidelines. It was strongly suggested that these be pared down substantially to be more consistent with the "mixed-use, walkable" design concept presented. The developers seemed to agree to this being done. One difficulty is that outparcel #8 is not currently part of their ownership and that parcel's owner wishes to keep his options open.

Where is the assurance of "high-quality design" consistent with the ability to achieve much higher density? The developer noted that they will commit to a "pattern book" or "beauty book" similar to what was done in the Coconut Point DRI to ensure consistent architecture and landscaping across the site. This would become a part of the zoning resolution to ensure that if the property were to change hands in the future, the agreed upon development guidelines would transfer with the deed.

Two FDOT entrances from US41 and one from Coconut Road were shown.

Several comments were negative to the maximum height being 95'. The chairman asked that sightlines be generated for the surrounding residential properties including the proposed residential portion of the entire site on the West.

The panel was split on the town center concept -- some liked the buildings being set with zero lot line next to the internal street (termed an "inside out" design); others did not and preferred the original overlay concept with put the buildings close to US 41 with parking behind (like the Corkscrew Road overlay around the Estero Commons development). Some panel members were concerned that we were force-feeding the mixed use concept on properties that may not be conducive to its design/function based on the property's location. A general agreement that a beauty book outlining the architecture and layout of the site would assure everyone that the appearance would be pleasing before approval to move forward.

Chip Block from the county then updated the panel as to the status of this application: after two iterations it has been found sufficient (once tonight's public meeting is completed.)

Audience members also commented: Nancy Cohen liked this new concept for Development Area #1 much better than the original site plan that included a shopping center anchored by Kohl's. She also felt that various height buildings are an improvement to the monolithic appearance that Estero's 45' restrictions would generate.

Ryan Binkowski noted that this concept is much preferred over the traditional neighborhood development that is endemic in Estero today. However he cautioned that most beauty books are attractive and interesting but NOT BINDING unless tied directly to the zoning resolution governing the property.

Chairman Lienesch summarized many of the concerns (noted above) and suggested that the island outparcel #8 should somehow be brought into the fold, if only by restricting its architecture to be consistent with the beauty book and its usages to be consistent with the rest of the mixed-use properties on site.

2. Via Coconut Place MPD -- revisit

This project was reviewed at our February meeting but several items did not appear to be well described in the original presentation. The developer agreed to send their responses electronically to the panel for review and it was included in tonight's agenda in order to place these comments in the minutes for a permanent record. Three of the developer representatives were present to clarify their responses to the concerns raised.

Ned Dewhirst read from his assessment of the materials sent:

Comments on the Master Concept Plan:

- * The requested deviations are not clearly shown re: location
- * As mentioned before, the road entry and connector road to west in the middle of the MF area should be conditioned to be dedicated for public ROW at such time is needed in the future and therefore roadway standards designed to be such now

* The MF area is too conceptual to support such a drastic increase in allowed density in order to assure architectural quality and site layout efficiency; and to justify the requested deviations #1 and 3

* The proposed commercial in its limited size and configuration (approx. 145' in width) is hard to justify the project as an overall mixed use in order to justify the requested buffer deviation and also the requested uses

* Requested new access point 330' appears to be unwarranted when considering the location is just south of a major intersection (Corkscrew Road)

* Deviation #2 justification is based upon being a mixed use project; given the limited size and configuration of the proposed commercial area, this seems like a weak argument. It appears the limited width of the commercial land is driving the request.

* Given the proximity to FGCU, the parking space deviation reduction appears too aggressive at 13%. (See the Koch comments below).

Comments on Allowable Uses:

* Many of the proposed uses are not conducive to being a mixed use commercial area to enhance the MF area, such as auto parts store / bait and tackle / banks w/drive thru / convenience store / drugstore w/drive thru / EMS / hardware store / package store / Fast Food restaurants / used merchandise store etc.

* Given the location next to existing Single Family and the limited configuration, the commercial intensity and uses should be pared back to mostly gen/med office and limited uses that would enhance the MF project but not be intrusive to the existing SF area to the west. At such time in the future when that SF area has been vacated or purchased to be combined with the current proposed commercial land, then a more intense and variety of commercial uses could be justified.

[Bob Koch commented that there really should be a special designation for student housing, but one way to comprehend this is to fix the number of occupants in the lease that the owner (parent?) has to sign prior to any rental. Bob also assured the panel and audience that a beauty book with assured quality is fine, but the question remains as to where it fits in the approval process. He reminded the panel that 11 acres in this plan are designated residential; 3 acres for commercial. He also noted that 15% of all residential properties in FL are leased]

Chairman Lienesch noted for this project as well as for the Coconut Crossing project, the final disposition will be determined by Estero's village council when they become organized enough to provide zoning direction for properties in the village. This new process will probably begin as early as next month, as the ordinances creating a planning and zoning advisory board (PZB) and

a design review board (DRB) have been drafted and can be approved after they make it through two readings by the council at public meetings and are adopted.

Other Items

The chairman explained to everyone again why this is our last meeting and outlined the new process going forward in which the function of the Hearing Examiner and County Board will be replaced by the Village Council acting on the recommendations of the PZB and DRB. He noted that these organizations will be expanding their control beyond being purely recommending bodies to the county to include regulatory powers going forward. He indicated that many of the members of today's ECPP and EDRC will also be considered to be potential members of the new organizations.

Concluding Remarks

Finally, the chairman mentioned specifically three individuals who have been with the ECPP for most of its existence dating back to the early 2000s.

1. Don Eslick -- "Mr. Estero" who was a founding member of the panel and a visionary leader without whose guidance and counsel we never would have enjoyed the success we have.
2. Neal Noethlich -- the original chairman (meetings 1-100) who has continued his vision and guidance as an emeritus member since then.
3. Greg Toth -- a founding member for the development community who has been a stalwart representative for over 14 years.

Others who were instrumental in the launching and early success of the ECPP include Mitch Hutchcraft, Dan DeLisi, Eileen Galvin, Sis Newberry and David Graham (in whose honor we created the Estero Award for Excellence in Development.)

There have been many successes in our efforts (Lowe's, Coconut Point, Wal*Mart) and a few disappointments (Race-Trak and one or two others); all in all, we can be proud of the legacy we have been instrumental in leaving for those that follow us and for the new Village Council.

Several members of the audience thanked the panel for its service.

Our final meeting was adjourned at 8:10 p.m. Refreshments were available in an adjoining room to celebrate the history of the panel.

Respectfully Submitted,

Jack Lienesch, Chairman and acting Secretary

Attachment H

DCI 2014-00023

RECEIVED
OCT 01 2014

AFFIDAVIT OF AGRICULTURAL USE

COMMUNITY DEVELOPMENT

STATE OF FLORIDA
COUNTY OF LEE

BEFORE ME, the undersigned authority, on this 20th day of August, 2014, personally appeared Stephanie Miller, in her capacity as Trustee for Land Trust dated 3/21/97 and as Trustee for Land Trust dated 1/9/04 and as General Partner of Wildcat Hollow LLP who is personally known to me or who produced Records to ME as identification and who did take an oath, who deposes and says as follows:

1. I am the owner of the follow described property, to wit:

See Attached "Exhibit A"
2. That the above described property has been used for bona fide agricultural purposes, for the growing of row crops, at the time of the Lee County Board of County Commissioners review and consideration of the rezoning of the property described in attached "Exhibit A."
3. The agricultural use of the property is an existing bona fide agricultural use.
4. The agricultural use is being conducted on the entire 18.53± acres that is subject to rezoning. The entire property described on the attached "Exhibit A" is being used for row crops.
5. Affiant further states intent to continue the agricultural uses on the property, and when a Lee County Development Order is obtained, the owner will cease agricultural operation on that portion of the property subject to a Lee County Development Order.
6. Affiant further states that she is familiar with the nature of an oath; and with the penalties as provided by the laws of the State of aforesaid for falsely swearing to statements made in an instrument of this nature. Affiant further certifies that she has read, or has heard read to her, the full facts of this affidavit and understands its meaning and context.

FURTHER AFFIANT SAYETH NAUGHT.

Stephanie Miller
Signature
Stephanie Miller
Trustee for Land Trust dated 3/21/97
Trustee for Land Trust dated 1/9/04
General Partner of Wildcat Hollow LLP

8/20/2014
Date

STATE OF FLORIDA
COUNTY OF LEE

SWORN TO and subscribed before me on the date and year first above written.

STAMP/SEAL

[Signature]
Signature of Notary Public

Commission No. FP 090440

[Signature]
Print, type or stamp commissioned name of Notary Public)

Attachment I

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

WHEREAS, an application was filed by the property owner, Lee County Board of County Commissioners and Estero Lakes Development II, Inc., to rezone 65.31± acres from Agricultural (AG-2) and Residential Planned Development (RPD) to Community Facilities (CF-2), in reference to Estero Community Park; and

WHEREAS, a public hearing was advertised and held on December 3, 2003, before the Lee County Zoning Hearing Examiner, who gave full consideration to the evidence in the record for Case #REZ2003-00016; and

WHEREAS, a second public hearing was advertised and held on February 2, 2004, 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 65.31± acres from AG-2 and RPD to CF-2, to allow the development of a 55± acre community park and a 10± acre elementary school. The property is located in the Suburban and Public Facilities Land Use Category and is legally described in attached Exhibit A. The request is APPROVED.

SECTION B. EXHIBITS AND STRAP NUMBER:

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

- Exhibit A: The legal description of the property
- Exhibit B: Zoning Map (with the subject parcel indicated)

The applicant has indicated that the STRAP numbers for the subject property are: 34-46-25-01-0000C.017A; 34-46-25-01-0000C.0190; and 34-46-25-01-0000C.0200

SECTION C. 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.

C2/C2/C4

2. The rezoning, as approved:
 - a. meets or exceeds all performance and locational standards set forth for the potential uses allowed by the request; and,
 - b. is consistent with the densities, intensities and general uses set forth in the Lee Plan; and,
 - c. is compatible with existing or planned uses in the surrounding area; and,
 - 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. Urban services, as defined in the Lee Plan, are, or will be, available and adequate to serve the proposed land use.

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

Robert P. Janes	Absent
Douglas R. St. Cerny	Aye
Ray Judah	Aye
Andrew W. Coy	Aye
John E. Albion	Aye

DULY PASSED AND ADOPTED this 2nd day of February, 2004.

ATTEST:
CHARLIE GREEN, CLERK

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

BY: Cindy Morrison
Deputy Clerk

BY: [Signature]
Chairman

Approved as to form by:

RECEIVED
MINUTES OFFICE [Signature]
County Attorney's Office

2004 FEB -9 AM 9:19



TRASK ASSOCIATES, INC.

(239) 694-2335 phone
(239) 694-2355 fax
ktrask@traskassociates.com

S U R V E Y O R S
Florida Licensed Business No. LB7136

11543 Charles Terrace
Fort Myers, FL 33907

DESCRIPTION OF A PARCEL LYING IN
SECTION 34, T-46-S, R-25-E,
LEE COUNTY, FLORIDA.

(BONITA SPRINGS PARK NO. 2 AT ESTERO)

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE,
LYING IN SECTION 34, TOWNSHIP 46 SOUTH, RANGE 25 EAST, BEING A PART OF BLOCK C,
FLORIDA GULF LAND COMPANY SUBDIVISION, PLAT BOOK 1, PAGE 59, LEE COUNTY PUBLIC
RECORDS, AND BEING FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST ONE QUARTER CORNER OF SAID SECTION 34; THENCE
N.89°53'59"E. ALONG THE BOUNDARY OF THE PARCEL AS DESCRIBED IN OFFICIAL
RECORDS BOOK 2851, PAGE 1152, SAID PUBLIC RECORDS, AND THE EAST-WEST ONE
QUARTER SECTION LINE OF SAID SECTION 34, FOR 657.71 FEET; THENCE N.01°08'38"W.,
ALONG SAID BOUNDARY FOR 853.15 FEET; THENCE N.89°57'41"E. ALONG SAID BOUNDARY
AND THE NORTH LINE OF LOTS 33 AND 34, BLOCK C, SAID FLORIDA GULF LAND COMPANY
SUBDIVISION, FOR 1330.59 FEET; THENCE S.01°07'28"E. ALONG SAID BOUNDARY AND THE
EAST LINE OF SAID LOT 33, BEING THE WEST LINE OF RIVER RANCH ESTATES SUBDIVISION,
PLAT BOOK 30, PAGE 60, SAID PUBLIC RECORDS, FOR 851.71 FEET; THENCE S.01°08'58"E.
ALONG SAID BOUNDARY AND THE EAST LINE OF LOT 22, SAID BLOCK C, FOR 861.57 FEET;
THENCE S.89°53'37"W., ALONG SAID BOUNDARY AND THE SOUTH LINE OF THE NORTH ONE
HALF OF LOTS SAID LOT 22 AND LOT 21, SAID BLOCK C, FOR 882.58 FEET; THENCE
S.01°09'23"E., ALONG THE EAST LINE OF LOT 20, SAID BLOCK C, FOR 661.84 FEET; THENCE
S.89°53'16"W., ALONG THE SOUTH LINE OF SAID LOT 20 AND LOT 19, SAID BLOCK C, FOR
843.44 FEET; THENCE S.00°52'34"E., ALONG THE BOUNDARY OF THE PARCEL AS DESCRIBED
IN OFFICIAL RECORDS BOOK 3028, PAGE 3722, SAID PUBLIC RECORDS, AND THE EAST LINE
OF LOT 15, SAID BLOCK C, FOR 80.08 FEET; THENCE N.63°55'38"W., ALONG SAID BOUNDARY,
FOR 60.00 FEET; THENCE N.27°07'08"W., ALONG SAID BOUNDARY, FOR 60.15 FEET; THENCE
S.89°53'16"W., ALONG THE BOUNDARY OF SAID PARCEL AS DESCRIBED IN OFFICIAL
RECORDS BOOK 2851, PAGE 1152, AND THE SOUTH LINE OF LOT 18, SAID BLOCK C, FOR
270.23 FEET; THENCE N.01°10'03"W., ALONG SAID BOUNDARY AND THE WEST LINE OF SAID
LOT 18, FOR 661.75 FEET; THENCE S.89°53'37"W., ALONG SAID BOUNDARY AND THE NORTH
LINE OF THE SOUTH ONE HALF OF LOT 17, SAID BLOCK C, FOR 331.30 FEET; THENCE
N.01°10'17"W., ALONG SAID BOUNDARY AND THE WEST LINE OF THE SOUTH-WEST ONE
QUARTER OF SAID SECTION 34 FOR 681.76 FEET TO THE POINT OF BEGINNING.

PARCEL CONTAINS 2844813 SQUARE FEET OR 65.31 ACRES, MORE OR LESS.

THE WEST LINE OF THE SOUTHWEST ONE QUARTER OF SECTION 34, TOWNSHIP 46 SOUTH,
RANGE 25 EAST, BEARING N.01°10'17"W.

TRASK ASSOCIATES, INC.
KENNETH W. TRASK
PROFESSIONAL LAND SURVEYOR
FLORIDA LICENSE NO. LS4684

MAY 23 2003
RFZ 2003-00016

RECEIVED

Applicant's Legal Checked
by Guy

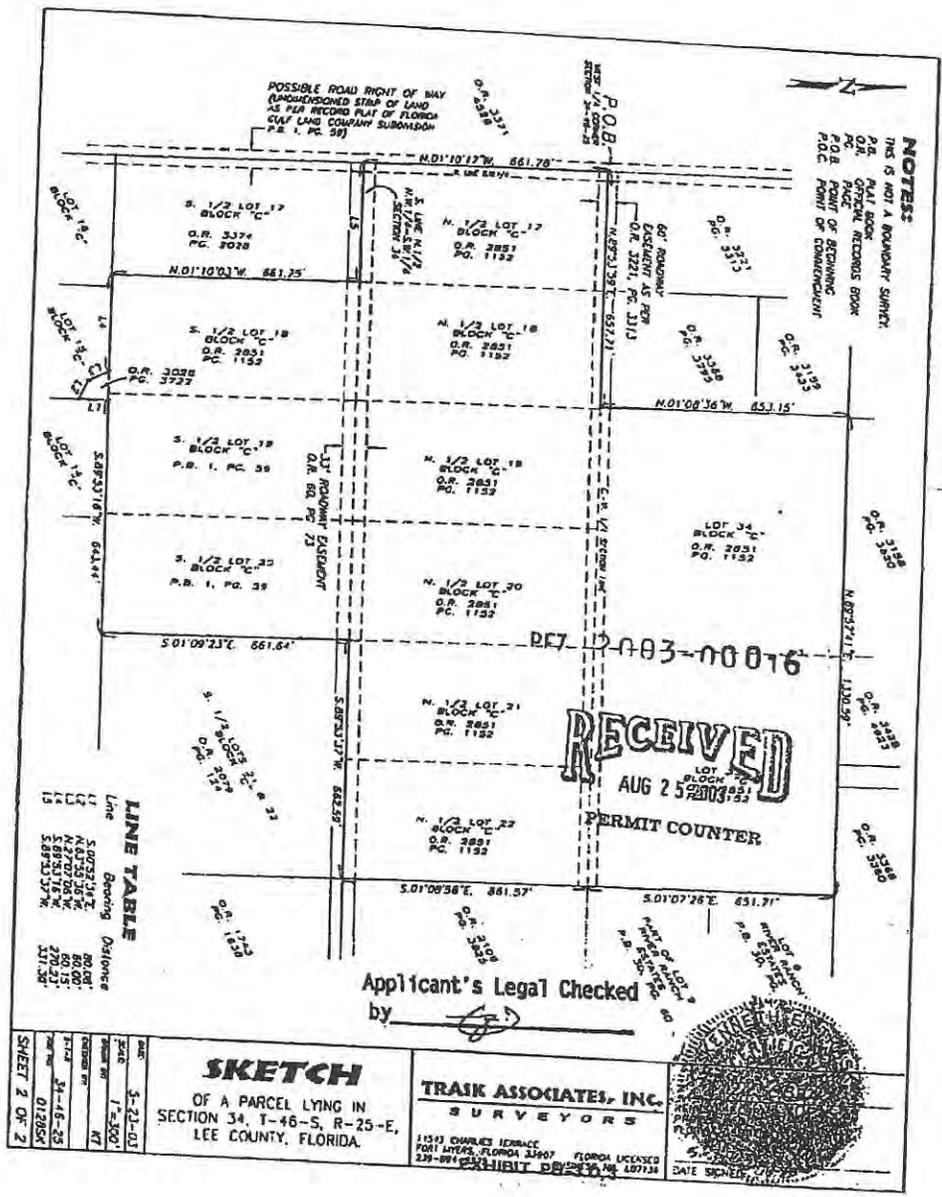
AUG 25 2003
PERMIT COUNTER

SHEET 1 OF 2

EXHIBIT PH-3.C.1

EXHIBIT A

REZ2003-00016



LINE TABLE

Line	Bearing	Distance
1	S 00° 23' 31" E	60.00'
2	N 01° 09' 23" E	661.64'
3	N 01° 09' 23" E	661.64'
4	S 01° 09' 23" E	661.64'
5	S 01° 09' 23" E	661.64'
6	S 01° 09' 23" E	661.64'
7	S 01° 09' 23" E	661.64'
8	S 01° 09' 23" E	661.64'
9	S 01° 09' 23" E	661.64'
10	S 01° 09' 23" E	661.64'
11	S 01° 09' 23" E	661.64'
12	S 01° 09' 23" E	661.64'
13	S 01° 09' 23" E	661.64'
14	S 01° 09' 23" E	661.64'
15	S 01° 09' 23" E	661.64'

SKETCH
 OF A PARCEL LYING IN
 SECTION 34, T-46-S, R-25-E,
 LEE COUNTY, FLORIDA.

TRASK ASSOCIATES, INC.
 SURVEYORS

11543 CHARLES TERRACE
 FORT MYERS, FLORIDA 33907
 239-934-6533 FAX 239-934-1073

FLORIDA LICENSED
 SURVEYOR NO. 107138

DATE SKETCHED: 1/11/04

DATE: 3-21-03
 SCALE: 1"=500'
 PROJECT NO: RT
 TOWN: 24-18-25
 RANGE: 012854
 SHEET 2 OF 2

Attachment J



Damien D'Anna
Regional Manager

October 20, 2014

Mr. Alvin Block, AICP
Department of Community Development – Zoning Division
Lee County
P.O. Box 398
Fort Myers, Florida 33902-0398

**Re: Rezoning Request – 18.53 Acres
VIA COCONUT MPD
Case Number DC12014-00023
Lee County, FL**

Dear Mr. Block:

We are in receipt of your Courtesy Notice regarding the rezoning proposal to be presented at a later date.

Based on your information as to the location of the proposed development, we believe it to be adjacent to our railroad right of way. We have concerns regarding the rezoning from Agricultural Districts, AG-2 and Community Facilities Districts, CF-2 to Mixed Use Planned Development, MPD to allow for development of up to 297 dwelling units. Safety is CSX's number one priority and the potential addition of residential units adjacent to active railroad tracks raises cause for concern.

Additionally, it has been CSX's experience that residents near active railroad tracks are often unhappy with the associated noise of rail operations. Trains use the tracks 24 hours a day, and the number and schedule of trains can change at any time due to business needs and many other factors. Furthermore, Federal law requires that trains must sound their horns at all highway at-grade rail crossings. Vibration and noise from passing trains are also inherent to railroad operations and should be taken into account regarding any new residential development. Residential developments that have been built adjacent to pre-existing railroad operations have led to numerous complaints to local officials from residents in these homes. Any potential homebuyer should be made aware of these conditions prior to purchasing lots and or homes in this area should the commission approve the zoning change.

Should the Department of Community Development elect to approve the rezoning despite our concerns, we ask that you consider placing a 50 foot buffer between any residential development and the rail right of way in addition to fencing the common property line between the operating track and any development.

We appreciate the opportunity to express our objections and concerns, and request that you enter our comments into the public record. Thank you.

Sincerely,

Damien D'Anna

RECEIVED
OCT 24 2014

COMMUNITY DEVELOPMENT

6737 Southpoint Drive South
S/C J915
Jacksonville, FL 32216-6177
(904) 279-3646
Fax (904) 357-7855
damien_d'anna@csx.com

RECEIVED
OCT 24 2014

COMMUNITY DEVELOPMENT

Attachment K

**MEMORANDUM
FROM
DEPARTMENT OF COMMUNITY DEVELOPMENT
DEVELOPMENT SERVICES SECTION**

Date: December 14, 2015

To: Alvin 'Chip' Block, Principal Planner

From: Beth Workman, Environmental Planner
Phone: (239) 533-8793
E-mail: EWorkman@leegov.com

Project: Via Coconut MPD
Case: DCI2014-00023
STRAP: 33-46-25-00-00018.0090 & others

The Development Services staff has reviewed the proposed DCI2014-00023 as it pertains to landscaping, open space, and protected species for the rezoning of the parcels from Agricultural (AG-2) and Community Facilities (CF-2) to Mixed Planned Development (MPD) and offers the following analysis and conditions as a recommendation to the Village of Estero:

VEGETATION:

The existing site is disturbed and over the years has been used for agricultural purposes. It currently has an agricultural exemption (affidavit provided by applicant). The Florida Land Use and Cover Classification (FLUCCS) for the subject parcel are FLUCCS 740/214 Disturbed Land/Row Crops and FLUCCS 740/210 Disturbed Land/Cropland-Pastureland. Susie Derheimer with Lee County Division of Environmental Sciences did a site inspection to verify the FLUCCS on January 9, 2015.

PROTECTED SPECIES:

A protected species survey was conducted by Boylan Environmental Consultants, Inc. in December of 2004. The survey revealed one active gopher tortoise on the site. During Susie Derheimer's site visited conducted on January 9, 2015 no listed species were found. Since this site has been used for agricultural purposes over the years, the tortoise may have been displaced.

OPEN SPACE:

Per Land Development Code (LDC) 34-935(g)(5), Mixed Use Planned Developments (MPD) must provide the amount of applicable open space set forth in sections LDC 34-935(g)(1-4).

Therefore, the subject parcel is proposing a mixed use of Commercial and Residential. The Commercial portion of the development (2.03 ac) must provide 30% open space and the Residential portion of the development (16.5 ac) must provide 40% open space. The Master Concept Plan (MCP) provides the breakdown of open space required and provided. Lee County Development Services staff provides the following condition pertaining to open space:

Prior to development order approval, the development order plans must show 0.65 acres of open space for the commercial portion and 6.60 acres of open space for the residential portion of the project.

INDIGENOUS PRESERVATION:

The FLUCCS shows that the site does not contain indigenous open space.

BUFFERS:

The buffers will comply with the Estero Planning Community landscaping buffers per LDC 33-351. However, a portion of the property is designed to build an internal road within 125 feet from single family residential properties. The applicant has requested a deviation.

DEVIATION:

The applicant has requested a deviation from LDC 10-416(d)(6) which requires a solid wall or combination berm and solid wall not less than eight feet in height to be constructed not less than 25 feet from the abutting property and landscaped between the wall and the abutting property with a minimum five trees and 18 shrubs per 100 linear feet; or a 30 foot wide Type F buffer with the hedge planted a minimum of 20 feet from the abutting property line where roads, drives or parking areas are located less than 125 feet from existing activities that generate noise; TO ALLOW a buffer consisting of Type F buffer planting in a 15 to 20 foot wide planting area, supplemented with an eight foot wall as depicted on the MCP where commercial areas abut three single family residences. Staff defers to zoning staff for compatibility but offer the following condition:

Prior to development order approval, the development order must depict a 20 foot wide Type F buffer with an eight foot wall setback 20 feet from the property line.

Attachment L

Memo

To: Chip Block, Principal Planner
Zoning Division

From: Lili Wu
Sr. Transportation Planner

Date: April 27, 2015

Subject: Via Coconut MPD (DCI2014-00023)

The Lee County Department of Transportation (LCDOT) has reviewed the application for public hearing. This project is located at the southwest corner of the intersection of Corkscrew Rd/Via Coconut Point. Accesses to the project will be provided by proposed four driveways on Via Coconut Point. The most north entrance and the most south entrance are limited as right-in/right-out only driveways. Via Coconut Point is a county maintained collector. Lee County DOT have no objection to the application.

cc: File

Attachment M

MEMORANDUM

Date: December 23, 2015

To: A. Block
Principal Planner

From: M. Evans *ME*
Senior Engineer

Subject: **Via Coconut Mixed-Use Planned Development (MPD)**
Transportation-Related Analysis and Recommendations
Case No. DCI2014-00023

Location and Access

The approximately 18.53-acre subject site is located on the west side of Via Coconut Point between Williams Road and Corkscrew Road in the Village of Estero. Access to the site is shown on the applicant's Master Concept Plan (MCP) via four direct connections to Via Coconut Point. The applicant's traffic study assumes that the northernmost and southernmost connections to Via Coconut Point will have limited right-in/right-out access only, while the other two connections to Via Coconut Point will have full access.

