

Summary of Public Participation
Caloosahatchee Shores Community Plan
Final Draft
June 30, 2015

The East Lee County Council (ELCC) conducted four public workshops to receive public participation regarding the future of the Caloosahatchee Shores community. All four workshops were held at the Olga Community Center and addressed the following topics:

March 4, 2014: *Community Identity and Character*

September 16, 2014: *Transportation and Connectivity*

September 30, 2014: *Economic Development*

October 30, 2014: *General*



Olga Community Center, September 2014. [Photo: S Jenkins-Owen]

Community Identity and Character—March 4, 2014 Workshop

At the March 4, 2014 workshop, East Lee County Council President Ed Kimball, assisted by contract planners Max Forgey, AICP, Shellie Johnson, AICP, and Patrick C. White, AICP, engaged the public in a review of the following Lee Plan policies:

- Goal 21: *Calooshatchee Shores*¹
- Objective 21.1: *Community character*
- Policy 21.1.1: *Landscaping, signage, and architectural standards*
- Policy 21.1.2: *Old Florida rural identity*
- Policy 21.1.3: *Maintaining landscaping, buffering, and architectural standards*
- Policy 21.1.4: *Code enforcement standards*
- *Policy 21.1.5: Retain rural character* Finding of public necessity requirement
- Objective 2.5: *Broad mix of community facilities*
- Policy 21.5.1: *Passive recreational opportunities—parks, pedestrian and equestrian trails*
- Policy 21.5.2: *Public access to the Calooshatchee River*
- Policy 21.5.3: *New and existing parks—integration and connectivity*
- Policy 21.5.4: *Publicize and increase usage of parks*

¹ The italicized references are summaries for easy identification and do not necessarily appear in the text in those forms.



Historically Rural Character of East Lee County, March 2014. [Photo: J. Davis]

Questions:

Moderators Forgey, Johnson, and White posed six questions relating to community character and identity to the participants at the March 4, 2014 workshop to be considered in light of the existing Lee County Comprehensive Plan (the “Lee Plan”), the 2002 Caloosahatchee Shores Community Plan, and the community’s experience since the adoption of these documents. They also invited members of the public to look at an aerial map of the community and to propose improvements which would enhance the community’s appearance and identity. These question were:

1. *Is it one community?*
2. *What are the neighborhoods within the community?*
3. *What do you want to save and what do you want to change?*
4. *What are their boundaries?*
5. *What are their similarities and differences?*
6. *What is Caloosahatchee Shores/ Fort Myers Shores and where is it headed?*

The responses to Questions 1, 2, 4, and 5 can be addressed together. Questions 3 and 6 call for separate responses.

Questions 1, 2, 4, and 5: *The Community and its Neighborhoods.*

“Caloosahatchee Shores” is **not** a single community. It consists of three distinct sub-regions which could be considered neighborhoods:

- (1) **Fort Myers Shores**, a residential subdivision positioned between an arc in the Caloosahatchee River and SR 80/ Palm Beach Boulevard. The residential development within this neighborhood is largely characterized by single family residences on grid-patterned streets with some canals and a few pocket parks and open spaces. Commercial development is confined to the SR 80 corridor, with commercial nodes at the intersection of SR 80 with SR 31 and Buckingham Road. The FPL power plant lies at the western end of this neighborhood.



Fort Myers Shores street, March 2014. [Photo: J. Davis]

(2) The second, and largest, neighborhood is dominated by **River Hall and similar developments**, and is situated between SR 80 to the north and the Orange River and 75th Street West and Lakeridge Boulevard to the south. The mode of development is in marked contrast to that of Fort Myers Shores—the dominant pattern is of curvilinear streets interspersed with golf links and drainage works within gated residential subdivisions. ‘Fort Myers Shores’ and ‘River Hall’ have little in common except a shared use of SR 80; and they shop at the same businesses and rely upon the same governmental agencies and service providers.



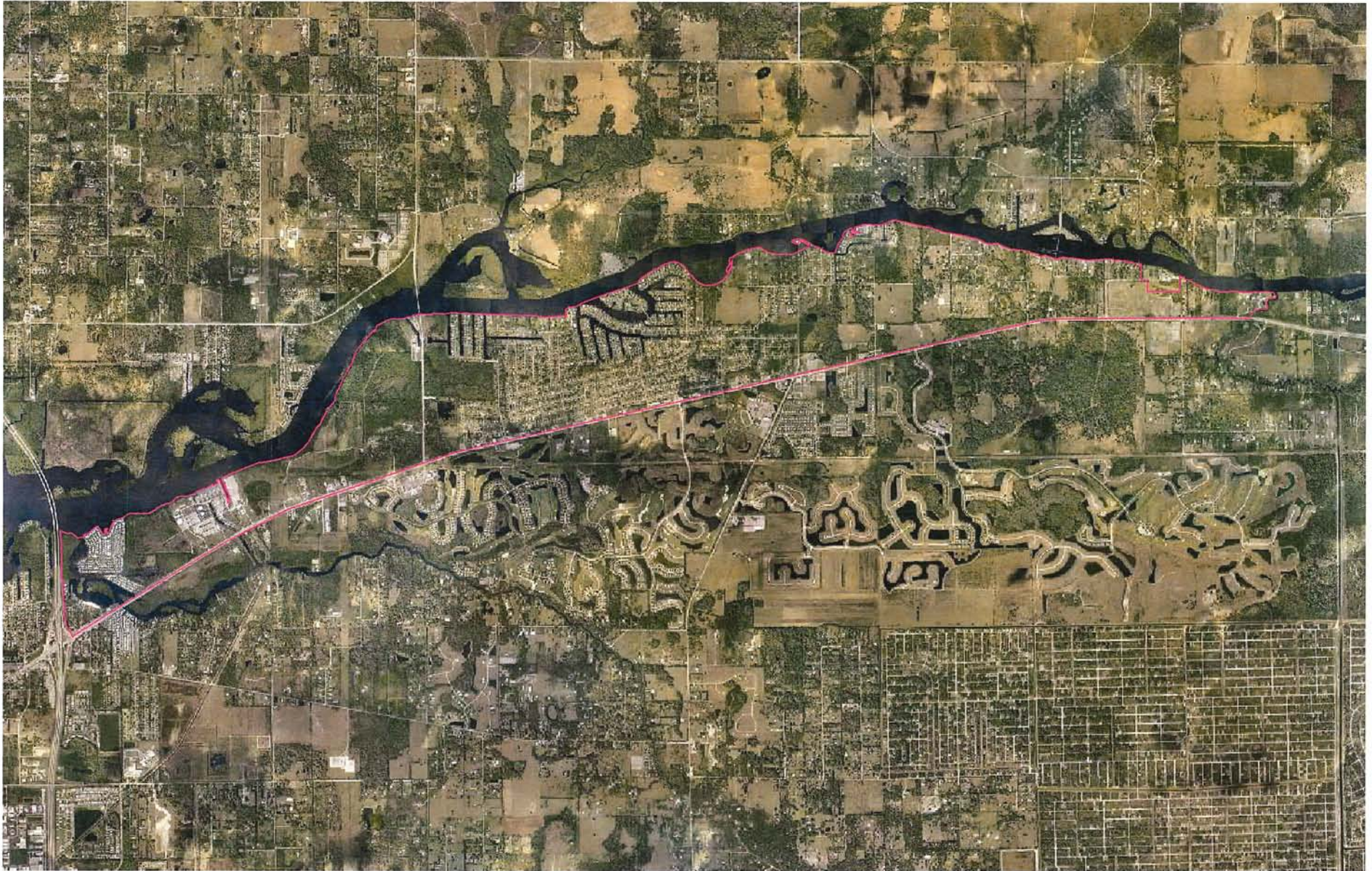
South of SR 80, March 2014. [Photo: J. Davis]

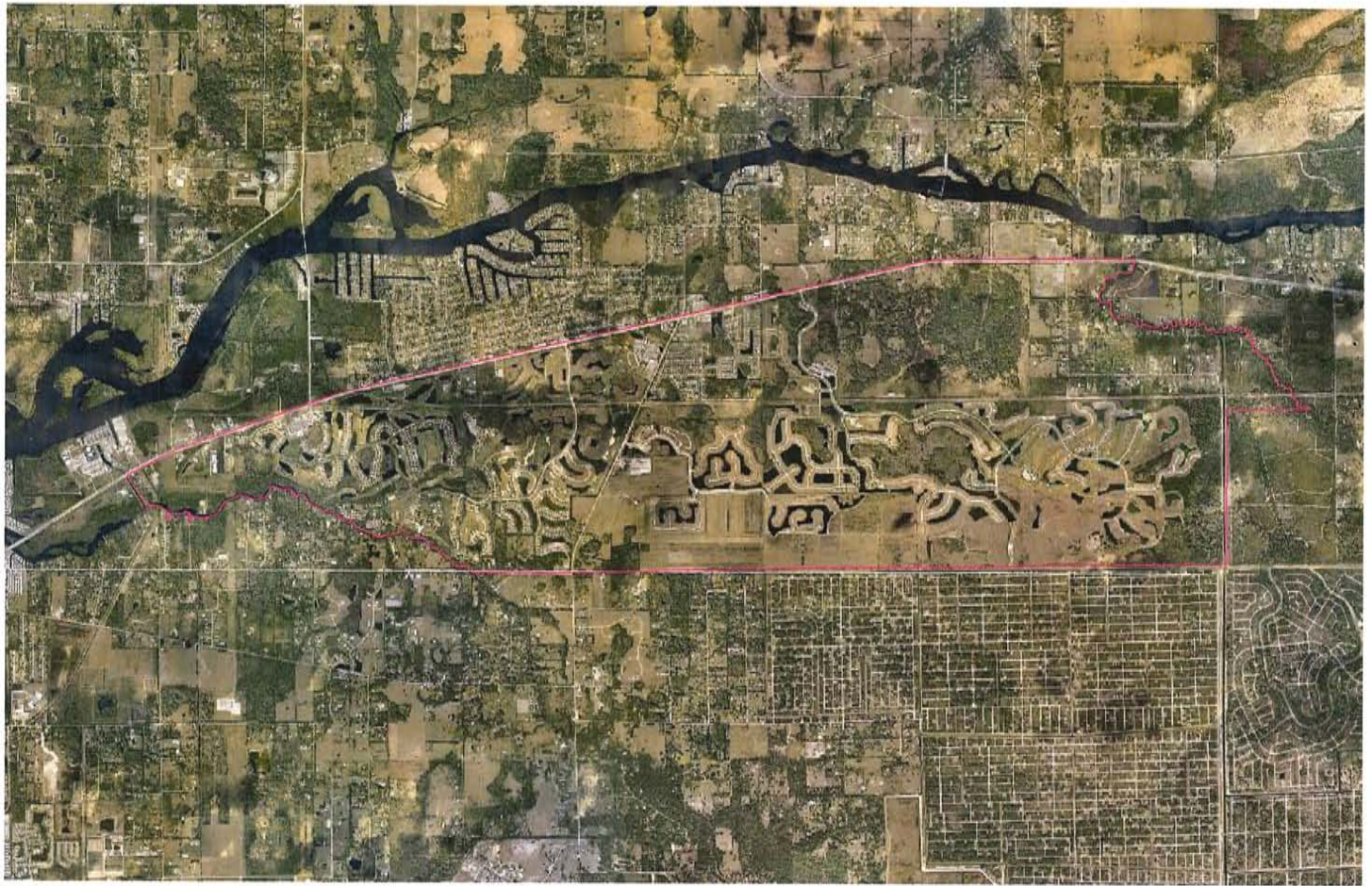
- 3) The third neighborhood or sub-region is the **I-75 Dogleg**, the north-south panhandle that follows the eastern edge of I-75. Land uses within this neighborhood are characterized by large-tract development and generally lack theme and connectivity. They include large RV sales and service operations, RV communities, and public schools.



