ATTACHMENT N

Applicant Submitted Materials

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July 12, 2016

Mary Gibbs
Director Community Development
Village of Estero
9150 Corkscrew Palms Circle
Estero, FL 33928

Via E-mail Gibbs@estero-fl.gov

Re: ***Via Coconut EPD/Proposed Village Ord. #2016-09***
Our File No. 68020.003

Dear Mary:

As I discussed with you yesterday, the applicant has agreed not to oppose your requested continuance of the PZB hearing tonight, but we do want to distribute the updated Pattern Book, and proposed Conditions, Deviations and Schedule of Uses. This will give the PZB members an opportunity to review the Pattern Book before their next hearing scheduled for July 19th.

I realize that you're recommending a continuance until the August PZB, but I would submit that the Pattern Book and the proposed Conditions are the only outstanding items that still need to be addressed by the PZB and that July 19 gives everyone an opportunity to be prepared for that discussion. The obvious problem faced by the applicant if the PZB hearing is delayed again until it's August meeting, is that we will miss the August Village Council meeting and that will push this project into September.

Focus Development Group has, as you know, been waiting for this application to be reviewed and addressed by the Village Council since April, 2015. Jeff Graef and his partners have worked cooperatively and collaboratively for over the past 15 months while the regulations for the Village Center were being developed and finally adopted. We submit it is only fair to allow these hearings to move forward as quickly as possible in light of the length of time that it is taken to get to the stage, particularly when this application was already found sufficient for hearing back in April, 2015.

We will do everything that we can in order to address any questions that come up and to expeditiously respond in the effort to bring this application to a successful conclusion. I look forward to continuing to work with you on this.

Very truly yours,

Steven C. Hartsell

SCH/sbm
Attachments: Pattern Book
Conditions
Schedule of Uses and Deviations

cc: Client *(via e-mail)*

VIA COCONUT CONDITIONS (v.~~6-14-16~~ 7-11-16)
[TRACK CHANGES SHOWING APPLICANT'S REVISIONS]

1. Master Concept Plan/Development Parameters
The development of this project must be consistent with the one-page Master Concept Plan for Via Coconut, stamped received ~~March 30, 2015~~ _____, 2016 with revision date 04/16 (**Exhibit E**), except as modified by the conditions below.

This development must comply with all requirements of the Land Development Code (LDC) at time of local Development Order Approval, except as may be granted by deviation as part of this planned development. If changes to the Master Concept Plan are subsequently pursued, appropriate approvals will be necessary.

The project is approved for 297 multiple family residential units and 30,000 square feet of commercial use, with a maximum building height of 45 feet.

2. Uses and Property Development Regulations
   a. Schedule of Uses – See Exhibit A

   b. Property Development Regulations – See Exhibit B

3. Vehicular/Pedestrian Connection
Happy Hollow Lane:
The future interconnections to the parcels along Happy Hollow Lane shown on the Master Concept Plan are approved conceptually. ~~Specific~~ Prior to construction of any interconnection, specific connection to and the right to cross private property must be demonstrated at the time of local development order.

Property West of Railroad Right-of-Way:
Shown as a Future Potential Interconnection, the development must provide for future vehicular and pedestrian access connection to the property to the west as part of any residential development activity within this planned development.

More specifically, the applicant must construct the east-west connector road and oval as part of the residential development order. The road must be constructed to the west property line with the stub-out design subject to approval of Village Staff.

Internal to the Planned Development:
The development must provide for both vehicular and pedestrian interconnection throughout the development. The internal pedestrian connection must be in the form of sidewalks internal to the project separate and distinct from vehicular roads, drives, and access ways.

External to the Planned Development:
Except as provided elsewhere in the conditions of this planned development, pedestrian interconnection must be provided in accordance with the Master Concept Plan and Land Development Code.

4. 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.

5. Traffic
Connections shown on the Master Concept Plan to Via Coconut Point are subject to the review and approval by Lee County Department of Transportation, unless this road is turned over for maintenance to the Village of Estero. The southerly access point will be reviewed by the Village at the time of the development order for sight visibility issues to determine whether it is approvable.

6. Vehicular/Pedestrian Impacts
Approval of this zoning request does not address mitigation of the project's vehicular or pedestrian traffic impacts. Additional conditions consistent with the LDC may be required to obtain a local development order.

7. Transitional Comprehensive Plan
Approval of this zoning request does not guarantee local development order approval. Future development order approvals must satisfy the requirements of the Planning Communities Map and Acreage Allocation Table, Map 16 and Table 1(b), be reviewed for, and found consistent with, the retail commercial standards for site area.

8. Concurrency
Approval of this rezoning does not constitute a finding that the proposed project meets the concurrency requirements set forth in the Land Development Code. The developer is required to demonstrate compliance with all concurrency requirements prior to issuance of a local development order.

9. Agricultural Uses
Agricultural Uses: Existing bona fide agricultural uses on this site are allowed as follows:

(a) Bona fide agricultural uses consisting of row crops, that were in existence when the application for this project was filed, may continue in the areas depicted on **EXHIBIT C** until a local development order is approved for the area containing the agricultural uses.

(b) Clearing or injury of native trees or other native vegetation, including understory, in agricultural areas is prohibited. Existing areas of bona fide agricultural use that include existing grass pasture(s) may be mowed but those areas may not be cleared or expanded. Violations of this condition will require restoration in accordance with LDC 10-423. This prohibition of clearing or expansion of agricultural use is not intended to preclude approved requests for removal of invasive exotic vegetation.

(c) Prior to issuance of a local development order for the portion that contains the agricultural use, the property owner must provide written proof, subject to approval by the Village Attorney of the following:

(1) Termination of all agricultural use on the property included in the development order application/approval. Proof must include a sworn affidavit from the person or entity holding title to the property that specifically provides:

a) the date the agricultural uses ceased;

b) the legal description of the property subject to the development order approval;

c) an affirmative statement that the owner acknowledges and agrees that all agricultural uses except for community gardens are illegal and prohibited on the property and that the owner covenants with the ~~county~~ Village that they will not allow any other agricultural uses on the property until the property is re-zoned to permit agricultural uses; and

d) that the affidavit constitutes a covenant between the owner and the county that is binding on the owner, their assignees and successors in interest.

The affidavit must be properly recorded in the public records of the county at the owner's expense.

(2) Proof of termination of the agricultural tax exemption for the portion of the property included in the development order application/approval. Proof of termination must include a copy of the owner's request to terminate the tax exemption provided to the Property Appraiser.

10. Solid Waste Management

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

11. Development Permits

Issuance of a development permit does not in any way create any rights on the part of the applicant to obtain a permit from a state of federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertake actions that result in a violation of state or federal law.

12. Pattern Book

The Pattern Book must be reviewed by the Design Review Board prior to Village Council hearing and may be required to be amended pursuant to that review. A

Pattern Book must meet the requirements of the Estero Planned Development. It must contain additional detail regarding:

- Building design, materials – residential and commercial
- Gates – type, location, design (any gates must maintain required stacking per code)
- Streetscape (number and type of trees), along Via Coconut

13. Timing of Commercial Uses
The 8,000 square feet of non-residential/commercial space at the traffic oval will be constructed during Phase I of the project.

14. Central Oval
The central oval must be constructed as at least a "Type C" road and shown on the development order, and ~~platted~~ dedicated as a public easement, and recorded in the official records of the county. The green space in the oval must be designed to include a focal feature ~~such as a fountain~~, with appropriate seating, shade trees and other amenities.

15. Billboard
The billboard must be removed as part of the first development order for the site.

16. Gates
~~No gate is approved between the northerly commercial parcel and residential development.~~The Main Gates at the Village Green into the northern and southern residential sections must normally be left in the open position during the hours of 9:00 AM -6:00 PM. Gates, fences and walls must be designed to be obscured from view from ~~any roadway~~ the Via Coconut Point roadway as shown in the Pattern Book..

17. Commercial Uses
The commercial uses in the northern 2 acre site are intended to be neighborhood commercial uses. There must be a variety and mixture of commercial uses. No one use can dominate the site. The site will contain multiple buildings as shown on the Master Concept Plan.

18. Parking Spaces
Parking spaces must be delineated on the development order plan and assigned to units through the lease or similarly enforceable documentation~~,~~ with adequate guest parking required ~~per code~~ as provided herein.

19. Property Development Regulations
The property development regulations list townhomes as a potential use. If townhomes are developed, this will require an amendment to the zoning through the public hearing process as the site plan will be different.

20. Incentive Offerings
The applicant's incentive offerings are incorporated into this zoning approval as Exhibit D. Location and details are shown on the Master Concept Plan and in the Pattern Book.

21. Restaurants

Pursuant to LDC §33-515(a)(1) Tier 3 General Standards, at least one-half of the 30,000 s.f. building area for commercial use must be able to accommodate restaurants. However, only restaurants which do not require grease-traps (such as, but not limited to, e.g., coffee shops, ice cream parlors, deli sandwich shops) will be permitted in the Mixed Use buildings in the Residential Area, and restaurants requiring grease traps will only be permissible in the northern Commercial Area.

EXHIBITS:

A. Schedule of Uses
B. Property Development Regulations
C. Agricultural Affidavit
D. Pattern Book with Incentive Offerings
~~D.~~E. Master Concept Plan dated 04/16.

EXHIBIT A
Via Coconut-Schedule of Uses and Deviations

Note: Strike-thru and underline indicates staff deletions and additions
[See Applicant's revisions as Track Changes- 7-11-16]

Commercial Area

Accessory Uses and Structures
Administrative Offices
Agricultural uses, continuation of bona fide use only
Animals: Clinic
ATM (automatic teller machine)
Auto parts store, No installation service
Bait and tackle shop
Banks and financial establishments (34-622(c)(3)), Groups I, II
Broadcast studio, commercial
Business services (34-622(c)(5)): Group I, except bail bonding, check exchanges and oxygen tent services, Group II (messenger services, packaging services, parcel and express services only)
~~Caretaker's Residence~~
~~Clubs: Commercial, Fraternal, Membership organization, Private~~
Consumption on premises (in conjunction with group 3 restaurants only, no service past midnight)
Convenience food and beverage store (no gas pumps)
Cultural facilities (34-622 (c)(10)), except animal or reptile exhibits, aquariums, botanical or zoological gardens, historical sites, planetaria or zoos
Day care center, adult, child
Drive-through facility for ~~any permitted use~~ one bank only
Drugstore, pharmacy
EMS, fire or sheriff's station
Essential Services
Essential service facilities, (34-622(c)(13)), Group I
Excavation: Water retention, detention
Fences and Walls (see conditions)
~~Food and beverage service, limited~~
Food stores (34-622(c)(16)), Group I
Hardware store
Hobby, toy and game shops, (34-622(c)(21)
Household and office furnishings, (34-622(c)(22)), Group II
Insurance companies (34-622(c)(23))
Laundry or dry cleaning (34-622(c)(24)), Group I
Lawn and garden supply store
Medical office
Nonstore retailers (34-622 (c)(30)), Group I
~~Package store~~
Paint, glass and wallpaper
Parking lot: Accessory, Temporary (Temporary parking is subject to temporary use permit as applicable)

Personal services (34-622(c)(33)), Group I except coin-operated laundries or laundromat
Personal services (34-622(c)(33)), Group II except massage parlors (article VII, division3)
Personal services (34-622(c)(33)), Group IV, except escort services, palm readers, fortune tellers, card readers, or tattoo parlors
Pet services
Pet shop
Place of worship
Post office
Real Estate Sales and Rental Office – limited to sales and/or rental of units within the Planned Development
Recreational facilities, Group IV, except bingo halls or skating rinks
Rental or leasing establishments, (34-622(c)(39)), Groups I and II
Repair shops (34-622(c)(40)), Groups I and II, except taxidermists
Restaurant, fast food (see condition)
Restaurants (34-622(c)(43)), Groups I, II and III (see condition)
Schools, commercial (art, bartending, business, computer, crafts and dance only)
Signs in accordance with Chapters 30 and 33
Specialty retail shop (34-622 (c)(47)), Groups I – III, except ammunition, bowling equipment, firearms, hunters equipment, riding goods, saddlery stores, skiing equipment or tent shops
Studios (34-622(c)(49))
~~Temporary uses, subject to temporary use permit as applicable~~
Used merchandise stores, (34-622(c)(54)), Group I except pawn shops
Variety store