Current and Proposed Zoning

The site is currently undeveloped and conventionally zoned. With the subject case, the applicant proposes to rezone the site to mixed-use planned development (MPD) to permit a maximum commercial intensity of 30,000 ft² in addition to a maximum of 297 multi-family residential units.

Trip Generation Review

The applicant analyzed traffic-related impacts assuming full site build-out with the greatest proposed intense use. As part of the analysis, the applicant reviewed the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual, 9th Edition*, and calculated generated trips in order to assess the traffic impacts of the proposed zoning.

Trip generation calculation results are described in Table 1. Traffic volumes shown in Table 1 are new traffic volumes on the surrounding roadway network, and reflect a reduction for internal capture traffic (traffic interacting between differing uses on the site) and pass-by traffic (non-newly generated traffic already on the roadway network) if applicable.

Table 1
New Trip Generation

Zoning Description	AM Peak Hour			PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
New Trips	53	121	174	146	109	255	3,353

The Lee Plan/Roadway Segment Traffic Operations Level of Service Analysis

New trips were distributed to the surrounding road network in order to assess the Level of Service (LOS) impacts on sections expected to be significantly impacted by the proposed development. No roadway sections in proximity to the site are expected to be significantly impacted with the addition of the subject-site traffic. Based on a review of traffic volumes in the 2015 Lee County "Concurrency Report" and the most current "Lee County Generalized Peak Hour Directional Service Volumes" table, nearby sections of Corkscrew Road, Via Coconut Point, and US 41 currently operate at LOS "C". Utilizing the 2014 Lee County Traffic Count Report and assuming a project build-out year of 2020, the future background traffic volumes on Corkscrew Road, Via Coconut Point, and US 41 are estimated at 730, 279, and 1,972 peak hour, peak direction trips respectively, corresponding to a LOS "C". Once the project build-out traffic is added to these sections, all are estimated to operate at LOS "C". Based on the LOS standards as set forth in *The Lee Plan* for "unconstrained" roadway sections such as those on Corkscrew Road, Via Coconut Point, and US 41, LOS "C" is an acceptable Level of Service. No roadway link improvements are expected to be required to accommodate the proposed zoning.

The applicant operationally analyzed the intersection of Via Coconut Point with Corkscrew Road, in addition to the other Via Coconut Point South site access intersections. Based upon this analysis, the applicant determined that all of the aforementioned intersection approaches operate at an acceptable level of service under both existing and full build-out conditions. Turn lanes may be required to accommodate higher levels of turning traffic. At the time of local development order review, the intersections will be further evaluated to determine what site-related traffic improvements are required to accommodate proposed development.

Applicant Proposed Deviation Review and Conditions

Development Services Section (DSS) staff reviewed the applicant's proposed traffic-related deviations for the subject case.

Deviation #1 requests relief from the requirements of the *Land Development Code* (LDC) Section 10-296(b) which specifies the standard right-of-way widths for privately-maintained streets. The applicant appears to suggest that since the maximum 297-multi-family-residential portion of development is serviced by 3 driveway accesses to Via Coconut Point, the intent of LDC Section 10-296(r) is met in that the street will provide access to 100 or fewer units. In review of the MCP, it seems likely that the

majority of the residents will use the 2 southernmost accesses to Via Coconut Point, while a small portion will use the second access to Via Coconut Point located to the south of Corkscrew Road. In addition to the residential use of the two middle access points to Via Coconut Point, it is likely that commercial-use traffic will also use the un-gated internal street network. For the aforementioned reasons and the fact that the applicant has not provided sufficient justification as to design constraints that limit the ability to meet the provisions of the LDC, DSS staff **recommends denial** of this deviation.

Deviation #6 requests relief from the requirements of LDC Section 34-2020(a) which requires a minimum of 2 parking spaces per multi-family residential unit. Since the applicant has provided no evidence that "one bedroom units are not as likely to house two people"⁽¹⁾ along with the related assumption that 50% or more of one-bedroom units will only require space for parking a single vehicle, and the applicant has not provided sufficient justification as to design constraints that limit the ability to construct the required number of parking spaces, DSS staff **recommends denial** of the deviation.

⁽¹⁾ Via Coconut MPD "Schedule of Deviations & Justifications", page 2 of 3, dated March 29, 2015.

MJE:mje

Copy: file

Attachment N



THE SCHOOL DISTRICT OF LEE COUNTY

2855 COLONIAL BLVD. ♦ FORT MYERS, FLORIDA 33966 ♦ WWW.LEESCHOOLS.NET

DAWN HUFF
LONG RANGE PLANNER
239-337-8142
DAWNMHU@LEESCHOOLS.NET

CATHLEEN O'DANIEL MORGAN
CHAIRMAN, DISTRICT 3

MARY FISCHER
VICE CHAIRMAN, DISTRICT 1

JEANNE S. DOZIER
DISTRICT 2

DON H. ARMSTRONG
DISTRICT 4

THOMAS SCOTT
DISTRICT 5
(Nov. 19, 2010 – SEPT. 26, 2014)

NANCY J. GRAHAM, Ed.D
SUPERINTENDENT

KEITH B. MARTIN, ESQ.
BOARD ATTORNEY

October 8, 2014

Alvin Block, AICP
Lee County Development Services Division
P.O. Box 398
Fort Myers, FL 33902-0398

RE: Via Coconut MPD
Case # DCI2014-00023

Dear Mr. Block:

This letter is in response to your request dated October 1, 2014 for the Via Coconut MPD proposed development for sufficiency comments in reference to the educational impact. This proposed development is located in the South Choice Zone, Sub Zone S-3.

The Developers request states there is a possibility of 297 multi-family dwellings. With regard to the inter-local agreement for school concurrency the generation rates are created from the type of dwelling unit and further broken down by grade level.

For multi-family the generation rate is .091 with the following break-down, .046 for elementary, .022 for middle and .023 for high. A total of 28 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development. Currently within the School District there are sufficient seats available to serve this need.

Thank you for your attention to this issue. If I may be of further assistance, please call me at (239) 337-8142.

Sincerely,

Dawn Huff, Long Range Planner
Planning Department

LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

REVIEWING AUTHORITY Lee School District
NAME/CASE # Via Coconut MPD/DCI2014-00023
OWNER/AGENT Stephanie Miller TR
ITEM DESCRIPTION All impacts in South CSA, sub area 53

LOCATION East of South Tamiami Trl, North of Coconut Rd
ACRES 18.53 ac
CURRENT FLU Suburban (S)
CURRENT ZONING Agricultural (AG2)

PROPOSED DWELLING UNITS BY TYPE

Single Family	Multi Family	Mobile Home
0	297	0

STUDENT GENERATION

Student Generation Rates			
SF	MF	MH	Projected Students
Elementary School	0.046		13.66
Middle School	0.022		6.53
High School	0.023		6.83

Source: Lee County School District, October 8, 2014 letter

CSA SCHOOL NAME 2017/18

CSA School Name	CSA Capacity (1)	CSA Projected Enrollment (2)	CSA Available Capacity	Projected Impact of Project	Available Capacity w/Impact	LOS is 100% Perm FISH Capacity	Adjacent CSA Available Capacity w/Impact
South CSA, Elementary	12,229	11,185	1,044	14	1030	92%	
South CSA, Middle	5,621	5,156	465	7	458	92%	
South CSA, High	8,021	8,294	-273	7	-280	103%	

(1) Permanent Capacity as defined in the Interlocal Agreement and adopted in the five (5) years of the School District's Five Year Plan
 (2) Projected Enrollment per the five (5) years of the School District's Five Year Plan plus any reserved capacity (development has a valid finding of capacity)

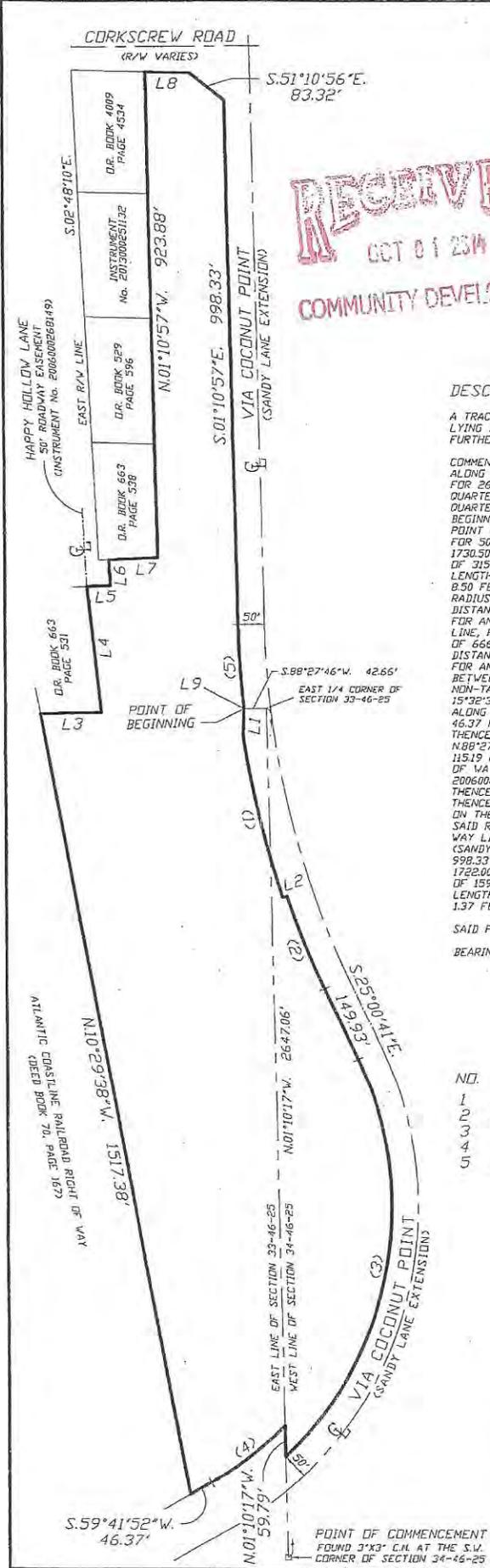
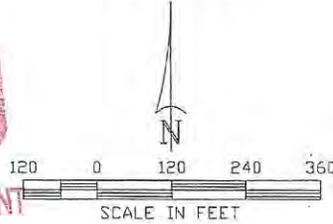
Prepared by:

Dawn Huff, Long Range Planner

Attachment O

SKETCH OF LEGAL DESCRIPTION
**A PARCEL OF LAND LYING
 IN SECTIONS 33 & 34**
 TOWNSHIP 46 SOUTH, RANGE 25 EAST
 LEE COUNTY, FLORIDA

RECEIVED
 OCT 01 2014
 COMMUNITY DEVELOPMENT



DESCRIPTION:

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF LEE, LYING IN SECTIONS 33 AND 34, TOWNSHIP 46 SOUTH, RANGE 25 EAST, AND BEING FURTHER BOUND AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 34; THENCE N.01°10'17\"/>

SAID PARCEL CONTAINS 807,056.190 SQUARE FEET, OR 18.527 ACRES, MORE OR LESS.
 BEARINGS ARE BASED ON THE WEST LINE OF SECTION 34 AS BEARING N.01°10'17\"/>

Applicant's Legal Checked
 BY EG 12/2/14

CURVE TABLE

NO.	RADIUS	DELTA	ARC	CHORD	CHORD BEARING
1	1730.50'	10°28'04"	316.16'	315.72'	N.13°27'10\"/>

LINE TABLE

Line	Bearing	Distance
L1	S.01°59'29\"/>	

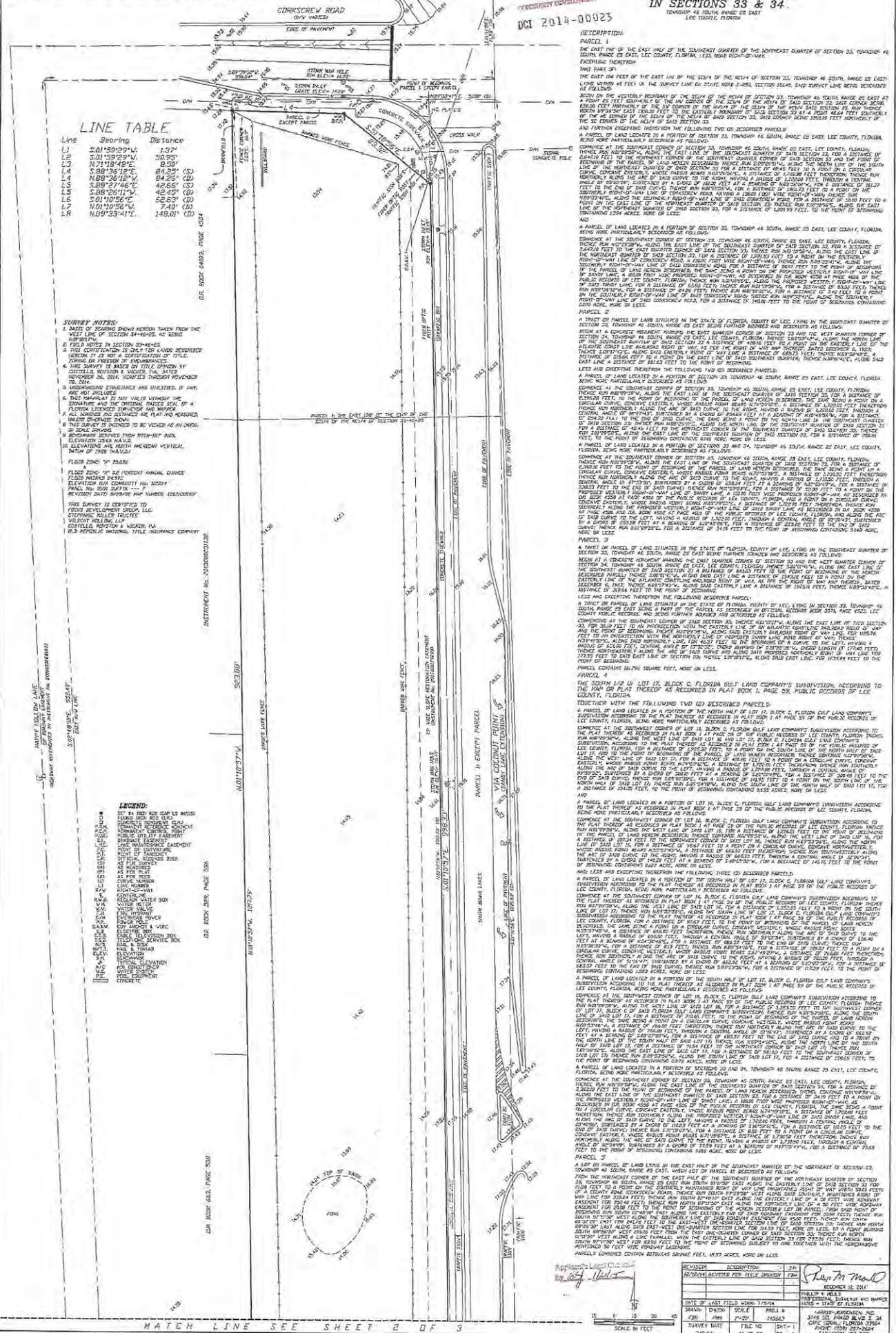
REVISED	DESCRIPTION	BY
		Phillip M. Mauld
		JULY 21, 2014
DATE OF LAST FIELD WORK: N/A		
DRAWN: PHM		
CHECK: PMH		
SCALE: 1"=240'		
PROJ. #: 140663 SLD		
SURVEY DATE: 7/21/14		
FILE NO.: 46-25-33		
SHT. - 1		
OF - 3		

PHILLIP M. MAULD
 PROFESSIONAL SURVEYOR AND MAPPER
 #6515 - STATE OF FLORIDA
 HARRIS-JORGENSEN, INC.
 3046 DEL PRADO BLVD. S. 3A
 CAPE CORAL, FLORIDA 33904
 PHONE: (239) 257-2624
 FAX: (239) 257-2921

NOTE: LEGAL DESCRIPTION PER TITLE OPINION IS LOCATED ON SHEET 2.
NOTE: THIS SURVEY IS FOR THE USE AND BENEFIT OF LEE COUNTY.

**A PARCEL OF LAND LYING
IN SECTIONS 33 & 34.**
TOWNSHIP 46 SOUTH RANGE 25 EAST
LEE COUNTY, FLORIDA

JAN 20 2014
DEC 10 2014-00923



LINE TABLE

Line	Bearing	Distance
L1	S01°59'29"W	137'
L2	S01°59'29"W	308'25"
L3	N71°18'49"E	8'50"
L4	N88°36'12"W	84'25" (SD)
L5	S88°36'12"E	42'65" (SD)
L6	S02°06'11"W	162'00" (SD)
L7	S01°10'56"E	58'83" (SD)
L8	N01°10'56"E	7'40" (SD)
L9	N89°39'31"E	148'01" (SD)

SURVEY NOTES

- DATE OF RECORD SHOWN HEREON TAKEN FROM THE WEST LINE OF SECTION 34-W-46-25.
- FIELD NOTES IN SECTION 34-W-46-25.
- ALL DISTANCES ARE IN FEET UNLESS OTHERWISE NOTED.
- THIS SURVEY IS MADE IN ACCORDANCE WITH THE SURVEYING ACT OF 1901, AS AMENDED, AND THE SURVEYING ACT OF 1932, AS AMENDED.
- UNDEVELOPED STRONGHOLD ARE UNLESS OTHERWISE NOTED.
- THIS MAP IS NOT VALID WITHOUT THE SIGNATURE AND THE PHYSICAL RECORD OF A FLORIDA LICENSED SURVEYOR AND NOTARIAL PUBLIC.
- ALL DISTANCES ARE IN FEET UNLESS OTHERWISE NOTED.
- THIS SURVEY IS MADE IN ACCORDANCE WITH THE SURVEYING ACT OF 1901, AS AMENDED, AND THE SURVEYING ACT OF 1932, AS AMENDED.
- RECORDING PROVIDED FROM STATE-MADE ELEVATION DATA.
- ELEVATIONS ARE MEAN SEA LEVEL VERTICAL DATUM OF 1988 (NAVD83).
- FLORIDA ZONE 17 TBM.
- PLANTING OF 1/2" 200' PERMANENT MARKS.
- ELEVATION MARK CONFORMS WITH INSTRUMENT NO. 2014-00923.
- REVISION DATE: 01/20/14 BY: 1400000000

THIS SURVEY IS CERTIFIED TO BE ACCORDING TO THE SURVEYING ACT OF 1901, AS AMENDED, AND THE SURVEYING ACT OF 1932, AS AMENDED.

STEPHEN W. HAYES, SURVEYOR
STATE ROAD 17, SUITE 100
FORT MYERS, FLORIDA 33901

STATE ROAD 17, SUITE 100
FORT MYERS, FLORIDA 33901

STATE ROAD 17, SUITE 100
FORT MYERS, FLORIDA 33901

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STATE ROAD 17, SUITE 100
FORT MYERS, FLORIDA 33901

REVISION

NO.	DATE	DESCRIPTION
1	01/20/14	AS SHOWN
2	01/20/14	AS SHOWN
3	01/20/14	AS SHOWN
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Applicant Submitted Materials

- Request Statement and Compliance Narrative
- Design Standards Compliance
- Deviations and Justifications
- Original Traffic Impact Statement with Subsequent Responses

Attachment P

RECEIVED
OCT 01 2014

DCI 2014-00023

Request Statement and Compliance Narrative

COMMUNITY DEVELOPMENT

34-373(a)(5) A single narrative explaining the nature of the request and how the property qualifies for the rezoning to a planned development. This narrative should include how the proposed development complies with the Lee Plan and the Land Development Code. This narrative may be utilized by the Board of County Commissioners, Hearing Examiner and staff in establishing a factual basis for the granting or denial of the rezoning.

Request Statement

A minor PD rezoning of ±18.53 acres of land from AG-2 and CF-2 to MPD to accommodate mixed use development including a maximum of 297 dwelling units on 16.5 acres and 30,000 square feet of commercial on 2.03 acres. The project is subject to a concurrent Comprehensive Plan Amendment to change the Future Land Use designation to a place-based Category of "Via Coconut Urban Place" allowing a maximum density of eighteen (18) units per acre and 30,000 square feet of commercial intensity.

Lee Plan Compliance Narrative

Objective 2.1 of the Lee Plan provides for contiguous and compact development location to contain urban sprawl, minimize energy costs, conserve land, water and natural resources, minimize the cost of services, and prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities. The subject site is within the designated Future Urban Area of the Future Land Use Map and is situated in the Estero Community where a concentration of residential and commercial development exists. The proposed mixed of uses to include commercial and multifamily housing will spur activity and provide living accommodations in a developing area, which helps minimize travel distances, cost of services and natural resource impacts that are associated with sprawl.

Objective 2.2 of the Lee Plan provides for new growth to locate where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Policy 2.2.1 states that rezonings will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare. The following aspects of the project are provided to address Objective 2.2 and Policy 2.2.1:

- The proposed project will not place an undue burden on the existing or planned infrastructure in the surrounding area. Urban services are available in the vicinity. The surrounding road network has adequate capacity for the expected trip generation

created by the project as demonstrated in the Traffic Analysis accompanying this request.

- Community facilities available and adequate to serve the project exist within proximity, including: Pinewoods Elementary School, Bonita Springs Charter Middle School, Estero High School, Estero Community Park, Estero Fire Rescue and EMS Emergency Services Station, and South County Regional Library.
- Central sewer and water lines are available to serve the site. A water and wastewater analysis is provided with this application, and a Lee County Utilities Letter of Potable Water and Wastewater Availability is provided with this application.
- Emergency Medical Services, fire, and police protection are available and adequate for the site, as demonstrated by letters of availability provided with this application.
- An existing and future conditions analysis for public services, including parks recreation and open space is provided with this application. The analysis included parks, recreation and open space analysis, which demonstrated adequate facilities are available for the anticipated development.
- Public transportation is available as the site is within the 0.5 mile service area of LeeTran Route 240 and within the 0.75 mile service area for Paratransit Service.
- The proposed Via Coconut Urban Place Future Land Use Category is compatible with the surrounding properties. Existing and permitted uses in the vicinity include commercial, single family and multifamily residential, and community facilities. The Estero Council of Community Leaders envision a Town Center consisting of a similar mix of uses in this location.

The subject site is located within the Mixed Use Overlay as established by Objective 4.2. The request is consistent with this objective and supporting policies in that it provides a mix of multifamily residential and commercial uses. The request is also compliant with Policy 4.2.1 in that it will incorporate internal trip capture and reduced travel distance to nearby shopping and work destinations located in the Estero community.

Goal 5 of the Lee Plan is to provide sufficient land in appropriate locations to accommodate the projected population of Lee County in the year 2030 in attractive and safe neighborhoods with a variety of price ranges and housing types. The proposed Via Coconut MPD fulfills this goal in that the proposed multifamily density allows for housing types that are in high demand with limited availability in the Estero area. The Estero Community Market Assessment (Market Assessment) commissioned by Estero Council Community Leaders and prepared by Richard F. Hunt of Peloton Research Partners found that the Estero market has a limited amount of land available for multifamily housing. The Market Assessment also provides that multifamily housing is an important housing choice for accommodating the workforce and new residents.

of development that may occur on the narrowest portion of the site which extends southward from the intersection of Corkscrew Road and Via Coconut Point. The property immediately west of this narrow portion along Corkscrew Road is currently operated as a commercial establishment for plant sales. Therefore, the request is consistent with Policy 6.1.7 in that the use of this narrow portion of the site is small, and is configured in a way that renders residential use clearly unreasonable.

Goal 11 of the Lee Plan is to ensure that appropriate water, sewer, traffic, and environmental review standards are considered in reviewing rezoning applications and are met prior to issuance of a county development order. The availability of service from Lee County Utilities addresses that water and sewer services are adequate for the site. Environmental review has been conducted in the course of this application and no probability of environmentally sensitive areas is identified due to the nature of the site as currently cleared and used for agricultural operations.

The subject site is within the Estero Planning Community and is subject to Goal 19 and supporting objectives and policies (as updated by Ordinance 14-16), described further below.

The application is compliant with Objective 19.1 and supporting policies which are related to the character and quality of life of Estero Community. The Via Coconut MPD executes the establishment of higher density mixed use development within areas targeted on the Mixed Use Overlay per Policy 19.1.1.c. Policy 19.1.2 is addressed in that Estero community review has been and will continue to be conducted in the course of this rezoning application process. The request is consistent with Policy 19.1.3 in that the request accommodates new development and promotes urban integrated forms of development in targeted areas identified on the Mixed Use Overlay. The request is also consistent with this policy as it seeks to encourage residential development at higher density within an urban designated area.

The request is consistent with Objective 19.2 and supporting policies in that it promotes Estero's quality of life and diverse local economy by allowing development of mixed-use centers and targeted economic areas, as a preference over the development of strip commercial centers. Policy 19.2.1 elaborates on the walkable, mixed use town center concept that is envisioned in the general area of the subject site. The Via Coconut MPD generates the opportunity for commercial and residential development in the heart of the emerging center of Estero. Creating the opportunity to live in a location with walking and bicycling infrastructure that affords access to commercial services, recreational facilities (Estero Community Park), and workplaces (Hertz Headquarters) is consistent with this vision. Policy 19.2.3 provides for encouragement of economic and employment needs of the Estero Community by facilitating

The application is consistent with Objective 19.4 and supporting Policy 19.4.3 seeking to facilitate an integrated transportation and mobility system in that interconnection is provided for within the Via Coconut MPD, to include pedestrian ways, cross walks and traffic calming mechanisms.

The application is consistent with Objective 19.6 and supporting Policy 19.6.3 which promotes Estero Community Park as a hub for the entire community, and Policy 19.6.4 which encourages the use of park areas to link neighborhoods, commercial and mixed use centers. The proposed Via Coconut MPD introduces a mix of residents and commercial activity in close, walkable proximity to Estero Community Park.

Consistent with Policy 19.7.3, a meeting was conducted on July 21, 2014 in which the applicant preliminarily presented the proposed comprehensive plan application (Meeting Minutes are provided accompanying this application). The applicant will continue coordination with the Estero Community Planning Panel in compliance with Policy 19.7.3.

Lee Plan Goal 39, and policies 39.1.4 and 39.1.6 refer to appropriate locations for higher density multifamily developments to be where the project's traffic will not travel through less intense areas such as single family areas. Higher density uses are also to be directed where transit corridors are available. The subject site is consistent with these policies.

Existing and Future Conditions Analysis submitted with the Comprehensive Plan Amendment application associated with this rezoning demonstrate that stormwater management system will be consistent with Objective 61.3 and supporting policies related to Surface Water Management Standards.

The proposed multifamily density is consistent with Housing Policy 135.1.9 which calls for a mix of residential types and designs by providing for a wide variety of allowable housing densities and types within the County, in that the Via Coconut MPD contributes to a mix of housing densities and types in the community.

