

JOINT POSITION PAPER
ON THE MIDTOWNE ESTERO SPECIAL MAGISTRATE HEARING
MARCH 24, 2009

ESTERO COMMUNITY PLANNING PANEL (ECPP)
ESTERO COUNCIL OF COMMUNITY LEADERS (ECCL)
ESTERO CIVIC ASSOCIATION (ECA)

1. The Estero Community was and is satisfied with current zoning of 234 housing units and 90,000 sq ft of commercial; with commercial concentrated in NE corner.
2. The Estero Community did and will support addition of bonus density with payments to Workforce Housing Trust Fund.
3. The Estero Community did not support the Developer's request for rezoning for a Big Box and 300,000 sq ft of commercial, which was wisely turned down by BOCC last year.
4. The Estero Community does not support the Special Magistrate's recommendation of 199,999 sq ft of commercial which includes seven outlots.
5. Estero Community will support more than 90,000 sq ft of commercial but only with a substantial reduction from the 199,999 sq ft. [i.e. 140,000 sq ft.], and with conditions, including, but not limited to, a cap of 50,000 sq ft for any single use in order to deny the Developer the right to a Big Box. We do not support more than one stand-alone fast food establishment, which must be located on the Three Oaks side. No drive thrus should be permitted along Corkscrew Road to ensure the development is not in conflict with the County's Corkscrew Overlay requirements.
6. Traffic safety is a major concern, both inside and outside the property. This is not simply a traffic volume nor LOS issue, but a traffic pattern and flow issue. Exiting traffic onto Corkscrew Road and also onto Three Oaks Pkwy will be a major problem (see illustration). Increased traffic on River Ranch Road, as well as on Williams Road will also be problematic. This will only be worsened by the build out of already approved developments on the northeast corner of Corkscrew Road and Three Oaks Pkwy, as well as multiple new schools on Three Oaks, and Big Boxes to the east of Lowes.
7. Crash history at the intersection of C.S. Rd and Three Oaks has already escalated from 18 reported crashes in 2007 to 48 in 2008. It will surely increase further with the development of this project due to its convoluted traffic flow restrictions. Assuming a use for the interior commercial property that requires deliveries by semi-trailer (e.g., grocery store), picture their options for leaving the property and travelling to the North or West.
8. River Ranch Road should be widened before this project is permitted to open. Traffic headed in all four directions can flow out of Midtown Estero project onto River Ranch Road as it is currently designed.
9. A flashing traffic signal will be required at Three Oaks and the entrance to Estero Fire Rescue station and administrative complex. With the plan agreement, both north and south traffic will flow south on Three Oaks out of Midtown

Estero project with northbound having to U-turn at the firehouse or at Williams Road. Although we understand LDOT reluctance to place a traffic signal at the Three Oaks entrance/exit to/from this development, we encourage BOCC special case treatment for this project. The Developer should be required to pay for the signal(s).

10. Multiple outlots were not the vision of the Estero Community and are not consistent with the Corkscrew Road Overlay within the Estero Plan and LDC. Multiple monument signs along roads will not be consistent with signage already in place along the roads. At our request, the Developer has proposed common themed architecture and visual tie-ins of the outlot structures which need to be conditions of the zoning and, preferably also in deed restrictions and covenants.