Residential Area

Accessory Uses and Structures
Agricultural uses, continuation of bona fide use only or Community Gardens (see condition)
Community Gardens (see condition)
Dwelling Units: Multiple-Family Buildings, Townhouse
Entrance gates and gatehouse (see condition)
Essential Services
Essential service facilities, (34-622(c)(13)), Group I
Excavation: Water retention, detention
Fences and Walls (see conditions)
Home Occupation (subject to standards in ~~Lee County~~ Land Development Code Section 34-1772)
Model display center
Model Homes, Model Units and Model Display Center, including accessory parking lots
Park, including community gardens, neighborhood parks, passive and active recreation
Parking lot: Accessory, Temporary (Temporary parking is subject to temporary use permits as applicable)
Real Estate Sales and Rental Office – limited to sales and/or rental of units within the development
Recreation facilities, Personal and Private On-site
Signs in accordance with Chapters 30 and 33
Temporary uses, subject to temporary use permit as applicable

The following non-residential uses are permitted on the ground floor of the two multifamily buildings in the Residential Area that are indicated on the Master Concept Plan to contain a maximum of 8,000 s.f. ground floor non-residential use:

Administrative offices
ATM (automatic teller machine)
Banks and financial establishments (34-622(c)(3)), Groups I, II
Business services (34-622(c)(5)), Group I, except bail bonding, check exchanges and oxygen tent services, Group II (messenger services, packaging services, parcel and express services only)
Caretaker's residence
Clubs: Commercial, Fraternal, Membership organization, Private
Consumption on premises (service no later than 1 a.m.)
Convenience food and beverage store (no drive thru)
Cultural facilities (34-622 (c)(10)), except animal or reptile exhibits, aquariums, botanical or zoological gardens, historical sites, planetaria or zoos
Day care center, child
Drugstore, pharmacy
Food and beverage service, limited
Food stores (34-622(c)(16)), Group I
Hobby, toy and game shops (34-622(c)(21)
Household and office furnishings, (34-62(c)(22)), Group II
Insurance companies (34-622(c)(23))
Medical office
Package store
Paint, glass and wallpaper
Personal services (34-622(c)(33)), Group I except coin-operated laundries or laundromat
Personal services (34-622(c)(33)), Group II except massage parlors (article VII, division3)
Personal services (34-622(c)(33)), Group IV, except escort services, palm readers, fortune tellers, card readers, or tattoo parlors
Pet services
Pet shop
Post office
Real Estate Sales and Rental Office – limited to sales and/or rental of units within the Planned Development
Recreation facilities, Personal and Private On-site
Recreational facilities, Group IV, except bingo halls or skating rinks
Rental or leasing establishments, (34-622(c)(39)), Groups I and II
Repair shops (34-622(c)(40)), Groups I and II, except taxidermists
Restaurant, fast food (see condition)
Restaurants (34-622(c)(43)), Groups I, II and III (see condition)
Schools, commercial (art, bartending, business, computer, crafts and dance only)
Signs in accordance with Chapters 30 and 33
Specialty retail shop (34-622 (c)(47)), Groups I – III, except ammunition, bowling equipment, firearms, hunters equipment, riding goods, saddlery stores, skiing equipment or tent shops
Studios (34-622(c)(49))
Used merchandise stores, (34-622(c)(54)), Group I except pawn shops
Variety store

[From ORD. #2016-09]

Section 4. **Deviations.**

Deviation (1) seeking 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 meeting parking lot aisle standards, allowing vehicles to back out onto the access drive, is (approved)(denied).

Deviation (2) seeking relief from the following:

(a) Section 10-416(d)(6) which requires a solid wall or combination berm and solid wall not less than eight fee 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

(b) Section 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 or 8 foot wall and berm combination as depicted on the MCP where commercial areas abut three single family residences, is (approved)(denied).

Deviation (3) seeking 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~~ 140 one-bedroom units, is (approved)(denied).

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July 22, 2016

Mary Gibbs
Director Community Development
Village of Estero
9150 Corkscrew Palms Circle
Estero, FL 33928

Via E-mail Gibbs@estero-fl.gov

Re: ***Via Coconut EPD/Proposed Village Ord. #2016-09***
Our File No. 68020.003

Dear Mary:

We are doing our best to prepare for the August 23rd PZB meeting. Because the July 12th meeting was not continued to a date certain, we are now required to publish a new advertisement in the newspaper and produce new signage with notice of the meetings, so it is important for us to be placed on that agenda. We know that you are preparing to revise the Zoning Staff Report that was previously revised June 14, 2016. The new Pattern Book submitted on July 12th is intended to address the outstanding questions raised at the June 21st PZB and June 28th DR B meetings. We have identified those issues below.

We have also tried to provide a thorough review of the various Estero Plan and Village Center District LDC requirements in an effort to expedite your final review well in advance of the August 23 PZB hearing. If you or the councilors have any questions, please let me know and we will be happy to me to address this with you.

Between the PZB and DRB we have identified 14 issues we were asked to address with regard to our PATTERN BOOK, and I have outlined those below with the responses:

1. Provide justification for parking adequacy around the Village Green in service to the non-residential occupancies.

Parking for non-residential use around the Village Green is provided at the multiuse rate of 1 space per 350 square feet. This ratio accommodates coffee shop, ice cream parlor, sandwich shop, leasing offices, brokerage, family medical, etc.
Dinner restaurant occupancies are not proposed in this area for reasons of service, trash, and delivery concerns, and the expanded parking demands for sit down restaurants is not proposed or feasible.
Time sharing concerns also enter into parking availability. Residential peak demands are after hours, and peak demands for

conventional offices and businesses are mid-day. With control gates open during normal business hours of 9 am to 6 pm, parking availability will prove sufficient under all daytime conditions. Correspondingly, business hours for food and beverage in the Village Green, limited to light fare such as coffee shop, ice cream parlor, sandwich shop, etc., will be open when business functions such as leasing offices, brokerage, family medical, etc. are not.

The parking provided in front of the businesses at a multiuse ratio of 1 space per 350 square feet would thus adequately serve parking needs, especially considering that up to half of the floor area focuses exclusively on community-related uses (leasing, mail, fitness, etc.) and users can park within the residential area or drive to park in the Village Green area.

New urban parking sharing standards recognize the overlapping demand cycles. That analysis would result in less parking than the aggregated calculation to provide one space per 350 square feet of multiuse space as proposed.

2. Access control and a stacking exhibit to show how the gate stacking works?

Per LDC Section 34-1748(1)(d)(2) stacking must be for 5 cars. The stacking exhibit attached illustrates the stacking of 5 cars can be accommodated at the gates with adequate space for through movements by vehicles.

3. Explore ways to deviate from a constant ridge line with changes in roof bearing elevations or vertical accent features. (Note that elevation views can be misleading. The stepped plan treatment will further the roof massing differences by making forward roofs appear higher than those set back.)

To address this concern the elevations were revisited. The solution provided depicts the selective use of gables on the forward elements of the elevations and not hips as previously shown. The gables stand forward of the body of the roof and thus from eye level will appear more dominant and effectively taller. An eye-level view of the buildings has been added to the Pattern Book (page 8) to help illustrate that the roofline will be varied from eye level view.

Eye Level View is at Pattern Book Page 8

4. Verify the adequacy of signage area on the vertical mixed use structures for the tenant

population to be considered.

See Pattern Book Page 20.
Diagrams and details of the sign bands proposed on the vertical mixed use building are provided in the Pattern Book, page 20. As depicted and described in the Pattern Book, wall signs are located in horizontal sign bands, with one horizontal sign band per building. As detailed on page 20 of the Pattern Book, wall signs will be comprised of individual lettering with reverse channel lighting (LED), with maximum lettering height of 30 inches.

5. Provide examples of signage on the facade of the vertical mixed use and commercial buildings as proposed.

See Pattern Book Page 20.
Page 20 of the Pattern Book provides examples of the wall signs on the vertical mixed use building, and examples of the wall signs and one projecting sign on the commercial buildings. The locations, examples, and specifications for these signs are spelled out on page 20 of the Pattern Book.

6. Offer examples of trim profiles, column treatment, water mark shapes, and building accessories such as haunches, shutters, and awnings that may be used.

See Pattern Book Pages 29-32.
Architectural details are provided in the Pattern Book. Page 29 shows Architectural Details for Residential buildings. Page 30 shows Architectural Details for the Village Green vertical mixed use buildings. Page 31 shows Architectural Details for the Commercial buildings. Page 32 shows architectural trim details.

7. Show sample stucco finishes to be used in the rusticated tiering of building elevations.

See Pattern Book Pages 29-30.

8. Strengthen Village Green feature structure for enhanced presence and intended activated uses.

See Pattern Book Pages 21and 27.
The Village Green pergola feature has been updated to a more substantial, larger structure with landscaping and benches. The structure is illustrated on the Pattern Book Cover graphic and detailed

and described on page 27 (Village Green Realm Details). This will be a focal point upon entry to the site and a place to gather within the Village Green. Columns provide sturdiness and Mediterranean character for this "outdoor room," while the landscape cover provides shade in response to the Southwest Florida sun. Pavers accentuate the space. Benches form a frame and offer opportunities to sit, relax, and interact. The estimated cost for this structure is $30,100.

9. Provide photo imagery on sample site design features such as fencing, gates , pergolas, arbors from which final selections may draw.

See Pattern Book Pages 26-28.
Photo image examples of site design features are provided and described for the Residential, Village Green and Commercial Realms on page 26 (Residential), page 27 (Village Green) and page 28 (Commercial).

10. Show examples of feature pavements that may be used.

See Pattern Book Pages 26-28 (Hardscape).
Feature pavers and sidewalk surfaces are illustrated and described for the Residential, Village Green and Commercial Realms on page 26 (Residential), page 27 (Village Green) and page 28 (Commercial).

11. Specify the landscape palette representing Florida friendly species.

See Pattern Book Pages 22-24.

12. Coordinate major planting areas with utility schematics to avoid conflicts.

See Pattern Book Pages 7 and 22-23 (Streetscape Cross-section shows PUE in 10'adjacent to ROW).
The locations of streetscapes and planting areas have been reviewed for conflicts with proposed utilities. Conceptual Utilities Plan on page 7 of the Pattern Book shows the general locations proposed for utility lines and connections. This is updated based on DRB comments about the alignment of the water main around the oval. The line has been adjusted to remove it from conflicting with the streetside and parking island landscaping.
The Streetscape plan along Via Coconut is depicted on pages 22 and 23 of the Pattern Book. The streetscape planting plan has been updated to reflect that trees will not be planted in a potential 10' PUE along the Via Coconut Right of Way.

13. Provide narrative and placement on trash management for residential and business occupants.

Three Service Areas are shown on the Development Plan and will be sized, located and screened as required by LDC §10- 261. The size required for services is:

Requirements (Residential + Mixed Use Bldgs with 8,000sf Comm.):

Commercial (5,001SF – 10,000SF): Garbage = 80 SF Recycling = 48 SF

Total = 128 SF

Residential (25+ Units): 216 SF for first 25 units plus 8 SF for each additional unit

297 units – 25 units = 272 units
272 x 8 SF = 2,176 SF
216 SF + 2,176 SF = *2,392 SF Total*

Residential + mixed use
Required: 128 + 2,392 = 2,520 SF
Provided: = 2,520 SF

Requirements (22,000 sf Commercial parcel to the north):

Commercial (10,001SF – 25,000SF): Garbage =120 SF Recycling = 96 SF

Commercial
Required: 120 + 96 = 216 SF
Provided: = 216 SF

14. Provide staple street lighting selections with placement.

See Pattern Book Pages 26-28.
Street lighting examples are provided for the Residential, Village Green and Commercial Realms on page 26 (Residential), page 27 (Village Green) and page 28 (Commercial). The style is Mediterranean lanterns with decorative, round, tapered pole base and metal powder coat finish. The Residential Realm features a single post top mounted fixture with height of 16' to 18' to be appropriate for residential scale. The double mounted version of the fixture is proposed in the Village Green and Commercial areas with height of 20' to 25'.

It has often been reported that Estero consists of 80% gated, predominantly single family, communities, and 15% commercial parcels, and only 5% undeveloped areas remaining in which the Estero community has been encouraging greater housing diversity and higher densities than the present 1- 6 units per acre. I thought it may be helpful to refer to the following Comprehensive Plan Objectives and Policies, and LDC Amendments, which support that housing diversity being encouraged:

The Estero Comprehensive Plan Encourages Housing Diversity

Economic Element:

Policy 158.1.9: *[Estero], in response to current and projected needs of [Estero] residents, will encourage a diverse mix of housing types, sizes, prices, and rents by maintaining mixed-use land-use categories in the future land use element.*

Housing Element:

Policy 135.1.9: *[Estero] will ensure a mix of residential types and designs on a [Village – wide] basis by providing for a wide variety of allowable housing densities and types through the planned development process and a sufficiently flexible future land-use map.*

Future Land Use Element:

Policy 1.1. 12: *The Village Center Area ... 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 19.1.3: *Encourage new developments that achieve the Estero community's vision and planning goal and policies and are consistent with mixed use design, architectural, location, connectivity and public access standards by establishing and implementing development incentives within the comprehensive plan and plan development code that:*

a. Promote mixed use patterns in targeted areas, especially those designated village center...

d. Expedite development projects particularly in targeted incentive zones

where the community has adopted mixed-use plans and LDC standards...