Policy 135.9.7 states that the county will coordinate residential development within urban areas to coincide with existing or planned and programmed services and facilities so as to avoid premature or non-contiguous urbanization. The application is consistent with Policy 135.9.7 in that the proposed residential development is in an urban area targeted for a concentration of people, services, and activity within Estero.

The proposed amendment is consistent with the Economic Element of the Lee Plan, specifically Policy 158.1.9, which states that Lee County will encourage a mix of housing types by maintaining mixed land uses categories in the Future Land Use Element. The proposed Via Coconut Urban Place future land use category associated with this rezoning request is a mixed land use category, allowing for the envisioned mix of housing types in Estero that is internally connected to commercial uses as provided for within the MPD.

Decision Making Compliance

COMMUNITY DEVELOPMENT

LEE COUNTY LAND DEVELOPMENT CODE, Section 34-145(d)(3)

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

The applicant has demonstrated compliance with the Land Development Code (LDC), and all other governing regulations, as demonstrated in the application, attached Design Standards Compliance, and the proposed Master Concept Plan, with deviations requested as warranted for unique conditions. The applicant's Lee Plan Compliance statement is provided as part of this application package.

- 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.

The density for the subject site is proposed at 18 units per acre and is consistent with the concurrent CPA Application.

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

The subject site is located at the southwest corner of Corkscrew Road and Via Coconut Point. The majority of sites surrounding the subject site are zoned MPD or CPD and represent a diverse mix of retail, office, and residential proposed and existing uses. The addition of 297 units of multifamily residential and 30,000 square feet of commercial retail will not place an undue burden on surrounding properties or facilities as indicated by the attached Traffic Impact Statement and urban services letters of availability.

- 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.

Due to its location on the corner of Corkscrew Road and Via Coconut Point, the subject site has multi-modal access to many major employment centers of Estero including the new Hertz corporate headquarters and Coconut Point mall, as well as convenient access to US41, Three Oaks Parkway, and I75. The subject site is located within ½ mile of LeeTran Route 240 which runs north to south along US41. The Traffic Study provided with this application demonstrates capacity is available on the transportation network to accommodate the proposed development.

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

The request will not affect environmentally critical areas or natural resources. The subject property is currently comprised of disturbed land that is utilized for active agriculture and no wetlands exist onsite as depicted on the FLUCFCS map submitted with this application.

- 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).

The considerations of Sections 34-377(a)(2) and (4) are provided below, with responses where appropriate in ***bold italics***.

Section 34-377(a)(2) reads as follows:

The recommendation made to the Board of County Commissioners must be supported by formal findings that address the guidelines set forth in section 34-145(d)(3) of this chapter.

Guidelines of Section 34-145(d)(3) have been addressed above.

Section 34-377(a)(2) continues as follows:

In addition, the findings must address whether the following criteria can be satisfied:

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

The proposed development is subject to a Comprehensive Plan Amendment to create a new Via Coconut Urban Place future land use category allowing a maximum of 18 units per acre and 30,000 square feet of commercial. Many adjacent properties are zoned as Planned Developments rendering the proposed MPD compatible within the surrounding context, including Estero on the River MPD, Kristen Woods RPD/CPD, Galleria at Corkscrew CPD, North Point MPD DRI, South Estero Commercial Center CPD, Corkscrew Village Shopping Center CPD, and Coconut Point MPD DRI.

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

Public safety and needs are addressed through compliance with LDC standards.

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

The request will positively impact the public interest by providing multifamily housing in a rapidly growing community. The proposed project will not place an undue burden on the existing or planned infrastructure in the surrounding area. Urban services are available in the vicinity, discussed further below. No negative impacts to the public interest are anticipated to be created by the request.

Section 34-377(a)(4) reads as follows:

If the application includes a schedule of deviations pursuant to section 34-412, the hearing examiner's recommendation must approve, approve with modification or reject each requested deviation based upon a finding that each item:

a. Enhances the achievement of the objectives of the planned development; and

b. Preserves and promotes the general intent of this chapter to protect the public health, safety and welfare.

If the hearing examiner concludes that the application omits necessary deviations, he or she may include those omitted deviations in his recommendation without an additional hearing.

Detailed descriptions and justification for the deviations demonstrating compliance with the standards of 34-377(a)(4)a. and b. are provided in the Schedule of Deviations & Justifications accompanying this application

- 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.

Policy 2.2.1 of the Lee Plan states that rezonings will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities. The following aspects of the project are provided to address availability and adequacy of urban services:

- The subject site is located with access to an available and proximate road network, which is evaluated and found to be adequate to accommodate the proposed development in the TIS accompanying this application.
- Central sewer and water lines are available to serve the site, and a Letter of Potable Water and Wastewater Availability dated August 1, 2014 has been provided by Lee County Utilities.
- A letter dated August 8, 2014 determining the adequacy of school facilities for the subject property was issued by The School District of Lee County, indicating the level of service is adequate to accommodate school children of the proposed 297-unit multifamily development.
- Emergency Medical Services, fire, and police protection are available and adequate for the site. Letters of service availability have been provided in conjunction with the Comprehensive Plan Amendment application associated with this application indicating services are available and adequate from Lee County EMS dated August 15, 2014, Estero Fire District dated August 7, 2014, and Lee County Sheriff's Office dated August 12, 2014.
- An existing and future conditions analysis for public services, including parks recreation and open space was provided with the Comprehensive Plan Amendment application associated with this MPD Amendment. The analysis included parks, recreation and open space analysis, which demonstrated adequate facilities are available for the anticipated development.
- The subject site falls within ½ mile of LeeTran Route 240 and falls under the ¾-mile service area for Paratransit Service.

- h. If the rezoning is to Compact PD, the decision of the Board of County Commissioners must be supported by the formal finding regarding the provisions set forth in section 32-504(a).

Not applicable.

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

The Traffic Study provided with this application demonstrates access and capacity is available on the transportation network to accommodate the proposed development.

- j. The request meets the criteria and standards set forth in chapter 12 for approval of a mine excavation planned development.

Not applicable.



Design Standards Compliance

COMMUNITY DEVELOPMENT

This narrative statement provides an explanation as to how the proposed Via Coconut MPD will comply with the design standards set forth in the Lee County Land Development Code. Each specific section, as applicable, will be discussed separately below.

LEE COUNTY LAND DEVELOPMENT CODE, SECTION 34-411:

- (a) All planned developments shall be consistent with the provisions of the Lee Plan.
The Via Coconut MPD is consistent with the provisions of the Lee Plan as demonstrated in the Request Statement and Lee Plan Compliance Narrative included in this application package.
- (b) All planned developments must be designed and constructed in accordance with the provisions of all applicable County development regulations in force at that time. Deviations from the general provisions of this chapter, as well as from any separate land development regulation or code, may be permitted if requested as part of the application for a planned development in accordance with section 34-373(a)(9) and approved by the Board of County Commissioners based on the findings established in section 34-377(b)(4).
The Master Concept Plan accompanying this application depicts the planned future development of the subject property in compliance with governing county development regulations, with deviations requested and justifications provided to address unique circumstances of the project.
- (c) The tract or parcel proposed for development under this article must be located so as to minimize the negative effects of the resulting land uses on surrounding properties and the public interest generally, and must be of such size, configuration and dimension as to adequately accommodate the proposed structures, all required open space, including private recreational facilities and parkland, bikeways, pedestrian ways, buffers, parking, access, on-site utilities, including wet or dry runoff retention, and reservations of environmentally sensitive land or water.
The subject parcel will not create negative effects on surrounding properties or the public interest. The request meets or exceeds all applicable Lee County Land Development Code (LDC) regulations related to open space, bikeways, pedestrian ways, buffers, on-site utilities, water retention, and environmental requirements as demonstrated on the Master Concept Plan and supporting exhibits.

All buildings will be subject to and meet LDC regulations for size, configuration, dimension, and density. The proposed parking is adequate as depicted on the Master Concept Plan and as explained in the Schedule of Deviations and Justifications.

Three access points are provided to adequately serve the site as depicted on the Master Concept Plan.

The subject property is currently comprised of disturbed land that is utilized for active agriculture and no wetlands exist onsite as depicted on the FLUCFCS map submitted with this application.

(d) The tract or parcel shall have access to existing or proposed roads:

(1) In accordance with chapter 10 and as specified in the Lee Plan traffic circulation element or the official trafficways map of the county;

A detailed Traffic Impact Statement (TIS) has been provided as part of the application. Three access points to Via Coconut Point are provided to adequately serve the site as depicted on the Master Concept Plan. The existing sidewalks along Via Coconut Point and Corkscrew Road provide connection to nearby commercial uses and workplaces, as well as connect the Subject Parcel to Route 240 of the LeeTran transit system.

(2) That have either sufficient existing capacity or the potential for expanded capacity to accommodate both the traffic generated by the proposed land use and that traffic expected from the background (through traffic plus that generated by surrounding land uses) at a level of service D or better on an annual average basis and level of service E or better during the peak season, except where higher levels of service on specific roads have been established in the Lee Plan;

The Traffic Study provided with this application demonstrates capacity is available on the transportation network to accommodate the proposed development.

(3) That provides ingress and egress without requiring site-related industrial traffic to move through predominantly residential areas.

No industrial traffic is anticipated to impact or be created by this request.

(e) If within the Lee Tran public transit service area, the development shall be designed to facilitate the use of the transit system.

The subject site falls within ½ -mile of LeeTran Route 240 and falls under the ¾-mile service area for Paratransit Service. The existing sidewalks along Via Coconut Point and Corkscrew Road provide connection to nearby commercial uses and workplaces, as well as connect the Subject Parcel to Route 240 of the LeeTran transit system.

- (f) Development and subsequent use of the planned development shall not create or increase hazards to persons or property, whether on or off the site, by increasing the probability or degree of flood, erosion or other danger, nor shall it impose a nuisance on surrounding land uses or the public's interest generally through emissions of noise, glare, dust, odor, air or water pollutants.

The request will not create or increase public hazard related to flood or erosion. On-site stormwater detention will be provided as per Lee County Land Development Code (LDC) and South Florida Water Management District regulations as depicted on the Master Concept Plan. The request is not anticipated to generate noise, glare, dust, odor, air or water pollutants that would adversely impact adjacent properties.

- (g) Every effort shall be made in the planning, design and execution of a planned development to protect, preserve or to not unnecessarily destroy or alter natural, historic or archaeological features of the site, particularly mature native trees and other threatened or endangered native vegetation. Alteration of the vegetation or topography that unnecessarily disrupts the surface water or groundwater hydrology, increases erosion of the land, or destroys significant wildlife habitat is prohibited. That habitat is significant that is critical for the survival of rare, threatened or endangered species of flora or fauna.

The request will not affect environmentally critical areas or natural resources. The subject property is currently comprised of disturbed land that is utilized for active agriculture. No wetlands exist onsite as depicted on the FLUCFCS map submitted with this application.

- (h) A fundamental principle of planned development design is the creative use of the open space requirement to produce an architecturally integrated human environment. This shall be coordinated with the achievement of other goals, e.g., the preservation or conservation of environmentally sensitive land and waters or archaeological sites.

Open space is provided on-site and design of open space areas along Via Coconut Point frontage will be consistent with Overlay Code requirements to produce a walkable, well-integrated human environment. The subject site does not include environmentally sensitive areas or natural resources.

- (i) Site planning and design shall minimize any negative impacts of the planned development on surrounding land and land uses.

The subject site is located within the Estero Planning Community and is subject to stricter site design standards than other locations within the county, with consideration that mixed use environments are desirable and residential and commercial uses do not necessarily need to be segregated. Adequate landscape buffering is proposed to minimize impacts to existing adjoining residential homesites. No negative impacts of the proposed development on the subject site are anticipated.

- (j) Where a proposed planned development is surrounded by existing development or land use with which it is compatible and of an equivalent intensity of use, the design emphasis shall be on the integration of this development with the existing development, in a manner consistent with current regulation.

The site is surrounded by a small commercial site, single family residential homes, a rail corridor, and undeveloped and community facility property across Via Coconut. The current conditions are not conducive to integration with equivalent intensities of use. The envisioned condition for this area by the Estero Community leaders is a "Town Center" area where concentration of activity and density is proposed as a major node for the community of Estero. The proposed MPD fulfills the vision for the future of this area as a mixed use planned development on the subject site, while compatibility with surrounding existing properties is addressed through adequate setbacks and buffering.

- (k) Where the proposed planned development is surrounded by existing development or land use with which it is not compatible or which is of a significant higher or lower intensity of use (plus or minus ten percent of the gross floor area per acre if a commercial or industrial land use, or plus or minus 20 percent of the residential density), or is surrounded by undeveloped land or water, the design emphasis will be to separate and mutually protect the planned development and its environs.

The site is adjoined by a small commercial site, single family residential homes, a rail corridor, and undeveloped and community facility property across Via Coconut. The current conditions are not conducive to integration with equivalent intensities of use. The envisioned condition for this area by the Estero Community leaders is a "Town Center" area where concentration of activity and density is proposed as a major node for the community of Estero. Provisions of Section 33-351 of the Estero Planning Community standards include consideration that mixed use environments are desirable and residential and commercial uses do not necessarily need to be segregated. The proposed MPD fulfills the vision for the future of this area as a mixed use planned development on the subject site, while compatibility with surrounding existing properties is addressed through adequate setbacks and buffering.

- (l) In large residential or commercial planned developments, the site planner is encouraged to create subunits, neighborhoods or internal communities which promote pedestrian activity and community interaction.

The subject site is designed with a residential "subunit" or neighborhood, with residential buildings oriented to one another and to the frontage line along Via Coconut Point; and a commercial "subunit." The proposed internal accessways connect the subunits to each other as well as to the public street and to surrounding commercial uses and transit facilities in the vicinity.

- (m) In order to enhance the viability and value of the resulting development, the designer shall ensure the internal buffering and separation of potentially conflicting uses within the planned development.

The subject site is within the Estero Planning Community and is subject to buffers as set forth in the Lee County Land Development Code (LDC) Section 33-351 Landscaping Buffers, and these are depicted on the MCP. No potentially conflicting uses are anticipated to be created within the planned development.

- (n) Density or type of use, height and bulk of buildings and other parameters of intensity should vary systematically throughout the planned development. This is intended to permit the location of intense or obnoxious uses away from incompatible land uses at the planned development's perimeter, or, conversely, to permit the concentration of intensity where it is desirable, e.g., on a major road frontage or at an intersection.

The subject site is within the Estero Planning Community and is subject to design standards as set forth in the Lee County Land Development Code (LDC) Chapter 33. No incompatible conditions are anticipated. Buildings will comply with maximum building heights of 3 stories and 45 feet. In view of the public realm, buildings featuring human scale elements will be oriented toward Via Coconut Point and Corkscrew Road, consistent with the Corkscrew Road and Sandy Lane Corridor Overlay District provisions of Chapter 33.

- (o) Unless otherwise provided for in this article, minimum parking and loading requirements shall be as set forth in article VII, divisions 25 and 26, of this chapter. Where it can be reasonably anticipated that specified land uses are generators of occasional peak demand for parking space, a portion of the required parking may be pervious or semi-pervious surfaces subject to the condition that it be constructed and maintained so as to prevent erosion of soil. In all cases, however, sufficient parking shall be provided to prevent the spilling over of parking demand onto adjacent properties or rights-of-way at times of peak demand.

The proposed parking, loading and service areas are adequate as depicted on the Master Concept Plan and described in the Schedule of Deviations and Justifications.

- (p) Joint use of parking by various land uses within the planned development may be permitted by special condition where it can be demonstrated or required that the demand for parking by the various uses will not conflict. Joint parking agreements between uses within and uses without the planned development shall be governed by agreement per general regulation (see section 34-2018), without exception.

Joint use parking is not proposed at this time.

- (q) Internal consistency through sign control, architectural controls, uniform planting schedules and other similar controls is encouraged.

The subject site is located within the Estero Planning Community and is subject to stricter design standards than other locations within the county. A narrative explaining compliance with these standards is included in this document.

LEE COUNTY LAND DEVELOPMENT CODE

CHAPTER 33, ARTICLE II. ESTERO PLANNING COMMUNITY

DIVISION 2. Design Standards

Subdivision I. Basic Elements

Section 33-111. Water Management.

- (a) Closed drainage is encouraged for storm water management systems along arterial and collector streets. If swales are utilized, sidewalks must be located on the development side of the swale, and pedestrian and bicycle connections must be provided at intersections and entryways into the development.

The stormwater management system will comply with this standard. The frontage along arterial and collector streets is subject to the Corkscrew Road and Sandy Lane Corridor Overlay District provisions of Chapter 33, with corner buildings oriented to the intersection and buildings oriented to the street along the Via Coconut Point frontage line.

- (b) The shape of stormwater ponds must be designed to appear natural by having a meandering shoreline. Stormwater pond configurations that are generally rectangular or triangular in shape are prohibited.

Stormwater pond configuration is depicted with meandering edges on the Master Concept Plan.

- (c) Wet and dry detention areas must comply with section 33-117

There are no water management areas exceeding 20,000 square feet in cumulative area located adjacent to a public right-of-way, therefore Section 33-117 is not applicable.

- (d) All dry detention basins must be planted with wetland type plant species (such as Spartina) in minimum one-gallon containers not more than 36 inches on center throughout the extent of the basin.

Wetland type plant species will be planted within all dry detention areas in compliance with 33-111(d).

Section 33-112. Utilities.

All utility lines must be located underground except when located within a public street or road right-of-way.

Utility lines within the project will be located underground.

Section 33-113. Places of public interest/open space.

- (a) Places of public interest/open space are intended to provide for areas of public interest within commercial developments and must be provided where possible. These areas must be equipped with amenities such as seating areas, structures that provide shade, drinking fountains and other amenities.
- (b) Umbrellas and open shopping carts are encouraged within these areas to stimulate informal activities. Open-air restaurants and cafes are encouraged.
- (c) Landscaping elements such as plantings, fencing, and changes of paving material are encouraged to demarcate change in function of a public area and adjacent street. Where necessary, traffic calming devices must be applied to slow down traffic. (Refer to Figure 2)
The commercial portion of the Via Coconut MPD is subject to the Sandy Lane and Corkscrew Road Corridor Overlay District, which requires that buildings provide areas for streetfront cafes, outdoor dining, and other related informal activities. While these activities are dependent upon the actual tenant of each commercial unit, space has been provided for shaded outdoor dining options in order to encourage these activities. Landscaping elements will be used in order to separate these public activity areas from the adjacent street.

Section 33-114. Parking.

- (a) Developments must follow these general requirements:
 - (1) Parking areas must be designed to minimize hard landscaped areas, visually and physically, with vegetation, fountains, seating areas or other features.
 - (2) Parking areas must be well configured with pedestrian links, buffers and visually pleasing landscaped areas.**Hardscaping will be minimized through the use of planted buffer areas and terminal landscape islands. Parking areas will be connected to the buildings through a sidewalk system that is designed for pedestrian linkage throughout the development.**
- (b) Parking lots must be located in accordance with section 34-2192
Parking areas will comply with the setback requirement of 75' from Corkscrew Road.

Subsection 33-114 (c) is not applicable.

- (d) Parking area configurations must promote interconnections between adjacent project parcels. (This should be accomplished by providing an interconnected vehicular circulation route to the rear of properties fronting onto Corkscrew Road and Sandy Lane.)
Parking areas within the MPD are connected by a shared access drive which provides an interconnected vehicular circulation route to the rear of the property, allowing for buildings to front onto Corkscrew Road and Sandy Lane (Via Coconut Point).

Subsection 33-114 (e) is not applicable.

- (f) A minimum ten-foot wide terminal island is required at the end of all parking rows.
The required terminal islands shall be provided, subject to development order review and permitting.

Sec. 33-115. Services areas.

Service areas, including loading docks, trash receptacles, mechanical equipment, outdoor storage areas and utility vaults must be located in areas where traffic impacts are minimized, and public visibility is diminished, and in areas that are accessible and functional. Smaller trash receptacles must be decorated or screened and placed in visible locations.

Service areas as depicted on the Master Concept Plan are placed to be accessible and functional and will be screened.

33-116. Lighting.

(These requirements are in addition to the requirements of section 10-610(b)).

Compliance with section 10-610(b) is demonstrated below.

(b) Lighting standards. All outdoor lighting must comply with section 34-625, Outdoor lighting standards.

This standard shall be met at time of development order permitting.

(a) Provide pedestrian level lighting of building entryways.

This standard shall be met at time of development order permitting.

(b) Lighting must be given a distinct architectural theme that complements the building's exterior. Light fixtures must complement the overall building development.

This standard shall be met at time of development order permitting.

(c) Provide lighting throughout all parking areas utilizing decorative light poles/fixtures. Other than pedestrian light fixtures, all other outdoor light fixtures must be fully shielded. Lighting must be directed to avoid intrusion on adjacent properties and away from adjacent thoroughfares.

This standard shall be met at time of development order permitting.

(d) Lighting plans must be coordinated with landscape plans to identify and eliminate potential conflicts.

This standard shall be met at time of development order permitting.

(e) Buildings, awnings, roofs, windows, doors and other elements may not be designed to be outlined with light. Exposed neon and backlit awnings are prohibited. Temporary seasonal lighting during the month of December is excluded from this requirement.

This standard shall be met.

Sec. 33-117. Natural and manmade bodies of water

Bodies of water, including wet and dry detention areas, exceeding 20,000 square feet in cumulative area and located adjacent to a public right-of-way are considered park area and an attractor for pedestrian activity. These areas must incorporate into the overall design of the project at least two of the following items:

(1) A five-foot wide walkway with trees an average of 50 feet on center; shaded benches a minimum of six feet in length located on average every 150 feet; or

- (2) A public access pier with covered structure and seating; or
- (3) An intermittent shaded plaza/courtyard, a minimum of 200 square feet in area with benches and/or picnic tables adjacent to the water body; and/or
- (4) A permanent fountain structure.

There are no water management areas exceeding 20,000 square feet in cumulative area located adjacent to a public right-of-way, therefore Section 33-117 is not applicable.

Sec. 33-118. Interconnections and shared access

- (a) Interconnects. Adjacent commercial uses must provide interconnections for automobile, bicycle and pedestrian traffic. All adjacent parking lots must connect. Interconnects between parking lots are not intended to satisfy the criteria for site location standards outlined in Policy 6.1.2(5) of the Lee Plan.

Commercial uses and parking areas within the MPD will be interconnected for vehicle, bicycle and pedestrian traffic.

- (b) Inter-parcel vehicle access points between contiguous commercial tracts must be provided. Properties that have frontage or other means of access to a side street parallel or perpendicular to US 41, Corkscrew Road, or Sandy Lane must connect to the side street.

Commercial uses and parking areas within the MPD will be interconnected for vehicle, bicycle and pedestrian traffic. Connection to the adjoining commercial property at the corner of Corkscrew Road and Happy Hollow Lane that is to the west of the subject site will be pursued and provided with agreement of the adjoining owner. Connection to the terminal end of Happy Hollow Lane is not proposed at this time because Happy Hollow Lane is a low volume, single family residential street in substandard condition. The impacts of traffic that would be generated by vehicle trips associated with the proposed development would be adverse to the existing conditions of this dead end residential street.

- (c) Use of shared accessways is encouraged.

Shared access ways will interconnect the residential and commercial uses within the MPD.

Subdivision II. Architectural

Sec. 33-227. Architectural style.

The preferred architectural style in the Estero Planning Community is Mediterranean, with Old Florida where appropriate, and other styles of architecture that are deemed compatible with these styles. Distinct vernacular styles must be displayed through the inclusion of extended roof overhangs, porches, decorative columns, covered corridors, covered walkways, and pitch roofs (where applicable). Buildings of less than 5,000 square feet of gross floor area must be designed with roofs having a minimum pitch of 30 degrees. (Refer to Figure 3).

Details of the compliance with architecture style shall be provided at time of development order permitting.

Sec. 33-228. Compliment surrounding development.

In addition to the requirements of section 10-620, all proposed commercial, industrial, public and mixed use buildings must blend with and complement existing architectural features of adjacent structures constructed under these standards.

The request will comply with the requirement that all commercial buildings must blend with and complement surrounding architectural features. Details of the compliance with architecture style shall be provided at time of development order permitting.

Sec. 33-229. Maximum height.

Buildings outside of the Interstate Highway Interchange Areas are limited to a maximum of three stories or 45 feet, whichever is less, in height. Elements that enhance visibility, create focal points or amenities, such as turrets, sculpture, clock tower and corner accentuating rooflines, may exceed the maximum height limitations with an approved variance or deviation. (Refer to Figure 4.)

The property development regulations accompanying this application are consistent with the standard building heights of three stories or 45 feet.

Sec. 33-330. Facade treatment.

In addition to the requirements of section 10-620(c), projects must use architectural relief, articulation or landscaping on building facades to reduce the bulk of buildings with facades longer than 75 feet that are visible from the street. Buildings must be designed to be visually appealing from all directions. Buildings that are visible from more than one right-of-way, or an exit ramp must use facade treatments on all viewable facades. Methods for providing architectural relief of blank facades must include one or more of the following:

- (1) Recessed or clearly defined entryways;
- (2) Varying rooflines, pitches and shapes;
- (3) Dormers, balconies, porches and staircases;
- (4) Transparent window or door areas or display windows that provide visibility into the building interior. No reflective or darkly tinted glass may be used on ground level;
- (5) Overhangs, awnings and marquees;
- (6) Building ornamentation and varying building materials, colors, decorative tiles, edifice detail such as trellises, false windows or recessed panels reminiscent of window, door or colonnade openings and wall murals;
- (7) Shrubs or vines trained to grow upright on wire or trellises next to blank walls;
- (8) Architectural features such as cornices, articulated roof parapets, porticos, towers or other details that alter the building height;
- (9) Application of a contrasting base that is a minimum one-foot high and extends along the entire front of the building and at least ten feet along the sides of the building.

Details of the compliance with architecture style shall be provided at time of development order permitting.

Sec. 33-331. Window treatment.

Place display windows at the street level around the exterior of commercial buildings and provide windowsills and ledges. Windows must not appear to be false and applied.

Details associated with compliance with window treatment requirements shall be provided at time of development order permitting.

Sec. 33-332. Awnings.

- (a) If an awning is over a public sidewalk, it must project from the surface of the building at a minimum height of eight feet. No awnings may be placed in or over any public right-of-way.
- (b) The design, materials and color of the awnings must complement the architecture of the building and not obscure its features.
- (c) Awnings must be consistent with the visual scale of the building.
- (d) Awnings must be placed at the top of openings. The awning shape must correspond with the shape at the top of the opening. Flat canopies are discouraged except in circumstances where it is accompanied by a valance. (Refer to Figure 5).
- (e) Materials must be of high quality, durable and weather resistant. Plastic or shiny materials are prohibited.

Details associated with compliance with awning requirements shall be provided at time of development order permitting.

Sec. 33-333. Columns.