The Industrial Park, March 2014. [Photo: J. Davis]

These three sub-regions, which are depicted in three aerials on the following three pages, have been combined by Lee County for planning purposes into a single district and have been assigned a name—Caloosahatchee Shores—which reflects their separate identities. Fort Myers Shores has existed as an unincorporated community for decades. River Hall is a much more recent development, but has its own identity distinct from that of River Hall. The Dogleg has only a superficial connection with the two largely stick-built residential neighborhoods, and the three have no central place or shared aesthetic.





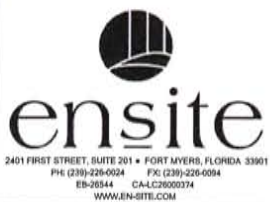

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PROJECT:
CALOOSAHATCHEE SHORES COMMUNITY PLAN
TITLE:
RIVER HALL & SIMILAR BOUNDARY

Exhibit
EX-02

Project Number: 1248-02
City Plan: 1248-01 MAP
Date: 8-29-13

P:\Projects\1248-Forgy Planning Services\1248-01 Caloosahatchee Shores Community
Plan\Map\Community Planning\Boundaries\River Hall\River Hall Map\River Hall Map.aprx



PROJECT:
CALOOSAHATCHEE SHORES COMMUNITY PLAN

TITLE:
Title

Exhibit
EX-03

Project Number: 1248-01
Cad File: 1248-01-MAP
Date: 6-29-15

Question 3: What do you want to save and what do you want to change?

Fort Myers Shores residents generally indicated a high level of satisfaction with the layout and appearance of their neighborhood. They would like to see more small neighborhood parks and bikepaths/ walkways connecting them. The residents of both River Hall and Fort Myers Shores expressed a strong concern with maintaining existing densities at River Hall and a general displeasure with the land use amendments for River Hall and the Lee Plan language amended on June 3, 2015 which redefines 'Overriding Public Necessity.' The importance of this issue to Caloosahatchee Shores residents is that it removes a crucial check on development in an area that has been designated as 'Rural' on the Lee Plan Future Land Use Map (FLUM).

Question 6: What is Caloosahatchee Shores/ Fort Myers Shores and where is it headed?

Caloosahatchee Shores is a community in East Lee County lying south of the Caloosahatchee River, east of I-75, north of the Orange River and the unincorporated platted lands community of Lehigh Acres and west of Hickey Creek. The future of East Lee County depends in large part on how much growth will take place countywide in the next twenty years and what infrastructure will be required to serve Lee County residents.

Goals Objectives & Policies

GOAL 21: CALOOSAHATCHEE SHORES: To protect the existing character, natural resources and quality of life in Caloosahatchee Shores, while promoting new development, redevelopment and maintaining a more rural identity for the neighborhoods east of I-75 by establishing minimum aesthetic requirements, planning the location and intensity of future commercial and residential uses, and providing incentives for redevelopment, mixed use development and pedestrian safe environments. This Goal and subsequent objectives and policies apply to the Caloosahatchee Shores boundaries as depicted on Map 1, page 2 of 8 in the Appendix. (Added by Ordinance No. 03-21)

Residents of the Fort Myers Shores community find that this goal statement is still valid, especially the references to “a more rural identity for the neighborhoods east of i-75.”

Recommended changes:

1. Change ‘Caloosahatchee Shores’ to ‘Fort Myers Shores.’
2. Remove the Dogleg from Map 1 and assign it to another planning community.

OBJECTIVE 21.1: COMMUNITY CHARACTER. The Caloosahatchee Shores community will draft and submit regulations, policies and discretionary actions affecting the character and aesthetic appearance of the Caloosahatchee Shores for Lee County to consider for adoption and enforcement to help create a visually attractive community. (Added by Ordinance No. 03-21)

Participants talked specifically about creating a reverse frontage road with limited access from SR 80 in order to preserve the existing neighborhoods and reduce commercial sprawl through the creation of commercial nodes at key intersections. This would allow for the enhancement/beautification of SR 80 as a significant east/ west vehicular corridor and would serve as a buffer to adjacent neighborhoods. Well-designed pedestrian crosswalks would be key in allowing movement across SR 80 safely and efficiently.

POLICY 21.1.1: By the end of 2007, the Caloosahatchee Shores community will draft and submit regulations for Lee County to review and consider for amendment or adoption as Land Development Code regulations that provide for enhanced landscaping, signage and architectural standards consistent with the Community Vision. (Added by Ordinance No. 03-21, Amended by Ordinance No. 07-12)

No changes were identified or recommended in the public participation process. Change 2007 to 2017 wherever it appears.

POLICY 21.1.2: In order to maintain the Old Florida rural identity for the Caloosahatchee Shores Community, commercial developments are encouraged to use vernacular Florida architectural styles for all buildings. The use of Mediterranean styles of architecture is discouraged. (Added by Ordinance No. 03-21)

“Old Florida” features includes elements such as front porches, pitched roofs, large overhangs, all of which create strong ties between site, climate, and the building elements.

POLICY 21.1.3: Lee County is discouraged from approving any deviation that would result in a reduction of landscaping, buffering, signage guidelines or compliance with architectural standards. (Added by Ordinance No. 03-21)

No changes were identified or recommended in the public participation process.

POLICY 21.1.4: By the end of 2007, the Caloosahatchee Shores community will draft enhanced code enforcement standards to be considered by staff for possible inclusion in Chapter 33 of the LDC. (Added by Ordinance No. 07-09)

No changes were identified or recommended in the public participation process. See comment at 21.1.1 above.

POLICY 21.1.5: One important aspect of the Caloosahatchee Shores Community Plan goal is to retain its’ rural character and rural land use where it currently exists. Therefore no land use map amendments to the remaining rural lands category will be permitted after May 15, 2009, unless a finding of overriding public necessity is made by three members of the Board of County Commissioners. (Added by Ordinance No. 09-06)

No changes were identified or recommended in the public participation process, notwithstanding the actions of the Lee County Board of County Commissioners on June 3, 2015 amending the current language of this policy. ELCC and its constituent communities advocate the continued enforcement of this policy as written as a method to protect the historically rural character of this portion of East Lee County.

OBJECTIVE 21.5: COMMUNITY FACILITIES/PARKS. Lee County will work with the Caloosahatchee Shores Community to provide and facilitate the provision of a broad mix of Community Facilities. (Added by Ordinance No. 03-21)

No changes were identified or recommended in the public participation process.

POLICY 21.5.1: The Caloosahatchee Shores Community will work with Lee County, the State of Florida and the National Parks Service to provide appropriate passive recreational opportunities, parks, nature, pedestrian and equestrian trails, potentially enhanced by public/private partnerships. This may include easy access, parking, trails, and other non-intrusive uses. (Added by Ordinance No. 03-21)

No changes were identified or recommended in the public participation process.

POLICY 21.5.2: Lee County will work with the community and private landowners to identify opportunities to maintain and enhance public access to the Caloosahatchee River, including access through the Florida Power and Light Plant. All new development of commercial, industrial or public facility properties along the Caloosahatchee River are strongly encouraged to provide for public access to the riverfront. (Added by Ordinance No. 03-21)

The public identified public facility sites in Fort Myers Shores for which better access would be desirable.

POLICY 21.5.3: Lee County will work with the community to ensure that the development of new parks or enhancement of existing parks meets the recreational needs of the community and are integrated into the surrounding developments and open space areas. The concept would be for a park to act as a hub, connected to other open space/recreational opportunities through pedestrian, bicycle or equestrian linkages, either along public rights of way or through adjacent developments. (Added by Ordinance No. 03-21)

No changes were identified or recommended in the public participation process.

POLICY 21.5.4: Lee County Department of Parks and Recreation will work with the residents of the Caloosahatchee Shores to publicize and increase the usage of existing public parks and recreation facilities. (Added by Ordinance No. 03-21)

No changes were identified or recommended in the public participation process.