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.*

Policy 19.3.1: *Support and enhance Estero's residential character:...:*

...

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...

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,... [Through] Policy 1.1.12 ...; the Village of Estero encourages land to be developed ...with a greater mix of uses and higher densities when placed within walkable, mixed use patterns.*

Focus Development Group's Via Coconut EPD makes a very significant contribution to the required diversity of housing types, sizes, prices and rents in the Estero community by providing for high quality apartments available to support the transitional element necessary for a multigenerational community with millennials working into their first homes, people coming to take jobs in the area due to the growing economic base, and latter year Baby Boomers transitioning out of larger single family homes and into smaller spaces more easily maintained and with greater access to neighborhood services than otherwise available in the gated communities from which they are transitioning. The quality of life for Estero residents will be improved by this diversity of housing proposed in the Via Coconut EPD.

Those higher densities and wide variety of housing must include apartment housing options to house the important work force for the community's existing commercial and residential service industry: first responders (police, Estero Fire and Rescue, EMS) teachers, office personnel, restaurant and other service industry workers, health care professionals and the many support staff for the Health Village (which is also a part of the Village Vision) to name just a few. Also enclosed is a copy of a letter to the Estero Council from Lee Memorial Health System dated June 16, 2016, encouraging support for Via Coconut EPD and the added variety to housing options it will provide.

The Village Center area in which Via Coconut EPD is located is a zone targeted for incentives to develop higher densities and mixed use like those which are proposed in this EPD. In addition to adding to the diversity of housing through the proposed high quality apartments which are not found anywhere else in the Village Center at this time, Via Coconut EPD also incorporates neighborhood commercial uses through a vertical mixed use element in which mixed use buildings are proposed as an integral element of the Village Green/Oval Park public space and activity area. This mixed use pattern incorporates public access both to public gathering spaces provided by the developer, as well as promoting connectivity to the Estero Community Park through those public spaces and through a connecting street required by the Framework Map and provided privately to benefit the public.

Especially in the Village Center Area, the Estero Comprehensive Plan explains that guidelines and standards will be set out in the Land Development Code to implement those objectives and policies.

Policy 19.8.3: *The land development code provisions that will implement the objective and policy set forth in this Objective 19.8 shall consider such reasonable guidelines as are necessary... such guidelines may consider designated 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[and LDC §33-504(a)]**: The land development code will provide standards for four levels of development in the Village Center area...:*
>
> > ...
> > *b. Tier 2 accommodates residential neighborhoods with higher densities and a potential for a greater variety of housing types, ...*
> > *c. Tier 3 accommodates mixed-use neighborhoods with similar attributes as Tier 2 but with higher levels of non-residential uses as well. ...*

The Glossary defines some of the terms used to describe the uses and standards encouraged by the Village:

> ***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.... 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.*
>
> ***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.*
>
> ***Walkable** – A characteristic of mixed use neighborhoods or districts where people can walk safely 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 1/4 mile in distance.*

Tiers 2 and 3 call for higher densities and the incorporation of commercial uses as part of mixed use neighborhoods encouraged for the Village Center area. Via Coconut EPD proposes complementary commercial uses within walkable distances from its own residential buildings located along Via Coconut Point, but also within walkable distances from the recently approved Genova and Volunteers of America residential projects on Corkscrew Road and within ¼ mile of the

proposed commercial area to be located within this project at the corner of Corkscrew Road and Via Coconut Point. The proposed connecting street round-about around the Village Green/Oval Park demonstrates the mixed use pattern by allowing for the interconnections of internal neighborhoods/buildings, as well as those located outside of the Via Coconut EPD. This important connecting element also allows for the East/West connection between the Estero Community Park and future neighborhoods to the west of the subject site in the event that the Village is able to negotiate a crossing of the railroad as anticipated by Policy 19.4.6 and the Village Center Framework Map at this location. The sidewalks and paths proposed as part of the Via Coconut EPD's Village Green/Oval Park tie together numerous nearby walkable destinations and future neighborhoods through the Via Coconut EPD. The south entrance is less than ½ mile from the Hertz Office entrance on Williams Road.

The Plan also describes the Public Spaces being encouraged as part of the higher densities and more diverse housing:

> ***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.*
>
> > ***Policy 19.6.1:*** *Promote the development of a variety of public spaces, park, and recreational facilities within Estero by collaborating with... private developers... on the development of active and passive public resources and facilities.*
> >
> > ***Policy 19.6.2:*** *Expand the use, variety, and type of public spaces, ... by collaborating 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.*
> >
> > ***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.*
> >
> > ***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.*

The Village Green/Oval Park is a public space provided in collaboration with Focus Development Group's EPD and is further an important link to the future Estero Community Park westerly entrance road from Via Coconut Point. This EPD's proposed connecting street represents the use of private property to provide the critical vehicular and pedestrian link for the public to connect from the Estero Community Park hub to Via Coconut EPD and ultimately to points west of the railroad tracks.

LAND DEVELOPMENT CODE

Section 33–54 -Community review. *The owner or agent applying for planned developments,... must participate in a public information meeting pursuant to the Ordinances, regulations and policies of the Village...*

With at least six prior meetings before the Estero Community Planning Panel, Estero PZB and the Estero DRB, the community review and public information meetings have been numerous.

Section 33–501. Estero Planned Development zoning district. ...

(b) The Estero PD district contains tiered standards that apply to the Village Center Area. Landowners may apply for rezoning to have these new standards and densities applied to specific tracts of land.

Section 33–502. General criteria. *The general criteria for the Estero PD district are as follows and will apply in all Tiers, as defined below. These general criteria set out the defining principles used to create the standards for the Estero PD district and provide the rationale to be followed with respect to any rezonings or other applications for development in such district.... Wherever issues arise ... which are not specifically determined by the Estero PD district Tier standards, the general criteria shall be applied. As part of the approval process... the Village Council... shall make a written finding as to whether, and to what degree, such application is consistent with these General Criteria.*

(a) ***Goals.*** *The specific goals set forth in the comprehensive plan for the village center area include creating socially vital centers supportive for business both big and small, neighborhoods and streets that are safe and attractive for walking and bicycling...*

(b) ***Reasonable Standards.*** *The provisions of the land development code implementing the Estero PD district are designed as a reasonable standards and guidelines to foster consistent and high quality built results and public spaces... such standards also permit other reasonable means that accomplish the goals and objectives of the comprehensive plan in a different or complementary manner by the village's ability to grant deviations or variances from the standards set forth herein... where the strict application of the standards will not best achieve the goals underlying such requirements.*

The deviations proposed help accomplish the goals of the Village Center to reduce parking where that is feasible, and to provide for mixed-use patterns on a parcel which has some significant locational and geometric distinctions that make a strict application of those regulations nearly impossible to achieve.

Deviation 1 allows on street angled parking around the Village Green/Oval Park. It is justified because it promotes on street parking in mixed-use areas consistent with the Village Center goals, and it protects pedestrians by separating them from the travelled way while also calming and slowing traffic in this mixed-use/ public gathering space area.

Deviation 2 is to reduce the 25 foot setback to 20 feet for the required 8 foot wall/berm with landscaped buffer required between the parking area driveway on the north end of the property and the single-family lots along Happy Hollow Lane. The request is justified due to the narrow width of the property at that location and the Village code requirements that the buildings must be located close to the Via Coconut Point right-of-way which then forces the parking to be located at the rear on this narrow parcel. The wall height and the amount of landscaping will remain the same, but will be setback 20' instead of 25'.

Deviation 3 is a request to reduce the parking required for one bedroom units from 2.0 spaces to 1.5 spaces per one-bedroom unit. This is justified due to the industry standards for parking supply and demand per bedroom identified by the Institute of Transportation Engineers and the developer's experience that one bedroom units do not generally generate the need for two parking spaces overall and because reduced parking is part of

the goal for the Village Center Area.

(c) ***Accessibility.*** *The criteria implementing the Estero PD district for the Village Center Area are designed to make the public space accessible, both socially and physically, connected, and walkable. Such guidelines (a) are based on the primacy of the human scale over the automobile, (b) are designed to balance private property interests and property rights with public goals, and (c) enjoy simple, understandable, and physically determined methods to achieve these goals.*

The design of the Via Coconut EPD includes pedestrian and vehicular accessibility by the public onto private property made available as public space for public use, gathering, and enjoyment by the developer for use by members of the public. This publicly accessible space extends north-to-south along the entirety of the property's frontage along Via Coconut Point, where streetscape enhancements of plantings and open space provide room for public enjoyment, interaction with neighbors, and enhanced walkability along the fronts of residential buildings and commercial buildings. This publicly accessible space also extends through the center of the site, where a 0.5-acre open space (the Village Green) linked to 8-foot wide sidewalks extending along the mixed use building frontages allow for public accessibility east-to-west that is also socially and physically connected and walkable.

(e) ***Street design****.... The design of streets shall favor their proper used by pedestrians; where the guiding principle is to calm traffic and to specifically slow traffic at intersections to allow pedestrians to cross streets quickly and safely. Landscaped medians and two-way streets help to achieve these goals and objectives are reducing the apparent width of streets and providing safer crossings. On-street parking, where appropriate and feasible, protects pedestrians from the actual and perceived danger of moving traffic.*

The Village Green/Oval Park round-about serves the traffic calming purpose and allows pedestrians to cross the connecting street safely and at a location where they can then travel to the other side without have to dodge traffic. The on-street parking at the mixed-use buildings around the Village Green also serves to slow traffic in the round-about while also buffering pedestrians from exposure to traffic using the round-about connecting street.

(g) ***The Visual Edge.*** *The sidewalks, setbacks, building façades and other characteristics of the visual edge of the publicly accessible street are also important features under the standards for the Estero PD district. The height of the buildings, setbacks and projections define the enclosure of the street. The maximum width and height of buildings define a building's mass, while the architectural features of the building ... will ultimately determine the social vitality of the street. ...*

Building heights have been maintained at no more than 3 stories/45' to remain consistent with what has been proposed and presented to the public and members of the Estero community at all of the public informational/hearing sessions since 2014 when the plans were first presented to the ECPP. The visual edge is defined and protected by maintaining the 3 story heights at the setbacks proposed in order to keep buildings close to the streets and not setback too far. The architecture of all buildings is varied and articulated with horizontal and vertical step-backs. There are 4 different residential building designs to address and accommodate a wider variety of style and design that would otherwise be expected. There is a distinctive mixed use building design to represent the importance and specialization of these building types. There are three different compatible commercial building designs for the three commercial buildings to distinguish each from one another. While building designs are varied to avoid a "cookie cutter" appearance, the variations in architectural design still achieves a consistent Mediterranean character through the employment of common style, materials, detailing and trim among all buildings across the site. [Also see §33-512: Visible Edges, below]

(h) Architecture. *Architectural variety of buildings and unique approaches to design and structure are to be valued under the standards for the Estero PD district, however, equally important is the fact that adjacent buildings and public spaces that share some of the characteristics of its neighbors will generate a sense of cohesive framework in the Village Center Area.*

Varied and undulating articulations exist on the buildings, and there are 4 different building designs to address and accommodate a wider variety of style and design than would otherwise be expected.

The architectural character of this community has sought a design that offers meaningful distinction from the typical rental community. The stylings have been influenced by the original "beauty book" for Coconut Point, executed in a contemporary application of "Mediterranean" architecture.

The high quality exterior appearance has a focus on varied appearance over repetitive replication of identical buildings along the Via Coconut Point frontage.

The extended length of the site demanded a street presentation with movement and varying feature. A series of color elevations show a sampling of the variety that can be achieved using:

- **Differing roof features,**
- **Varied exterior wall and trim pallets,**
- **Staggered fascia and roof lines,**
- **Grouped and individual window treatments,**
- **Selective inclusion of balconies and sun room offerings,**
- **Pedestrian gateway entry expressions that hallmark public access to and from individual units along the Via Coconut approach,**
- **Selective use of private walkways to ground level units,**
- **Exterior balconies or sunrooms orienting to all sides of each building ("eyes on the street" CPTED),**
- **A strong street tree cadence, and**
- **Garden courtyards between structures offering a changing presentation to passing motorist and pedestrians.**

The Village Green mixed use buildings offer an enhanced expression resulting from the higher ground level floor heights, the covered promenade with signage, the widened promenade walkway system, and the up-town presentation of their façade to the Village Green with its activating features and occupancies.

The commercial frontage along Via Coconut Point will follow the design theme with compatible architecture. The final users are unknown at this time and thus a fixed expression of their appearance can only be approximate. The internal and external demands for each will be heavily governed by the users that seek this location for their business investment. From restaurant to financial institution, from office to retail merchandizing, the overall frontage is intended to continue the varied approach put

in play by the residential facades while preserving the consistency of a uniform theme and material pallet on each individual execution.