Aesthetic details may be created using columns/pillars. (Refer to Figure 6).

- (a) The colors for commercial structures must be neutral, warm earth tones or subdued pastels. Where applicable, commercial buildings may use brightly colored trims, cornices, or columns that may be reinforced to create a special effect or setting. However, these contrasts must create a harmonious impact, complementing the principal structure as well as existing surrounding building structures.
- (b) Brighter colors can be utilized to create focal points of interest in locations including on doors, windows and architectural details. Buildings should not exceed three colors on one architectural detail in composite. Contrasting accent colors of any wall, awning or other feature must be limited to no more than ten percent of the total area for any single facade.

Details associated with compliance with column requirements shall be provided at time of development order permitting.

Sec. 33-335. Landscaping/window boxes.

In addition to building perimeter plantings required by section 10-416(b), buildings may incorporate live plant material growing immediately on the building, by providing window boxes, planter boxes or hanging flowers.

Details associated with compliance with landscaping/window box requirements shall be provided at time of development order permitting.

Sec. 33-336. Multi-tenant buildings.

For multi-tenant buildings, roof parapets must be varied in depth and height. Roof parapets must be articulated to provide visual diversity. Parapets must include architectural relief or features at least every 75 feet. The minimum height of the architectural features must be one foot, and may be provided in height offset or facade projections such as porticoes or towers.

Details associated with articulation of multi-tenant buildings shall be provided at time of development order permitting.

Sec. 33-337. Out parcels.

Exterior facades of out-parcel buildings must be treated as primary facades and must employ architectural, site, and landscaping design elements that are common to the theme used in the main development on site, including colors and materials associated with the main building. The purpose of this requirement is to assure a unified architectural theme and site planning between out-parcels and the main buildings on site, enhance visual impact of the buildings and to provide for safe and convenient vehicular and pedestrian access and movement on site.

Details associated with exterior facades of out-parcel buildings shall be addressed if applicable at time of development order permitting.

Sec. 33-338 which governs requirements for infill development is not applicable.

Subdivision III. Landscaping

Sec. 33-351. Landscaping buffers.

The Master Concept Plan submitted with this application depicts that the applicable buffer requirements of Section 33-351 are met or exceeded for the subject site, with additional explanation provided in the Schedule of Deviations and Justifications. Required buffer plants shall be 100 percent native.

Sec. 33-352. Plant materials.

(a) Palms used in buffers must be clustered in lengths of not less than four feet and more than eight feet apart. Not more than 50 percent of the required trees for a given buffer along its length may be in palms. A single tree may be used when an odd number of required trees along a frontage so warrant. Palms must be planted in staggered heights with a minimum of three palms per cluster. The use of single palms is permitted if the palms are the Royal Palm, Date Palm or Bismakia Palm variety; and, the use of palms does not constitute more than 50 percent of the total required tree count along a given buffer.

Detailed planting plans in compliance with the plant material standards will be processed at time of development order permitting.

(b) Palms used to meet the required tree count for buffers may be used on a 2:1 basis. Cabbage palms may be used on a 3:1 basis for canopy trees when planted in clusters. Palms may be used to meet general tree requirements if they do not constitute more than 50 percent of the required tree count.

Detailed planting plans in compliance with the plant material standards will be processed at time of development order permitting.

- (c) Soldiering of cabbage palms in buffers is prohibited.
Detailed planting plans in compliance with this standard will be processed at time of development order permitting.

Sec. 33-353. Landscape design.

- (a) Developments must provide separation between pedestrian and vehicular movement by using plantings as space defining elements.
Detailed plans for planting areas in compliance with this standard will be processed at time of development order permitting.

- (b) Developments must utilize both hardscape and landscape features as space defining elements (Refer to Figure 8), including, where possible:

- (1) Distinctive paving or painting to define the appropriate location for pedestrian and vehicular traffic;
- (2) Plantings such as street trees, hedges and screening;
- (3) Replicating landscaping patterns and materials to visually unify a development and creating focal points through design diversification where possible;
- (4) Plant materials must be suited to the climate and, at their mature, natural size, be suitable for their planting location; and
- (5) Selecting trees for parking lots and sidewalk areas that do not interfere with the visibility and movement of vehicles or pedestrians, or cause pavement or other hard surfaces to heave. Material selection must be designed to survive the effects of building or large paved areas (in terms of heat, shade, wind, etc.)

Detailed plans for planting areas in compliance with this standard will be processed at time of development order permitting.

- (c) All required trees must be a minimum 45 gallon container, 12-foot to 14-foot planted height, six-foot spread and 32-inch caliper, or field grown equivalent, at the time of planting.

This standard shall be met at time of development order permitting and shall be subject to inspection and certification.

- (d) Not more than ten percent of the required internal landscape area, as related to the vehicular use area identified in section 10-416, may be planted in sod.

Sod will not comprise more than ten percent of the internal landscape area in compliance with Section 33-353(d), to be demonstrated at time of development order permitting.

Sec. 33-354. Tree preservation.

In an effort to preserve expansive open spaces and native vegetative communities:

- (1) Development must be clustered to reserve large areas of open space;
Native vegetative communities do not exist on the subject site.
- (2) Existing native vegetation must be preserved whenever possible; and
The request will not affect environmentally critical areas or natural resources. The subject property is currently utilized for active agriculture. Any sabal palms 8' CT or greater to be preserved or relocated onsite.

- (3) Infrastructure design must integrate existing trees and the natural character of the land to the greatest extent possible.

The request will not affect environmentally critical areas or natural resources. The subject property is currently utilized for active agriculture.

Subdivision IV. Transportation

Sec. 33-361. Transit facilitation.

Convenient access to public transportation, ride-share and passenger drop off areas must be provided. The following examples are design techniques that may be used to meet this requirement:

- (1) Accommodate public transportation vehicles on the road network that services the development.

LeeTran Route 240, located within ½ mile of the subject site, currently runs along US41, and is accessible by existing pedestrian facilities providing a continuous path along Via Coconut, Williams Road, Corkscrew Road and US 41. Transit routes do not run along Via Coconut Point or the portion of Corkscrew Road that directly serves the subject site.

- (2) Provide passenger loading/unloading facilities.

Passenger loading and unloading facilities for public transportation vehicles are not anticipated on the subject site.

- (3) For streets adjacent to a development, provide sidewalks and other pedestrian facilities such as bus shelters.

Sidewalks exist along adjacent streets, and proposed buildings will be oriented to the sidewalk in order to facilitate pedestrian activity. No bus shelters are proposed as there are no transit routes adjacent to the site.

- (4) Provide a convenient and safe access between building entrances and a transit or bus area, such as walkways or painted pedestrian crosswalks.

Sidewalks exist along adjacent streets, and proposed buildings will be oriented to the sidewalk and safe access will be provided in order to facilitate pedestrian activity. No bus shelters are proposed as there are no transit routes adjacent to the site.

Sec. 33-362. Pedestrian walkways/linkages.

The following requirements are in addition to the requirements of section 10-610(d):

- (1) Pedestrian walkways must be provided for each public vehicular entrance to a project, excluding ingress and egress points intended primarily for service, delivery or employee vehicles.

Pedestrian walkways will be provided along the frontage lines of the property to connect to adjacent rights-of-way.

- (2) In order to accentuate and highlight pedestrian areas, wherever possible, materials must include specialty pavers, concrete, colored concrete or stamped concrete patterns.

Concrete pedestrian walkways are anticipated. Final material selection will be determined at time of development order permitting.

- (3) Pedestrian walkways/links must be incorporated into, within and through a project in a way that addresses both site security concerns and pedestrian safety. The following are examples of design techniques that should be applied:
- a. Incorporate cross-site pedestrian connections within projects.
Commercial uses and residential areas within the MPD will be interconnected for vehicle, bicycle and pedestrian traffic.
 - b. Define walkways with vertical plantings, such as trees or shrubs. Pedestrian walkways may be incorporated within a required landscape perimeter buffer, in compliance with section 10-416(d)(4), Note 11.
Detailed plans for plantings along walkways in compliance with this standard will be processed at time of development order permitting.
- (4) Sidewalks or pedestrian ways must connect the on-site pedestrian systems to pedestrian systems on adjacent developments.
Pedestrian walkways will be provided along the frontage lines of the property to connect to adjacent rights-of-way. No other pedestrian systems within adjacent developments exist.
- (5) Traffic calming devices, at the discretion of the developer, must be provided at points where conflicting pedestrian and vehicular movements exist.
A roundabout is proposed at the multifamily area main entrance. If warranted, traffic calming devices will be provided where pedestrian and vehicular movement conflict points are identified.
- (6) Sidewalks or bikeways must be installed along all project frontage roads, and whenever possible must be separated from the edge of pavement by a minimum four-foot wide planting strip. The property owner must provide for maintenance of the planting strips unless the County formally accepts responsibility for maintenance. Existing non-conforming sidewalks must be brought into compliance with this section.
Sidewalks and bikeways already exist per County standards along the project's frontage roads, Via Coconut Point and Corkscrew Road.

Sec. 33-363. Bicycle racks.

Bicycle racks are required for all retail and office developments within overlay districts.
Bicycle racks are depicted within the commercial area on the MCP.

Sec. 33-364. Street furniture and public amenities.

Developments must provide street furniture and other pedestrian amenities in their design. All accessories such as railings, trash receptacles, street furniture and bicycle racks must complement the building design and style.

The final design of pedestrian realm landscape, hardscape and furnishings complementary to the project's architecture will be determined at time of development order permitting and subject to review by the Estero Design Review Committee.

Subdivision V. Signs

Sec. 33-383. Prohibited signs.

The applicant does not request a prohibited sign type as referenced by Section 33-383.

Sec. 33-384. Temporary signs.

The applicant recognizes that only temporary signs in accordance with Section 33-384(b)(1)a-d will be permitted.

Sec. 33-385. Permanent signs in commercial and industrial areas.

(a) Identification sign. A nonresidential subdivision or parcel will be permitted one monument-style identification sign along any street that provides access to the property in accordance with section 30-153.

(1) Except as provided in subsection (3) below, the maximum height of any identification sign will be 17 feet.

The applicant does not request a sign that exceeds 17 feet in height.

(2) Lighting.

Signage for the subject site is proposed to comply with applicable lighting standards.

(3) Except as provided herein, monument-style identification signs must be set back a minimum of 15 feet from any street right-of-way or easement, and ten feet from any other property line. In no case will a monument-style identification sign be permitted between a collector or arterial street and a frontage road.

Exception: Where the building is within 15 feet of the street right-of-way or road easement the sign may be placed closer than 15 feet to the right-of-way or easement provided it does not project over any right-of-way or easement, the height does not exceed seven feet, and the sign is not located within ten feet of any overhead electrical supply.

Signage for the subject site is proposed to comply with the above referenced locational standards.

(4) All monument-style identification signs must display the street address of the property. Street numbers must measure between a minimum of four inches and a maximum of six inches, in height. The copy area of the street address will not be counted toward the allowable sign copy area.

Final design of proposed signs , including street number details, will be addressed at time of development order permitting.

(5) Copy area of a monument sign will not exceed 75 percent of the total sign structure area and a minimum 25 percent of the sign structure area must be devoted to architectural features.

Final design of proposed signs, including sign copy area, will be addressed at time of development order permitting.

(6) Signs identifying individual businesses must be easily read from the pedestrian level.

Final design of proposed signs, including readability from the pedestrian level, will be addressed at time of development order permitting.

(7) Signs must match the architectural style of the building or development.
Final design of proposed signs, including style, will be addressed at time of development order permitting.

(8) Wall signs are permitted in accordance with section 30-153(2)c.1. and section 30-153(3)d., with a maximum area of 300 square feet per wall per tenant. This area is to be determined by the sum of any and all signs on the tenant's wall. Wall signs will not contain advertising messages or sales item names.

Final design of proposed signs, including wall signs, will be addressed at time of development order permitting.

LEE COUNTY LAND DEVELOPMENT CODE

CHAPTER 33, ARTICLE II. ESTERO PLANNING COMMUNITY

DIVISION 3. Corridor Overlay Districts

Subdivision I. Corkscrew Road and Sandy Lane

Sec. 33-403. Corner lots.

In addition to the requirements of section 10-620(c)(3), the development must create visually attractive street corners using distinctive building entryways in combination with landscaping or artwork. Buildings on corner lots must be designed with a maximum setback of 25 feet from each adjacent right-of-way and must provide pedestrian access from the street intersection.

The request will provide visually attractive street corners at project entrances and at the corner of Via Coconut Point and Corkscrew Road. The commercial use area located at the corner of Via Coconut Point and Corkscrew Road shall comply with the maximum setback of 25 feet indicated in the Property Development Regulations associated with this application.

Sec. 33-404. Areas of public interest.

The development must be designed to create people-oriented spaces along the street that are visually attractive, take into consideration the human scale and proportion, and provide for pedestrian connections.

Human scale and pedestrian orientation of buildings is afforded by the building setbacks and "street wall" provisions outlined in the Property Development Regulations accompanying this application.

Sec. 33-405. Street front activity.

The development must be designed to create public spaces to allow for activity to take place along the street front, such as sidewalks and open areas.

Human scale and pedestrian orientation of buildings is afforded by the building setbacks and "street wall" provisions outlined in the Property Development Regulations accompanying this application.

Sec. 33-406. Property development regulations.

Setbacks for the Corkscrew Road and Sandy Lane Overlay Districts are shown in the following Table 1. With the exception of setbacks set forth within Table 1, the property development regulations set forth in section 34-935 will apply. Table 1 specifically modifies and supercedes the provisions set forth in Section 34-935(b)(1).

To ensure conformity and development consistent with the goals and requirements of this section, developments that were approved prior to June 25, 2002, as part of a planned development, must also comply with the setback requirements contained in Table 1 to the extent the setback requirement was not specifically addressed as part of the planned development. Specific property development regulations that were approved as part of a planned development prior to June 25, 2002, are exempt from this section.

The Property Development Regulations submitted with this application comply with all relevant setback standards set forth in this section.

Schedule of Deviations & Justifications

MAR 30 2015

COMMUNITY DEVELOPMENT

Deviation (1) seeks relief from LDC Section 10-296(b) which specifies right-of-way standards for privately maintained access streets to allow the internal access drive to meet parking lot aisle standards, allowing vehicles to back out onto the access drive.

Justification: The proposed internal access drive will provide access to 297 multifamily units in a loop format with a drive of 24 feet in width and parking spaces 18 feet in depth. Three access points are provided along Via Coconut Point. Upon entering the site at the primary entry or the two other entries, the vehicular circulation is designed to allow access to the left or to the right, allowing residents to minimize travel distance and maximize convenience to reach their homes. The typical vehicular trip will not circumnavigate the entire site.

Land Development Code Section 10-296(r) exempts accessways providing vehicle access to 100 or fewer multifamily units from meeting minimum right-of-way standards of Section 10-296(b). Due to the design of the site offering three access points and options to limit practical travel distance, the design of the internal access drive to meet parking lot aisle standards is warranted, consistent with the intent of Section 10-296(r) for access to 100 or fewer units. Design and posted speed limit shall be 25 mph or less. Visual clear zone site distances shall be maintained. The design enhances the achievement of the objectives of the planned development to provide an intimate, neighborhood scale living environment with internal open space and convenient vehicular access that does not interfere with the internal open space while allowing residents to park in close proximity to their units. The provision of multiple access points for the site ensures adequate public safety access to and from any area on the site in case of emergency.

Deviation (2) seeks relief from Section 10-416(d)(6) which requires a solid wall or combination berm and solid wall not less than eight feet height to be constructed not less than 25 feet from abutting property and landscaped (between the wall and the abutting property) with a minimum five trees and 18 shrubs per 100 lineal feet; or a 30-foot wide Type F buffer with the hedge planted a minimum of 20 feet from the abutting property line where roads, drives or parking areas are located less than 125 feet from existing single family residential lots; and from 10-416(d)(7) which requires a type C or F buffer for uses or activities that generate noise; to allow a buffer consisting Type F buffer plantings in a 15 to 20 feet wide planting area, supplemented with an 8-foot wall as depicted on the MCP where commercial areas abut three single family residences.

Justification: The intent of the buffering requirement of Section 10-416(d)(6) & (7) is to ensure that driveways, parking areas and service areas are out of sight and substantially separated from existing residential homes. At the same time, there are provisions in the Estero Community standards of Chapter 33 that acknowledge mixed use environments should be afforded relief from buffering to foster integration of uses to allow comingling of living, shopping, dining and working experiences. Section 33-351 provides that commercial projects that are part of mixed use developments, as defined in section 34-2, are not required to provide buffers between uses. The proposed project is a mixed planned development, and the adjoining properties to the west contain a commercial use at the corner of Happy Hollow Lane and Corkscrew Road that exists with only minimal buffering to single family homesites along the remainder of Happy Hollow Lane.

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Schedule of Deviations & Justifications

APR 10 2015

To balance the need for buffering between adjoining uses and comingling of living, shopping, dining and working experiences, a buffer of Type F buffer plantings that measures from 15 feet at the narrowest point to 20 feet wide is proposed between the service area, drives and parking areas and the three single family homesites to the west of the subject site. Given the site constraints that exist on the narrow $\pm 150'$ wide portion of the subject site, this reduced buffer width will be supplemented with an 8-foot wall located 16 feet from the property line to afford the privacy and screening contemplated by the Code requirements of Section 10-416(d)(6)&(7). With Type F buffer plantings occupying a 15-foot wide planting area and a wall providing a barrier to the single family homes to the west, the intent of the Code required screening of service areas shall be met, the objectives of the planned development will be achieved, and there will be no threat to public health safety or welfare.

Deviation (3) seeks relief from Section 34-2020(a) which requires a minimum of 2 parking spaces per multifamily unit to allow parking to be calculated at 1.5 spaces per one-bedroom multifamily unit, for up to a maximum of 160 one-bedroom units.

Justification: The Code provisions for multifamily parking were changed in 2012 by Ordinance 12-20 to increase parking requirements from a graduated scale of 1.25 spaces per efficiency unit, 1.5 spaces per one bedroom unit, 1.75 spaces per two bedroom unit, and 2 spaces per 3 or more bedroom unit to a standard of 2 spaces per unit (plus guest parking calculated at 10% of total required parking).

The applicant proposes a mix of approximately 160 one bedroom units, and 137 multi-bedroom units. Prior code provisions would have required 479 spaces for the site, and the current code requires a total of 654 spaces. The applicant acknowledges the Code amendment addresses a need for accommodating two vehicles (plus guest parking provision) for each multi-bedroom unit, which are more likely to house at least two people. The one bedroom units are not as likely to house two people, and there is more likelihood that individuals will occupy one bedroom units. Therefore, the deviation to allow parking to be calculated at 1.5 spaces per one bedroom unit consistent with the pre-2012 Code will be consistent with typical vehicle usage associated with a one bedroom unit. The calculation is proposed as follows:

160 units of 1-bedrooms @ 1.5 spaces =	240 spaces + 24 guest spaces
137 units of 2- and 3-bedrooms @ 2 spaces =	274 spaces + 27.4 guest spaces
<hr/>	
Total =	565.4 parking spaces, rounded up to 566 spaces

With this deviation, the total required spaces onsite for multifamily units calculates to 566 spaces, which is adequate. This number of spaces is 18% more than the Code requirements effective in 2012, and 13% fewer than the current Code would require.

The provision of 1.5 spaces plus guest parking for 1-bedroom units helps achieve the objectives of the Planned Development in that the amount of parking is accurately calibrated to the proposed unit types in the context of this specific neighborhood. With over half of the proposed units being one-bedroom units, this helps reduce the parking demand compared to a unit mix with majority of larger units that can house more residents and guests and generate need for more parking. The context of the site is appropriate for fewer parking spaces than a conventional development in that the location affords great ability to travel

Schedule of Deviations & Justifications

by alternatives to the car. In addition to the nature of the MPD containing interconnected residential and commercial uses, the location of the proposed neighborhood is connected with bike lanes and sidewalks to a transit stop within ½ mile on US 41 and to a multitude of workplaces and shopping of the Coconut Point DRI/MPD within 1 mile. Recreation facilities are across Via Coconut at Estero Community Park. A potential future connection is provided to the large development parcel to the west known as North Point DRI. Thus, the need for multiple vehicles for every one-bedroom unit is likely to be less than in other locations where there are not mobility options and not a multitude of destinations nearby.

The provision of 1.5 spaces plus guest parking for 1-bedroom units helps achieve the objectives of the Planned Development in that the proposed neighborhood character, walkability, attractiveness and open space is improved when the amount of parking is appropriate and not proliferating the neighborhood landscape.

The provision for guest parking provides added assurance that additional parking is available on the site so that no detrimental effects will result from the deviation. Parking spaces and parking areas will be designed per Code standards to ensure the deviation is no threat to public safety.

As an additional safeguard, the MPD may be conditioned by the Village to require leases of residential units to be guaranteed by the occupant, which precludes student occupants who rely on parents for leasing, and helps to fix the number of occupants associated with a lease.

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COCONUT POINT DEVELOPMENT
01750044-00023

MEMORANDUM

TO: Ms. Laura DeJohn, AICP
Johnson Engineering, Inc.

FROM: Ted B. Treesh
President

DATE: September 3, 2014

RE: Via Coconut Urban Place
Zoning & Comprehensive Plan Amendment
Lee County, Florida

TR Transportation Consultants, Inc. has completed a traffic circulation analysis for the proposed Zoning and Comprehensive Plan Amendment pursuant to the requirements of Lee County. This analysis will determine the impacts of the requested land use change from Suburban to a new land use category titled Via Coconut Urban Place and a zoning request to permit the development of both commercial retail uses and multi-family residential dwelling units within the overall 18.53 acres that is subject to this analysis. The subject site is located on the south side of Corkscrew Road and west of Via Coconut Road currently zoned AG-2 within the Estero area of Lee County, Florida.

The transportation related impacts of the proposed Comprehensive Plan Amendment were evaluated pursuant to the criteria in the application document. This included an evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure.

The proposed Map Amendment would change the future land use designation on the subject site from Suburban (a very small portion of the site is in the Public Facilities Land Use Category) to Via Coconut Urban Place, which would then permit the 18.53 acre site to include the maximum density of multi-family residential units as an option for development within this parcel. Based on the existing land use designation (Suburban) the subject site could be developed with a maximum residential density of 6 units per acre. With the requested land use change, the maximum density would increase to 18 units per acre. Commercial retail uses are permitted in both the Suburban and Via Coconut Urban Place Land Use categories and would be capped at 30,000 square feet. Table 1 identifies the maximum intensities that would be permitted under the existing

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Land Use Category and the maximum land uses that would be permitted if the Land Use Amendment is adopted by the Board of County Commissioners.

Table 1
Land Uses
Via Coconut Urban Place

Land Use Category	Intensity
Existing Land Use Category (Suburban)	30,000 sq. ft. of Retail 111 Residential Dwelling Units (6 DU/Acre)
Proposed Land Use Category (Via Coconut Urban Place)	30,000 sq. ft. of Retail 333 Residential Dwelling Units (18 DU/Acre)

The trip generation for the site was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation*, 9th Edition. Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the retail use and Land Use Code 230 (Residential Condominium/Townhouse) was utilized for the trip generation purposes of the residential use. Table 2 indicates the trip generation of the subject site based on the maximum permitted densities under the current Land Use Category and the maximum permitted densities under the proposed Land Use Category.

Table 2
Trip Generation
Via Coconut Urban Place

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Current Land Use Designation (Suburban)							
Shopping Center (30,000 sq. ft.)	46	29	75	128	139	267	3,105
Residential (111 Units)	9	47	56	44	21	65	704
Total Trips	55	76	131	172	160	482	3,809
Proposed Land Use Designation (Via Coconut Urban Place)							
Shopping Center (30,000 sq. ft.)	46	29	75	128	139	267	3,105
Residential (333 Units)	23	112	135	108	53	161	1,831
Total Trips	69	141	210	236	192	428	4,936
Resultant Trip Increase	+14	+65	+79	+64	+32	+96	+1,127

The positive number in Table 2 reflects a minor increase in peak hour and daily trips due to the proposed land use change.

Long Range Impacts (20-year horizon)

The Lee County Metropolitan Planning Organization's (MPO) 2035 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, the only major roadway improvement on the 2035 Financially Feasible Plan is the improvement to the I-75 interchange with Corkscrew Road. In addition, there are improvements currently identified on the 2035 Long Range Transportation Plan in the vicinity of the subject site that are designated as "Contingent" based upon additional funding. These improvements include the widening of Corkscrew Road between Three Oaks Parkway and Ben Hill Griffin Parkway to a six-lane facility and the widening of Three Oaks Parkway north of Corkscrew Road to a six-lane facility and the extension of Sandy Lane (Via Coconut) north to Estero Parkway as a two-lane facility.

The Lee County Metropolitan Planning Organization's (MPO) long range transportation travel model was also reviewed in order to determine the impacts the amendment would have on the surrounding area. The subject site lies within Traffic Analysis Zone (TAZ) 1624. The model has both productions and attractions included in this zone. The productions include single-family dwelling units, multi-family dwelling units and hotel rooms. The attractions include industrial employment, commercial employment, service employment and the Estero High School. Table 3 identifies the land uses currently contained in the long range travel model utilized by the MPO and Lee County for the Long Range Transportation Analysis.

**Table 3
TAZ 1624**

Land Uses in Existing Travel Model (2035)

Land Use Category	Intensity
Single Family Dwelling Units	56 units
Multi-Family Dwelling Units	922 units
Hotel/Motel Rooms	150 rooms
Industrial Employment	14 employees
Commercial Employment	114 employees
Service Employment	1,326 employees
School Population	1,527 students

The proposed change in land use designation on the subject site from Suburban to Via Coconut Urban Place would not have a substantial impact on the trip generation characteristics of the TAZ as included in the adopted 2035 travel model. The proposed 30,000 square feet of retail commercial floor area would have approximately 90 employees. There is very little existing retail uses within this TAZ whereas the model has over 1,300 retail service employees modeled in the TAZ. The additional 90 employees will not impact the overall roadway network. In addition, there are no multi-family residential dwelling units currently within this TAZ. Therefore, the 333 units proposed would also not impact the productions being generated from this TAZ in the model files.

A Level of Service analysis for the 2035 Existing plus Committed roadway network is attached to this report for reference. The adopted 2035 Long Range Transportation Model was referenced to determine the projected 2035 traffic volumes and Level of Service on the roadways within a three-mile radius of the subject site. The resultant land use change will not impact the results of the Level of Service analysis as reported in the adopted 2035 travel model.

Short Range Impacts (5-year horizon)

The 2013/2014-2017/2018 Lee County Transportation Capital Improvement Plan and the 2014-2018 Florida Department of Transportation Adopted Work Program were reviewed to determine the short term impacts the proposed land use change would have on the surrounding roadways. Based on this review there are no programmed improvements in the vicinity of the subject site.