Transportation and Connectivity—September 16, 2014 Workshop

At the September 16, 2014 workshop, East Lee County Council President Ed Kimball, assisted by contract planners Max Forgey, AICP, Shellie Johnson, AICP, and Patrick C. White, AICP; Sharon Jenkins-Owen, AICP, Principal Planner, and Andy Getch, Lee County Department of Transportation Planning Manager, engaged the public in a review of the following Lee Plan policies:

- Goal 21: *Caloosahatchee Shores*
- Objective 21.2: *Commercial Land Uses*
- Policy 21.2.1: *Commercial nodes*
- Policy 21.2.2: *Residential character of Buckingham Road*
- Policy 21.2.4: *Interconnect opportunities*
- Policy 21.2.5: *State Road 80*

2002 Caloosahatchee Shores study

The Vanasse Daylor report (2002), which was the foundation for the Caloosahatchee Shores Community Plan, including Goal 21 and its subordinate objectives and policies, found that transportation and connectivity issues were matters of limited concern to most stakeholders, who expressed a desire to limit access points to SR 80 while improving walkability within the community. The further expressed a desire to maintain the rural character of Buckingham Road and to maintain levels of service on all roads, increasing opportunities for pedestrians and multimodal opportunities. In 2002, the anticipated widening of SR 31 and encroachment into the Fort Myers Shores community was a matter of particular concern.

The Future of Transportation and Concurrency in the Caloosahatchee Shores Neighborhood(s)

Andy Getch advised that the Lee County Metropolitan Planning Organization (MPO), a transportation agency governed by members of the County Commission and elected officials

from the county's municipalities, charged with planning and prioritizing long-term spending for capital projects, had prioritized a bike path on the north side of SR 80, but expansion (widening) of SR 80 is planned at this time. When asked whether Lee County still has concurrency for transportation, Mr. Getch advised that it has been limited since 2011 when the Legislature made major changes to the (1985) growth management law. Level of service (LOS) still exists in the Lee Plan, however. The MPO is charged with developing the Long Range Transportation Plan (LRTP), and that "all government agencies that provide transportation in Lee County are now working on the 2040 version of the LRTP." [The 2040 version will succeed the current 2015 edition.]

Ed Kimball recalled a 2003-4 conversation with the late Mike Rippe of Florida Department of Transportation District 1 (Bartow) who advised running the widening portion of the then-anticipated expansion of SR 80 on the north side of the highway because the drainage works would be on the south side. At that time, the link east of Buckingham Road was operating at LOS 'D' and Mr. Rippe considered it ready for expansion. Mr. Kimball's expressed concern about the impact of growth in Verandah and other communities, including an anticipated one from Bonita Bay, and whether SR 80 has enough capacity to handle the additional demand. He expressed a strong concern, affirmed by other participants, that expansion will have a profound impact, and might undo any short-term improvements being considered at this time. A 6-lane highway is not pedestrian friendly. He indicated that access roads running parallel on either side could provide mobility within the community. "If you're going to expand," he said, "make it good," adding that the County's Conservation 20/20 provides a source of funding for the acquisition of land that might mitigate the impacts of highway widening.

Andy Getch responded that the current FDOT manuals allow more flexibility than in the past and that transportation planning in the Caloosahatchee Shores area has been almost all automobile related. Shellie Johnson agreed, noting that FDOT is more open to community standards than it had been in the past provided communities can express those standards.

Planning for the next generation and responding to changing economics and needs

Ed Kimball addressed the matter of lifestyle changes and the effect they will have on development in Lee County. “There’s a clash of two cultures here,” he said. “[There are] those who prefer an open community and those who prefer gated.” If you live in your own gated community, you have what you need and you don’t give much thought to outsiders. Sometimes the gated crowd lacks a sense of purpose. One question that needs to be asked is “what is our community center?” The public seemed to agree that the focal points were Publix (commercial) and Olga Civic Center (civic). Shellie Johnson responded that every place needs a center, and that it was important to plan for the next generation. Even if it starts with small pieces, it gets things moving. Mr. Kimball agreed, but wanted to “make it a big piece.” FM Shores, in his opinion, would be very different from Tice or Morse Shores, because of the potential for teardowns. He observed that for many people golf and boating, two traditional Florida pastimes that have drawn people to Southwest Florida, become jobs instead of recreations. People with money then tend to concentrate on having bigger houses

Bike Paths and Sidewalks

Ed Kimball noted that there is a bike path on the north side of SR 80, but it would work better on the south side. There have been pathways since 1989 extending west on SR 80 to the Oasis. Sidewalks may be desirable in Fort Myers Shores, but the presence of swales makes them unworkable. On the south side—Portico and River Hall—sidewalks work. Shellie Johnson noted the presence of the Whiskey Creek Path and observed that pathways can be through routes. Andy Getch observed that Estero was an example of what an organized community can get—they didn’t have a stop light a few years ago, and now it’s a thriving community. Ms. Johnson observed that it is important to capture through-traffic—in LaBelle, through traffic has led to decline. She observed that she had seen a Bryant Gumble interview on television regarding the new demand for repurposed golf courses. In some places, 18-hole courses are being replaced with Frisbee golf and soccer, which are more active, occupy less space, and accommodate more people. Mr. Kimball urged looking 30 years out, recognizing that the next generation likes walking and bicycling, and they’re not going to find it here. While some people

do walk on SR 80, it is particularly dangerous for cyclists. Janet Tripp observed that she would like to see more sidewalks.

Buses, public and school

Ed Kimball observed that school buses don't have fixed stops. They are subject to change on an annual bases, and that makes it difficult to have shelters. There are other reasons, including the swales. Andy Getch said that 5th Street is ideal for school buses. There was a general discussion about commercial activity—that people in East Lee County were not going to drive into Fort Myers for a quart of milk and that the Caloosahatchee Shores community is well suited to draw customers from these residents, who will still shop at Coconut Point or Miromar for big-ticket items such as furniture or for upscale restaurants. Community shopping centers (the Publix-and-a-Walgreen model) creates jobs in the area.



SR 80 looking eastbound at the Buckingham Road Intersection, March 2014. [Photo: J. Davis]

Commercial Node Development

Shellie Johnson and Patrick White addressed commercial nodes and how to improve them.

Ideas included:

- Consider greater depth along SR80
- Accommodate alternative options (to automobiles)—cycling, walking
- Internal connections—SR 80xJoel intersection
- Have a smaller scale for the Buckingham Road node
- Protection of rural character (landscaping, signage)
- SR 31 in comprehensive plan
- Fifth Street—commercial area could be deeper. This would allow big box center if we are interested
- Efficient use of land—attract local traffic
- Lower road capacity on SR 80—this idea is already in the Community Plan
- Backstreet access to First Street.

Ms. Johnson conducted a map exercise addressing roads, transit, pathways, recreation, and connections to other communities and neighborhoods. She suggested that county/ public lands, particularly parks, form the origin and destination points for pathways and that the water is the community's strongest—but most neglected—asset. She asked why so many people already live at the Shores. Were they drawn to it because of convenience to work? Will it draw in the future? Is there anything that provides a sense of arrival and a sense of departure? There was general agreement that there were no visual gateways. One unidentified woman said that Adela Park wanted a path along the river, which a club could maintain, and that the boat ramp area is nice for cycling and dogs and could get more use. Ed Kimball observed that 5th Street Park has a wooden walkway, but it gets very little use, and there are public safety concerns. He suggested punching east-west roads across the lineage drainage easements—it's a 35-foot county owned property with boathouse and entitlement to a boat ramp. That may limit what can be done with the property.

Goals Objectives & Policies

OBJECTIVE 21.2: COMMERCIAL LAND USES. New commercial uses will be limited to properties already zoned for commercial uses as well as commercial centers designated on Map 19, the intersection of I-75 and S.R. 80, the intersection of S.R. 31 and S.R. 80, properties located in the State Route 80 Corridor Overlay District, the Verandah Boulevard commercial node, lands

with the Commercial Future Land Use designation, and Future Urban Areas including the central urban and suburban categories adjacent to S.R. 80. New commercial zoning must be approved through the Planned Development rezoning process. Existing and future county regulations, land use interpretations, policies, zoning approvals, and administrative actions should be undertaken in an effort to promote the goal of commercial redevelopment along SR 80 and increased commercial opportunities to service the needs of the Caloosahatchee Shores community and surrounding areas. County regulations should attempt to ensure that commercial areas maintain a unified and pleasing aesthetic/visual quality in landscaping, architecture, lighting and signage. Commercial land uses must be designed to be compatible with and further the historic character and identity of existing rural Old Florida and Florida Vernacular styles of architecture and the historic identity of Olga. (Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)

No changes were identified or recommended in the public participation process, although revisions and clarifications may be considered in future planning phases.

POLICY 21.2.1: To service the retail needs of Caloosahatchee Shores and the surrounding rural communities, the intersection of SR 80 and SR 31, north of SR 80 and east and west of SR 31 are designated as commercial nodes to allow for greater commercial intensity. Commercial nodes are intended for development or redevelopment at Community Commercial levels as defined in Policy 6.1.2 of the Lee Plan. The Verandah Boulevard commercial node is intended for Minor Commercial levels as defined in Policy 6.1.2. Office and residential uses consistent with the Suburban designation are also allowed in this Minor Commercial node. (Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)

No changes were identified or recommended in the public participation process.

POLICY 21.2.2: In order to protect the rural residential character of Buckingham Road, new retail uses along Buckingham Road outside the commercial node identified on Map 19, will be prohibited. (Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)

No changes were identified or recommended in the public participation process.

POLICY 21.2.3: The Olga Mall property, 2319 S. Olga Drive, may continue to provide minor commercial retail services for the Olga community. (Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)

No changes were identified or recommended in the public participation process. One comment was that the Olga Mall is a good example of the old-style Florida trading posts, and a good example of 'mom and pop' commercial business that is consistent with the rural character of the community.