Coordination of styles and features of adjacent Genova property and the nearby Coconut Point have been incorporated in the design development process for the Via Coconut EPD. The subject site and the Genova project that will shape the streetscape and appearance of the Via Coconut Point corridor are coordinated in the following fashion:

- **Common architectural theme of Mediterranean**
- **Common color palette typical of the Mediterranean style of warm white or cream color and earth tone colors including gold, brown, and terra cotta tones**
- **Common streetscaping themes: shade trees frame the ends of buildings; vertical accent plantings are behind the shade trees; palms are in front of buildings to provide accentuation and symmetry; groupings are along the street patterned consistently in front of each building.**
- **Common median landscaping: the center medians along Via Coconut Point will be coordinated between the two developers' proposals to install and maintain landscape according to Village approved specifications.**
- **Trellis/Arbor features: Both Genova and the Via Coconut project are proposed to feature trellis/arbor structures that epitomize the elegant look and feel of an open-air, shaded, structured outdoor experience in the Mediterranean context, where one may linger a short while in solitude or a lengthy time engaged with others. These features are a signature of both projects, as they are for other projects throughout Estero.**

Orientation of the Genova buildings facing along Via Coconut Point will be complemented by the orientation of all buildings of the subject site facing along Via Coconut Point. This complementary orientation toward the street contributes to the ultimate goal of a more pedestrian scaled condition of the Via Coconut Point right-of-way in the future.

(i) Quality of Buildings. *Buildings are like permanent fixtures in the landscape of the Village. They should be constructed with sufficient material and of such high technical quality to allow for their continuing renovation and adaptive reuse well beyond the expiration of their initial planned use or cost recovery. Building design and construction are encouraged to be*

cognizant of SW Florida's unique climate and ecologically sensitive in their use of materials, particularly recyclables, and with respect to their energy demands. [Also: §33-517: Architectural Diversity and High Quality Development].

Relatively recent amendments to the Florida Building Code make it one of the most stringent building codes in the country with standards that address the unique climate of Florida through increased construction standards in response to (among other things) hurricanes and environmental factors like mold and mildew formation. These are already minimum requirements for all construction in Florida. However, above the already stringent standards adopted in the FBC, the following comparison shows the high quality materials and areas of superior construction approaches proposed by Via Coconut EPD as compared to Florida Building Code requirements (and which also take into account the SW Florida climate and energy demands, e.g., exterior venting, mildew and moisture management, extra thermal insulation, no copper plumbing fittings, etc.):

Florida Building Code requires:	Via Coconut EPD Design:
Conventional reinforced foundations.	Post-tensioned foundations.
Wood frame construction.	Full height reinforced concrete masonry construction.
Shingle roof.	Barrel tile roof.
Energy code compliance.	Energy Star certified.
Single-pane windows.	Thermally insulated, double-pane, impact windows.
STC 50 sound rated walls and floors.	STC 54 sound rated walls and floors.

Via Coconut EPD Construction Standards above those required for single family:

- **Fully protected and fire-rated structural frame**
- **Full fire protection system**
- **Full hard wired fire alarm system**
- **All units (including upper levels) designed to meet Federal Fair Housing Act accessibility clearances**
- **Exterior vented bathroom fans and laundry connections**
- **Fresh air positive pressure HVAC systems for mildew and moisture management**
- **Exterior metal clad insulated doors**

- **Double lock exterior hardware**
- **Wrought iron or color fast aluminum handrail assemblies (no wood)**
- **Raised panel molded interior doors**
- **Lever hardware (no knobs)**
- **ABS plumbing with no "in-wall" fittings (no copper)**
- **Circuit protected Power/HDMI port in every living and sleeping space**
- **High velocity cable/internet service in every living and sleeping room.**

Via Coconut EPD General Features not ususally found in the rental housing market:

- **Oversized unit floor plans relative to competitive offerings**
- **Expanded exterior porches or elective sun rooms (except for the small one bedroom studio unit)**
- **Island kitchens with generous and taller cabinets**
- **Full sized utility rooms**
- **All bedrooms sized for king size beds**
- **All master bedrooms with walk in closet/dressing suite attached**
- **Double master suite in all two bedroom units**
- **Oversized vanity counters and bathroom linen cabinets in each master bath**
- **Double windows in all bedroom areas**
- **Oversized tubs or showers in all bathrooms (except for the small one bedroom studio unit)**
- **Internal corridors in lieu of exterior breezeway exit assemblies**
- **LED lighting on all exterior building and site applications**

Via Coconut EPD Unit Interior Finishes to be employed:

- **Hardwood style presentation flooring in all living, kitchen, and entry areas.**
- **Premium carpet (32 oz.) and pad in all bedrooms, closets and corridor areas.**
- **9' ceiling heights on all units with selectively applied 12' ceilings in living areas on top floor units**
- **Granite or other similar solid surface counter top in kitchen and bath(s)**

- **Premium appliance packages including ice maker refrigerators, full size range and microwave, silent run dishwasher, spray-head single lever faucet with double bowl stainless sink**
- **Wood cabinetry with concealed hardware**
- **Full sized, and equipped washer/dryer installations**

PATTERN BOOKS

Section 33–391. Pattern books generally. *A pattern book describes the anticipated visual character and layout for a development project and can also illustrate proposed signage, landscaping, and other features....*

§33-507 [Note: Not quoted verbatim]

(a) Tier 1 pattern books:

1. Illustrative colored site plan on an aerial photo with street connections/circulation, bike/pedestrian circulation, landscaped areas, open spaces, civic spaces, public gathering spaces, water management areas, and developed areas;

2. Conceptual architectural elevations that depict generalized architectural theme or themes characteristic of the primary façades of buildings and including a proposed color palette.

3. Landscaping and open space plan with typical buffer planting detail.

4. Where pad sites or out parcels are to be developed separately, a plan with detailed examples, figures or photographs that indicate what unifying themes will be common to those sites (architecture, signage, landscaping, etc.) ....

6. [For parcels where access will be controlled for security, a controlled access plan showing the proposed methods and extent of access control along with architectural elevations that depict the appearance of the controlled area. The access plan diagram shows vehicular, pedestrian and bicycle network and proposed locations of sidewalks, trails, bike paths, drives, streets, fencing, gates and walls and their role in the security for such areas.]

(b) Tier 2 and Tier 3 pattern books must also show location and size of: proposed detention/retention areas; development tracts (with approximate acreage); streets, sidewalks and off street facilities for walking or biking; common parking areas, three-dimensional diagram or rendering that shows the scale and massing of buildings proposed and a typical façade detailing for buildings that will be visible from streets.

For details of all of these elements please see the 36 page Pattern Book dated July 12, 2016 submitted to the Planning and Zoning Board, and attached hereto.

Section 33–512. Visible edges. [Note: Not quoted verbatim]

(b)(1)... Figure 32–242 (a) – (g) are incorporated as requirements of all the tiers.

...

(c) Out parcel sites.

1. Buildings must be oriented to the parallel street (reverse frontage street) and have at least one entrance in each building clearly visible from and directly accessible from the parallel street.
2. Service functions may not be located between the building on the parallel street without reasonably adequate screening and landscaping so that such functions are not visible from the parallel street.
3. All parcel sites along an arterial or collector road must comply with all provisions of section 33–51 through 33–477.

The commercial outparcels meet all of these requirements.

(d) Tiers 2 and 3:
1. Buildings must have their principal street façade within a reasonably close distance from the appropriate edge of the street. Not greater than 120 feet.... There is no designated maximum building length; however reasonably appropriate articulation of the mass and form of buildings is required to prevent such building from being unattractive from a visual perspective along such street.
2. Private parking spaces and lots must be located behind the building and visually buffered from the street. These accesses may be secured with an operable metal gate if the gate's overall opacity is not unreasonably opaque so as to become a visual barrier to the view from the street.
3. Building entrances must be clearly visible from and directly accessible from the street.
4. Building entrances may open directly to the sidewalk or indirectly through a secure raised dooryard or exterior courtyard that is separated from the sidewalk by a medium height solid wall, not in excess of approximately 3.5 feet tall, which wall may also include an open metal fence up to a few feet in additional height, or overall wall and fence does not exceed approximately 6 feet in height.
5. Medium height solid walls not in excess of approximately 3.5 feet tall may secure space between buildings but must be contiguous with, and not project beyond, the adjacent building's front façade unless part of an exterior courtyard entrance.

The residential buildings on Via Coconut Point are all oriented close to Via Coconut Point, not more than 35' setback, with appropriate lengths of the buildings relative to the limited 3 story/45' heights, with a variety of differing elevations having appropriate articulation such that the form and mass of the buildings is attractive and not repetitive and boring. Parking is located behind the buildings and not visible from Via Coconut Point. Some of the parking consists of garages tucked under the buildings and accessible from the corridors within the interior of the buildings. Building entrances are clearly visible and accessible from the street, with entrances on Via Coconut Point and from the parking at the rear. Long, solid walls are not used for security, but security is accomplished using the residential structures themselves along with connecting courtyards created between buildings

by low-medium height fencing with pedestrian gateways out to the public realm and sidewalk along Via Coconut Point. The interior driveways are secured by operable metal gates which are proposed to be similar to the style found at the Residences at Coconut Point. These gates not visible to the Via Coconut Point public right-of-way, they are not unreasonably opaque and thus do not present a visual barrier to the view from the street.

§33-514 Variety of housing types.

(1). There are a variety of housing types that may be constructed in Tiers 2 and 3. These include... apartment houses, rowhouses, live – work buildings, courtyard buildings, mixed use buildings, pedestal buildings, and towers.

(2). The Village's goal is to have a significant variety of housing types in each neighborhood. To encourage flexibility, development plans are not required to identify specific housing types at the time of rezoning except that the location of buildings taller than 45 feet must be identified.

§33–515. Tier 3 General Standards.

(a)(1) Tier 3 accommodates mixed-use neighborhoods with similar attributes as to Tier 2 but with a minimum requirement for commercial uses. Development plans must include sufficient commercial floor area to occupy at least the first floors of all buildings that have frontage on at least one primary public gathering space... If necessary, areas designed for commercial use may be adapted and utilized for residential or residential accessory use until such time as commercial use becomes viable or all phases of the Tier 3 development have been completed and occupied, whichever is earlier. At least one half of the building area designed for commercial use must be able to accommodate restaurants. ...

(b)(1) The provision of publicly accessible gathering places... is mandatory in Tier 3....

(3) Gathering places allow the general public to congregate; examples include, without limitation: a. Outdoor spaces such as parks, plazas, and farmers markets.

b. Businesses such as restaurants, coffee shops, and fitness centers.

...

f. Amenities adjoining sidewalks and trails such as benches, exercise stations, and gazebos.

At least one primary, publicly accessible gathering space must be provided in Tier 3 in the form of a thoughtfully planned and designed open space that can function as a "third place" for the Village to help create social vitality in the Village Center Area. This gathering place must be attractive, visible and easily accessible from a connecting street, and must be clearly located and designed for the larger public benefit, not just for the benefit of the occupants of the development within which it is located. The visual edges of the space must be at least partially enclosed by buildings with at least the ground floors designed for commercial uses such as restaurants, bakeries, cafés, fitness

studios, and other businesses that promote public gathering and social vitality.

The Via Coconut EPD contributes to the Village's goal to provide a variety of housing types required in the Village Center area. Projects are encouraged to maintain flexibility in the types of housing to be provided, so they are not required to identify specific housing types at the time of rezoning. Via Coconut EPD is entirely Tier 3 and complies with the Tier 3 General Standards. It contains sufficient floor area to occupy the first floors of the mixed use buildings that have frontage on the Village Green/Oval Park public gathering place, which are proposed to be used for a combination of nonresidential uses that serve the occupants of the development and the public-at-large (leasing office/real estate sales office, fitness studio, package mailing/postal center, café, community meeting rooms and recreational area) until such times as the area becomes viable for full commercial use based on the amount of activity generated in the Village Center Area.

In Tier 3 a public gathering space is mandatory and must take "the form of a thoughtfully planned and designed open space that can function as a 'third place' for the Village to help create social vitality in the Village Center Area." [§33-515]. The Village Green/Oval Park and adjacent mixed use buildings fit this description perfectly: accessible from a connecting street open to the public, designed for the benefit of the larger public and not just the residents of Via Coconut EPD, with visual edges at least partially enclosed by the mixed use buildings within which the ground floors are designed for commercial businesses that will contribute to the public's use of the gathering space, like fitness studios, cafes, and other businesses that promote public gathering and social vitality. The Village Green Mixed Use area perfectly matches the required Tier 3 gathering space.