The proposed map amendment will increase the overall trip generation of the subject site to approximately 428 vehicles during the P.M. peak hour. **Table 1A** and **Table 2A** attached to this report indicate the projected 5-year planning Level of Service on Corkscrew Road, Via Coconut Road and U.S. 41 based on the uses that would be permitted under the proposed land use designation. From Table 2A, all of these roadways are anticipated to operate within their recommended Level of Service standards as identified in the Lee County Comprehensive Plan. Therefore, based on this analysis no modifications will be necessary to the Lee County or FDOT short term capital improvement program.

Zoning Analysis

An analysis was also conducted to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking zoning approval. Approval of the proposed re-zoning request would allow the subject site to be developed with up to approximately 297 multi-family residential dwelling units and up to 30,000 square feet of commercial retail floor area. Access to the subject site is proposed to be provided to Via Coconut.

The subject site is currently vacant. Corkscrew Road borders the subject site to the north, Via Coconut borders the site to the east and south and the railroad right-of-way and single family homes border the site to the west.

The proposed schedule of uses accompanying the Master Concept Plan, prepared by Johnson Engineering, indicates the site will be zoned as a mixed use development with commercial and retail uses along with residential uses. The MCP will request a total of 30,000 square feet of commercial uses and up to 297 multi-family residential dwelling units.

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled Trip Generation, 9th Edition. Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the retail uses and Land Use Code 230 (Residential Condominium/Townhouse) was utilized for the residential portion of the development. The equations for these land uses are contained in the Appendix of this report for reference.

Table 4
Trip Generation
Via Coconut MPD

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (30,000 sq. ft.)	46	29	75	128	139	267	3,105
Residential (297 Units)	21	102	123	98	49	147	1,658
Total Trips	67	131	198	226	160	414	4,763

The trips shown for the retail uses in Table 4 will not all be new trips to the adjacent roadway system. ITE estimates that retail uses such as shopping centers may attract a significant amount of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called "pass-by" traffic, reduces the development's overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. The ITE Trip Generation User's Guide and Handbook, 9th Edition, suggests that the relationship between the percent pass-by and the size of the development for the Shopping Center land use (LUC 820) is:

$$\ln(T) = -0.29 \ln(X) + 5.00$$

T = Percent pass-by traffic

X = 1,000's of square feet GLA of the retail portion of the development

Therefore, the percent pass-by for this development was calculated as follows:

$$\ln(T) = -0.29 \ln(30.00) + 5.00$$

T = 55.3 %

However, Lee County only permits a maximum reduction in trips due to "pass-by" traffic for shopping centers of thirty percent (30%). Therefore, thirty percent (30%) pass-by reduction was utilized for the proposed retail uses.

For this analysis, the "pass-by" traffic was accounted for to determine the number of "new" trips the development will add to the surrounding roadways. Table 5 summarizes the "pass-by" percentage utilized for the proposed development. Table 6 summarizes the development traffic and the breakdown between the new trips the development is anticipated to generate and the "pass-by" trips the development is anticipated to attract. It

should be noted that the driveway volumes are not reduced as a result of the "pass-by" reduction, only the traffic added to the surrounding streets and intersections.

Table 4
Pass-by Trip Reduction Factors
Via Coconut MPD

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30%

Table 5
Trip Generation – New Trips
Via Coconut MPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	67	131	198	226	160	414	4,763
Less 30% Retail Pass-By	-14	-9	-23	-38	-42	-80	-932
Net New Trips	53	122	175	188	118	334	3,831

The new trips shown in Table 5 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Current and projected population in the area and other existing or planned competing/complementary uses in the area were utilized to assist in determining a distribution of the site traffic. Based on this information, the anticipated trip distribution of the development traffic is illustrated on **Figure 1**.

In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines for rezonings, Table 5A, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service "C" volumes, as defined by the Lee County Generalized Service Volumes, as provided by the Lee County Department of Transportation. From Table 5A, the rezoning of the subject site is not anticipated to significantly impact any of the roadway links analyzed.

It was assumed that the project would be completed by the year 2019. Therefore, the surrounding roadway network was analyzed under 2020 projected traffic conditions. Based on this projected build-out, a growth rate was applied to the existing traffic conditions for all roadway links and intersections that could be significantly impacted by the proposed development. The growth rates were calculated from historical traffic count data as contained in the 2013 Lee County Traffic Count Report.

Based on the project distribution illustrated on Figure 1, the link data was analyzed for the existing conditions, year 2020 without the development and year 2020 with the development. The 2012 peak hour traffic volumes were obtained from the 2013 Lee

County Concurrency Report. Table 6A, contained in the Appendix of the report, outlines the methodology used in determining the growth rate utilized for each roadway segment.

Figure 2 indicates the year 2020 peak hour traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 2 is the peak hour volume and Level of Service of each link should no development occur on the subject site and the Peak Hour volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways. These values are derived from Table 2A contained in the Appendix.

From Table 5A, none of the roadway links analyzed are shown to experience a significant impact as a result of the proposed development. From Table 6A, all roadway links analyzed were shown to operate at an acceptable Level of Service condition in 2020 both with and without the proposed re-zoning request. In addition, all roadway links analyzed were shown to operate at or above a Level of Service "C" in 2020 both with and without the proposed development. Therefore, no roadway capacity improvements are required in order to support the proposed re-zoning request.

Conclusion

The proposed Comprehensive Plan Amendment is to modify the future land use designation on the subject site from Suburban to Via Coconut Urban Place. The approximately 18.53-acre site is located on the west side of Via Coconut just south of Corkscrew Road in the Estero area of Lee County, Florida. Based on the analysis, no modifications are necessary to the Short Term or the Long Range Transportation plan to support the proposed Comprehensive Plan Amendment. In addition, the modifications to land use will not significantly alter the socio-economic data forecasts that were utilized in the development of the Long Range Transportation Plan.

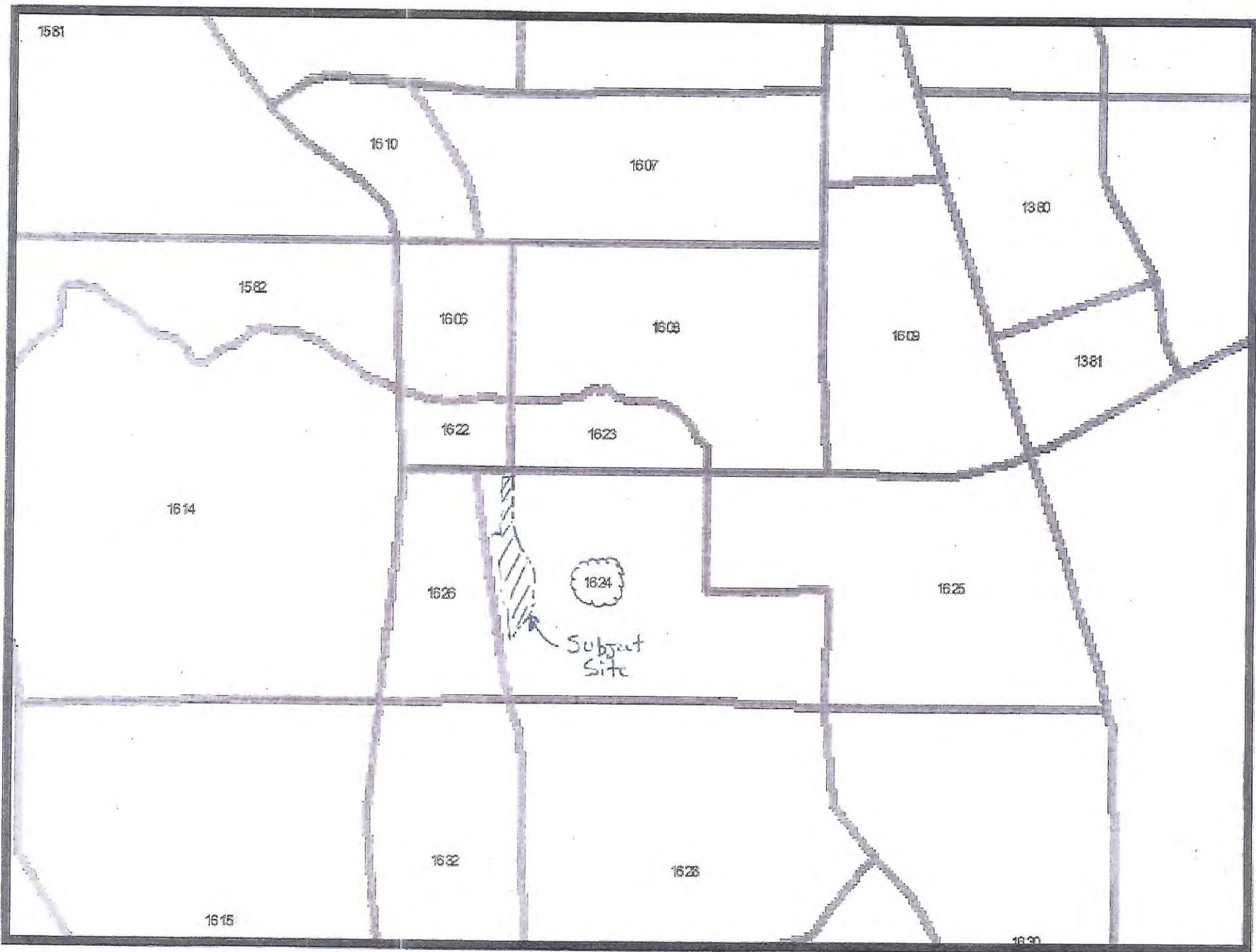
The proposed re-zoning of the subject site will not have an adverse impact on the surrounding roadway system. The existing roadway network can accommodate the additional new vehicle trips the development is anticipated to generate.

Attachments

K:\2014\07 July\04 Via Coconut Apartments Comp Plan\9-2-2014 Memo DeJohn.doc

APPENDIX

TAZ 1624



TABLES 1A & 2A
VIA COCONUT URBAN PLACE FLUM
2035 LOS ANALYSIS

**TABLE 1A
LEVEL OF SERVICE THRESHOLDS
VIA COCONUT URBAN PLACE FLUM**

ROADWAY	ROADWAY SEGMENT		EXISTING CONDITIONS		LOS A	LOS B	LOS C	LOS D	LOS E
	FROM	TO	# Lanes	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Ben Hill Griffin Pkwy.	Estero Pkwy.	Corkscrew Rd.	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
Coconut Rd.	U.S. 41	Three Oaks Pkwy.	4LD	Major Collector	0	0	7,780	1,530	1,530
Corkscrew Rd.	U.S. 41	Via Coconut Point	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
	Via Coconut Point	River Ranch Rd.	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
	River Ranch Rd.	Three Oaks Pkwy.	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
	Three Oaks Pkwy.	I-75	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
	I-75	Ben Hill Griffin Pkwy.	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
Ben Hill Griffin Pkwy.	U.S. 41	Wildcat Run Dr.	2LN	Uninterrupted Flow - Arterial	120	420	840	1,190	1,640
		Three Oaks Pkwy.	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
Estero Pkwy.	U.S. 41	Ben Hill Griffin Pkwy.	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
		Three Oaks Pkwy.	4LD	Class I - Arterial	0	260	1,840	1,960	1,960
I-75	Alico Rd.	Corkscrew Rd.	6LD	Freeway	0	3,360	4,580	5,500	6,080
	Corkscrew Rd.	Bonita Beach Rd.	6LD	Freeway	0	3,360	4,580	5,500	6,080
Three Oaks Pkwy./ Imperial Pkwy.	San Carlos Blvd.	Estero Pkwy.	4LD	Class 1 - Arterial	0	260	1,840	1,960	1,960
	Estero Pkwy.	Corkscrew Rd.	4LD	Class 1 - Arterial	0	260	1,840	1,960	1,960
	Corkscrew Rd.	Williams Rd.	4LD	Class 1 - Arterial	0	260	1,840	1,960	1,960
U.S. 41	Michael G. Rippe Pkwy.	Sanibel Blvd.	6LD	Class I - Arterial	0	410	2,840	2,940	2,940
	San Carlos Blvd.	Estero Pkwy.	6LD	Class I - Arterial	0	410	2,840	2,940	2,940
	Estero Pkwy.	Corkscrew Rd.	6LD	Class I - Arterial	0	410	2,840	2,940	2,940
	Corkscrew Rd.	Williams Rd.	6LD	Class I - Arterial	0	410	2,840	2,940	2,940
	Williams Rd.	Coconut Rd.	6LD	Class I - Arterial	0	410	2,840	2,940	2,940
	Coconut Rd.	Old 41	6LD	Class I - Arterial	0	410	2,840	2,940	2,940
Via Coconut Point/ Sandy Ln.	Broadway	Corkscrew Rd.	2LU	Minor Collector	0	0	310	670	740
	Corkscrew Rd.	Williams Rd.	4LD	Local	0	0	780	1,530	1,530
	Williams Rd.	Coconut Rd.	4LD	Local	0	0	780	1,530	1,530
Williams Rd.	U.S. 41	Three Oaks Pkwy.	2LU	Major Collector	0	0	310	670	740

- Denotes the LOS Standard for each roadway segment

**TABLE 2A
ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
VIA COCONUT URBAN PLACE FLUM**

ROADWAY	ROADWAY SEGMENT FROM TO		2035			AADT		100TH HIGHEST		DIRECTIONAL	PM PK HR PEAK DIRECTION	2035 BACKGROUND PEAK DIRECTION TRAFFIC VOLUMES			
			FSUTMS	LCDOT PCS OR	PEAKSEASON	BACKGROUND	K-100	HOUR PK DIR	NORTH/EAST			SOUTH/WEST			
			PSWDT	FDOT SITE #	FACTOR	TRAFFIC	FACTOR	2-WAY VOLUME	FACTOR			VOLUME	LOS	VOLUME	LOS
Ben Hill Griffin Pkwy	Estero Pkwy.	Corkscrew Rd.	36,588	71/15	1.170	31,272	0.1110	3,471	0.52	EAST	1805	C	1,666	C	
Coconut Rd.	U.S. 41	Three Oaks Pkwy.	19,976	15	1.170	17,074	0.1110	1,895	0.51	EAST	966	C	929	C	
Corkscrew Rd.	U.S. 41	Via Coconut Point	34,699	15	1.170	29,657	0.1010	2,995	0.51	EAST	1527	C	1,468	C	
	Via Coconut Point	River Ranch Rd.	40,938	15	1.170	34,990	0.1010	3,534	0.51	EAST	1802	C	1,732	C	
	River Ranch Rd.	Three Oaks Pkwy.	52,664	15	1.170	45,012	0.1010	4,546	0.51	EAST	2318	F	2,228	F	
	Three Oaks Pkwy.	I-75	50,489	15	1.170	43,153	0.1010	4,358	0.51	EAST	2223	F	2,135	F	
	I-75	Ben Hill Griffin Pkwy.	49,721	15	1.170	42,497	0.1010	4,292	0.51	EAST	2189	F	2,103	F	
	Ben Hill Griffin Pkwy.	Wildcat Run Dr.	24,460	15	1.170	20,906	0.1010	2,112	0.51	EAST	1077	D	1,035	D	
Estero Pkwy.	U.S. 41	Three Oaks Pkwy.	19,704	15	1.170	16,841	0.1010	1,701	0.51	EAST	868	C	833	C	
	Three Oaks Pkwy.	Ben Hill Griffin Pkwy.	38,266	15	1.170	32,706	0.1010	3,303	0.51	EAST	1685	C	1,618	C	
I-75	Alico Rd.	Corkscrew Rd.	167,697	120184	0.906	151,933	0.0900	13,674	0.57	NORTH	7794	F	5,880	E	
	Corkscrew Rd.	Bonita Beach Rd.	175,809	120184	0.906	159,283	0.0900	14,335	0.57	NORTH	8171	F	6,164	F	
Three Oaks Pkwy./ Imperial Pkwy.	San Carlos Blvd.	Estero Pkwy.	36,483	72	1.170	31,182	0.1010	3,149	0.58	NORTH	1826	C	1,323	C	
	Estero Pkwy.	Corkscrew Rd.	44,604	72	1.170	38,123	0.1010	3,850	0.58	NORTH	2233	F	1,617	C	
	Corkscrew Rd.	Williams Rd.	27,578	72	1.170	23,571	0.1010	2,381	0.58	NORTH	1381	C	1,000	C	
U.S. 41	Michael G. Rippe Pkwy.	Sanibel Blvd.	61,663	25	1.149	53,667	0.0900	4,830	0.54	NORTH	2608	C	2,222	C	
	San Carlos Blvd.	Estero Pkwy.	73,445	25	1.149	63,921	0.0900	5,753	0.54	NORTH	3107	F	2,646	C	
	Estero Pkwy.	Corkscrew Rd.	65,473	25	1.149	56,983	0.0900	5,128	0.54	NORTH	2769	C	2,359	C	
	Corkscrew Rd.	Williams Rd.	68,649	25	1.149	59,747	0.0900	5,377	0.54	NORTH	2904	D	2,473	C	
	Williams Rd.	Coconut Rd.	62,895	25	1.149	54,739	0.0900	4,927	0.54	NORTH	2661	C	2,266	C	
	Coconut Rd.	Old 41	67,553	25	1.149	58,793	0.0900	5,291	0.54	NORTH	2857	D	2,434	C	
Via Coconut Point/ Sandy Ln.	Broadway	Corkscrew Rd.	9,468	25	1.149	8,240	0.0900	742	0.54	NORTH	401	D	341	D	
	Corkscrew Rd.	Williams Rd.	28,421	25	1.149	24,735	0.0900	2,226	0.54	NORTH	1202	D	1,024	D	
	Williams Rd.	Coconut Rd.	34,279	25	1.197	28,637	0.0900	2,577	0.54	NORTH	1392	D	1,185	D	
Williams Rd.	U.S. 41	Three Oaks Pkwy.	12,691	15	1.170	10,847	0.1010	1,096	0.51	NORTH	559	D	537	D	

TABLES 3A & 4A
VIA COCONUT URBAN PLACE FLUM
5-YEAR LOS ANALYSIS

**TABLE 3A
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES
VIA COCONUT URBAN PLACE FLUM**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 210 VPH IN= 69 OUT= 141
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 428 VPH IN= 236 OUT= 192

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PROJECT			PROJ/ LOS C
								TRAFFIC DISTRIBUTION	NEW PROJ TRAFFIC AM PEAK	NEW PROJ TRAFFIC PM PEAK	
Corkscrew Rd	E. of US 41	4LD	0	260	1,840	1,960	1,960	40%	56	94	5.13%
	E. of Via Coconut	4LD	0	260	1,840	1,960	1,960	30%	42	71	3.85%
	E. of Three Oaks Pkwy	4LD	0	260	1,840	1,960	1,960	25%	35	59	3.21%
	E. of I-75	4LD	0	260	1,840	1,960	1,960	10%	14	24	1.28%
Via Coconut	S. of Corkscrew Rd.	4LD	0	0	780	1,530	1,530	30%	42	71	9.08%
	S. of Williams Rd.	4LD	0	0	780	1,530	1,530	25%	35	59	7.56%
U.S. 41	N. of Corkscrew Rd.	6LD	0	410	2,840	2,940	2,940	25%	35	59	2.08%
	S. of Corkscrew Rd.	6LD	0	410	2,840	2,940	2,940	15%	21	35	1.25%

The Level of Service thresholds for all roadways were obtained from the Lee County Generalized Service Volume Table

 - Denotes a Significantly Impacted roadway segment

**TABLE 4A
VIA COCONUT URBAN PLACE FLUM
5-YEAR LEVEL OF SERVICE ANALYSIS**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 230 VPH IN= 142 OUT= 88
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 499 VPH IN= 237 OUT= 262

ROADWAY	SEGMENT	SITE/ STATION	BASE YR ADT	2013 ADT	YRS OF GROWTH	ANNUAL RATE	2012	2019			2019		2019			
							PK HR PK SEASON	PK HR PEAK DIRECTION	PK SEASON	PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	+ AM PROJ VOLUME	LOS	+ PM PROJ VOLUME	LOS
Corkscrew Rd	E. of US 41	247	13,200	14,300	9	1.00%	834	894	C	40%	57	105	951	C	999	C
	E. of Via Coconut	247	13,200	14,300	9	1.00%	834	894	C	30%	43	79	937	C	973	C
	E. of Three Oaks Pkwy	15	26,100	28,800	9	1.10%	1,670	1,803	C	25%	36	66	1,838	C	1,868	D
	E. of I-75	249	13,300	13,000	9	1.00%	466	500	C	10%	14	26	514	C	526	C
Via Coconut	S. of Corkscrew Rd.	454	5,100	5,400	3	1.92%	290	331	C	30%	43	79	374	C	410	C
	S. of Williams Rd.	454	5,100	5,400	3	1.92%	290	331	C	25%	36	66	367	C	397	C
U.S. 41	N. of Corkscrew Rd.	25	40,800	36,600	9	1.00%	2,070	2,219	C	25%	36	66	2,255	C	2,285	C
	S. of Corkscrew Rd.	436	45,300	42,000	5	1.00%	2,211	2,370	C	15%	21	39	2,392	C	2,410	C

¹The 2012 peak hour, peak season, peak direction traffic volumes were taken from the 2013 Lee County Concurrency Report.

TABLES 5A & 6A
VIA COCONUT MPD
2020 LOS ANALYSIS

TABLE 5A
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES
VIA COCONUT MPD

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 175 VPH IN= 53 OUT= 122
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 306 VPH IN= 188 OUT= 118

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY CLASS</u>	<u>LOS A VOLUME</u>	<u>LOS B VOLUME</u>	<u>LOS C VOLUME</u>	<u>LOS D VOLUME</u>	<u>LOS E VOLUME</u>	<u>PROJECT</u>			<u>PROJ/ LOS C</u>
								<u>TRAFFIC DISTRIBUTION</u>	<u>NEW PROJ TRAFFIC AM PEAK</u>	<u>NEW PROJ TRAFFIC PM PEAK</u>	
Corkscrew Rd	E. of US 41	4LD	0	260	1,840	1,960	1,960	40%	49	75	4.09%
	E. of Via Coconut	4LD	0	260	1,840	1,960	1,960	30%	37	56	3.07%
	E. of Three Oaks Pkwy	4LD	0	260	1,840	1,960	1,960	25%	31	47	2.55%
	E. of I-75	4LD	0	260	1,840	1,960	1,960	10%	12	19	1.02%
Via Coconut	S. of Corkscrew Rd.	4LD	0	0	780	1,530	1,530	30%	37	56	7.23%
	S. of Williams Rd.	4LD	0	0	780	1,530	1,530	25%	31	47	6.03%
U.S. 41	N. of Corkscrew Rd.	6LD	0	410	2,840	2,940	2,940	25%	31	47	1.65%
	S. of Corkscrew Rd.	6LD	0	410	2,840	2,940	2,940	15%	18	28	0.99%

The Level of Service thresholds for all roadways were obtained from the Lee County Generalized Service Volume Table



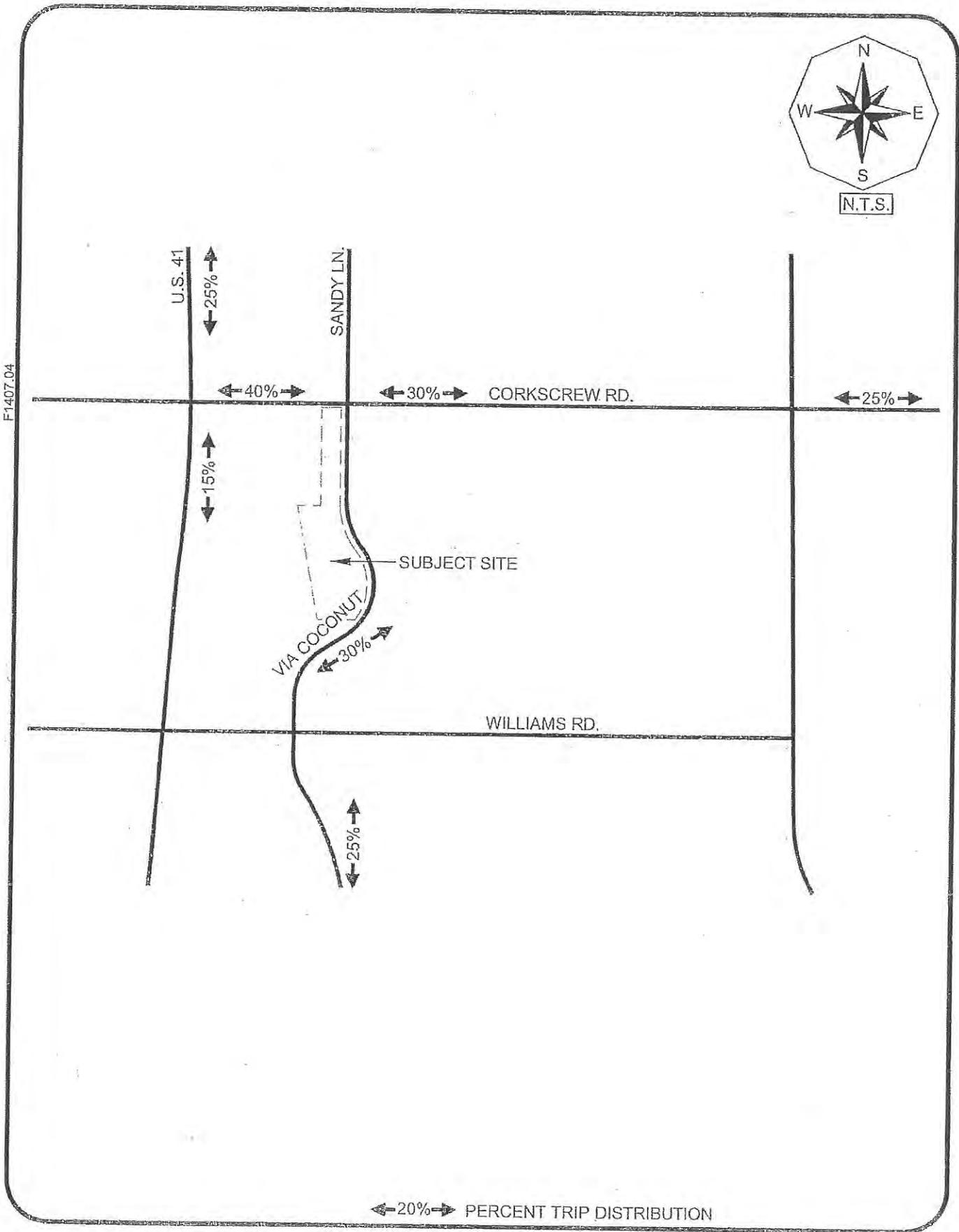
- Denotes a Significantly Impacted roadway segment

**TABLE 6A
VIA COCONUT MPD
5-YEAR LEVEL OF SERVICE ANALYSIS**

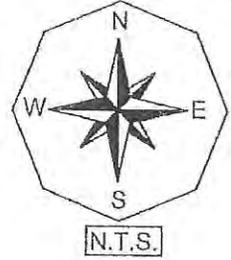
TOTAL AM PEAK HOUR PROJECT TRAFFIC = 175 VPH IN= 53 OUT= 122
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 306 VPH IN= 188 OUT= 118