Olga Mall, September 2014. [Photo: S. Jenkins-Owen]

POLICY 21.2.4: Commercial developments within the Caloosahatchee Shores Community must provide interconnect opportunities with adjacent commercial uses in order to minimize access points onto primary road corridors; and residential developments should provide interconnect opportunities with commercial areas, including but not limited to bike paths, pedestrian access ways and equestrian trails. (Added by Ordinance No. 03-21)

No changes were identified or recommended in the public participation process.

POLICY 21.2.5: To promote the redevelopment of commercial uses along SR 80, Commercial uses are encouraged to increase lot depth and size by extending north of SR 80 to First Street. Lee County will encourage the use of First Street as a reverse frontage Road to provide access. This policy hereby adopts Exhibit 1 as a conceptual redevelopment plan for this corridor. (Added by Ordinance No. 03-21)

No changes were identified or recommended in the public participation process.

Summary of takeaways from September 16, 2014 workshop

- It's going to be very difficult to do effective planning for the Caloosatchee Shores neighborhoods until we know the County's built-out scenarios and anticipated population for the Shores and its neighboring communities, including Lehigh Acres.
- It's crucial to preserve the community's rural nature and rural densities. The Shores is a low density 'Oasis' with rural/ suburban levels of infrastructure and services.
- There is a willingness to accept some commercial activity and depths along SR 80 to serve the community and neighboring communities if internal traffic can be captured internally.
- A 30-year planning horizon is desirable—the next generation won't be all golf and boats.
- SR 80 must be a safer place for bicyclists and pedestrians. Trails and sidewalks will help.
- River accessibility is a good idea, but hard to pull off.
- Although SR 80 is not scheduled for widening before 2035, good planning must consider its impact.
- Remember Mike Rippe's advice—widen SR 80 on the north side; locate drainage works on the south side.



SR 80 at I-75 under construction, March 2014. [Photo: J. Davis]

Economic Development—September 30, 2014 Workshop



At the September 30, 2014 workshop, East Lee County Council President Ed Kimball, assisted by contract planners Max Forgey, AICP, Shellie Johnson, AICP, and Patrick C. White, AICP, engaged the public in a review of the following Lee Plan policies:

Objective 21.2: Commercial land uses: New commercial uses will be limited to properties already zoned for commercial uses as well as commercial centers designated on Map 19, the intersection of I-75 and S.R. 80, the intersection of S.R. 31 and S.R. 80, properties located in the State Route 80 Corridor Overlay District, the Verandah Boulevard commercial node, lands with the Commercial Future Land Use designation, and Future Urban Areas including the central urban and suburban categories adjacent to S.R. 80. New commercial zoning must be approved through the Planned Development rezoning process. Existing and future county regulations, land use interpretations, policies, zoning approvals, and administrative actions should be undertaken in an effort to promote the goal of commercial redevelopment along SR 80 and increased commercial opportunities to service the needs of the Caloosahatchee Shores community and surrounding areas. County regulations should attempt to ensure that commercial areas maintain a unified and pleasing aesthetic/visual quality in landscaping, architecture, lighting and signage. Commercial land uses must be designed to be

compatible with and further the historic character and identity of existing rural Old Florida and Florida Vernacular styles of architecture and the historic identity of Olga.
(Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)

Public comment urged that the Community Plan recognize that the Caloosahatchee Shores (aka FMS) community offers the ideal location for enhanced commercial, professional, and institutional development to serve the East Lee County area, provided those uses are developed in a manner which (a) provides limited ingress/ egress in order to protect residential neighborhoods from pass-through traffic, (2) reflects an Old Florida aesthetic; and (3) encourages clusters or nodes of commercial development that offer opportunities for controlled access, beautification, and screening of the SR 80 corridor. Accordingly, this objective should be reworked.

POLICY 21.2.1: To service the retail needs of Caloosahatchee Shores and the surrounding rural communities, the intersection of SR 80 and SR 31, north of SR 80 and east and west of SR 31 are designated as commercial nodes to allow for greater commercial intensity. Commercial nodes are intended for development or redevelopment at Community Commercial levels as defined in Policy 6.1.2 of the Lee Plan. The Verandah Boulevard commercial node is intended for Minor Commercial levels as defined in Policy 6.1.2. Office and residential uses consistent with the Suburban designation are also allowed in this Minor Commercial node.
(Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)

This policy largely repeats the contents of Objective 21.2 and may not be needed.

POLICY 21.2.5: To promote the redevelopment of commercial uses along SR 80, Commercial uses are encouraged to increase lot depth and size by extending north of SR 80 to First Street. Lee County will encourage the use of First Street as a reverse frontage Road to provide access.

This policy hereby adopts Exhibit 1 as a conceptual redevelopment plan for this corridor.
(Added by Ordinance No. 03-21)

No changes were identified or recommended in the public participation process.



Marina on SR 31, March 2014. [Photo: J. Davis]

2002 Caloosahatchee Shores study

The Vanasse Daylor report (2002)², which was the foundation for the Caloosahatchee Shores Community Plan, including Goal 21 and its subordinate objectives and policies, identified these matters of concern among Shores residents and stakeholders:

² This is an abridged and edited version of the public inputs in the Vanasse-Daylor report.

- Want commercial uses tied to community need
- Enhance **existing** commercial
- Sidewalks
- Create a transition from Rural to Suburban to Outlying Suburban
- Updated design standards for older residential
- Community identity/ community name
- Town Center at Buckingham and SR 80
- [Mixture of land uses most appropriate at Town Center]
- Commercial/ residential buffer
- Uniform signage throughout the community
- Low signs (a'la Wellington)
- No neon
- Big box commercial is acceptable with strict architectural standards

The Vanasse-Daylor report identified these design expectations:

- Streets with medians
- Limited access, few curb cuts
- Pedestrian links—residential to commercial
- Commercial areas include bike paths/ ped-sidewalks
- Parking lots with trees
- Parking areas in back
- Outlets to depict rural vernacular architecture (Florida style)
- 2-story height limit

These uses were identified in 2002 as locally undesirable:

- Adult entertainment
- Bars
- Franchise outlets
- Big box (architectural limitations)

- Used car lots



East Lee County, March 2014. [Photo: J. Davis]

Public input at the workshops revealed that most of the 2002 comments remain valid, although residents did not express strong opposition to bars, big box commercial (if subject to effective design standards and located at or west of the SR 80/ Buckingham Road intersection) and franchise outlets. The September 16, 2014 transportation and connectivity workshop revealed a strong community interest in interconnectivity (bike paths, sidewalks) especially through commercial areas and a continuing commitment to vernacular architecture harmonizing with the community's perceived rural character.

The Future of the East Lee County Economy

Ed Kimball observed that there are changing land uses along SR 31 resulting from the presence of Bonita Bay company. They propose a movie complex and several other uses. How will people from the Shores get from east to west? Further, there is a double span proposed across

Forgey Planning Services, June 2015

the Calooshatchee which won't match on the other side. When the plan opens up, he said there will be 15-20 land development code issues. Shellie Johnson noted that SR 80 could take years before expansion—there has not been a corridor study yet. George Emmert said that there has been a plan in the works for years, and developers see opportunities.

Shellie Johnson said that SR 80 is the community's gateway, and that having policies in the plan to govern future commercial development gives a community teeth in working with County and other agencies. There was general agreement that the 2002 plan was working well, and covers most points. George Emmert and Ed Kimball observed that Hendry and Glades Counties, which form part of East Lee's market area, can be characterized as poor counties. Mr. Kimball said that the future workforce will have fewer working people with good-pay, low-skill jobs. We can expect fewer salaried jobs and middle level jobs will require technical skills. Another concern raised by Ms. Johnson was the general decline of big box shopping in the internet era, which is also of concern because of the loss of internet revenues. Sharon Jenkins-Owen suggested agriculture and agritourism as an economic engine.

George Emmert asked about density—had people changed their minds? Ed Kimball responded that Verandah was approved at 6 units per acre, but the buildout is closer to 1:1; even if the Future Land Use Map were to show it as 2:1 (suburban) it would still be excess density. He also said that TDRs (transfers of development rights) might have made sense thirty years ago, but no more because of high entitlements countywide.

Goals Objectives & Policies

- Objective 21.2: Commercial land uses
- Policy 21.2.1: Commercial development
- Policy 21.2.5: Lot depth along SR 80



East Lee County, March 2014. [Photo: J. Davis]