In Tier 3 a public gathering space is mandatory and must take "the form of a thoughtfully planned and designed open space that can function as a 'third place' for the Village to help create social vitality in the Village Center Area." [§33-515]. The Village Green/Oval Park and adjacent mixed use buildings fit this description perfectly: accessible from a connecting street open to the public, designed for the benefit of the larger public and not just the residents of Via Coconut EPD, with visual edges at least partially enclosed by the mixed use buildings within which the ground floors are designed for commercial businesses that will contribute to the public's use of the gathering space, like fitness studios, cafes, and other businesses that promote public gathering and social vitality. The Village Green Mixed Use area perfectly matches the required Tier 3 gathering space.

Village Green Occupancies:

The Village Green ground level occupancies offer approximately 8,000 sf. of non-residential floor area facing the Village Green within the two fronting buildings. These area contain 11' ceiling heights, and are faced with storefront facades, organized under a wide covered promenade then continues outward further to the parking curb side for user patrons.

Until the future railroad connection to the western Village Center is effected, the retail opportunities are severely restricted in the market for vendors in the eastern Village Center, given the abundance of other retail and business options on more traveled paths within Estero available to serve the likely future business demand.

For that reason the importance of activation of the Village Green with businesses and uses that make the experience enjoyable and the destination inviting to residents within and without justifies a transitional tenancy approach to community lifestyle needs as provided for in §33-515(a)(1).

Intended Village Green non-residential uses:

- **An important part of the common area of most lifestyle residential amenity programs includes a leasing and management function. It is appropriately operated as a "licensed business occupancy" (in a manner similar to a real estate office), and govern by commercial building standards in the codes and accessibility regulations of the state and federal government. This common area use thus is an anchor business occupancy that will always be part of the Village Green with convenient access to public inquiry and resident need. 1,200 sf. estimate**

- **Premium lifestyle needs also demand a major fitness facility equipped with state of the art aerobic, free-weight, body sculpting and exercise floor components. Like most business/commercial counterparts, they would be 24/7 controlled access environments with companion observable tot-play room, media activation on command, fitness beverage/snack vending, and independent restroom/locker facilities. 2,000 sf. estimate**

- **The technology savvy generations (both young and old) demand internet connectivity and back-up executive business infrastructure to meet their personal and business needs. This too is a 24/7 controlled access offering where residents may seek individual or collective interaction via our ever present digital connectivity. Like a Starbuck fused with a 24/7 Kinko's, this social and digital connecting environment would offer high speed wireless access, copy and**

duplication machine capacities, small meeting accommodations and access to restroom and vending services as found in the fitness component. 900 sf. estimate

- **In today's internet society, more of their routine purchases are internet made. The volume of package delivery is rapidly on the rise. Postal centers that receive and accept both mail and package deliveries on behalf of residents are a final 24/7 operation. Public access for both the delivery and the pick-up function advance their convenience. Similar operations in the form of commercial mail and package centers can routinely be found in village and urban centers, as the federal postal facilities void interface with private package and mail delivery providers (Fed Ex, UPS, etc.). This operation often finds benefit from proximity to the "internet café or executive center operators. 250 sf. estimate**

The collection of the listed common area lifestyle offerings can also be made available to the public with member access. This unique setting allows these facilities to remain viable commercial and resident common area functions if market conditions permit.

In addition to the listed lifestyle offerings, other interior areas are also intended. They include:

- **Indoor and outdoor private gathering spaces with service and summer kitchen facilities respectively**
- **Entertainment (big screen viewing) and video gaming settings for group interaction**
- **Indoor social club functions such as cards, billiards, and reading library**

These functions would likely orient away from the Village Green and toward the outdoor activation areas of the campus, ideally on the opposing side of the liner commercial edges of the Village Green "book-end" buildings. The adjoining outdoor amenity areas would be divided into two zones, a passive and an active environment. Individually they would include:

<u>Active outdoor amenity</u>:

- **Pool with expanded pool deck, zero entry pool for children and sun-basting.**
- **Cabanas for extended outdoor relaxation**
- **Outdoor living area with summer kitchen, picnic, and soft seating in shade**
- **Yard team events such as sand volleyball, lawn chess, bocce, corn-hole**

<u>Passive outdoor amenity</u>:

- **Mediation garden**
- **Herb/vegetable garden**
- **Private party setting**
- **Outdoor yoga/aerobic patio**

Withinthe residential campus areas will be provided for resident convenience and use:

- **Fenced "pet park" for active outdoor pet use**
- **Pet care center for bathing and grooming**
- **Scattered bike storage areas with individual unit convenience**
- **Car and bike care center (likely partnered with trash management depot)**
- **Walking path circumnavigating large internal retention pond and park feature**
- **Occasional bench appointments along internal walkways for relaxation**

The Service Offering:

No lifestyle community is fully successful without an expanded service offering to insure resident comfort and convenience. Most are readily available and included as exclusive benefits to the community tenants. They include:

- **Fully staffed, nationally recognized, professional management team**
- **On-site maintenance services for all normal and emergency needs**
- **Managed property security program (including after hour restricted access systems)**
- **Premium grounds and amenity care program**
- **24/7 resident access call and internet response capacity**
- **Full resident vetting protocol considering credit, character, and criminal history of candidate residents**
- **Concierge referral and scheduling assistance on outsourced services and area conveniences**

Via the concierge service, other offerings are provided under controlled management on an al-la-carte basis. They would likely include:

- **Home housekeeping services**
- **Car washing services**
- **Pet walking and boarding services**
- **Home delivery services**
- **Transport services via private carrier companies**

The Business Lifestyle Offering:

In an effort to populate the commercial/retail areas of the vertical mixed use buildings with independent business interests, the initial focus would seek to consider personal services often found in commercial settings. Frequently these are small local business operators who are not sought by larger commercial lease

settings. Their boutique nature in operation and size often find most commercial lease areas too large to fit their needs. Often these small business demands do not exceed 500 sf. Candidate operations of benefit to the residents of the proposed community and the public could include:

- **Hair styling salon**
- **Manicure and pedicure salon**
- **Card and gift shop**
- **Flower shop**
- **Private fitness trainer**
- **Tailor/seamstress**
- **Coffee shop**
- **News stand**
- **Book store**
- **Bakery outlet**
- **Dry cleaning outlet**
- **Executive office center operations**
- **Light food and beverage operation***

****Heavy food operations are largely viewed as not compatible with vertical mixed use residential/commercial occupancies except in urban centers. Their demand and impacts on food waste, odors, rodent attraction, and late hour noise often devalue the adjacent residential tenants. More appropriately, these particular occupancies would best orient to the northern and more freestanding commercial portion of the campus master plan.***

Commercial Via Coconut Point Frontage Offering:

Along the more heavily trafficked thoroughfare of Via Coconut Point, and particularly at the intersection of Corkscrew Road, the site dimensions and frontage invite convenience to the on-site resident population and easy access from through traffic. This limited depth portion of the site intentionally follows the TND pattern of buildings to the street with parking to the rear (when possible).

Convenient walking and bike connections within the larger campus make this commercial venue a clear "lifestyle benefit" for residents. The likelihood of this commercial area finding strong candidate tenants is greater than the Village Green, even after the future connection to the Village Center on the west is implemented.

Ideal commercial occupancies would exclude auto-centric commercial uses but include:

- **Food and beverage operators**

- **Boutique fashion wear vendors**
- **Neighborhood medical and dental professional offices**
- **Neighborhood real estate professional offices**
- **Decorator show rooms**
- **Investment and insurance offices**
- **Banks and other financial institutions**

Incentive Offerings [LDC §33-518 - Ordinance 16-07]

- **Mixed use (Vertical) [33-518(h)(1) (High Value)]**

The site features both vertical and horizontal mixed use. Buildings fronting the central Oval Park/Village Green are vertically mixed use buildings. Each building has approximately 4,000 square feet of nonresidential ground floor area. Residential units are on portions of the ground floors and on the 2nd and 3rd floors.

Three commercial buildings totaling approximately 22,000 square feet are at the corner of Corkscrew Road & Via Coconut Point. Open spaces around these buildings are provided for human scale comfort and furnishings for seating. These spaces are interconnected to the residential buildings with vehicular, pedestrian and bike connections that direct people through the site in a safe and convenient manner.

- **Interconnectivity & Pedestrian/Bicycle Connectivity [33-518(e)(1) (High Value)]**

Bicycle and pedestrian connection is achieved with five foot wide (minimum) sidewalks throughout the site. These sidewalks include paths that connect to every commercial and residential building entry. The paths connect to continuous internal sidewalks along both sides of the residential area drive aisles, providing for convenient connection from one building to another and from one area of the site to another. The sidewalk network also connects to surrounding external sidewalks along Via Coconut Point and Corkscrew Road. Those pedestrian oriented interconnections also provide for the opportunity to increase access of the residents to the Estero Community Park recreational area. Proposed sidewalks are wider (8 feet wide within arcade and 8 feet wide outside the arcade) along the buildings that face the central Oval Park/Village Green, given the importance of these buildings for public use and enjoyment.

- **Off Site Public Improvements [33-518(e)(4) (Medium Value)]**

The applicant proposes installing and maintaining landscaping in the public right-of-way. The landscaping is proposed in the Via Coconut Point median, subject to Village approval. The landscaped area is approximately 1,500 linear feet starting at the project's main entrance and extending south to the railroad track crossing.

- **Enhanced site landscaping and streetscape [33-518(e)(5) (Low-Medium Value)]**

The streetscape is enhanced with commercial and residential building facades and entrances oriented to the public street (Via Coconut Point) and the proposed east-west connector road. The streetscape is further enhanced by the transitional courtyards along Via Coconut Point that address interface of the public/private realm using arbors as signature elements in the residential realm and the commercial realm, helping to visually and functionally tie the two areas together. Landscaping is enhanced in that pedestrian comfort and scale is provided by a customized streetscape plan featuring shade trees, ornamental trees, shrubs and ground cover along Via Coconut Point.

- **Enhanced Street Design [33-518(e)(6) (Medium-High Value)]**

The east-west connecting street features an enhanced street design with on-street parking and 8-foot wide pedestrian paths.

- **Public Civic Spaces [33-518(e)(7) (Medium-High Value)] & Cultural Spaces [33-518(g)(5) (High Value)]**

The central oval park/village green is a ±0.5 acre public space that serves as a focal point for the project and creates the opportunity for cultural activities like arts fests, farmers markets, and similar activities for the community-at-large. This is proposed as publicly accessible green space in a formal urban setting. This village green is accented with benches, shade trees, pedestrian path and a 10'x20' pergola, all situated within the 1.26-acre area to be dedicated for public access, use and enjoyment.

- **Gathering places (outdoor cafes, etc.) [33-518(f)(2) (Medium-High Value)]**

Commercial areas and first floor non-residential areas are designed to accommodate publicly accessible outdoor seating areas, and publicly accessible gather space is provided in the Village Green, consistent with 33-515(b).

- **On-street Parking [33-518(g)(1) (Medium-High Value)]**

On-street parking is a feature of the central oval area, contributing to the urban character of this node that centralizes the site and serves as a focal point for the community at large. The connecting street around the Village Green is designed to carry one-way traffic in one 18-foot wide lane (required for 60-degree angled parking per Land Development Code §34-216). The parking spaces are 60-degree angled spaces. The traffic calming characteristic of the oval's geometry will slow traffic. The one-way, one-lane system reduces the complexity for drivers compared to a two-way street. On-street parking is an urban concept that makes for convenient public access to buildings and contributes to traffic calming because drivers must be observant of the parking movements, unlike moving through a thoroughfare with no on-street parking. On-street parking also improves the pedestrian quality of this central node, because the cars parked in

the angled spaces serve as a buffer between the travelway and the pedestrians walking along the building fronts.

- **Reduced Off-Street Parking [33-518(g)(2) (Medium-High Value)]**

Reduction from the standard 2 parking spaces per unit to allow 1.5 spaces per one-bedroom dwelling unit is meant to control the proliferation of parking the site. Reduced parking in more urban contexts is responsive to the decrease in parking demand that results from smaller dwelling units located within walkable environments. Leasing provisions will address parking assignments, and property managers ensure that parking is properly assigned and accommodated in the residential parking areas.

Commercial parking ratios are not reduced, and commercial area parking will be open and available to the public.

- **Removal of Billboard [33-518(h)(2) – Other Offers]**

There is an existing, income-producing billboard on the subject site, positioned along Corkscrew Road. In consideration of the Village Center objectives to maintain an attractive community character and appearance, the applicant agrees to remove this asset prior to the start of any construction.