ROADWAY	SEGMENT	SITE/ STATION	BASE YR ADT	2013 ADT	YRS OF GROWTH	ANNUAL RATE	2012	2020			2020		2020			
							PK HR	PK HR	PK SEASON	PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	+ AM PROJ VOLUME	LOS	+ PM PROJ VOLUME	LOS
Corkscrew Rd	E. of US 41	247	13,200	14,300	9	1.00%	834	903	C	40%	49	75	952	C	978	C
	E. of Via Coconut	247	13,200	14,300	9	1.00%	834	903	C	30%	37	56	940	C	960	C
Via Coconut	S. of Corkscrew Rd.	454	5,100	5,400	3	1.92%	249	290	C	30%	37	56	327	C	346	C
	S. of Williams Rd.	454	5,100	5,400	3	1.92%	249	290	C	25%	31	47	320	C	337	C
U.S. 41	N. of Corkscrew Rd.	25	40,800	36,600	9	1.00%	2,070	2,242	C	25%	31	47	2,272	C	2,289	C
	S. of Corkscrew Rd.	436	45,300	42,000	5	1.00%	2,211	2,394	C	15%	18	28	2,412	C	2,422	C

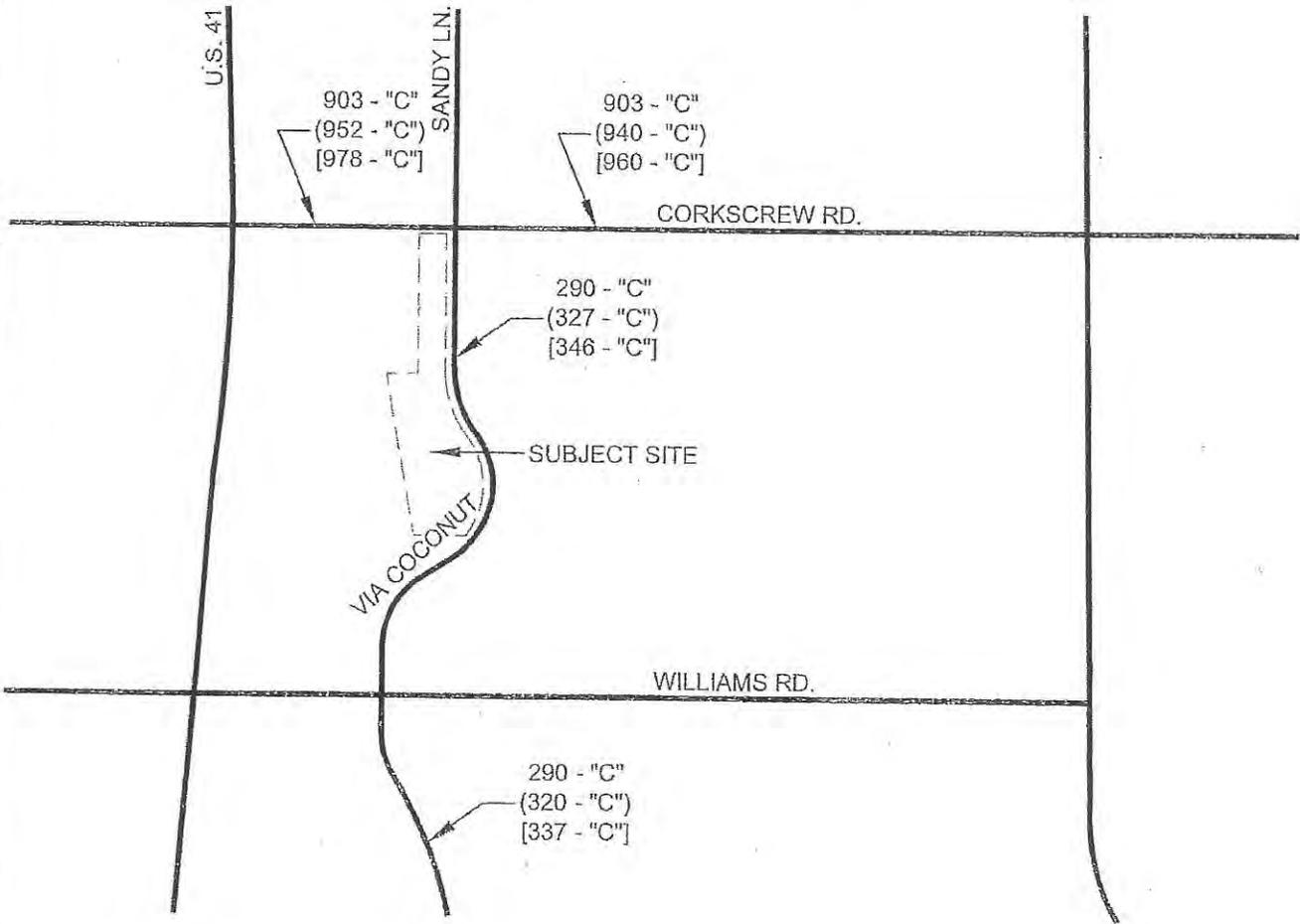
¹The 2012 peak hour, peak season, peak direction traffic volumes were taken from the 2013 Lee County Concurrency Report.



F1407.04



F1407.04



LEGEND

XXX - "C" 2020 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

(XXX - "C") 2020 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND
TRAFFIC PLUS AM PROJECT TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

[XXX - "C"] 2020 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND
TRAFFIC PLUS PM PROJECT TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

**TRAFFIC DATA FROM THE LEE
COUNTY DOT TRAFFIC COUNT
REPORT**

PERIODIC COUNT STATION DATA

STREET	LOCATION	Sta- tion #	M A P	Daily Traffic Volume (AADT)										L S	Area	
				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013			
TIGER ST	W OF ORTIZ AV	417	A	3700	4200	3500	3400	2900	2500	2600					20	3
	W OF I 75	416	E	2400	2800	3100	3400	2600	2200	2400					20	3
TREELINE AVE	S OF COLONIAL BLVD	453				5800	7100		8800	7300					61	3
	S OF PELICAN COLONY BLVD	62						5600	6900	6600	7300	8200	8900			3
	N OF DANIELS PKWY	454				7200	5100	5600	4500	5400					61	3
	S OF DANIELS PKWY	502	E		10400	28700	27600	23500	25900	22100					61	4
	N OF AIRPORT TERMINAL	61	E		16200	27100	27700	25500	25100	24000	23600	23800	24500			4
12 ST W	E OF GUNNERY RD	472	F	3000	4100	5500	5100	3100	3200	3400					22	5
23RD ST SW	E OF GUNNERY RD	469	F	7800	8400	U/C	10000	8700	9400	10100				10200	22	5
US 41 (SR 45)	N OF COLLIER CO LINE	23	H	U/C	U/C	U/C	36400	35100	34400	33900	32000	32700	33000			6
	N OF BONITA BEACH RD	437	H	U/C	U/C	42400	47400	49000	40400	40800					29	6
	N OF WEST TERRY ST	433	H	U/C	U/C	U/C	42400	36500	35900	34200					23	6
	N OF OLD 41	436	H	U/C	45300	53300	53600	50100	46100	42000					25	6
	S OF HICKORY DR	25	H	40800	41500	43300	41300	41200	40200	38600	42000			36600		
	N OF SANIBEL BLVD	424	H	42500	42600	45300	41700	37000	37200	33400					25	4
	N OF ALICO RD	420	G	58700	56100	57900	55700	57800	54600	53400					25	4
	N OF ISLAND PARK RD	434	G	55900	56500	56200	57200	58200	51000	44000					25	4
	N OF JAMAICA BAY WEST	435	G	66800	66900	65300	63400	58800	54700	51200					25	4
	N OF SIX MILE CYPRESS PKWY	418	G	47100	47500	52400	49400	43100	38100	42200					9	4
	N OF CYPRESS LAKE DR	426	G	60100	58800	61200	56000	53200	54600	49400					9	3
	N OF BRANTLEY RD	9	B	62100	62400	61000	58000	50400	53300	53800	52400	50700	49100			3
	N OF SOUTH RD	422	B	61200	60700	60800	52500	52100	49800	49900					9	3

PERIODIC COUNT STATION DATA

STREET	LOCATION	Station #	M A P	Daily Traffic Volume (AADT)										Lanes	Area		
				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013				
US 41 (SR 45)	N OF BOY SCOUT DR	430	B	45900	44100	45700	42700	38400	36200	32400					9	3	
	N OF N AIRPORT RD	427	B	52900	45000	50500	49600	43500	38100						9	3	
	N OF COLONIAL BLVD	432	B	49200	50300	52000	51600	46800	35500	38800					9	3	
	N OF WINKLER AVE	429	B	48200	38500	50600	53000	52100	42000						9	3	
	N OF HANSON ST	428	B	47400	45600	46600	46400	43200	40400						9	3	
	N OF NORTH KEY DR	41	C	49900	52100	51900	U/C	42600	41800	41200	39700	36700	36400				2
	N OF HANCOCK BR. PWY	421	C	31600	34400	39500	32700	29900	32700						1	2	
	N OF PONDELLA RD	431	C	28900	27800	32100	26300	24900	26800						1	2	
	N OF PINE ISLAND RD	419	C	24700	25700	30800	25100	26100	21600						1	2	
VANDERBILT RD	N OF LITTLETON RD	425	C	20000	20400	28000	18900	17700	15700						1	2	
	S OF CHARLOTTE CO.	449	I	18000	18700	18400	15500	20700	13900						1	2	
VANDERBILT RD	S OF BONITA BEACH RD	491	H	9000	9600	7800	6100	5700	5100						23	5	
VETERANS PKWY	S OF PINE ISLAND RD	527	I	10600	12100	13600	14100	12900	13300	12000	12600	12400	12600		50	1	
	E OF SURFSIDE BLVD	526	I	13800	16400	18500	20100	19500	18700						50	1	
	E OF CHIQUITA BLVD	523	C	23900	25700	27500	29500	28200	26800	24400					50	1	
	E OF SKYLINE BLVD	522	C	32500	35300	40200	40000	36800	38400						50	1	
	E OF SANTA BARBARA BLVD	50	C	48000	50700	53100	49600	47200	46800	44500	45200	45100	45800				1
	E OF COUNTRY CLUB BLVD	513	C	50800	51400	58200	57400	49800	50800						50	1	
	AT TOLL PLAZA	67	C	47600	49600	50100	48100				43000	47300	43300		50	1	
VIA COCONUT	S OF WILLIAMS RD	454					5100	5600	4500	5400						25	6
	N OF WILLIAMS	457								2800						25	6
WEST TERRY ST	E OF US 41	440	H	12000	11400	12200	12200	11600	11500						42	6	
WESTGATE BLVD	S OF LEE BLVD	470	F	7300	6700	12000	8800	6400	6700	8000	8600	10800	9600		22	5	

**LEE COUNTY GENERALIZED
SERVICE VOLUME TABLE**

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

Sept. 2013

c:\input4

Uninterrupted Flow Highway						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	120	420	840	1,190	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380
Arterials						
Class I (40 mph or higher posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	260	1,840	1,960	1,960
3	Divided	*	410	2,840	2,940	2,940
4	Divided	*	550	3,840	3,940	3,940
Class II (35 mph or slower posted speed limit)						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340
Controlled Access Facilities						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180
Collectors						
Level of Service						
Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	670	740
1	Divided	*	*	330	710	780
2	Undivided	*	*	740	1,460	1,460
2	Divided	*	*	780	1,530	1,530
Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.						

FDOT GENERALIZED LOS VOLUME

TABLE 7

TABLE 7

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas¹

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes					
Lanes	Median	B	C	D	E	2	B	C	D	E	
1	Undivided	*	830	880	**	3	2,260	3,020	3,660	3,940	
2	Divided	*	1,910	2,000	**	4	3,360	4,580	5,500	6,080	
3	Divided	*	2,940	3,020	**	5	4,500	6,080	7,320	8,220	
4	Divided	*	3,970	4,040	**	6	5,660	7,680	9,220	10,360	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lane		Ramp Metering			
1	Undivided	*	370	750	800	+ 1,000				+ 5%	
2	Divided	*	730	1,630	1,700						
3	Divided	*	1,170	2,520	2,560						
4	Divided	*	1,610	3,390	3,420						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	420	840	1,190	1,640
1	Undivided	No	No	-20%		2	Divided	1,810	2,560	3,240	3,590
Multi	Undivided	Yes	No	-5%		3	Divided	2,720	3,840	4,860	5,380
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<p>¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.</p> <p>² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p>³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</p> <p>* Cannot be achieved using table input value defaults.</p> <p>** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become E because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p>					
Paved Shoulder/Bicycle											
Lane Coverage	B	C	D	E							
0-49%	*	150	390	1,000							
50-84%	110	340	1,000	>1,000							
85-100%	470	1,000	>1,000	**							
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	140	480							
50-84%	*	80	440	800							
85-100%	200	540	880	>1,000							
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							
						<p>Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sr/bs/default.shtm</p>					

**TRAFFIC DATA FROM THE 2013 LEE
COUNTY CONCURRENCY REPORT**

TRIP GENERATION EQUATIONS

ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2012 100th HIGHEST HR		EST 2013 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES*	LINK NO..
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME		
WILLIAMS RD*	US 41	RIVER RANCH RD	2LU	E	860	B	130	B	130	B	170		28100
WILLIAMS AVE	LEE BL	W 6th ST	2LN	E	860	C	581	C	586	C	670		28200
WINKLER RD*	STOCKBRIDGE	SUMMERLIN RD	2LN	E	860	B	444	B	458	C	655		28300
WINKLER RD*	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	D	284	D	284	D	300		28400
WINKLER RD*	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	940	B	593	B	593	C	600		28500
WINKLER RD*	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	940	C	675	C	675	C	675		28600
WINKLER RD	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,800	D	683	D	683	D	833		28700
WINKLER RD*	COLLEGE PKWY	MCGREGOR BL	2LN	E	820	C	347	C	347	C	371		28800
WOODLAND BL*	US 41	AUSTIN ST	2LU	E	860	B	266	B	266	B	266		28900
W 6th ST*	WILLIAMS AVE	JOEL BL	2LU	E	860	B	145	B	145	B	140		29000
W 12th ST*	GUNNERY RD	SUNSHINE BL	2LU	E	860	B	75	B	77	B	77		29100
W 12th ST*	SUNSHINE BL	WILLIAMS AVE	2LU	E	860	B	75	B	75	B	164		29200
W 12th ST*	WILLIAMS AVE	JOEL BL	2LU	E	860	B	91	B	92	B	92		29300
W 14th ST*	SUNSHINE BL	RICHMOND AVE	2LU	E	860	B	47	B	48	B	48		29400
US 41	COLLIER COUNTY LINE	BONITA BEACH RD	6LD	E	2,860	C	1,923	C	1,923	C	1,923		29500
US 41	BONITA BEACH RD	WEST TERRY ST	6LD	E	3,140	C	2,016	C	2,016	C	2,016		29600
US 41	WEST TERRY ST	OLD 41	6LD	E	3,140	C	1,821	C	1,821	C	1,821		29700
US 41	OLD 41	CORKSCREW RD	6LD	E	3,140	C	2,211	C	2,318	C	2,597		29800
US 41	CORKSCREW RD	SANIBEL BL	6LD	E	2,980	C	2,070	C	2,083	C	2,254	6 Ln under construction	29900
US 41	SANIBEL BL	ALICO RD	6LD	E	2,980	C	1,925	C	1,929	C	2,156		30000
US 41	ALICO RD	ISLAND PARK RD	6LD	E	2,980	C	2,799	C	2,800	F	2,981		30100
US 41	ISLAND PARK RD	JAMAICA BAY WEST	6LD	E	2,980	C	2,814	C	2,815	F	3,027		30200
US 41	JAMAICA BAY WEST	SIX MILE CYPRESS PKWY	6LD	E	2,980	F	3,266	F	3,280	F	3,280		30300
US 41	SIX MILE CYPRESS PKWY	DANIELS PKWY	6LD	E	2,740	E	2,590	E	2,636	F	2,858		30400
US 41	DANIELS PKWY	COLLEGE PKWY	6LD	E	2,740	F	3,155	F	3,155	F	3,167	Constrained v/c=1.15	30500
US 41	COLLEGE PKWY	SOUTH RD	6LD	E	2,740	D	2,307	D	2,307	D	2,333	Constrained v/c=0.84	30600
US 41	SOUTH DR	BOY SCOUT RD	6LD	E	2,740	F	2,953	F	2,953	F	2,955	Constrained v/c=1.08	30700
US 41	BOY SCOUT DR	NORTH AIRPORT RD	6LD	E	2,740	E	2,448	E	2,448	E	2,448	Constrained v/c=0.89	30800
US 41	NORTH AIRPORT RD	COLONIAL BL	6LD	E	2,740	E	2,519	E	2,519	E	2,519		30810
US 41	FOUNTAIN INTERCHANGE	NORTH KEY DR	4LD	E	2,280	F	2,358	F	2,358	F	2,358		30900
US 41	NORTH KEY DR	HANCOCK BRIDGE PKWY	4LD	E	2,280	F	2,358	F	2,358	F	2,391		31000
US 41	HANCOCK BRIDGE PKWY	PONDELLA RD	4LD	E	1,940	D	1,755	D	1,755	D	1,755		31100
US 41	PONDELLA RD	PINE ISLAND RD (SR 78)	4LD	E	1,940	D	1,372	D	1,372	D	1,372		31200
US 41	PINE ISLAND RD (SR 78)	LITTLETON RD	4LD	E	2,040	B	1,093	B	1,093	B	1,180		31300
US 41	LITTLETON RD	BUSINESS 41	4LD	E	2,040	B	856	B	856	B	1,221		31400
US 41	BUSINESS 41	DEL PRADO BL	4LD	E	2,040	B	1,191	B	1,207	B	1,221		31500
US 41	DEL PRADO BL	CHARLOTTE COUNTY LINE	4LD	E	2,040	B	1,191	B	1,193	B	1,283		31600

ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2012 100th HIGHEST HR		EST 2013 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES*	LINK NO.
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME		
SUMMERLIN RD	McGREGOR BL	KELLY COVE RD	4LD	E	2,060	B	1,147	B	1,147	B	1,230		24900
SUMMERLIN RD*	KELLY COVE RD	SAN CARLOS BL	4LD	E	2,060	B	1,055	B	1,055	B	1,055		25000
SUMMERLIN RD*	SAN CARLOS BL	PINE RIDGE RD	6LD	E	3,100	A	1,000	A	1,000	A	1,115		25100
SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,100	B	1,504	B	1,504	B	1,792		25200
SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,100	B	1,504	B	1,504	B	1,629		25300
SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	2,060	B	1,295	B	1,299	B	1,424		25400
SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	3,080	B	1,190	B	1,190	B	1,190		25500
SUMMERLIN RD	COLLEGE PKWY	MAPLE DR	6LD	E	3,080	B	1,497	B	1,497	B	1,516		25600
SUMMERLIN RD	MAPLE DR	BOY SCOUT DR	6LD	E	3,080	B	1,497	B	1,497	B	1,497		25700
SUMMERLIN RD	BOY SCOUT DR	MATTHEWS DR	4LD	E	1,760	D	906	D	906	D	906		25800
SUMMERLIN RD	MATTHEWS DR	COLONIAL BL	4LD	E	1,760	D	906	D	906	D	906		25900
SUNRISE BL*	ALEX BELL BL	COLUMBUS AVE	2LU	E	860	B	42	B	44	B	63		26000
SUNSHINE BL	IMMOKALEE RD (SR82)	SW 23rd ST	2LN	E	1,030	B	319	B	326	B	334		26100
SUNSHINE BL	SW 23rd ST	LEE BL	2LN	E	1,030	B	319	B	320	B	320		26150
SUNSHINE BL	LEE BL	W 12th ST	2LN	E	1,030	C	543	C	547	C	572		26200
SUNSHINE BL*	W 12th ST	W 75th ST	2LN	E	1,030	B	248	B	250	B	344		26300
SW 23rd ST	GUNNERY RD	SUNSHINE BL	2LU	E	860	C	538	C	542	C	749		26400
TERMINAL ACCESS RD	TREELINE AVE	AIRPORT ENT	4LD	E	1,830	C	1,501	C	1,501	C	1,501	I-75 Connector construction 2012/13	26450
THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4LD	E	1,940	B	861	B	861	B	1,035		26500
THREE OAKS PKWY	CORKSCREW RD	SAN CARLOS BL	4LD	E	1,940	B	930	B	932	B	1,228		26600
THREE OAKS PKWY	SAN CARLOS BL	ALICO RD	4LD	E	1,940	B	585	B	585	B	757		26700
TICE ST*	PALM BEACH BL (SR 80)	ORTIZ AVE	2LU	E	860	B	83	B	83	B	88		26800
TICE ST*	ORTIZ AVE	STALEY RD	2LU	E	860	B	130	B	130	C	611		26900
TREELINE AVE	TERMINAL ACCESS RD	DANIELS PKWY	4LD	E	2,020	B	1,284	B	1,293	B	1,473	I-75 Connector construction 2012/13	27000
TREELINE AVE	DANIELS PKWY	ARBORWOOD RD	4LD	E	2,020	A	487	A	487	A	490		27030
TREELINE AVE	ARBORWOOD RD	COLONIAL BL	4LD	E	2,020	A	442	A	442	A	442		27070
VETERANS MEM PKWY	SR78	SURFSIDE BL	4LD	D	2,140	A	664	A	664	A	664		27200
VETERANS MEM PKWY	SURFSIDE BL	CHIQUITA BL	4LD	E	2,140	A	664	A	664	A	664		27250
VETERANS MEM PKWY*	CHIQUITA BL	SKYLINE DR	4LD	D	2,140	B	1,810	B	1,810	B	1,810		27300
VETERANS MEM PKWY	SKYLINE DR	SANTA BARBARA BL	6LD	D	3,220	B	1,726	B	1,726	B	1,756		27400
VETERANS MEM PKWY	SANTA BARBARA	COUNTRY CLUB BL	6LD	D	3,220	B	2,586	B	2,586	B	2,586		27500
VETERANS MEM PKWY	COUNTRY CLUB BL	MIDPOINT BR TOLL PLAZA	6LD	D	3,610	C	2,583	C	2,583	C	2,583		27600
VETERANS MEM PKWY	MIDPOINT BR TOLL PLAZA	McGREGOR BL	4LB	D	3,610	C	2,712	C	2,712	C	2,712		27700
VIA COCONUT PT*	SOUTH END	CORKSCREW RD	4LD	E	1,830	B	249	B	249	B	249		27720
WHISKEY CREEK	COLLEGE PKWY	SAUTERN DR	2LD	E	910	B	320	B	320	B	333		27900
WHISKEY CREEK	SAUTERN DR	McGREGOR BL	2LD	E	910	B	320	B	320	B	320		28000

ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2012 100th HIGHEST HR		EST 2013 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES*	LINK NO.
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME		
COLUMBUS BL*	SR 82	MILWAUKEE BL	2LU	E	860	B	84	B	87	B	90		06300
CONSTITUTION BL*	US 41	CONSTITUTION CIR	2LU	E	860	B	216	B	217	B	228		06400
CORBETT RD*	PINE ISLAND RD	LITTLETON RD	2LU	E	860	B	22	B	22	B	22		06500
CORKSCREW RD*	US 41	THREE OAKS PKWY	4LD	E	1,920	C	834	C	834	D	1,099		06600
CORKSCREW RD	THREE OAKS PKWY	I-75	4LD	E	1,920	D	1,670	D	1,670	F	2,505		06700
CORKSCREW RD*	I-75	BEN HILL GRIFFIN BL	4LD	E	1,920	C	466	C	466	C	531		06800
CORKSCREW RD*	BEN HILL GRIFFIN BL	WILDCAT RUN DR	2LD	E	1,060	A	130	A	131	B	178	2LD construction completed in 2012	06900
CORKSCREW RD*	WILDCAT RUN DR	COLLIER COUNTY LINE	2LN	E	1,060	A	130	B	168	C	390		07000
COUNTRY LAKES	LUCKETT RD	TICE ST	2LU	E	860	B	143	B	143	B	246		07100
CRYSTAL DR	US 41	METRO PKWY	2LU	E	860	C	584	C	584	C	650		07200
CRYSTAL DR	METRO PKWY	PLANTATION RD	2LU	E	860	B	313	B	313	B	323		07300
CYPRESS LAKE DR*	McGREGOR B	SO POINTE BL	4LD	E	2,010	D	890	D	890	D	945		07400
CYPRESS LAKE DR	SOUTH POINTE BL	WINKLER RD	4LD	E	2,010	D	1,329	D	1,329	D	1,332		07500
CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	2,010	D	1,342	D	1,342	D	1,342		07600
CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	3,040	D	1,525	D	1,528	D	1,623		07700
DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	E	2,086	E	2,086	E	2,121		07800
DANIELS PKWY	METRO PKWY	SIX MILE CYPRESS PKWY	6LD	E	2,680	E	2,459	E	2,459	F	2,801	Constrained v/c = 0.92	07900
DANIELS PKWY	SIX MILE CYPRESS PKWY	PALOMINO RD	6LD	E	3,200	C	2,728	C	2,728	C	2,991	Constrained v/c = 0.85	08000
DANIELS PKWY	PALOMINO RD	I-75	6LD	E	3,200	C	2,972	C	2,975	C	3,009	Constrained v/c = 0.93	08100
DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,300	B	2,717	B	2,717	B	2,750	I-75 Connector construction 2012/13	08200
DANIELS PKWY*	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,300	B	2,355	B	2,356	B	2,364		08300
DANIELS PKWY*	CHAMBERLIN PKWY	GATEWAY BL	6LD	E	3,300	B	1,875	B	1,883	B	1,895		08400
DANIELS PKWY	GATEWAY BL	IMMOKALEE RD (SR82)	4LD	E	2,180	B	1,528	B	1,531	B	1,637		08500
DANLEY RD*	US 41	METRO PKWY	2LU	E	860	B	266	B	287	B	310		08600
DAVIS RD*	McGREGOR BL	IONA RD	2LU	E	860	B	113	B	113	B	139		08700
DEL PRADO BL*	CAPE CORAL PKWY	SE 46th ST	6LD	E	2,820	D	1,304	D	1,304	D	1,304		08800
DEL PRADO BL*	SE 46th ST	CORONADO PKWY	6LD	E	2,820	D	1,392	D	1,392	D	1,392		08900
DEL PRADO BL	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,820	D	1,785	D	1,785	D	1,785		09000
DEL PRADO BL*	CORNWALLIS PKWY	VETERANS MEM PKWY	6LD	E	2,820	E	2,381	E	2,381	E	2,381		09100
DEL PRADO BL*	VETERANS MEM PKWY	CORAL POINT DR	6LD	E	2,840	D	2,396	D	2,396	D	2,396		09150
DEL PRADO BL	CORAL POINT DR	HANCOCK BR PKWY	6LD	E	2,840	D	1,951	D	1,951	D	1,951		09200
DEL PRADO BL	HANCOCK BR PKWY	SR 78	6LD	E	2,780	D	1,717	D	1,717	D	1,717		09300
DEL PRADO BL	US 41	SLATER RD	2LU	E	920	C	281	C	284	D	782		09400
DR ML KING BL (SR 82)	CRANFORD AVE	HIGHLAND AVE	4LD	D	1,920	C	1,672	C	1,672	C	1,672		09470
DR ML KING BL (SR 82)	HIGHLAND AVE	MICHIGAN LINK	4LD	D	1,920	C	1,672	C	1,672	C	1,672		09480
DR ML KING BL (SR 82)	MICHIGAN LINK	ORTIZ AVE	4LD	D	1,920	C	1,672	C	1,672	C	1,672		09490

**TRIP GENERATION EQUATIONS
VIA COCONUT MPD
ITE TRIP GENERATION REPORT, 9th EDITION**

Land Use	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday
Shopping Center (LUC 820)	$\ln(T) = 0.61 \ln(X) + 2.24$ (62% In/38% Out)	$\ln(T) = 0.67 \ln(X) + 3.31$ (48% In/52% Out)	$\ln(T) = 0.65 \ln(X) + 5.83$
T = Trips, X = 1,000's of square feet GLA			
Residential Condominium/Townhouse (LUC 230)	$\ln(T) = 0.80 \ln(X) + 0.26$ (17% In/83% Out)	$\ln(T) = 0.82 \ln(X) + 0.32$ (67% In/33% Out)	$\ln(T) = 0.87 \ln(X) + 2.46$
T = Trips, X = Dwelling Units			

December 19, 2014

Ms. Laura DeJohn, AICP
Johnson Engineering, Inc.
2122 Johnson Street
Fort Myers, FL 33901

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RE: Via Coconut MPD
DCI2014-00023

Dear Ms. DeJohn:

DCI 2014-00023

TR Transportation Consultants, Inc. has reviewed the Traffic Impact Statement (TIS) comments issued by the Lee County Department of Community Development for the proposed Via Coconut MPD application. It should be noted that a comment was issued via e-mail after the Lee County letter was issued addressing the two-family attached residential units that were identified on the proposed Schedule of Uses that was submitted. The two-family attached dwelling unit has been eliminated from the proposed Schedule of Uses. The comments and TR Transportation's response to those comments are listed below for reference.