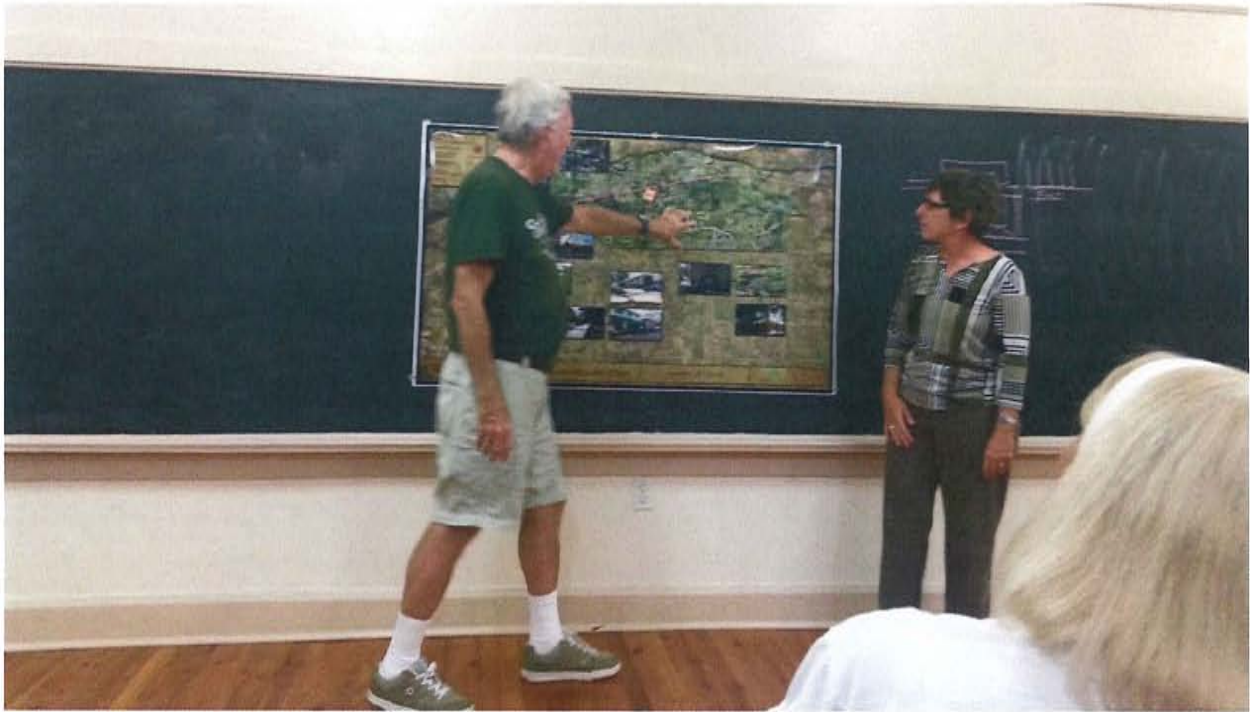


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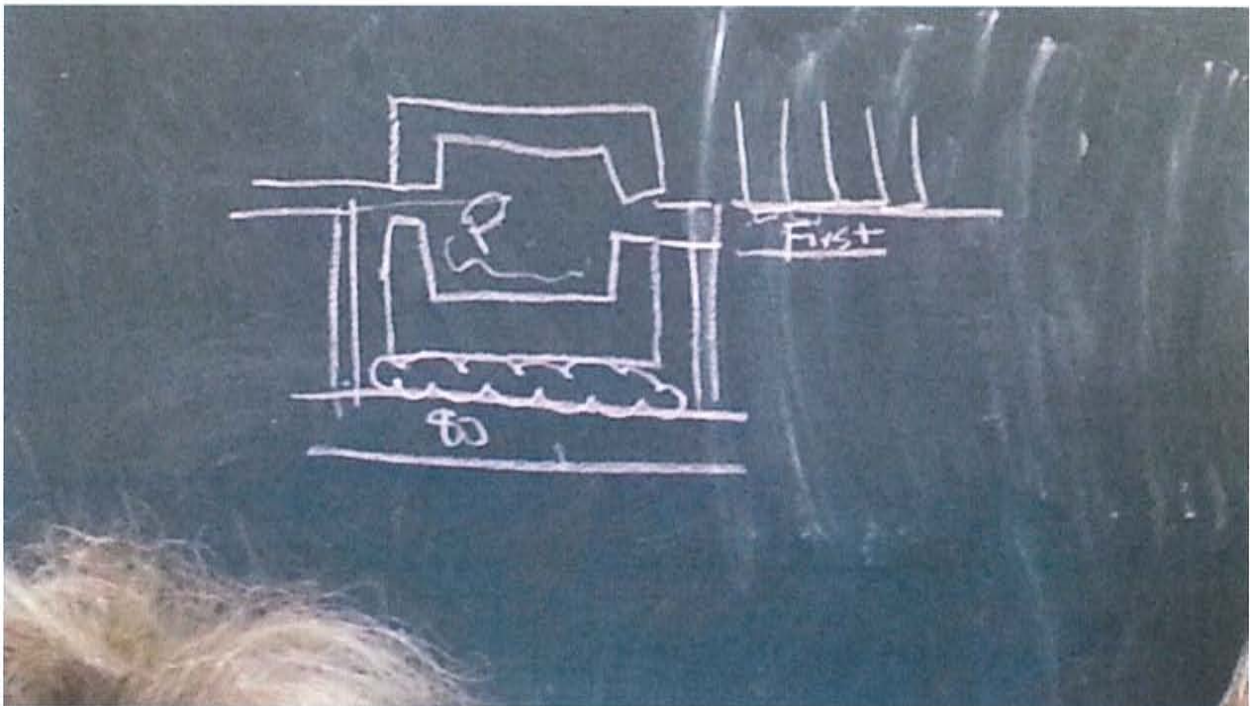


East Lee County, March 2014. [Photo: J. Davis]

October 30, 2014 General



Ed Kimball and Shellie Johnson, October 30, 2014. [Photo: Max Forgey]



Commercial activity and parking illustration, October 30, 2014. [Photo: J. Davis]

October 30, 2014



At the final workshop, community members returned to earlier issues, including SR 80 and its eventual widening and how to maintain the rural character of Fort Myers Shores and its neighbors. As in earlier workshops, participants expressed a strong concern about possible amendments to Policy 21.1.5.

ATTACHMENTS

Caloosahatchee Shores Community Plan Workshop #1

Community Identity & Character

March 4, 2014
5:30 PM
Olga Community Center

East Lee County Council

Presenting Tonight

- East Lee County Council
- Ed Kimball, President

COMMUNITY IDENTITY & CHARACTER

- Is it one community?
- What are the neighborhoods within the community?
- What do you want to save and what do you want to change?
- What are their boundaries?
- What are their similarities and differences?
- What is Caloosahatchee/Ft. Myers Shores now and where is it headed?



What Caloosahatchee Shores Plan Says


GOAL 21: CALOOSAHATCHEE SHORES

- Protect the **existing character**, natural resources and quality of
- Promote new development & redevelopment.
- Maintain **rural identity**
- Establish aesthetic requirements
- Plan the location and intensity of future commercial and residential uses
- Provide incentives for redevelopment, mixed use development and pedestrian safe environments



What Caloosahatchee Shores Plan Says


Objective 21.1: Community Character
Create a visually attractive community.



What Caloosahatchee Shores Plan Says

Policy 21.1.1:
Enhance landscaping, signage and architectural standards.

Policy 21.1.2:
Maintain the Old Florida rural identity.





What Caloosahatchee Shores Plan Says

Policy 21.3.3:

Uphold landscaping, buffering, signage and architectural standards.

Policy 21.3.4:

Code enforcement standards

Policy 21.3.5:

Retain rural character and rural land use where it currently exists.

- No land use map amendments unless a public necessity



What Caloosahatchee Shores Plan Says

Objective 21.5:

Broad mix of community facilities.

Policy 21.5.1:

Passive recreational opportunities

- parks
- pedestrian and equestrian trails

Policy 21.5.2:

Maintain and enhance public access to the Caloosahatchee River



What Caloosahatchee Shores Plan Says

Policy 21.5.3:

New parks or enhancement of existing parks will meet the recreational needs of the community.

- Integrated into the surrounding developments
- Connect to other recreational opportunities through pedestrian, bicycle or equestrian linkages

Policy 21.5.4:

Publicize and increase the usage of existing public parks and recreation facilities.



What the Community Has Said is Important (2002)

- Retain rural character.
- Preserve historic identity.
- Increase river use and prominence.
- More open space as part of mixed use and commercial development.
- Preference for native landscaping.
- Need more activities and places to socialize.

What the Community Has Said is Important (2002)

- Need architectural guidelines, historic preservation, and redevelopment.
- Need a community center. Equestrian focus is a desire.
- Underutilization of the River.
- More playgrounds, ball parks, River access.
- Freeze the Land Use Map
- Freeze the Allocation Table
- No TDR's (Transfer of Development Rights).
- Establish Caloosahatchee Shores community name and boundaries.

What the Community Has Said is Important (2002)

- Faster regulatory processes.
- Roof edge articulation code change.
- How does Home Rule change the process between County and State?
- Caloosahatchee Shores Park: Impact Fee Area?
- Definition of Public Necessity.
- Differing language of Rural "Protection".

What We Aren't Talking About Tonight



Questions for Workshop

- What is our community?
- What actions can we take to make it a better community?
- Kathie?????



Questions for Workshop Aesthetic Issues

- Kathie?

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**Transportation & Connectivity Workshop
Olga Community Center
September 16, 2014 @ 5:30 PM**

Participants:

**Ed Kimball (EK), President, East Lee County Council
Janet Tripp (JT)**

**Sharon Jenkins-Owen, AICP; Lee County Department of Community Development
Andy Getch (AG), Lee County Transportation Dept.**

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Cape Coral, FL 33904; 239.560.5864; ForgeyPlanning@aol.com
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Andy Getch: I-75 to Birmingham Rd. MPO: Prioritized Bike Path north side of state road 80. No road expansion scheduled.

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EK: 2003-4 on the Caloosahatchee Shores comp plan. Mike Rippe of FDOT District 1 said 'Run it into the north side of the road'. Highway 31 to Buckingham Rd. East of Buckingham was LOS D. We were due for expansion. We don't want to guess. What will be impact of growth of Verandah and other communities? Have we provided enough capacity? We're trying to tie that vision to what we do in the community plan.

AG: State DOT re: SR80. Policies are in the current design manuals and allow more flexibility than in the past.

EK: Extensive proposal coming in from Bonita Bay. Access Road? Don't need fly-over. It drops values. At some point in time 31 and 80 will expand. They are looking for Commercial. If you are going to expand, make it good. Buckingham East, where do you lose traffic?

AG: Weakness of MPO model, it covers only Lee and Collier. There's more guesswork on the edges. FDOT developed the model.

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SJ: Whiskey Creek Path. Pathways can be through routes. Two state roads. FDOT is more open to community standards if the community can express them. They have felt the pressure, and they respond well to the more organized communities.

EK: Travel west on 80. They don't stop at Ft Myers Shores. This is the Oasis.

AG: How long?

EK: Since 1989.

AG: Estero-They were organized; there wasn't even a traffic light a few years ago. Now it's a thriving community.

SJ: If you can capture. In Labelle, through traffic has led to decline.

EK: There's a clash of two cultures here- those who prefer an open community vs those who prefer gated. Not interested in outsiders. Sometimes, the gated crowd lacks a sense of purpose. Where is our community center?