- **Construct Civic Improvements [33-518(g)(3) (Low-Medium Value)]**

The following civic improvements will be constructed by the applicant as part of the project:
Publicly accessible Streetscape along Via Coconut Point
Residential area:
4 - Ped arbors (6'x6')
90 sy - Conc. Sidewalk connections
4 – 6' benches
1,880 lf – Streetscape landscape
1,880 lf – Streetscape irrigation

Commercial area:
1 - Ped arbor (6'x6')
2,325 sf - Conc. Pavers
2 – 6' benches
4 – trash receptacles
815 lf – Streetscape landscape
815 lf - Streetscape irrigation

Publicly accessible Connecting Street with on-street parking & 8' sidewalk & central Oval Park/Village Green (total = ±1.26 acres)
Road, on-street parking, street trees, 8' sidewalk
(This does not include the cost of land, the cost to treat and attenuate stormwater associated with the roadway, or the cost to maintain the facilities over time.)

Oval Park/Village Green improvements:
1 – pergola (10'x20')
625 sf - Conc. Pavers
8 – 6' benches
4 – trash receptacles
0.6 ac Landscape/irrigation

Via Coconut Point median landscaping (1,500 lf)
Irrigation (includes directional bore crossings and connection valve)

Plantings
Maintenance

- **Architectural Excellence/Innovative Design [33-518(f)(5) (High Value)]**

Site:

The organization of the site responds to the irregular conditions of the site and the Village Center overlay. Design solutions include:

- Traditional Neighborhood Design (TND) with buildings up to the street and most parking away from the public view
- A central Village Green dividing the site and open to public access and use. Community connections are encouraged and organized events are employed to activate the setting.

Architecture:

- The architectural style is influenced by the original "beauty book" for Coconut Point, executed in a contemporary application of Mediterranean architecture.
- Four residential building types are designed with varied appearance to avoid replication of identical buildings along the Via Coconut frontage.
- Two buildings around the Village Green feature covered arcade for shade along storefronts (climate responsiveness).
- The commercial frontage along Via Coconut Point will follow the design theme with compatible architecture. The final users are unknown at this time and thus the building appearance is approximated. From restaurant to financial institution, or from office to retail, the overall frontage is intended to continue the varied approach while preserving the consistency of a uniform landscape theme and material pallet extending along the entire frontage of the project.
- The following elements contribute to the high quality architectural appearance:
  - Differing roof features
  - Varied exterior wall and trim pallets
  - Staggered fascia and roof lines

- Pedestrian gateway entry arbors to delineate public/ private transition to & from units along Via Coconut
- Selective use of private walkways to ground level units
- Exterior balconies or sunrooms orienting to all sides of each building ("eyes on the street" CPTED)
- A lush streetscape with a cadence of street trees between the buildings and the public sidewalk
- Courtyards between structures offering a changing presentation to passing motorist and pedestrians

Construction:

The following superior building approaches are proposed to exceed the already substantially demanding Florida Building Code requirements:

- Post tensioned foundations
- Full height reinforced concrete masonry construction
- Barrel tile roof
- Energy Star certified
- Thermally insulated, double-pane, impact windows
- STC 54 sound rated walls and floors

The following special features will be incorporated in the residential units:

- Oversized unit floor plans relative to competitive offerings
- Expanded exterior porches or elective sun rooms (except for the one bedroom studio unit)
- Full sized utility rooms (except for the one bedroom studio unit)
- All bedrooms sized for king size beds
- All master bedrooms with walk in closet/dressing suite attached
- Double master suite in all two bedroom units
- Oversized tubs or showers in all bathrooms (except for the one bedroom studio unit)
- LED lighting on all exterior building and site applications
- Hardwood style flooring in all living, kitchen, and entry areas.
- Premium carpet (32 oz.) and pad in all bedrooms, closets and corridor areas.

Amenities:

1. Oval Park/Village Green Occupancies

The ground level occupancies facing the Village Green within the two fronting buildings offer approximately 8,000 sf. of non-residential floor area. Non-residential uses include:

- Leasing and management (approx. 1,200 s.f.-1,800 s.f.)
- Fitness facility (approx. 2,000 s.f.-4,000 s.f.)

- Business center (approx. 900 s.f.-1,500 s.f.)
- Postal center (approx. 250 s.f.-500 s.f.)

2. Commercial along Via Coconut Frontage

Convenient walking and bike connections within the larger campus make this commercial venue a clear "lifestyle benefit" for residents.

Ideal commercial occupancies would exclude auto-centric commercial uses but include:

- Food and beverage operators
- Boutique fashion wear vendors
- Neighborhood medical and dental professional offices
- Neighborhood real estate professional offices
- Decorator show rooms
- Investment and insurance offices
- Banks and other financial institutions

3. Residential amenities:

- Pool with expanded pool deck, zero entry pool for children and sun-bathing
- Cabanas for extended outdoor relaxation
- Outdoor living area with summer kitchen, picnic area, and soft seating in shade
- Yard team events such as lawn chess, bocce, corn-hole
- Passive outdoor amenities:
    - Meditation garden
    - Herb/vegetable community gardens
    - Private party setting
    - Outdoor yoga/aerobic patio
    - Pet Park for active outdoor pet use
    - Bike storage areas with individual unit convenience
    - Connected sidewalks throughout the site, including around the large internal lake
    - Benches along internal walkways

DENSITY **§33-505 – Maximum residential densities. Table 33-505:**

[Tier 3 Base Density: *15 units per acre;*

Additional density if incentive offers are accepted as providing significant public benefits: *15.1 – 20 units per acre.]*

Via Coconut EPD is entirely Tier 3. The LDC allows the entire acreage to be included for density calculations. Total density (297 multifamily units) for the entire mixed-use site (19.3 acres) = 15.38 units per acre, barely above the 15 upa base density for Tier 3. The applicant submits that Via Coconut EPD meets all of the goals proposed and intended for the Village Center Area, and with the incentives offered and the high quality of the construction and development as proposed, Via Coconut EPD should be approved with the incentives offered and the Pattern Book submitted.

We will do everything that we can in order to address any questions that come up and to expeditiously respond in the effort to bring this application to a successful conclusion. I look forward to continuing to work with you on this.

Very truly yours,

Steven C. Hartsell

SCH/sbm
cc: Client *(via e-mail)*

Encl: 10 copies of Master Concept Plan @ 24 x 36 [Separate cover from JEI]
LMHS Letter to Village Council – June 16, 2016
Gate Stacking Exhibit

LEE MEMORIAL
HEALTH SYSTEM

www.LeeMemorial.org

June 16, 2016

Mayor Nick Batos
Vice Mayor Howard Levitan
Councilman Bill Ribble
Councilman Donald Brown
Councilwoman Katy Errington
Councilman Jim Boesch
Councilman Jim Wilson
Steven Sarkozy, Village Manager

Village of Estero
9401 Corkscrew Palms Circle
Estero, FL 33928

RE: Via Coconut MPD (Estero PD) Support for variety of housing options in Village Center

Dear Mayor and Village Council,

As a health care provider and employer, Lee Memorial Health System (LMHS) strongly supports a Village Center in Estero that promotes a variety of businesses and neighborhoods, and that encourages healthy lifestyles with convenient opportunities to be physically active, walk and bicycle.

LMHS is a top employer in Lee County with approximately 12,600 employees. Our recent experiences in recruiting and retaining key personnel has revealed that individuals who are relocating from out of the area, specifically candidates for our residency programs, are severely challenged by the limited variety and availability of housing options, particularly rental housing.

As we plan for development and staffing of the Health Village campus at the south end of Estero's Village Center, our organization faces challenges of recruiting and retaining critical employees.

LMHS strongly support projects that bring needed living opportunities within the Village Center such as the multifamily development proposed at the Via Coconut MPD (Estero PD). We support the Village's efforts to foster a live-work-play Village Center environment with opportunities for our citizenry to engage in an active, healthy lifestyle.

We share your vision of Estero as a dynamic attractive community with greater choices for all consumers. Working together, we can provide for the needs of a multi-generational community that will continue to succeed and prosper.

Sincerely,

Jon C. Cecil, Chief Human Resources Officer
LEE MEMORIAL HEALTH SYSTEM

cc: Dave Kistel, LMHS VP Facility Management
Sally Jackson, LMHS System Director Government & Community Relations
Mary Briggs, LMHS System Director Media Relations
Suzanne Bradach, System Director Special Projects

LEE MEMORIAL HEALTH SYSTEM BOARD OF DIRECTORS

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P.O. Box 2218, Fort Myers, Florida 33902 • 239-343-2000

N
0 15 30 60
SCALE IN FEET

Received Sat 7/2/16 4pm

Supplement to Schedule of Deviations & Justifications
Deviation #3

Current Parking Requirements

Parking requirements for multifamily dwelling units within the Village of Estero have been established pursuant to Section 34-2020(a) of the Land Development Code as follows:

> ***Section 34-2020. Required parking spaces.***
>
> (a) *Residential uses.* Residential uses permitted under this chapter are subject to the following minimum requirements:
>
> ***TABLE 34-2020(a). REQUIRED PARKING SPACES FOR RESIDENTIAL USES***
> Multiple-family and timeshare units: 2 spaces per unit, and additional parking spaces equal to ten percent of the total required must be provided to accommodate guest parking in a common parking lot.

The total spaces required per the Land Development Code is 2.2 spaces per unit, including the provision for guest spaces, per the Land Development Code.

The residential portion of the proposed development will consist of a total of 297 multiple family dwelling units. The Code required parking is 654 spaces based on the following calculation:

- 297 units x 2.2 spaces/unit = 654 spaces

Deviation #3 Request

The applicant requests a deviation from Section 34-2020(a) of the Land Development Code to reduce the required parking from 2.2 spaces per unit (including guest parking) to 1.5 spaces per unit (including guest parking) for a maximum of 140 one bedroom units. The Code standard 2.2 parking spaces per unit will be provided for the remaining two and three bedroom units.

The deviation results in the average provision of 1.87 spaces per unit (including guest parking) across the site, for a total of 556 spaces as described here:

> The requested deviation would have the greatest impact with a unit mix that includes the maximum 140 one bedroom units. For analysis purposes, this maximum number of one bedroom units is factored into the unit mix as follows:
>
> - 1 bedroom - 140 units
> - 2 bedroom - 125 units
> - 3 bedroom - 32 units
>
> Total units 297 units
>
> The proposed deviation would reduce the multifamily parking to 556 spaces (or 1.87 spaces per unit including guest parking) as calculated below:
>
> - 1 bedroom: 140 units @ 1.5 spaces/unit = 210 spaces
> - 2 bedroom: 125 units @ 2.2 spaces/unit = 275 spaces
> - 3 bedroom: 32 units @ 2.2 spaces/unit = 71 spaces
>
> Total 556 spaces

(556 spaces ÷ 297 units) = 1.87 spaces per unit

Supplement to Schedule of Deviations & Justifications
Deviation #3

Justification

The applicant acknowledges the Code requirement for accommodating two vehicles (plus guest parking provision) for each multi-bedroom unit, which are more likely to house at least two or more people, however, the one bedroom units are not as likely to house two or more people which correlates to less parking demand for the one bedroom units than for the multi-bedroom units. The rationale for this reduced parking demand and corresponding reduction in supply is based on the following:

1. ***Previous Land Development Code Requirements***
2. ***Industry Standards from ITE Parking Studies***
3. ***Similar Project Experience in Estero***
4. ***Sound Planning Principles***
5. ***Controls through Onsite Management***

1. ***Previous Land Development Code Requirements*** - The Code provisions for multifamily parking were changed in 2012 by Ordinance 12-20 to increase parking requirements from a graduated scale of parking spaces per bedroom, to a standard requirement per unit. The former rules were 1.25 spaces per efficiency unit, 1.5 spaces per one bedroom unit, 1.75 spaces per two bedroom unit, and 2 spaces per a three or more bedroom unit, plus additional guest parking equivalent to 10% of the total requirement.

   Under the previous standards, a total of 543 parking spaces (493 spaces + 50 guest spaces) would need to be provided for the proposed development based on the unit mix above. The applicant proposes **556 spaces for the same unit mix, which is more than the Code required before the changes effectuated by Ordinance 12-20.**

   The number of bedrooms is relevant to the calculation of parking requirements because of the variability of occupancies in smaller, one bedroom units that typically accommodate a single person or a couple due to the single bedroom, compared to larger two and three bedroom units that may accommodate a single person, but are more likely to accommodate more than one person due to the multiple bedrooms. This tendency for one bedroom units to be more likely to house fewer people correlates to a tendency for one bedroom units to be more likely to demand fewer car parking spaces than the current Code Standard of 2.2 spaces per unit (including guest parking). The proposed 1.5 spaces per one bedroom unit (including guest parking) is in line with the graduated approach to assessing parking supply and demand. More on the consideration of the number of bedrooms in the calculation of parking supply and demand is described below per the studies of industry standards from the Institute of Traffic Engineers (ITE).

2. ***Industry Standards from ITE Parking Studies*** - The correlation between the number of bedrooms and peak parking demand is documented in the ITE Parking Generation, 4th Edition (attached) which states that suburban study sites for low/midrise apartments with fewer bedrooms report peak parking demand at less than average, and sites with greater numbers of bedrooms report peak demand at greater than average:

   > "Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms reported peak parking demand at 13 percent greater than the average."