LC DOT Sufficiency Checklist

1. Via Coconut Point is a collector facility. The deviation #1 is not necessary.

The deviation has been removed.

2. The TIS shall include the traffic/directional splits entering and exiting the proposed project at the proposed project's entrances and LOS analysis for these intersections.

Assignments to the three site access drives were completed and are attached to this response. The most southerly site access drive will be limited to emergency ingress and egress and will not be utilized by residents of the multi-family portion of the development. The LOS analysis for the site access intersections and the intersection of Corkscrew Road and Via Coconut is also attached for reference.

3. Please notice that the geometry (turning movements) of proposed project's entrances will be determined in the Development Order review stage. For the safety reason, we recommend the proposed most north and south project's entrances be right-in and right-out only.

The most north entrance is proposed as right-in/right-out only, and the south entrance is proposed as emergency access with right-in/right-out only, consistent with staff's recommendation.

LC ZTIS PD Application Sufficiency Checklist
2a) Why was an internal capture reduction not provided?

The trip generation was revised to include the influence of internal capture between the commercial uses and the residential uses. The revised trip generation and the internal trip capture calculation worksheet is attached for reference. The trip generation is shown in the tables below.

**Table 1
Raw Trip Generation
Via Coconut MPD**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily
	In	Out	Total	In	Out	Total	2-way
Shopping Center (30,000 square feet)	46	29	75	128	139	267	3,105
Multi-Family (297 Units)	21	102	123	98	49	147	1,658
TOTAL TRIPS	67	131	198	226	188	414	4,763

**Table 2
External Trip Generation
Via Coconut**

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	2-way
Total Trips	67	131	198	226	188	414	4,763
Less 24% Internal Capture	-16	-32	-48	-54	-44	-98	-1,136
Total Trips (Utilizing the Public Roadway Network)	51	99	150	172	144	316	3,627

Also represents driveway volumes

**Table 3
Pass-by Trip Reduction Factors
Via Coconut**

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30%

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Table 4
Trip Generation – New Trips
Via Coconut

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	51	99	150	172	144	316	3,627
Less 30% Retail Pass-By	-11	-6	-17	-29	-32	-61	-708
Net New Trips	40	93	133	143	112	255	2,919

If you have any additional questions, please do not hesitate to contact me.

Sincerely,



Ted B. Treesh, PTP
President

Attachments

K:\2014\07 July\04 Via Coconut Apartments Comp Plan\sufficiency\12-19-2014 Sufficiency Response DeJohn.doc

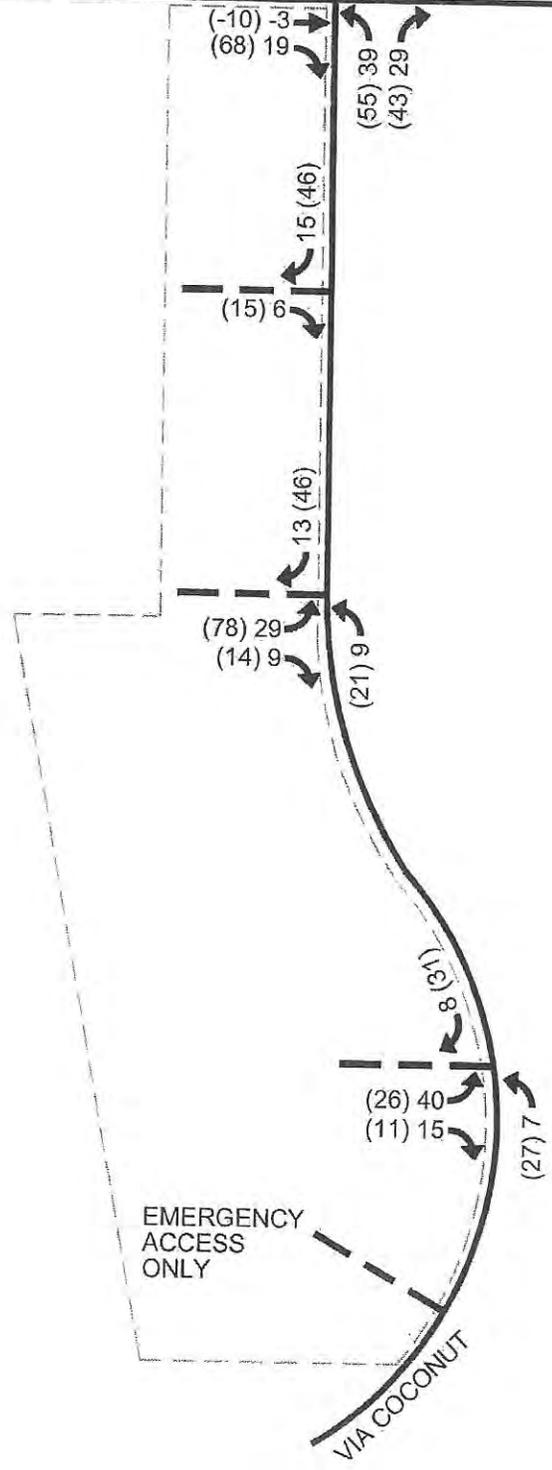
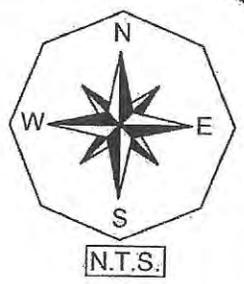
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F1407.04

CORKSCREW RD.

SANDY LN.



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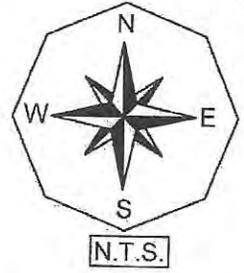
LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC

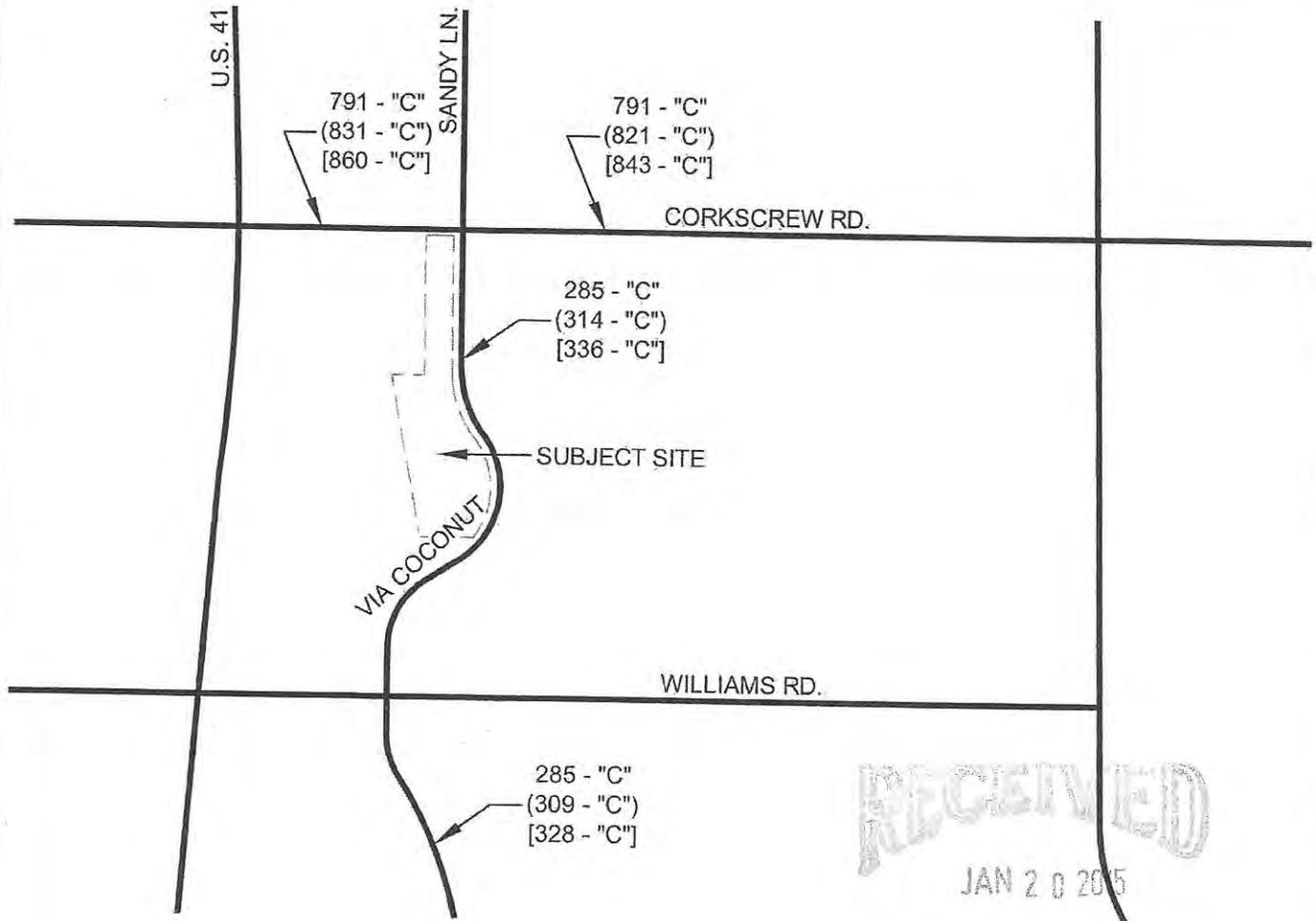
TRANSPORTATION CONSULTANTS, INC.

ASSIGNMENT OF ALL SITE RELATED TRIPS NET NEW + PASS-BY TRIPS VIA COCONUT MPD

Figure 2



F1407.04



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LEGEND

- XXX - "C" 2020 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND TRAFFIC
AND LEVEL OF SERVICE DESIGNATION
- (XXX -"C") 2020 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND
TRAFFIC PLUS AM PROJECT TRAFFIC
AND LEVEL OF SERVICE DESIGNATION
- [XXX -"C"] 2020 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND
TRAFFIC PLUS PM PROJECT TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

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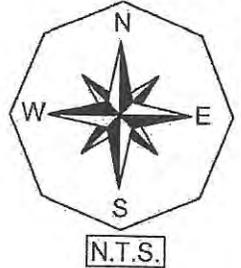
CORKSCREW RD.

←40%→

SANDY LN.

12 (42)

←30%→



(58) 16

(44) 37
(33) 27

9 (23)

(10) 5

11 (44)

(51) 24
(14) 9

(16) 6

(13) 8

(26) 40
(11) 15

(27) 7

EMERGENCY ACCESS ONLY

VIA COCONUT

←30%→

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LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRIPS
- ← (000) WEEKDAY PM PEAK HOUR TRIPS
- ←20%→ PERCENT TRIP DISTRIBUTION

F1407.04

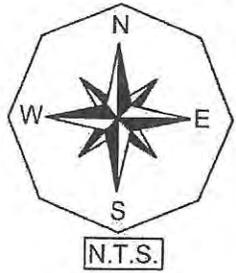
CORKSCREW RD.

30% →

SANDY LN.

← 4 (-11)
← 4 (11)

← 35%



(-10) 3
(10) 3

(11) 2
(10) 2

← 15%

← 6 (23)

(5) 1

← 2 (2)

(27) 5
(0) 0

(5) 3

EMERGENCY
ACCESS
ONLY

VIA COCONUT

20% →

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LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRIPS
- ← (000) WEEKDAY PM PEAK HOUR TRIPS
- ← 20% → PERCENT TRIP DISTRIBUTION

**TABLE 5A
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES
VIA COCONUT MPD**

Revised 12-17-2014

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 150 VPH IN= 51 OUT= 99
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 316 VPH IN= 172 OUT= 144

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PROJECT			PROJ/ LOS C
								TRAFFIC DISTRIBUTION	NEW PROJ TRAFFIC AM PEAK	NEW PROJ TRAFFIC PM PEAK	
Corkscrew Rd	E. of US 41	4LD	0	260	1,840	1,960	1,960	40%	40	69	3.74%
	E. of Via Coconut	4LD	0	260	1,840	1,960	1,960	30%	30	52	2.80%
	E. of Three Oaks Pkwy	4LD	0	260	1,840	1,960	1,960	25%	25	43	2.34%
	E. of I-75	4LD	0	260	1,840	1,960	1,960	10%	10	17	0.93%
Via Coconut	S. of Corkscrew Rd.	4LD	0	0	780	1,530	1,530	30%	30	52	6.62%
	S. of Williams Rd.	4LD	0	0	780	1,530	1,530	25%	25	43	5.51%
U.S. 41	N. of Corkscrew Rd.	6LD	0	410	2,840	2,940	2,940	25%	25	43	1.51%
	S. of Corkscrew Rd.	6LD	0	410	2,840	2,940	2,940	15%	15	26	0.91%

The Level of Service thresholds for all roadways were obtained from the Lee County Generalized Service Volume Table

- Denotes a Significantly Impacted roadway segment

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**TABLE 6A
VIA COCONUT MPD
5-YEAR LEVEL OF SERVICE ANALYSIS**

Revised 12-17-2014

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 150 VPH IN= 51 OUT= 99
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 316 VPH IN= 172 OUT= 144

ROADWAY	SEGMENT	SITE/ STATION	BASE YR ADT	2013 ADT	YRS OF GROWTH	ANNUAL RATE	2013	2020		PROJECT TRAFFIC DISTRIBUTION	2020		2020			
							PK HR PEAK DIR.	PK HR VOLUME	PK SEASON LOS		AM PROJ TRAFFIC	PM PROJ TRAFFIC	BCKGRND VOLUME	LOS	BCKGRND VOLUME	LOS
Corkscrew Rd	E. of US 41	247	13,200	14,300	9	1.00%	738	791	C	40%	40	69	831	C	860	C
	E. of Via Coconut	247	13,200	14,300	9	1.00%	738	791	C	30%	30	52	821	C	843	C
Via Coconut	S. of Corkscrew Rd.	454	5,100	5,400	3	1.92%	249	285	C	30%	30	52	314	C	336	C
	S. of Williams Rd.	454	5,100	5,400	3	1.92%	249	285	C	25%	25	43	309	C	328	C
U.S. 41	N. of Corkscrew Rd.	25	40,800	36,600	9	1.00%	1,804	1,934	C	25%	25	43	1,959	C	1,977	C
	S. of Corkscrew Rd.	436	45,300	42,000	5	1.00%	2,473	2,651	C	15%	15	26	2,666	C	2,677	C

¹The 2012 peak hour, peak season, peak direction traffic volumes were taken from the 2013 Lee County Concurrency Report.

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Development of Future Year Background Turning Volumes

Intersection **Corkscrew Road @ Via Coconut**
 Count Date **August 21, 2014**
 Build-Out Year **2020**

	PM Peak Hour											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	16	31	100	29	12	20	59	787	35	148	557	70
Peak Season Correction Factor	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
Current Peak Season Volumes	21	42	134	39	16	27	79	1,055	47	198	746	94
Growth Rate	1.92%	1.92%	1.92%	1.92%	1.92%	1.92%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Years to Build-out	6	6	6	6	6	6	6	6	6	6	6	6
2020 Background Turning Volumes	24	47	150	44	18	30	84	1,120	50	210	792	100
Project Turning Volumes	55	0	43	0	0	0	0	-10	68	53	-11	0
2020 Background + Project	79	47	193	44	18	30	84	1,110	118	263	781	100

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HCM 2010 Signalized Intersection Summary
 3: Via Coconut/Sandy Ln. & Corkscrew Rd.

2020 Buildout PM Peak Hour
 12/19/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	1110	118	263	781	100	79	47	193	44	18	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1827	1863	1863	1827	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	91	1207	128	286	849	109	86	51	210	48	20	33
Adj No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	117	1662	758	369	1786	815	365	442	546	320	150	248
Arrive On Green	0.07	0.48	0.48	0.11	0.51	0.51	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1774	3471	1583	3442	3471	1583	1346	1863	1583	1114	633	1045
Grp Volume(v), veh/h	91	1207	128	286	849	109	86	51	210	48	0	53
Grp Sat Flow(s), veh/h/ln	1774	1736	1583	1721	1736	1583	1346	1863	1583	1114	0	1678
Q Serve(g_s), s	4.6	25.2	4.2	7.3	14.2	3.3	4.9	1.9	9.1	3.2	0.0	2.3
Cycle Q Clear(g_c), s	4.6	25.2	4.2	7.3	14.2	3.3	7.1	1.9	9.1	5.1	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	117	1662	758	369	1786	815	365	442	546	320	0	398
V/C Ratio(X)	0.78	0.73	0.17	0.78	0.48	0.13	0.24	0.12	0.38	0.15	0.00	0.13
Avail Cap(c_a), veh/h	215	1878	856	513	1954	891	365	442	546	320	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	18.9	13.4	39.4	14.1	11.5	30.0	27.1	22.4	29.1	0.0	27.2
Incr Delay (d2), s/veh	10.6	1.3	0.1	4.9	0.2	0.1	1.5	0.5	2.1	1.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	12.2	1.8	3.7	6.8	1.4	2.0	1.1	4.2	1.1	0.0	1.1
LnGrp Delay(d),s/veh	52.2	20.1	13.5	44.3	14.3	11.5	31.5	27.6	24.5	30.1	0.0	27.9
LnGrp LOS	D	C	B	D	B	B	C	C	C	C		C
Approach Vol, veh/h		1426			1244			347			101	
Approach Delay, s/veh		21.6			21.0			26.7			28.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.0	14.2	49.4		27.0	11.0	52.6				
Change Period (Y+Rc), s		5.5	4.5	6.0		5.5	5.0	6.0				
Max Green Setting (Gmax), s		21.5	13.5	49.0		21.5	11.0	51.0				
Max Q Clear Time (g_c+l1), s		11.1	9.3	27.2		7.1	6.6	16.2				
Green Ext Time (p_c), s		1.2	0.4	16.2		1.4	0.1	22.6				
Intersection Summary												
HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			C									

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Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	15	0	323	357	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	351	388	50

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	564	194	388 0
Stage 1	388	-	- -
Stage 2	176	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	456	815	1167 -
Stage 1	655	-	- -
Stage 2	837	-	- -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	456	815	1167 -
Mov Cap-2 Maneuver	655	-	- -
Stage 1	655	-	- -
Stage 2	837	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1167	-	815	-	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Control Delay (s)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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HCM 2010 TWSC
 8: Via Coconut & North Comm/Residential Access

2020 Buildout PM Peak Hour
 12/19/2014

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	78	14	21	241	320	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	15	23	262	348	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	525	174	348	0	-	0
Stage 1	348	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	482	839	1208	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	473	839	1208	-	-	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1208	-	473	839	-	-
HCM Lane V/C Ratio	0.019	-	0.179	0.018	-	-
HCM Control Delay (s)	8	-	14.3	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0.1	-	-

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HCM 2010 TWSC
 10: Via Coconut & South Residential Access

2020 Buildout PM Peak Hour
 12/19/2014

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	26	11	27	236	304	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	12	29	257	330	34

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	534	182	364 0
Stage 1	347	-	- -
Stage 2	187	-	- -
Critical Hdwy	6.84	6.94	4.14 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.22 -
Pot Cap-1 Maneuver	476	829	1191 -
Stage 1	687	-	- -
Stage 2	826	-	- -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	464	829	1191 -
Mov Cap-2 Maneuver	464	-	- -
Stage 1	687	-	- -
Stage 2	806	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.8	0
HCM LOS	B		

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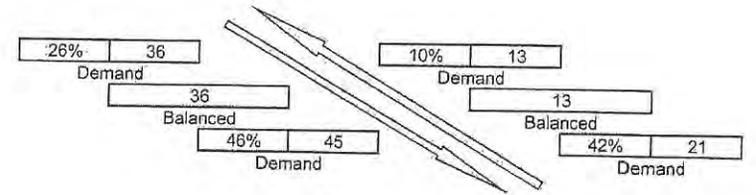
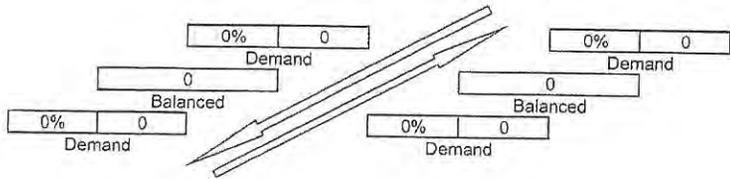
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1191	-	464	829	-	-
HCM Lane V/C Ratio	0.025	-	0.061	0.014	-	-
HCM Control Delay (s)	8.1	-	13.3	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0	-	-

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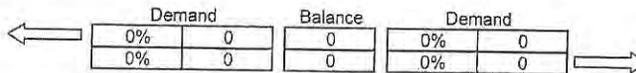
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Internal Capture Calculation Summary Sheet

		Land Use A - Retail Uses		
Exit to External	103	Total	Internal	External
←		Enter	128	13
→		Exit	139	36
Enter from External	115	Total	267	49
		%	100%	18%
				82%



		Land Use B - Office Uses		
Exit to External	0	Total	Internal	External
←		Enter	0	0
→		Exit	0	0
Enter from External	0	Total	0	0
		%	100%	0%
				100%



		Land Use C - Residential Uses		
Enter	98	Total	Internal	External
Exit	49	Enter	36	62
Total	147	Exit	13	36
%	100%	Total	49	98
		%	33%	67%

Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total	
Enter	115	0	62	177	
Exit	103	0	36	139	
Total	218	0	98	316	
Single-Use Trip Gen. Est.	267	0	147	414	Internal Capture Rate
					24%

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PCS 15 - Corkscrew Rd west of I-75

2013 AADT = 28,800 VPD

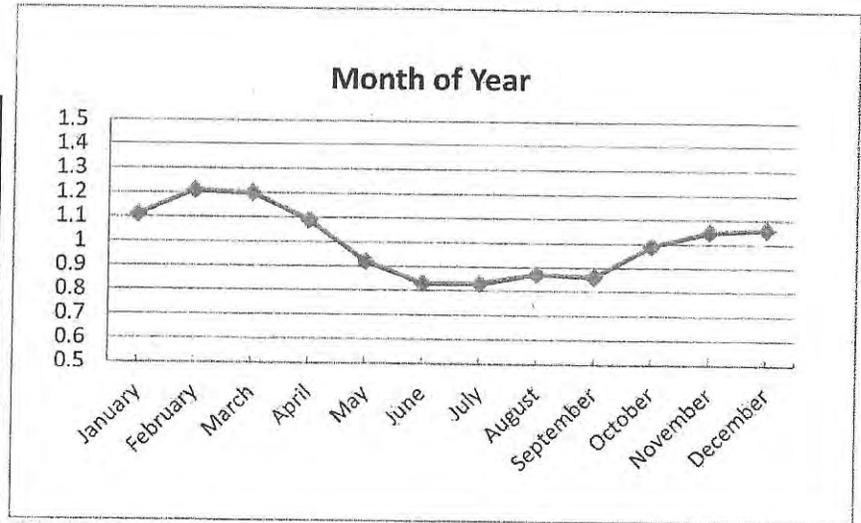
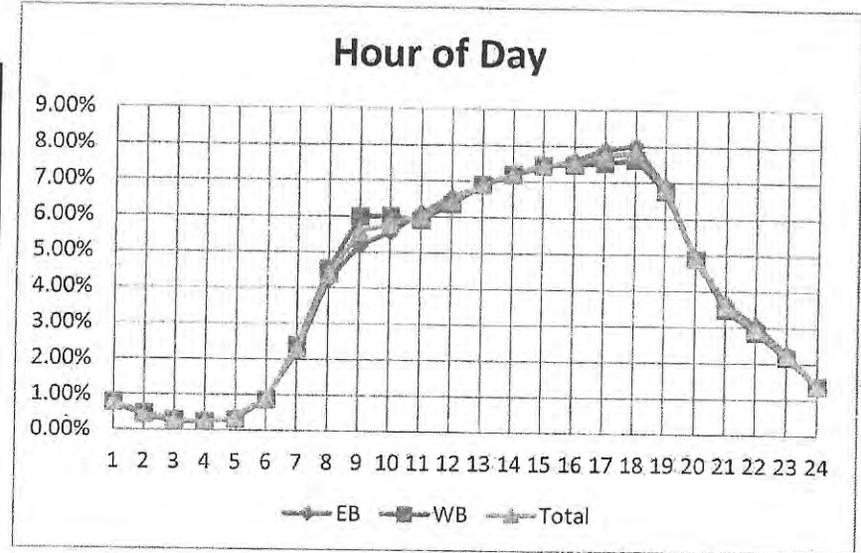
Hour	EB	WB	Total
1	0.75%	0.80%	0.78%
2	0.41%	0.47%	0.44%
3	0.25%	0.30%	0.28%
4	0.23%	0.25%	0.24%
5	0.39%	0.32%	0.36%
6	0.91%	0.88%	0.90%
7	2.21%	2.40%	2.31%
8	4.23%	4.53%	4.38%
9	5.19%	6.00%	5.59%
10	5.57%	6.01%	5.79%
11	6.11%	5.90%	6.01%
12	6.56%	6.35%	6.46%
13	6.89%	6.91%	6.90%
14	7.18%	7.20%	7.19%
15	7.40%	7.46%	7.43%
16	7.60%	7.48%	7.54%
17	7.91%	7.53%	7.72%
18	8.02%	7.63%	7.83%
19	6.89%	6.77%	6.83%
20	4.90%	4.90%	4.90%
21	3.66%	3.48%	3.58%
22	3.07%	2.87%	2.97%
23	2.28%	2.18%	2.23%
24	1.38%	1.37%	1.38%