SJ: Every place has that. We're planning for the next generation here. Even if a little piece develops, it starts things moving.

EK: Let's make it a big piece. FM Shores neighborhood won't be like Tice and Morse Shores. Knockdowns. After a few years of retirement, golf becomes a job, boating becomes a job. Buy 2-3 lots and you can have a much bigger house. Waterways are underutilized. Boats just sit there.

SJ: I saw an interview recently with Bryan Gumble. There's a new demand for repurposed Golf Courses. In some places old fashioned 18 hole Golf is being replaced by soccer and Frisbee golf which take up less space, accommodate more people, and are more active.

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AG: Commercial shopping centers are a good place to start.

Shellie Johnson. Node Development.

- Consider Greater Depth.
- Alternative Transportation Options- Cyclists, Pedestrians, etc
- Internal Connections. 80 x Joel Intersection.
- Buckingham Road smaller.
- Protection of Rural Character.
- SR31 in comp plan.
- Fifth Street-Commercial area could be deeper. This would allow big box center if you are interested.
- Efficient use of land- local traffic attractor.
- Lowers Road Capacity demand on 80- that concept is already in your plan.
- Different Set of connectivity.
- Slide SR80 (well explained).

Access from backstreets(First Street).

Patrick C White: Minimum Lot Requirement?

SJ: Time and master planning [map exercise]

- Roads
- Transit
- Pathways
- Recreational Features
- Connections to other communities

SJ: what are where are shortcomings? What are the great opportunities for Caloosahatchee Shores?

Consider connectivity to county owned lands, particularly parks.

Your biggest asset is river accessibility. How can we create opportunities?

EK: Let's ask the big question again. How big are we supposed to be as a community? And how big are the neighboring communities going to be?

SJ: Numbers based on... We are not really going towards 6:1. Lot of people already live here. Why is that? Do the same factors that drew these people still work? Will they draw people in the future? Is there anything that sets the community apart visually? Is there anything that provides a sense of arrival or a sense of departure?

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EK: No stops.

Lady: Adela Park wanted path along river. Club could maintain.

EK: Fifth Street park. Wooden walkway. The police don't even like to go there.

Lady: Boat ramp area nice for cycling, dogs.

EK: Co-owned, no taxes. Punch East West roads over the lineage drainage easement.

AG: Allow assembly along 80.

EK: 35 foot county land. Boathouse, entitlement to a boat ramp. May limit what can be done with the property.

Notes from September 16, 2014 Caloosahatchee Shores Community Meeting

Southwest “dog leg” portion of study area – should it remain in the community planning area?

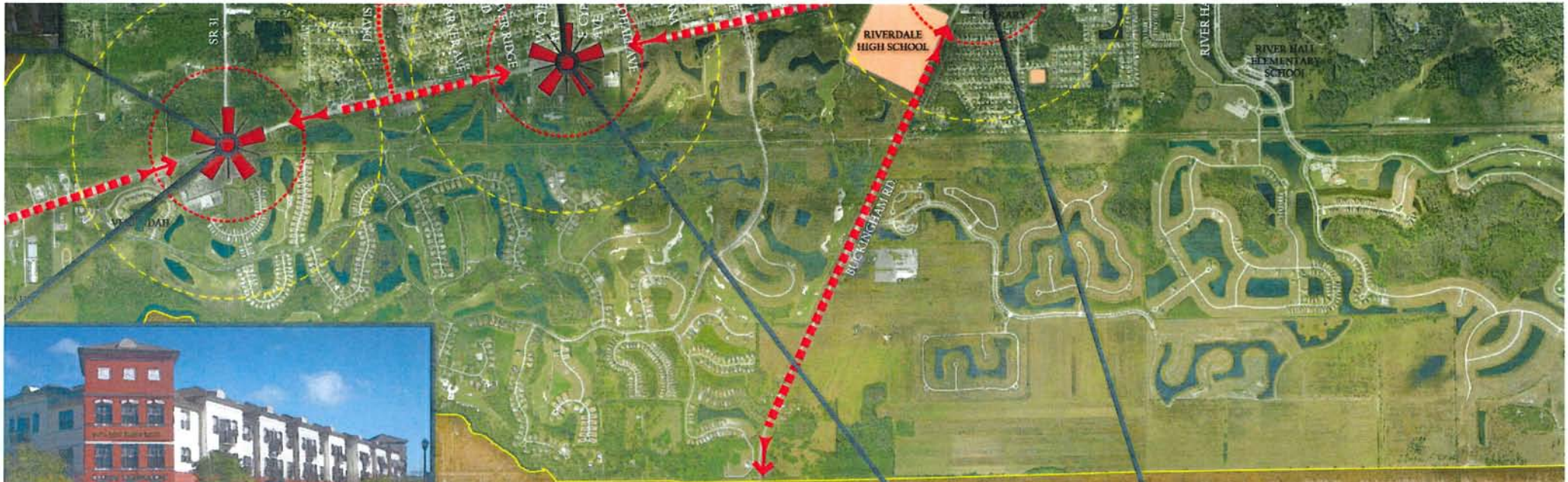
Yes. There are large mobile home / modular home parks and Manatee Elementary School that need to be address, as well as the industrial nature of the area.

Need to verify the extent south that the community boundary extends. Ed thinks it is Lockett Road. Planning community map shows SR 82.

What are the plans for SR 31? Need to consider its expansion with regard to land uses. How will it be accessed? What about the intersection of SR 31 and SR 80?

I-75 to Buckingham Road plans for bike path on north side of 82. 10-foot wide path.

Per FDOT, SR 31 project is on hold indefinitely due to litigation.



Caloosahatchee Shores Community Plan Workshop #2

Transportation and Connectivity

September 16, 2014
5:30 PM
Olga Community Center
East Lee County Council

Today's Program

1. Participant Introduction (Ed Kimball)
2. Caloosahatchee Shores Plan and the Lee Plan (Sharon Jenkins-Owen)
3. What the Plan Says (Max Forgey)
4. What You Have Told Us (Max Forgey)
5. Transportation and Connectivity Exercise (Shellie Johnson)
6. Wrap Up

Today's Participants

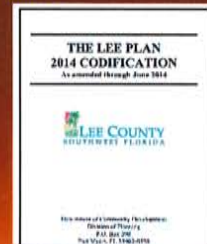
- Max Forgey, AICP – President, Zoning Technologies.
- Shellie Johnson, AICP – Planner, Ensite Inc.
- Patrick Carlton White – Realtor, Planning, and Permitting, BHGRE.

With

- Ed Kimball – President, East Lee County Council.
- Sharon Jenkins-Owen, AICP – Principal Planner, Lee Co. Dept. of Community Dev.
- Andy Getch – Planning Manager, Lee Co. Transportation

And you! Thank you for being here tonight!
For additional information please contact: max@zoningtechnologies.com

Caloosahatchee Shores Plan and the Lee Plan



Current Status of EAR-Based Amendments

- EAR (Evaluation and Appraisal Report) Implementation

- 2011-2013
 - White Papers, Committee Meetings, Public Outreach, LPA
- Sept 2013-2014
 - LPA Review
- 2014-2015
 - LPA
 - BoCC Workshops
 - BoCC

What Caloosahatchee Shores Plan Says

GOAL 21: CALOOSAHATCHEE SHORES

"To protect the existing character, natural resources and quality of life in Caloosahatchee Shores, while promoting new development, redevelopment and maintaining a more rural identity for the neighborhoods east of I-75 by establishing minimum aesthetic requirements, planning the location and intensity of future commercial and residential uses, and providing incentives for redevelopment, mixed use development and pedestrian safe environments..."



What Caloosahatchee Shores Plan Says

OBJECTIVE 21.2: COMMERCIAL LAND USES

New commercial uses will be limited to properties already zoned for commercial uses as well as commercial centers designated on Map 19, the intersection of I-75 and S.R. 80, the intersection of S.R. 31 and S.R. 80, properties located in the State Route 80 Corridor Overlay District, the Verandah Boulevard commercial node, lands with the Commercial Future Land Use designation, and Future Urban Areas including the central urban and suburban categories adjacent to S.R. 80. Existing and future county regulations, should be undertaken in an effort to promote the goal of commercial redevelopment along SR 80... [Heavily abbreviated]



What Caloosahatchee Shores Plan Says

Policy 21.2.1: To service the retail needs of Caloosahatchee Shores and the surrounding rural communities, the intersection of SR 80 and SR 31, north of SR 80 and east and west of SR 31 are designated as commercial nodes to allow for greater commercial intensity. Commercial nodes are intended for development or redevelopment at Community Commercial levels as defined in Policy 6.1.2 of the Lee Plan.

The Verandah Boulevard commercial node is intended for Minor Commercial levels as defined in Policy 6.1.2. Office and residential uses consistent with the Suburban designation are also allowed in this Minor Commercial node.



Strip Development



Node Development

What Caloosahatchee Shores Plan Says

Policy 21.2.2: In order to protect the rural residential character of Buckingham Road, new retail uses along Buckingham Road outside the commercial node identified on Map 19, will be prohibited.

Policy 21.2.4: Commercial developments within the Caloosahatchee Shores Community must provide interconnect opportunities with adjacent commercial uses in order to minimize access points onto primary road corridors; and residential developments should provide interconnect opportunities with commercial areas, including but not limited to bike paths, pedestrian access ways and equestrian trails.



What Caloosahatchee Shores Plan Says

Policy 21.2.5: To promote the redevelopment of commercial uses along SR 80, Commercial uses are encouraged to increase lot depth and size by extending north of SR 80 to First Street. Lee County will encourage the use of First Street as a reverse frontage Road to provide access. This policy hereby adopts Exhibit 1 as a conceptual redevelopment plan for this corridor.



Starting Points

Previous input (2002):

- Limited concern to most stakeholders.
- Limit access points on SR 80, along with improving walkability.
- Maintain rural character of Buckingham Rd.
- Maintain current levels of service.
- Increase pedestrian and multimodal environment.
- How do we manage FDOT SR-31 expansion and prevent encroachment into FM Shores Community?