The proposed unit mix for the subject site averages 1.64 bedroom per dwelling unit across the site (486 bedrooms ÷ 297 units = 1.64 bedrooms per dwelling). This puts the peak demand attributable to the subject site at slightly less (2% less) than the Study average, which was 1.23 vehicles per dwelling. For comparison purposes below, we will not adjust the Study average down per this factor. We will assume the industry standard average for comparison purposes.

According to ITE, the average size of dwelling units at suburban study sites was a comparable 1.7 bedrooms per dwelling unit. The average parking supply ratio was 0.9 parking spaces per bedroom. If the subject site were to supply this industry standard average of 0.9 spaces per bedroom, the subject site would provide 438 parking spaces. The applicant proposes 556 spaces, which is more than the ITE average parking supply. **The applicant's proposed parking is equivalent to 1.14 spaces per bedroom across the site, exceeding the ITE standard supply of 0.9 spaces per bedroom.**

With the average of 1.7 bedrooms per dwelling unit in the ITE studies and 0.9 parking spaces supplied per bedroom, this works out to an average of 1.53 spaces provided per dwelling unit in the ITE studies. **The applicant's parking is equivalent to 1.87 spaces per unit across the site, exceeding the ITE standard supply of 1.53 spaces per unit.**

The average peak period parking demand for 21 study sites with an average of 311 total dwelling units was 1.23 vehicles per dwelling unit. **The applicant's proposal exceeds the ITE average demand of 1.23 vehicles per unit by providing 1.87 spaces per dwelling unit.**

The following table summarizes and demonstrates the proposed parking exceeds the ITE standard averages on both the per bedroom basis and the per unit basis.

ITE Average Supply	ITE Average Demand	**Proposed Supply Ratio @ Subject Site**
0.9 spaces per bedroom	No data per bedroom	**1.14 spaces per bedroom across the site**
1.53 spaces per dwelling unit	1.23 spaces per dwelling unit	**1.87 spaces per dwelling unit**

3. ***Similar Project Experience in Estero*** - The Planning and Zoning Board recently approved a parking deviation request for a multifamily development within the Village. The approval was based on documentation provided by the developer of the Springs at Gulf Coast indicating that 1.75 parking spaces per unit was sufficient for a mix of studio, one bedroom, two bedroom and three bedroom units, inclusive of guest parking. The documentation was based on other projects in the developer's portfolio that indicated that parking ratios ranging from 1.57 to 1.81 spaces per unit were adequate to serve the residents and their guests. This demonstrates that market conditions are in line with the proposed parking of 1.87 spaces per unit on the subject site.

   A deviation to allow parking for one bedroom units at a ratio of 1.5 spaces per unit was approved for the project located at I-75 and Corkscrew Road known as Courtyards at Estero. The management indicates that parking is managed through the issuance of decals at the time of lease. Half of the one

bedroom units are being occupied by tenants with one car, and half of the one bedroom units are being occupied by tenants with two cars. Also, less than half of two bedroom units are being occupied by tenants with only one car. This demonstrates that market conditions are in line with the proposed ratio of 1.5 parking spaces per one bedroom unit, and 2.2 parking spaces for two and three bedroom units.

4. ***Sound Planning Principles***

The Village of Estero has engaged in a significant planning effort to create a compact, walkable, mixed use Village Center. The Community Planning Initiative Final Report (January 2015) by Seth Harry & Associates, Inc. & Spikowski Planning Associates and policy language in the Estero Planned Development zoning district Sections 33-502(c) and (e) and Section 33-518(g)(2) refer to the importance of fostering and facilitating pedestrian activity as a priority over vehicular use. These directives urge the design of sites to be focused on the pedestrian, facilitating linkages to daily needs through alternative modes of travel other than the automobile. The deviation from parking requirements as proposed within the subject site as designed helps achieve this directive given three aspects of the project design:

a. Site context that allows for use of alternatives to the automobile for daily needs
b. Site design including onsite mix of uses and pedestrian oriented amenities
c. Prioritization of the pedestrian through onsite circulation and connection infrastructure

a. Site Context that allows for use of alternatives to the automobile for daily needs

As stated in the Community Planning Initiative Final Report, the Village Center area is proposed to be arranged in the fashion of traditional neighborhoods based on pedestrian sheds of ¼ mile, a compact size which can easily accommodate a broad range of housing types, while providing easy access to local parks and daily needs (page 4.1).

The onsite mix of uses, including 30,000 s.f. of commercial space that is accessible via pedestrian paths throughout the site, affords the ability to work, shop and play within walking distance. Beyond the subject site are other daily needs within a quarter-mile to half-mile walking distance including a grocery store, high school, Community Park, grocery store, transit stop and other offices and employment opportunities including Hertz Global Headquarters. Within a 2-mile bicycling distance are Coconut Point Mall and the Lee Memorial Health Village. This arrangement of uses is a rarity in Southwest Florida, and more so in Estero. It challenges the conventional development pattern in which every individual must have a car to accomplish daily tasks, which results in the standard parking requirement of 2.2 spaces per dwelling unit. The proposed deviation is justified given the walkable context and pedestrian oriented design of the site facilitating the opportunity for residents to live without necessarily having one car per person like the typical suburban development model requires.

b. Site design including onsite mix of uses and pedestrian oriented amenities

The Urban Land Institute (ULI) promotes principles for designing healthy places to make the healthy choice the easy choice. Per the ULI Building Healthy Places Toolkit, a best practice strategy to achieve design of well-connected street networks at the human scale is:

> "to reduce the amount of land devoted to parking to increase space for other pedestrian-oriented uses and activities."
> (Building Healthy Places Toolkit, page 16, attached)

This best practice is a driving force behind the design of the subject site, with a 1.26-acre area devoted to a public thoroughfare with pedestrian oriented storefronts and Village Green rather than devoting

that area of the site to more parking. This best practice can only be implemented through the granting of relief from the Code standard parking requirement of 2.2 spaces for each dwelling unit. The proposed 1.87 spaces per unit has been demonstrated adequate based on ITE standards and comparable project experience, and is justified for purposes of accomplishing the goals of a compact, walkable, mixed use environment.

c. Prioritization of the pedestrian through onsite circulation and connection infrastructure
The subject site is designed to foster pedestrian and bicycle activity with sidewalks connecting throughout the site from north to south and east to west. In addition to these onsite facilities, there is a public sidewalk along Via Coconut Point that allows additional walking opportunities from north to south, and bike lanes along Via Coconut Point for bicyclist connectivity to destinations north and south. Bicycle storage for residents and bicycle racks at commercial locations are provided to further the ease of use of alternative modes of transportation.

In the compact, walkable, mixed use environment of the Village Center, the need for a car to accomplish daily tasks is not as much of an absolute necessity as it is throughout the majority of the suburban areas of the County, which the Code is designed to serve. The deviation for reduced parking is an advancement toward minimizing the importance of the car and elevating the importance of the pedestrian, which is a planning principle espoused by the Village through planning efforts for the Village Center, specifically enumerated in the following Estero PD Land Development Code Sections (with italics added for emphasis):

> Section 33-502(c): Accessibility. The criteria implementing the Estero PD district for the Village Center Area are designed to make the *public space accessible, both socially and physically, connected, and walkable. Such guidelines (a) are based on the primacy of the human scale over the automobile...*
>
> Section 33-502(e): Street Design. Distances between intersections of streets should favor the goals and objectives of *enhancing walkability of streets and connectivity. The design of streets shall favor their proper use by pedestrians...*
>
> Section 33-518(g)(2): Off-street parking. (Medium-High Value). Development plans with deviation requests for reduced on-site parking levels which are accompanied by plans for either centralized off-street parking or structured parking facilities, especially in non-residential areas, will be viewed as high value offers. Such plans may include requests for deviations to reduce the required number of onsite parking requirements under the land development code.

The proposed 1.87 spaces per unit has been demonstrated adequate based on past Codes, ITE standards, and project experience, and is justified for purposes of accomplishing the goal of prioritizing the pedestrian. With the site design oriented around pedestrian facilities and amenities, and publicly accessible pedestrian oriented open spaces and commercial opportunities that have adequate parking per Code made available for public use, this deviation is justified in that it fulfills the objectives of the Village Center Plans, best practice strategies, and EPD Zoning standards meant to foster environments that prioritize the human scale over the automobile.

5. ***Controls through Onsite Management***
Through onsite management, the applicant is able to control the number of cars parked within the multifamily parking areas through identifying the authorized cars for each tenant through the terms

of the lease. This gets enforced through the issuance of parking decals. The issuance of parking decals is a management tool to ensure that the authorized number of cars are occupying the multifamily parking areas.

The proposed gate system provides access control for the residential areas, and onsite management patrols also serve to ensure a proliferation of unauthorized cars do not occupy resident parking areas to create a parking problem. While problems are not anticipated given the appropriateness of the parking ratios as demonstrated in points 1 through 4 above, onsite management personnel are an added assurance that any parking issues can be identified and addressed by the onsite management communicating directly with tenants or others who violate parking controls.

Conclusion

The information provided above from ITE and project experience indicates that the deviation to allow parking for one bedroom units to be calculated at 1.5 spaces per unit is more consistent with typical supply and demand observed in similar projects than the 2.2 spaces required for one bedroom units under the current code. Given the industry standards and conclusions drawn from ITE Studies and similar project experiences cited above, a sufficient amount of parking will be provided for the proposed residential units if the deviation is granted.

With this deviation, the total of 556 parking spaces to be provided exceeds the amount of parking required under the 2012 version of the Land Development Code. The 556 parking spaces equates to 1.87 spaces per unit, which exceeds both the ITE study average supply and average demand, and exceeds the parking ratios determined by the developer of the Springs at Gulf Coast and found acceptable by the Village.

The provision of 1.5 spaces for one 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. The context of the site is appropriate for fewer parking spaces than a conventional development in that the location affords greater ability to travel by alternatives to the car. In addition to the nature of the EPD 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 destinations. Recreation facilities are across Via Coconut Point at Estero Community Park. A potential future connection is provided to the large development parcel to the west known as North Point DRI. The ITE finding that fewer bedrooms correlate to less parking demand can be applied in this location considering the potential that there is less need for multiple vehicles for every one-bedroom unit compared to other locations where there are not mobility options and not a multitude of destinations nearby.

The provision of 1.5 spaces for the one bedroom units also 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. Best practice for Building Healthy Places according to the Urban Land Institute is to reduce the amount of land devoted to parking to increase space for other pedestrian-oriented uses and activities.

Parking spaces and parking areas will be designed per Code standards and onsite management will oversee and enforce the allocation of the residential parking spaces to ensure the deviation is no threat to public safety.

Land Use: 221
Low/Mid-Rise Apartment

Description

Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units: for example, quadraplexes and all types of apartment buildings. The study sites in this land use have one, two, three, or four levels. High-rise apartment (Land Use 222) is a related use.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.4 parking spaces per dwelling unit (68 study sites). This ratio was the same at both the suburban and urban sites.
- Suburban site data: average size of the dwelling units at suburban study sites was 1.7 bedrooms, and the average parking supply ratio was 0.9 parking spaces per bedroom (three study sites).
- Urban site data: average size of the dwelling units was 1.9 bedrooms with an average parking supply ratio of 1.0 space per bedroom (11 study sites).

Saturday parking demand data were only provided at two suburban sites. One site with 1,236 dwelling units had a parking demand ratio of 1.33 vehicles per dwelling unit based on a single hourly count between 10:00 and 11:00 p.m. The other site with 55 dwelling units had a parking demand ratio of 0.92 vehicles per dwelling unit based on counts between the hours of 12:00 and 5:00 a.m.

Sunday parking demand data were only provided at two urban sites. One site with 15 dwelling units was counted during consecutive hours between 1:00 p.m. and 5:00 a.m. The peak parking demand ratio at this site was 1.00 vehicle per dwelling unit. The peak parking demand occurred between 12:00 and 5:00 a.m. The other site with 438 dwelling units had a parking demand ratio of 1.10 vehicles per dwelling unit based on a single hourly count between 11:00 p.m. and 12:00 a.m.

Four of the urban sites were identified as affordable housing.

Several of the suburban study sites provided data regarding the number of bedrooms in the apartment complex. Although these data represented only a subset of the complete database for this land use, they demonstrated a correlation between number of bedrooms and peak parking demand. Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater than or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms per dwelling unit reported peak parking demand at 13 percent greater than the average.

For the urban study sites, the parking demand data consisted of single or discontinuous hourly counts and therefore a time-of-day distribution was not produced. The following table presents a time-of-day distribution of parking demand at the suburban study sites.