Month of Year	Fraction
January	1.11
February	1.21
March	1.2
April	1.09
May	0.92
June	0.83
July	0.83
August	0.87
September	0.86
October	0.99
November	1.05
December	1.06

Directional Factor		
AM	0.52	WB
PM	0.51	EB

Day of Week	Fraction
Sunday	0.76
Monday	1.01
Tuesday	1.04
Wednesday	1.07
Thursday	1.07
Friday	1.12
Saturday	0.95

Design Hour Volume		
#	Volume	Factor
1	4040	0.140
8	3225	0.112
30	3067	0.106
50	3022	0.105
100	2911	0.101
150	2836	0.098
200	2787	0.097
250	2732	0.095



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15 MINUTE SUMMARY OF INDIVIDUAL MOVEMENTS

Via Coconut Point & Corkscrew Road

15 MIN BEGIN	Via Coconut Point								Corkscrew Road								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	3	11	21	35	6	6	2	14	7	162	4	173	26	118	20	164	386
4:15 PM	2	5	25	32	8	2	7	17	11	171	10	192	28	138	16	182	423
4:30 PM	6	10	26	42	5	2	7	14	5	149	10	164	31	115	14	160	380
4:45 PM	6	13	25	44	8	4	7	19	14	198	8	220	47	119	19	185	468
5:00 PM	5	7	31	43	9	5	4	18	14	233	9	256	29	144	19	192	509
5:15 PM	3	7	23	33	4	1	5	10	18	179	12	209	42	146	18	206	458
5:30 PM	2	4	21	27	8	2	4	14	13	177	6	196	30	148	14	192	429
5:45 PM	4	5	24	33	9	3	6	18	10	150	7	167	32	126	16	174	392
TOTAL:	31	62	196	289	57	25	42	124	92	1,419	66	1,577	265	1,054	136	1,455	3,445

HOURLY SUMMARY OF INDIVIDUAL MOVEMENTS

Via Coconut Point & Corkscrew Road

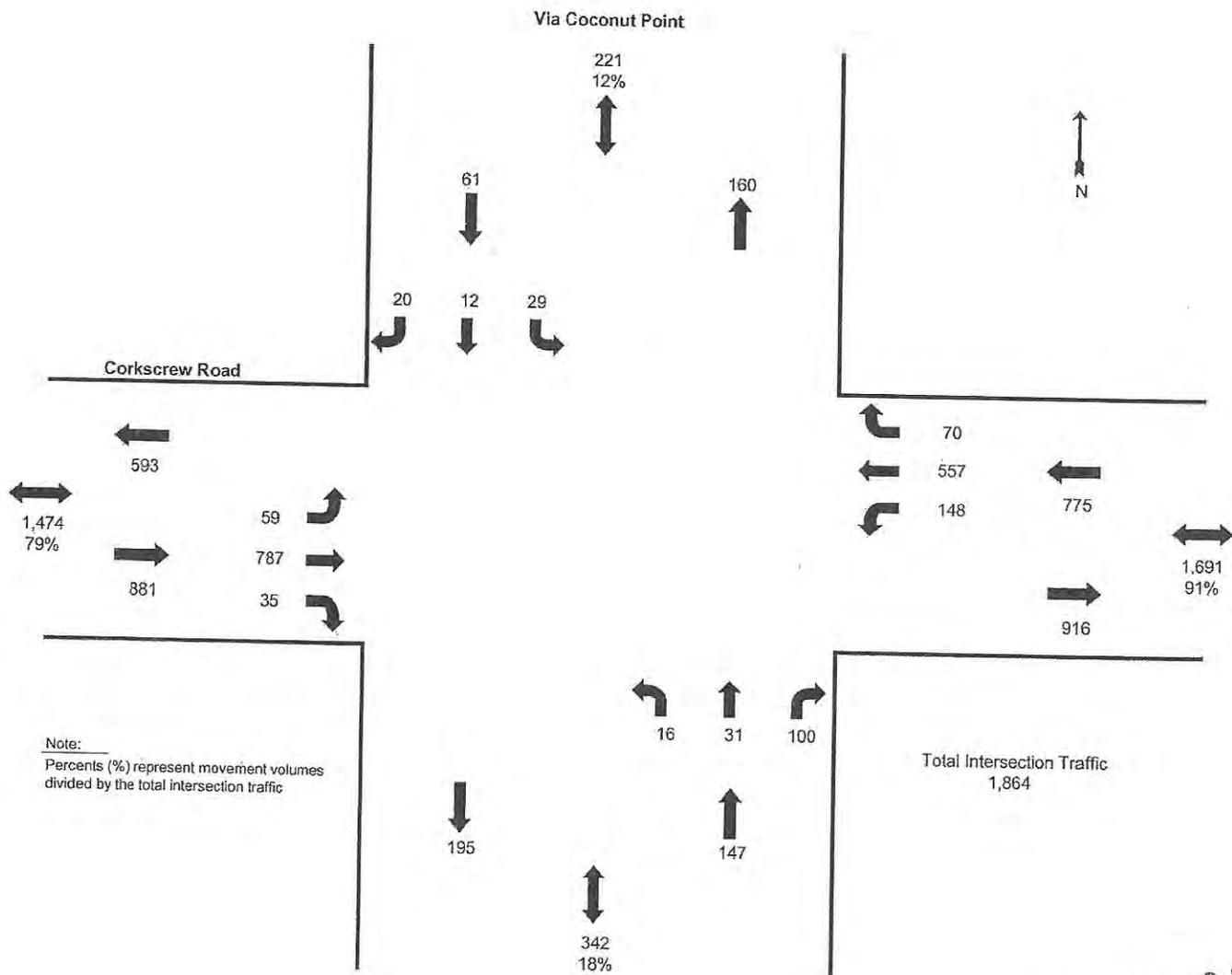
HOUR BEGIN	Via Coconut Point								Corkscrew Road								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	17	39	97	153	27	14	23	64	37	680	32	749	132	490	69	691	1,657
4:15 PM	19	35	107	161	30	13	25	68	44	751	37	832	135	516	68	719	1,780
4:30 PM	20	37	105	162	26	12	23	61	51	759	39	849	149	524	70	743	1,815
4:45 PM	16	31	100	147	29	12	20	61	59	787	35	881	148	557	70	775	1,864
5:00 PM	14	23	99	136	30	11	19	60	55	739	34	828	133	564	67	764	1,788

PEAK HOUR SUMMARY

HOUR BEGIN	Via Coconut Point								Corkscrew Road								INTER- SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:45 PM	16	31	100	147	29	12	20	61	59	787	35	881	148	557	70	775	1,864

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DATE: August 21, 2014
 DAY: THURSDAY
 COUNT TIME: 4:00 PM - 6:00 PM
 PEAK HOUR: 4:45 PM - 5:45 PM
 TRAFFIC: ALL TRIPS
 INTERSECTION: Via Coconut Point & Corkscrew Road



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			ROAD	PERFORMANCE		2013 100th HIGHEST HR		EST 2014 100th HIGHEST HR		FORECAST FUTURE VOL			
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME		
CORKSCREW RD	I-75	BEN HILL GRIFFIN BL	4LD	E	1,900	C	1,128	C	1,128	C	1,128		
CORKSCREW RD	BEN HILL GRIFFIN BL	ALICO ROAD	2LD	E	1,130	D	625	D	654	E	1,055		06800
CORKSCREW RD	ALICO ROAD	COLLIER COUNTY LINE	2LN	E	1,080	B	183	B	183	B	206		06900
COUNTRY LAKES DR*	LUCKETT RD	TICE ST	2LU	E	860	C	143	C	143	C	240		07000
CRYSTAL DR	US 41	METRO PKWY	2LU	E	860	C	369	C	370	C	435	2LD design in FY 18/19	07100
CRYSTAL DR	METRO PKWY	PLANTATION RD	2LU	E	860	C	314	C	314	C	324		07200
CYPRESS LAKE DR*	McGREGOR B	SO POINTE BL	4LD	E	1,940	D	890	D	890	D	945		07300
CYPRESS LAKE DR	SOUTH POINTE BL	WINKLER RD	4LD	E	1,940	D	1,329	D	1,329	D	1,332		07400
CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,514	D	1,514	D	1,514		07500
CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	2,940	D	1,636	D	1,636	D	1,731		07600
DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,066	D	2,066	D	2,101		07700
DANIELS PKWY	METRO PKWY	SIX MILE CYPRESS PKWY	6LD	E	2,680	E	2,648	E	2,648	F	2,930	Constrained v/c = 0.99	07800
DANIELS PKWY	SIX MILE CYPRESS PKWY	PALOMINO RD	6LD	E	3,000	C	2,700	C	2,702	C	2,962	Constrained v/c = 0.90	07900
DANIELS PKWY	PALOMINO RD	I-75	6LD	E	3,000	B	2,309	B	2,314	B	2,343	Constrained v/c = 0.77	08000
DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,180	A	1,932	A	1,932	A	2,089	I-75 Connector under construction	08100
DANIELS PKWY*	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,180	A	2,355	A	2,356	A	2,356		08200
DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BL	6LD	E	3,180	A	2,180	A	2,185	A	2,187		08300
DANIELS PKWY	GATEWAY BL	IMMOKALEE RD (SR82)	4LD	E	2,120	A	1,172	A	1,173	A	1,278		08400
DANLEY RD*	US 41	METRO PKWY	2LU	E	860	C	266	C	286	C	309		08500
DAVIS RD*	McGREGOR BL	IONA RD	2LU	E	860	C	113	C	115	C	139		08600
DEL PRADO BL*	CAPE CORAL PKWY	SE 46th ST	6LD	E	2,820	C	1,304	C	1,304	C	1,304		08700
DEL PRADO BL*	SE 46th ST	CORONADO PKWY	6LD	E	2,820	C	1,392	C	1,392	C	1,392		08800
DEL PRADO BL	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,820	D	1,809	D	1,809	D	1,809		08900
DEL PRADO BL	CORNWALLIS PKWY	VETERANS MEM PKWY	6LD	E	2,820	D	2,723	D	2,723	D	2,723		09000
DEL PRADO BL	VETERANS MEM PKWY	CORAL POINT DR	6LD	E	2,840	D	2,396	D	2,396	D	2,396		09100
DEL PRADO BL	CORAL POINT DR	HANCOCK BR PKWY	6LD	E	2,840	D	2,032	D	2,032	D	2,032		09150
DEL PRADO BL	HANCOCK BR PKWY	SR 78	6LD	E	2,800	C	1,708	C	1,708	C	1,708		09200
DEL PRADO BL	US 41	SLATER RD	2LU	E	860	C	272	C	272	D	770		09300
DR ML KING BL (SR 82)	CRANFORD AVE	HIGHLAND AVE	4LD	D	1,800	F	1,875	F	1,875	F	1,875		09400
DR ML KING BL (SR 82)	HIGHLAND AVE	MICHIGAN LINK	4LD	D	1,800	F	1,875	F	1,875	F	1,875		09470
DR ML KING BL (SR 82)	MICHIGAN LINK	ORTIZ AVE	6LD	D	2,680	B	1,875	B	1,875	B	1,875		09480
DR ML KING BL (SR 82)	ORTIZ AVE	I-75	6LD	D	2,680	B	1,806	B	1,806	B	1,806		09490
EAST 21st ST*	JOEL BL	GRANT AVE	2LU	E	860	C	24	C	24	C	24		09500
ESTERO BL	BIG CARLOS PASS	AVENIDA PESCADORA	2LN	E	726	A	420	A	420	A	420	Constrained v/c = 0.58; Design underway	09700
ESTERO BL*	AVENIDA PESCADORA	VOORHIS ST	2LN	E	726	A	555	A	555	A	555	Constrained v/c = 0.76; Design underway	09800

COMMUNITY DEVELOPMENT

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			ROAD	PERFORMANCE		2013 100th HIGHEST HR		EST 2014 100th HIGHEST HR		FORECAST FUTURE VOL			
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME		
BRANTLEY RD*	SUMMERLIN RD	US 41	2LU	E	860	C	116	C	116	C	126		03300
BRIARCLIFF DR*	US 41	TRIPLE CROWN CT	2LU	E	860	C	201	C	203	C	225		03400
BROADWAY (ALVA)*	PALM BEACH BL (SR 80)	NORTH RIVER RD	2LU	E	860	C	181	C	181	C	181		03500
BROADWAY (ESTERO)	LOGAN AVE	US 41	2LU	E	860	C	239	C	239	C	251		03600
BUCKINGHAM RD	IMMOKALEE RD (SR 82)	GUNNERY RD	2LU	E	990	C	275	C	277	C	281		03700
BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BL	2LU	E	990	C	357	C	358	C	358		03730
BUCKINGHAM RD	ORANGE RIVER BL	PALM BEACH BL (SR 80)	2LU	E	990	D	470	D	471	F	1,174		03800
BURNT STORE RD	PINE ISLAND RD (SR 78)	DIPLOMAT PKWY	2LU	E	1,100	C	676	C	676	D	702	4 Ln construction in FY's 16/17 & 18/19	03900
BURNT STORE RD	DIPLOMAT PKWY	CHARLOTTE COUNTY LINE	2LU	E	1,100	B	299	B	299	C	386	4 Ln construction up to Van Buren in FY 14/15	04000
BUS 41 (SR 739)	FORT MYERS CITY LIMIT	PONDELLA RD	6LD	D	2,740	C	1,863	C	1,863	C	1,863		04200
BUS 41 (SR 739)	PONDELLA RD	PINE ISLAND RD (SR 78)	6LD	D	2,740	B	1,287	B	1,291	B	1,303		04300
BUS 41 (SR 739)	PINE ISLAND RD (SR 78)	LITTLETON RD	4LD	D	1,820	C	887	C	887	C	938		04400
BUS 41 (SR 739)	LITTLETON RD	US 41	2LU	D	1,080	A	413	A	413	A	470	4 Ln currently under construction by FDOT	04500
CAPE CORAL BR RD	DEL PRADO BL	McGREGOR BL	4L	E	4,000	C	2,387	C	2,387	C	2,387		04600
CAPTIVA RD*	BLIND PASS	SOUTH SEAS PLANTATION	2LU	E	860	C	265	C	267	C	267	Constrained v/c = 0.31	04700
CEMETERY RD*	BUCKINGHAM RD	HIGGINS AVE	2LU	E	860	C	257	C	258	C	258		04800
CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	4LD	E	1,790	C	107	C	107	C	152	Port Authority maintained	04900
COCONUT RD	SPRING CREEK RD	US 41	2LN	E	860	C	366	C	366	C	531	No count since 2007	05000
COCONUT RD	US 41	THREE OAKS PKWY	4LD	E	1,790	C	587	C	588	C	610		05030
COLLEGE PKWY*	McGREGOR BL	WINKLER RD	6LD	E	2,980	D	1,831	D	1,831	D	1,831		05100
COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	1,826	D	1,828	D	1,865		05200
COLLEGE PKWY*	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,371	D	2,371	D	2,394		05300
COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,584	D	1,622	D	1,645		05400
COLONIAL BL*	McGREGOR BL	SUMMERLIN RD	6LD	E	2,780	D	2,628	D	2,628	D	2,628		05500
COLONIAL BL	SUMMERLIN RD	US 41	6LD	E	2,780	F	2,804	F	2,804	F	2,804		05600
COLONIAL BL (SR 884)	US 41	FOWLER ST	6LD	E	2,780	F	2,952	F	2,952	F	2,952		05700
COLONIAL BL (SR 884)	FOWLER ST	METRO PKWY	6LD	E	2,780	F	3,645	F	3,645	F	3,645	N. Airport Rd. Ext. in FY 14/15	05800
COLONIAL BL (SR 884)	METRO PKWY	WINKLER AVE	6LD	E	3,220	C	3,066	C	3,066	C	3,068		05900
COLONIAL BL (SR 884)	WINKLER AVE	SIX MILE CYPRESS PKWY	6LD	E	3,220	F	3,713	F	3,713	F	3,713		06000
COLONIAL BL (SR 884)	SIX MILE CYPRESS PKWY	I-75	6LD	E	3,220	F	4,130	F	4,130	F	4,130		06100
COLONIAL BL	I-75	IMMOKALEE RD (SR 82)	6LD	D	3,240	B	1,876	B	1,876	B	1,876		06200
COLUMBUS BL*	SR 82	MILWAUKEE BL	2LU	E	860	C	84	C	88	C	88		06300
CONSTITUTION BL*	US 41	CONSTITUTION CIR	2LU	E	860	C	216	C	217	C	228		06400
CORBETT RD*	PINE ISLAND RD	LITTLETON RD	2LU	E	860	C	22	C	22	C	22		06500
CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	688	C	688	C	953		06600
CORKSCREW RD	THREE OAKS PKWY	I-75	4LD	E	1,900	C	1,484	C	1,520	F	2,227		06700

DCI 2014-00023

COMMUNITY DEVELOPMENT

RECEIVED
JAN 20 2015

March 24, 2015

Ms. Laura DeJohn, AICP
Johnson Engineering, Inc.
2122 Johnson Street
Fort Myers, FL 33901

MAR 3 2015

COMMUNITY DEVELOPMENT

RE: Via Coconut MPD
DCI2014-00023

DCI 2014-00023

Dear Ms. DeJohn:

TR Transportation Consultants, Inc. has reviewed the Traffic Impact Statement (TIS) comments issued by the Lee County Department of Community Development for the proposed Via Coconut MPD application. The comments and TR Transportation's response to those comments are listed below for reference.

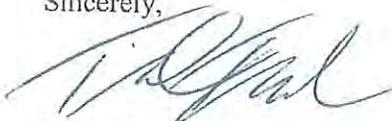
LC DOT Sufficiency Checklist

10. *The TIS indicates that the southernmost driveway will provide emergency access only ingress and egress. However, the MCP does not reflect this fact. If the driveway will be open to use by residents (as Staff would prefer), then the TIS must reflect the traffic that will be generated by this driveway location.*

The site traffic assignments have been revised and are reflected in the revised **Figures A-1, A-2 and Figure 2**, attached. The intersection analysis has also been revised and a new intersection analysis included for the southernmost site access drive.

If you have any additional questions, please do not hesitate to contact me.

Sincerely,



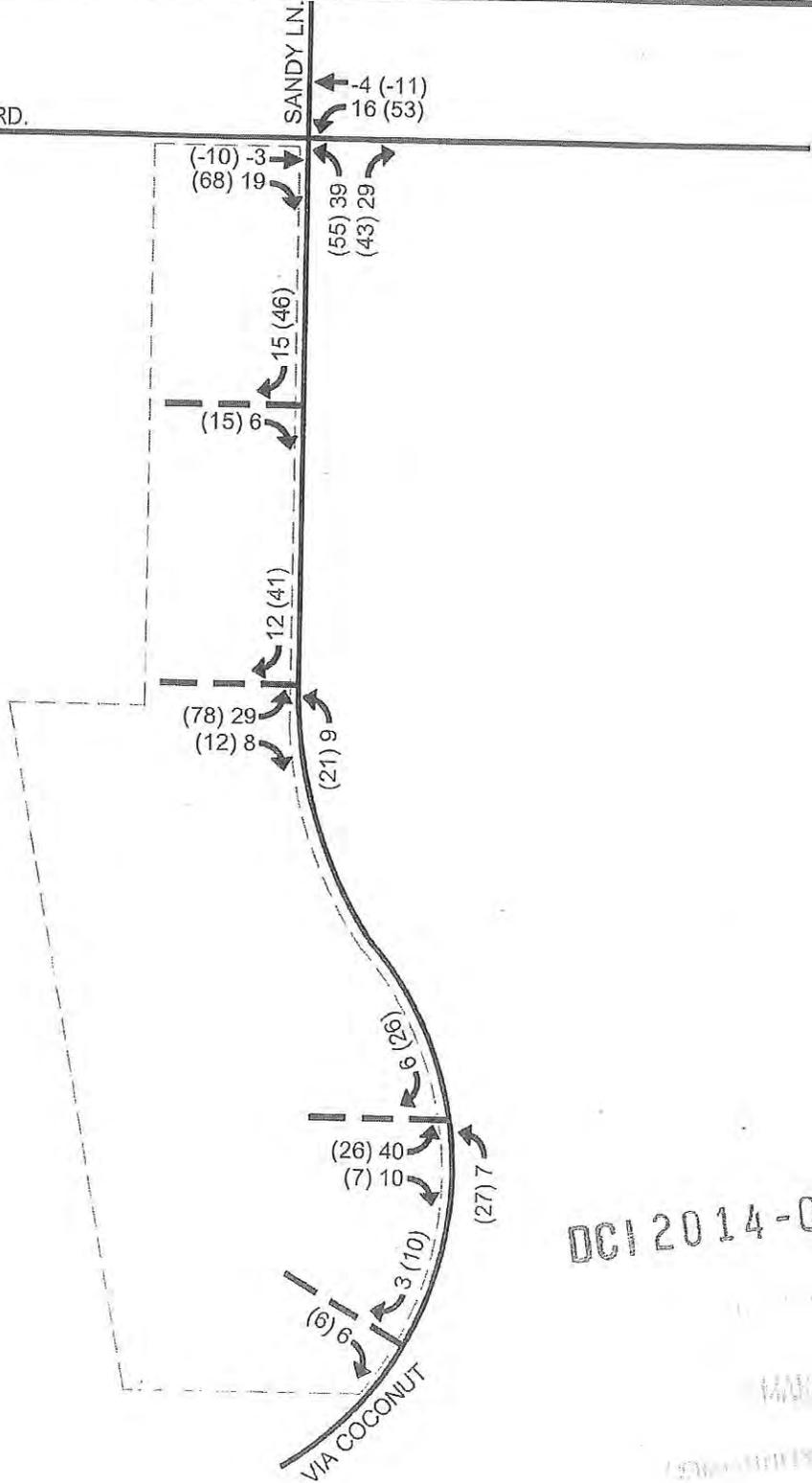
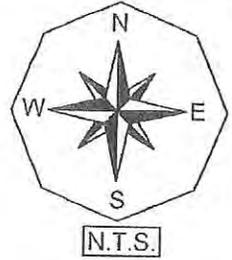
Ted B. Treesh, PTP
President

Attachments

F1407_04/sufficiency

CORKSCREW RD.

SANDY LN.



DCI 2014-00023

MAY 8 8 2015

TRANSPORTATION CONSULTANTS, INC.

LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC

TRANSPORTATION CONSULTANTS, INC.

ASSIGNMENT OF ALL SITE RELATED TRIPS NET NEW + PASS-BY TRIPS VIA COCONUT MPD

Figure 2

F1407.04/sufficiency

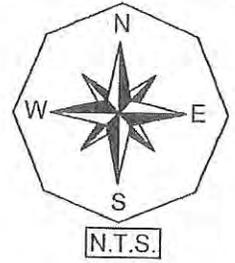
CORKSCREW RD.

←40%→

SANDY LN.

12 (42)

←30%→



(58) 16
(44) 37
(33) 27

9 (23)
(10) 5

10 (39)
(51) 24
(12) 8
(16) 6

6 (26)
(26) 40
(7) 10

VIA COCONUT (27) 7
3 (10)
(6) 6
←30%→

DCI 2014-00023

MAR 30 2015

COMMUNITY DEVELOPMENT

LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRIPS
- ←(000) WEEKDAY PM PEAK HOUR TRIPS
- ←20%→ PERCENT TRIP DISTRIBUTION

F1407.04/sufficiency

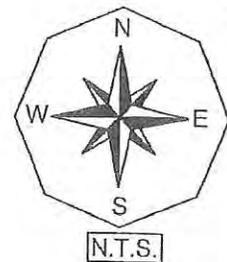
CORKSCREW RD.

30% →

SANDY LN.

← -4 (-11)
4 (11)

← 35%



(-10) -3
(10) 3

(11) 2
(10) 2

15%

6 (23)

(5) 1

2 (2)

(27) 5
(0) 0

(5) 3

VIA COCONUT

20% →

DCI 2014-00023

LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRIPS
- ← (000) WEEKDAY PM PEAK HOUR TRIPS
- ← 20% → PERCENT TRIP DISTRIBUTION

TRANSPORTATION CONSULTANTS, INC.

TRIP DISTRIBUTION & ASSIGNMENT OF PASS-BY TRIPS VIA COCONUT MPD

Figure A-2

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	26	7	27	236	304	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	8	29	257	330	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	532	179	359	0	-	0
Stage 1	345	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	477	833	1196	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	465	833	1196	-	-	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1196	-	465	833	-	-
HCM Lane V/C Ratio	0.025	-	0.061	0.009	-	-
HCM Control Delay (s)	8.1	-	13.2	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0	-	-

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Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	6	0	263	301	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	0	286	327	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	169	338	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	518	845	1218	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	518	845	1218	-	-	-
Mov Cap-2 Maneuver	518	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1218	-	845	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

DCI 2014-00023

"EXHIBIT A"

Property: 33-46-25-00-00018.0090
21351 HAPPY HOLLOW LN ESTERO FL 33928
Owner: WILDCAT HOLLOW LLP

Property: 33-46-25-00-00018.0000
8990 CORKSCREW RD ESTERO FL 33928
Owner: MILLER STEPHANIE TR FOR LAND TRUST DATED 3/21/97

Property: 33-46-25-00-00019.0010
21650 VIA COCONUT POINT ESTERO FL 33928
Owner: MILLER STEPHANIE TR FOR LAND TRUST DATED 1/9/04

Property: 33-46-25-00-00019.0020
ACCESS UNDETERMINED ESTERO FL
Owner: MILLER STEPHANIE TR FOR LAND TRUST DATED 3/21/97

Property: 34-46-25-01-0000C.0170
21750 VIA COCONUT POINT ESTERO FL 33928
Owner: MILLER STEPHANIE TR FOR LAND TRUST DATED 3/21/97