Transportation

- What are the transportation strengths in Caloosahatchee Shores?
 - Roads
 - Transit
 - Pathways
 - Recreation
 - Connections to other communities
- What are the transportation shortcomings?
 - Roads
 - Transit
 - Pathways
 - Recreation
 - Connections to other communities
- What are the best access points from S.R. 80?
 - Where?
 - How many?



Next Meetings

Tue 9/30/2014 5:30 PM

Olga Community Center

Caloosahatchee Shores workshop #3 ECONOMIC DEVELOPMENT

Thurs 10/9/14 5:30 PM

Caloosahatchee Shores Workshop #4

Thank you for attending Workshop #2, we look forward to seeing you on the 30th of September for Workshop #3!

SIGN-IN SHEET
Caloosahatchee Shores Workshop 2
Transportation and Connectivity

NAME	REPRESENTING	PHONE NUMBER	E-MAIL ADDRESS
Ed Kimball	President East Lee County Council	239-694-7822	kimelk@netzero.net
Janet Tripp	Secretary East Lee County Council		Janettripp2009@comcast.net
(Richard)			
(Woman)			
(Woman)			
Max Forgey	Zoning Technologies	239-560-5864	max@zoningtechnologies.com
Shellie Johnson	Ensite, Inc.	239-226-0024	ShellieJ@en-site.com
Patrick Carlton White	Zoning Technologies	239-560-5864	patrickcarltonwhite@gmail.com
Sharon Jenkins-Owen	Lee County Planning Division	239-533-8535	SJO@leegov.com
Andy Getch	Lee County DOT	239-533-8510	AGetch@leegov.com

SIGN-IN SHEET
 Caloosahatchee Shores Workshop 3
 Economics
 September 30, 2014

NAME	REPRESENTING	PHONE NUMBER	E-MAIL ADDRESS
Sharon Jenkins-Owen	Lee Co. Planning Div.	239-533-8535	SJO@leegov.com
Max Foreby	FOREBY PLANNING	239-566-5864	ForebyPlanning@earthlink.net
Gloria Moff		239-481-0421	
BOB REIKS		481-0421	
ROSEMARY PRESTARI	FLORIDA	820-9624	NA
Tom GARDNER	FLORIDA	694-5987	NOPE
ED LINDSAY	FLORIDA	684-7822	
Richard G. Hays	SUNFLOWER	239-693-8630	N.A.
JANET KROPP	FLORIDA	785-5122	N.A.
George Ewert	OLGA CC	694-4957	

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Olga Community Center
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**Caloosahatchee Shores
Community Plan
Workshop #3**
Economic Development
 September 30th 2014
 5:30 PM
 Olga Community Center
East Lee County Council

**Last Workshop (9/16/2014)
Transportation & Connectivity**

What you told us:

- Want to know built-out scenario for Shores and neighbors
- Preserve rural nature/densities of community (the "Oasis")
- Some willingness to accept commercial depth along SR 80
- 30 year planning horizon—next generation won't be all golf and boats
- Make SR 80 a safer place for cyclists and pedestrians

**Last Workshop
September 16th 2014**

- River accessibility a good idea, but very hard to pull off
- Development not approaching the 6:1 ratio
- Mike Rippe's advice when SR 80 was expanded: "Run the expansion on the north side; retention is going on the south side."

What Caloosahatchee Shores Plan Says

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2002 Community Plan Are these Assumptions Still Valid?

- Want commercial uses tied to community need
- Enhance **existing** commercial
- Sidewalks
- Transition: SUBURBAN to RURAL to OUTLYING SUBURBAN
- Updated design standards for older residential
- Community identity/community name
- Town Center at Buckingham and SR 80
- [Mixture of uses in Town Center]

2002 Assumptions: Still Valid?

- Commercial/residential buffer
- Uniform signage throughout
- Low signs (a'la Wellington)
- No neon
- Big Box OK with strict architectural standards?

Design Expectation (2002)

- Streets with medians
- Limited access; few curb cuts
- Pedestrian links—residential to commercial
- Commercial areas include bike paths/ped sidewalks
- Parking lots with trees
- Parking areas in back
- Outlets to depict rural vernacular architecture (Florida style)
- 2-story height limit.

Land Uses

- How do they blend with the community's economic future?
- RVs are a big presence. What spinoffs are possible?
- What additional uses for the 175 corridor?
- What health care or educational uses are appropriate?

Locally Undesirable Land Uses (LULUs) Still Unwanted as in 2002?

- Adult entertainment
- Bars
- Franchise outlets
- Big Box (architectural limitation)
- Used car lots
- What else?

Earlier Input

- Desire to move away from strip commercial *appearance*
**Generally, interviewees were less concerned about the type of uses, than the aesthetics of the use.*
- Revitalized commercial developments and new shopping opportunities. *General consensus was that if any big box stores were to open, they should be **at or west of SR-31**. Also, most saw the intersection of SR-80 and Buckingham Rd. as the center of the community.
- Olga Mall is a good example of Mom and Pop business, as well as an example of the historical trading posts along the river.

Questions?

Thank You

- Next workshop Thursday October 9th

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**Economic Development Workshop
Olga Community Center
September 30, 2014 @ 5:30 PM**

Participants:

**Ed Kimball (EK), President, East Lee County Council
Janet Tripp (JT)**

Sharon Jenkins-Owen, AICP; Lee County Department of Community Development

**Max Forgey, AICP; President, Zoning Technologies, Inc.; 4637 Vincennes Blvd., Ste. 1;
Cape Coral, FL 33904; 239.560.5864; ForgeyPlanning@aol.com
Shellie Johnson (SJ), AICP; EnSite
Patrick Carlton White (PW)**

EK: You have a Bonita Bay presence up and down US 31, which is being considered for expansion. Movie theatre, etc. How do we get from east to west?

SJ: Re Hwy 80, it could be years. First there would be a corridor study.

EK: What's the sense of a double span if it doesn't match on the other side?

George: There's a plan in the works. New developers see opportunities. They haven't changed their minds.

EK: There are about 15-20 land development code issues. When the plan opens up, we can look at the whole thing.

SJ: Does the plan still hold? [Shellie—which plan were you referring to? I am assuming you mean the 2002 Vanasse Daylor plan]

EK: When you get to Fort Myers, there are lots of choices. Growth needed management to protect diversity. It will change.

George: I75/Hwy 80—when will there be an extension of SR 80? Andy Getch said it's long term—not on the agenda yet.

SJ: Look at the Clewiston Airport example. It could be 25 years. The question until the time that that decision is made is how do you preserve the sense of community when SR 80 is eventually six-laned? Limited access to commercial without getting on 80, which will be a major corridor.

George: There's no point in putting lipstick on SR 80, then coming back 12 years later and tearing it down.

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[MF aside: Is it really planning when growth is unrelenting?]

SJ: SR 80 is the gateway to our community. Having policies in your community plan to govern [commercial development] gives you some teeth [when it comes to working with County and other agencies.] You're saying—this is what 80 should look like. FDOT will listen.

IAs: The plan is OK as is. It works pretty well; most points are covered.

George: You have Hendry County to the west—it's a poor county that wants jobs.

EK: Also Glades County—very poor. Planners [can provide us with] hypotheticals. We have to think about the folks who aren't born yet. There will not be as many salaried jobs as in the old days. Tech will continue to take over middle level jobs. You have all of those lower-skill folks. What will they do?

IAs: They won't build hospitals here.

EK: They're focused on the tourist and retiree market.

SJ: There's another trend—the closing of big box stores like Best Buy. *[MF aside: The amount of land occupied by bricks and mortar retail as a function of the population seems destined to decline. Get distribution center and you are going to get tax revenues. Consult notes from APA Atlanta conference on this topic.]*

EK: Since 1989.

SJO: Consider maintaining agriculture as an economic engine. Maybe FGCU will open an agriculture school. [Comment re emerging crops.]

EK: Find something that brings the tech folks with you. Again, let's ask the question—how big is big? **What is our built out number?**

SJO: Update the numbers—it's in the contract.

EK: We accept commercial—even if Buckingham doesn't. If Alva had...

George: Did people change their minds about density?

EK: Verandah 6:1; buildout is closer to 1:1. Then you drop it to 2:1, but it's still excess density.

George: There's declining interest in golf.

EK: Manatee Park with dock.

PW: Oxygen.

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EK: Olga community Saturday. They saw sketches. They understood the pictures. Who has done the work?

SJO: Canvass what other communities look like when they go through 6-laning. Are there any positive examples?

EK: Here is where we are, based on what you told us. Is pressure on Rural or Sub 3?

George: Don't have to rehabilitate. It's almost pristine, just one or two changes to get it right?

EK: Thirty years ago, TDRs made sense. Why pay for right of way when commissioners will pay?

SJO: Transfer out; limit the high end.

EK: We are a sending area; not a receiving area.

SJO: Lee Plan update. Allocation table going away.

EK: Possible Valhalla at FPL.

IA: River is an interesting place.

EK: Boat-el might work there. Janet and I drove around area—it ranges from attractive to awful.

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Participants:

- Ed Kimball (EK), President, East Lee County Council
- Janet Tripp (JT)
- George
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- Sharon Jenkins-Owen, AICP; (SJO) Lee County **DCD Planning Division**
Department of Community Development
- Max Forgey, AICP; President, Zoning Technologies, Inc.; 4637 Vincennes Blvd., Ste. 1; Cape Coral, FL 33904; 239.560.5864; ForgeyPlanning@aol.com
- Shellie Johnson (SJ), AICP; EnSite
- Patrick Carlton White (PW)

EK: You have a Bonita Bay presence up and down US 31, which is being considered for expansion. Movie theatre, etc. How do we get from east to west? (I believe that Ed was referring to the Bonita Bay Veranda development and the potential of redevelopment/spin-off between SR 31 and I-75)

SJ: Re Hwy 80, it could be years. First there would be a corridor study. (Shellie was referring the process and the timing of the future widening of SR 80)

EK: What's the sense of a double span if it doesn't match on the other side? (SR 31 Bridge?)