Land Use: 221
Low/Mid-Rise Apartment

Based on Vehicles per Dwelling Unit (Suburban)	Weekday	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	100	14
5:00 a.m.	96	14
6:00 a.m.	92	14
7:00 a.m.	74	1
8:00 a.m.	64	1
9:00 a.m.	–	0
10:00 a.m.	–	0
11:00 a.m.	–	0
12:00 p.m.	–	0
1:00 p.m.	–	0
2:00 p.m.	–	0
3:00 p.m.	–	0
4:00 p.m.	44	1
5:00 p.m.	59	1
6:00 p.m.	69	1
7:00 p.m.	66	9
8:00 p.m.	75	9
9:00 p.m.	77	10
10:00 p.m.	92	14
11:00 p.m.	94	14

* Subset of database

Parking studies of apartments should attempt to obtain information on occupancy rate and on the mix of apartment sizes (in other words, number of bedrooms per apartment and number of units in the complex). Future parking studies should also indicate the number of levels contained in the apartment building.

Additional Data

- Apartment occupancy can affect parking demand ratio. In the United States, successful apartment complexes commonly have a vacancy rate between 5 and 10 percent.[1]

Study Sites/Years

Canada:

Central City, Not Downtown:
Brooks, AB (1998)

Puerto Rico:

Central City, Not Downtown:
Mayaguez, PR (2007)

[1] Rental and Homeowner Vacancy Rates for the United States: 1960 and 1965 to 2009, U.S. Census Bureau. http://www.census.gov/hhes/www/housing/hvs/qtr309/q309tab1.html

Land Use: 221
Low/Mid-Rise Apartment

United States:

Suburban:
Skokie, IL (1964); Glendale, CA (1978); Irvine, CA (1981); Newport Beach, CA (1981); Dallas, TX (1982); Farmers Branch, TX (1982); Euless, TX (1983, 1984); Baytown, TX (1984); Syracuse, NY (1987); Devon, PA (2001); Marina del Rey, CA (2001); Milburn, NJ (2001); Parsippany, NJ (2001); Springfield, NJ (2001); Westfield, NJ (2001); Beaverton, OR (2002); Hillsboro, OR (2002); Portland, OR (2002); Vancouver, WA (2002); Goleta, CA (2008); Ventura, CA (2008); Englewood, CO (2009)

Urban:
Dallas, TX (1982, 1983); San Francisco, CA (1982); Syracuse, NY (1984, 1987); Santa Barbara, CA (1994); Long Beach, CA (2000); Santa Monica, CA (2001); San Diego, CA (2001)

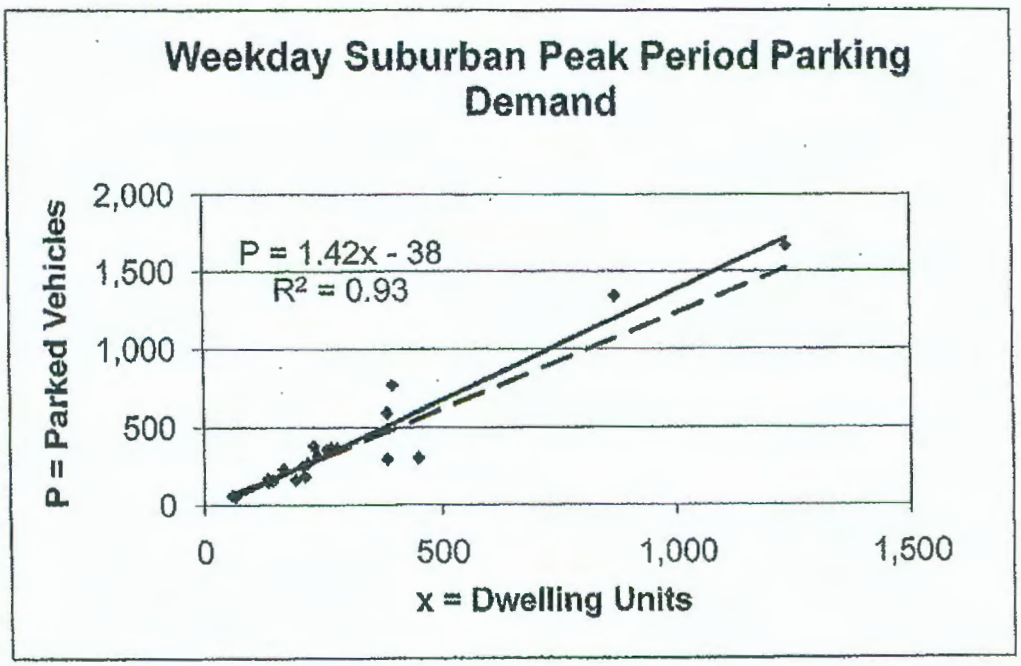
4th Edition Source Numbers

1007, 1015, 1114, 1137

Land Use: 221
Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a: Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	12:00–5:00 a.m.
Number of Study Sites	21
Average Size of Study Sites	311 dwelling units
Average Peak Period Parking Demand	1.23 vehicles per dwelling unit
Standard Deviation	0.32
Coefficient of Variation	21%
95% Confidence Interval	1.10–1.37 vehicles per dwelling unit
Range	0.59–1.94 vehicles per dwelling unit
85th Percentile	1.94 vehicles per dwelling unit
33rd Percentile	0.68 vehicles per dwelling unit

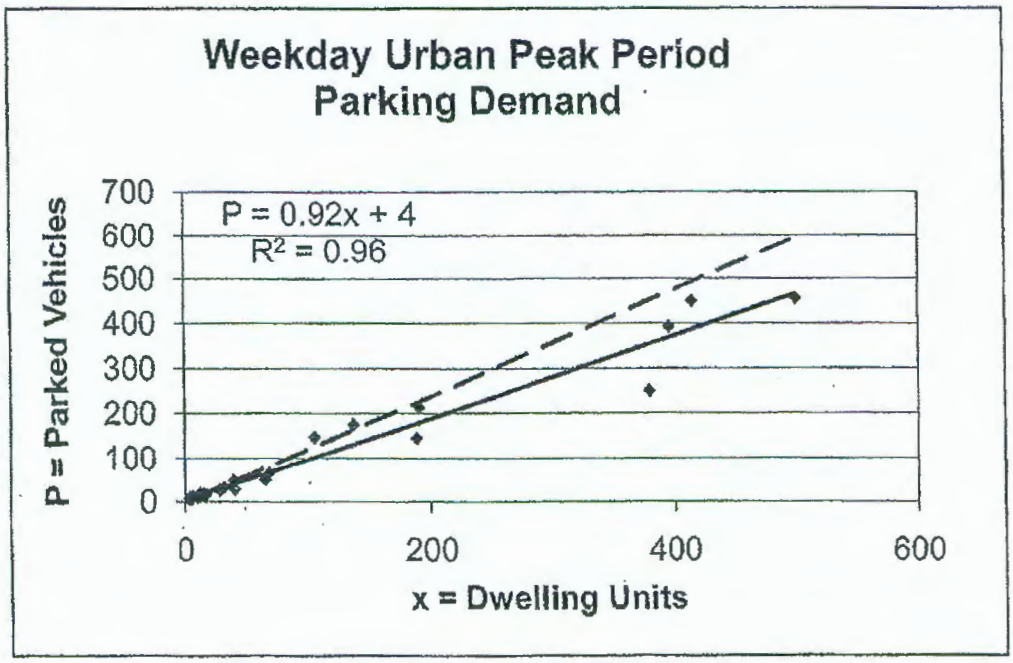


◆ Actual Data Points ——— Fitted Curve - - - - Average Rate

Land Use: 221
Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a: Weekday
Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00 p.m.–5:00 a.m.
Number of Study Sites	40
Average Size of Study Sites	70 dwelling units
Average Peak Period Parking Demand	1.20 vehicles per dwelling unit
Standard Deviation	0.42
Coefficient of Variation	35%
95% Confidence Interval	1.07–1.33 vehicles per dwelling unit
Range	0.66–2.50 vehicles per dwelling unit
85th Percentile	1.61 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit

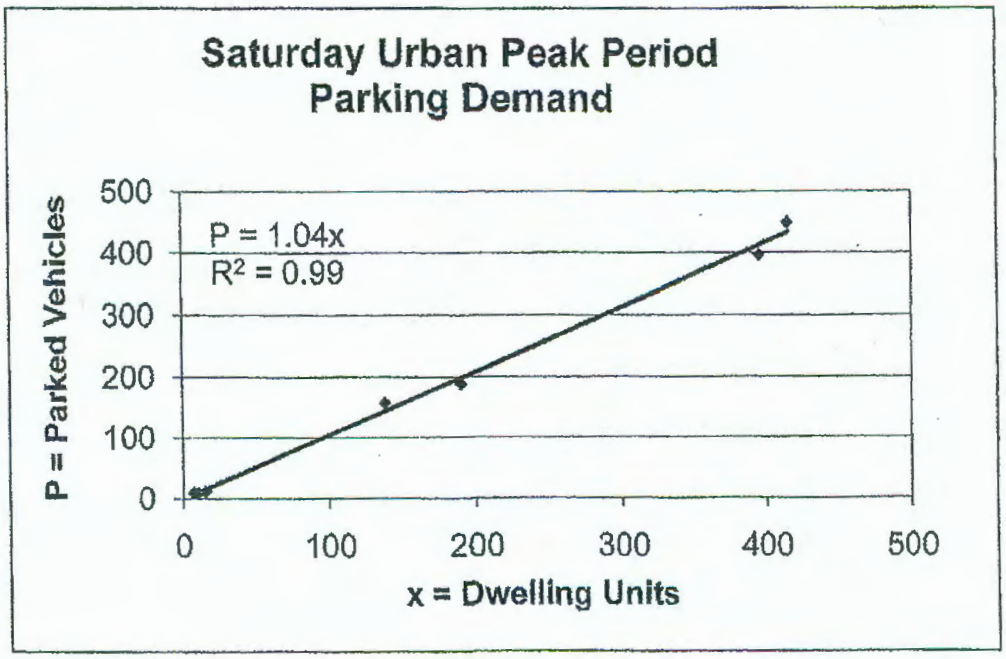


◆ Actual Data Points ——— Fitted Curve - - - - Average Rate

Land Use: 221
Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a: Saturday
Location: Urban

Statistic	Peak Period Demand
Peak Period	No clear peak period emerged from the data; likely to fall between 10:00 p.m. and 6:00 a.m.
Number of Study Sites	8
Average Size of Study Sites	147 dwelling units
Average Peak Period Parking Demand	1.03 vehicles per dwelling unit
Standard Deviation	0.19
Coefficient of Variation	19%
Range	0.80–1.43 vehicles per dwelling unit
85th Percentile	1.14 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit

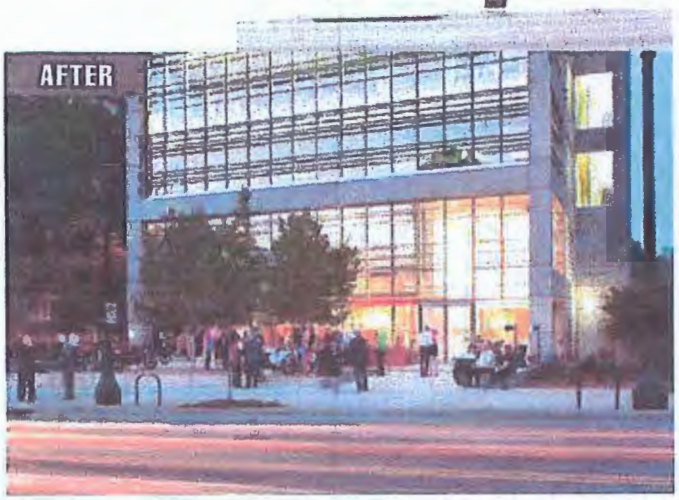


♦ Actual Data Points ——— Fitted Curve/Average Rate

2 DESIGN WELL-CONNECTED STREET NETWORKS AT THE HUMAN SCALE

BEST PRACTICE STRATEGIES ▼

- **Establish pedestrian paths to allow for a cut-through in the middle of longer blocks.**[21]
- **Reduce the amount of land devoted to parking to increase space for other pedestrian-oriented uses and activities. Leverage shared parking opportunities where possible.**
- **Design blocks to minimize pedestrian exposure to surface parking lots and active driveways. For example, situate parking behind buildings and provide direct sidewalk access to building entrances and lobbies.**[22]



TOP: The redesigned 1315 Peachtree Street in Midtown Atlanta, Georgia, replaced the circular drive with a pedestrian plaza, making the building and surrounding land uses more pedestrian friendly. *(Before: Perkins+Will Inc.; after: Raftermen Photography)* **ABOVE:** Consolidated parking creates a buffer against a neighboring highway and allows residences to be oriented around central courtyards at the West Village apartments in Davis, California. *(Frederic Larson on behalf of West Village Community Partnership LLC)*