George: There's a plan in the works. New developers see opportunities. They haven't changed their minds.

EK: There are about 15-20 land development code issues. When the plan opens up, we can look at the whole thing.

SJ: Does the plan still hold? [Shellie—which plan were you referring to?] I think Shellie was referring to the existing Caloosahatchee Shores Community Plan/Lee Plan GOPs.

EK: When you get to Fort Myers, there are lots of choices. Growth needed management to protect diversity. It will change.

George: I75/Hwy 80—when will there be an extension of SR 80? Andy Getch said it's long term—not on the agenda yet.

SJ: Look at the Clewiston Airport example. It could be 25 years. The question until the time that that decision is made is how do you preserve the sense of community when SR 80 is

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[MF aside: Is it really planning when growth is unrelenting?]

SJ: SR 80 is the gateway to our community. Having policies in your community plan to govern [commercial development] gives you some teeth [when it comes to working with County and other agencies.] You're saying—this is what 80 should look like. FDOT will listen.

IAs: The **(Caloosahatchee Lee Plan GOPs)** plan is OK as is. It works pretty well; most points are covered.

George: You have Hendry County to the west—it's a poor county that wants jobs.

EK: Also Glades County—very poor. Planners [can provide us with] hypotheticals. We have to think about the folks who aren't born yet. There will not be as many salaried jobs as in the old days. Tech will continue to take over middle level jobs. You have all of those lower-skill folks. What will they do?

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EK: Since 1989.

SJO: Consider maintaining agriculture as an economic engine. **For example,** maybe FGCU will open an agriculture school. **Also consider Agritourism.** [Comment re emerging crops.]

EK: Find something that brings the tech folks with you. Again, let's ask the question—how big is big? **What is our built out number?**

SJO: **The demographic numbers will be updated as provided in the contract. Update the numbers—it's in the contract.**

EK: We accept commercial—even if Buckingham doesn't. If Alva had...**(Maybe referring to the Austin Crossing project? Not sure)**

George: Did people change their minds about density?

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EK: Verandah 6:1; buildout is closer to 1:1. Then you drop it to 2:1, but it's still excess density.

George: There's declining interest in golf.

EK: Manatee Park with dock.

PW: Oxygen. (Maybe referring to the Octagon Animal Rescue ?)

EK: Olga community Saturday. They saw sketches. They understood the pictures. Who has done the work?

SJO: Canvass what other communities look like when they go through 6-laning. Are there any positive examples?

EK: Here is where we are, based on what you told us. Is pressure on Rural or Suburban 3?

George: Don't have to rehabilitate. It's almost pristine, just one or two changes to get it right?

EK: Thirty years ago, TDRs made sense. Why pay for right-of-way when commissioners will pay? (Not sure, but Ed may have been saying that there was no need to buy TDRs because there was adequate units allowed by the Lee Plan)

SJO: TDR's : Transfer out only; Consider limiting or not allowing TDR transfer densities in certain areas - limit the high end.

EK: We are a sending area; not a receiving area.

SJO: Lee Plan update. Allocation table going away.

EK: Possible Valhalla at FPL.

IA: River is an interesting place.

EK: Boat-el (like a hotel) might work there. Janet and I drove around area—it ranges from attractive to awful.

EAST LEE COMMUNITY

Design Problem 4

COMMERCIAL DEVELOPMENT / REDEVELOPMENT OPPORTUNITIES

Problem #4 is designed to determine how your community feels about commercial land use and its development. To complete this problem you must understand what commercial land uses are. Below, examples are given that define existing commercial land use developments. An aerial has been provided for the group to develop its vision of a commercial property. Please identify where parking should be located. Also, determine on which street the development fronts and where there will be access to the businesses. Please note that these are hypothetical examples of commercial development. This exercise will inform us of how the community would ideally like to see commercial uses being developed in different areas of East Lee -- what kind of uses and what types of site designs.

Commercial Land Uses:

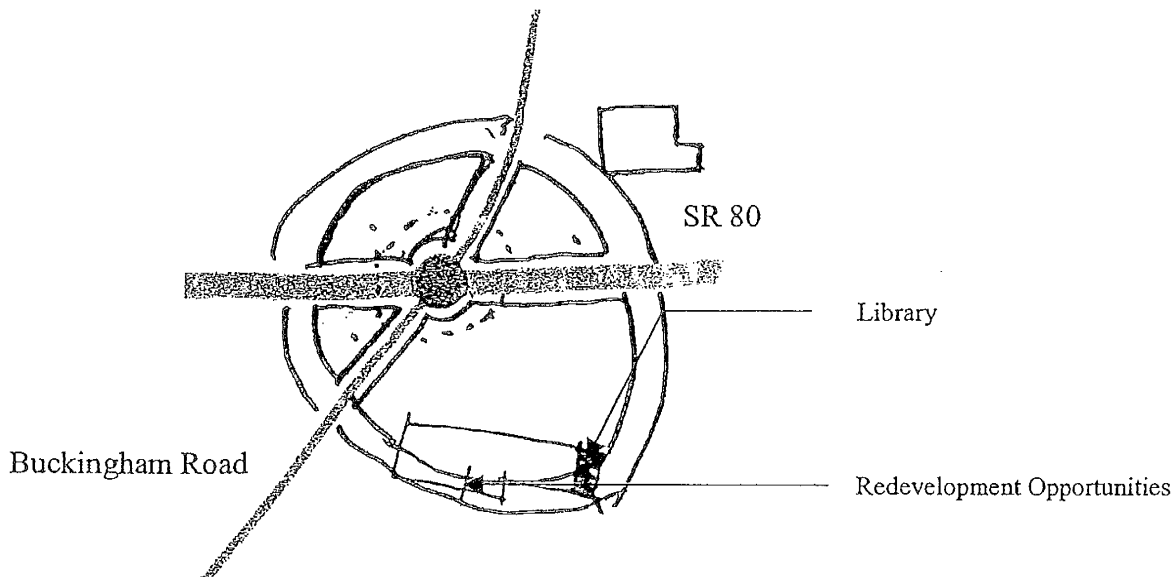
Publix Shopping Center, Winn-Dixie Shopping Center, SR 80 "strip development", Wendy's, historic retail are a few examples of commercial land use.

For the aerials provided, determine how the commercial areas need to be developed.

- A. Intersection of Buckingham Road and SR 80
- B. Intersection of SR 80 and SR 31
- C. "Historic Olga" -- Old Olga Road

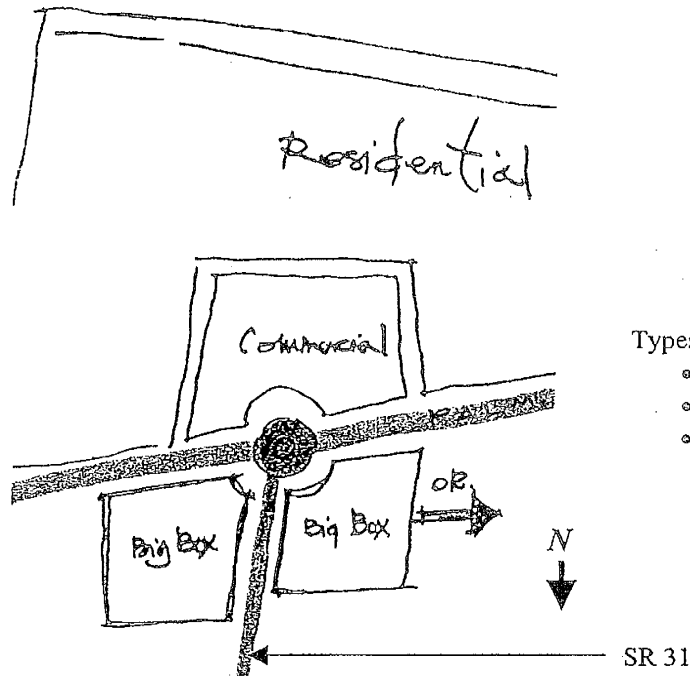
FINDINGS AND RECOMMENDATIONS SUMMARY:

- ❑ Commercial uses tied to community needs
- ❑ Enhanced existing commercial areas
- ❑ Connectivity of community with sidewalks
- ❑ Improvement plan sidewalk
- ❑ Transition from Suburban to Rural to Outlying Suburban
- ❑ Updated design standards for older residential
- ❑ Commercial identity through identification of community name
- ❑ Town Center at intersection of SR 80/ Buckingham Road
- ❑ Town Center to incorporate restaurants, farmer's market/vegetable stand, retail shops, community center, antiques, café, post-office, library, youth center, elderly center, bowling and recreation



Conceptual Layout: VILLAGE CENTER

- ❑ Buffer between commercial/residential areas.
- ❑ Signage to be uniform throughout. No neon lights and low signage to be provided throughout (like Wellington). All signage structures to match/be compatible with informational signage.
- ❑ Big box development (such as Target, Wal-Mart, Home Depot) to be developed strictly in line with architectural guidelines

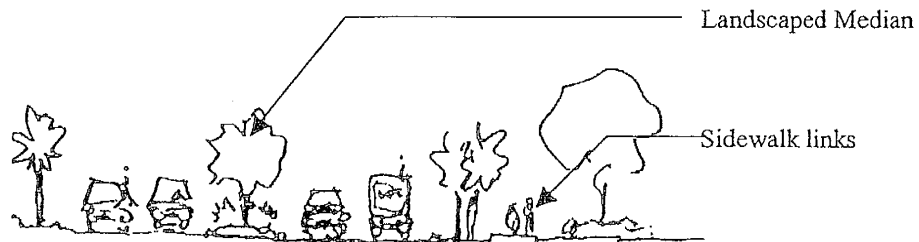


Types of "Big Box" Development:

- Wal-Mart
- Target
- Home Depot

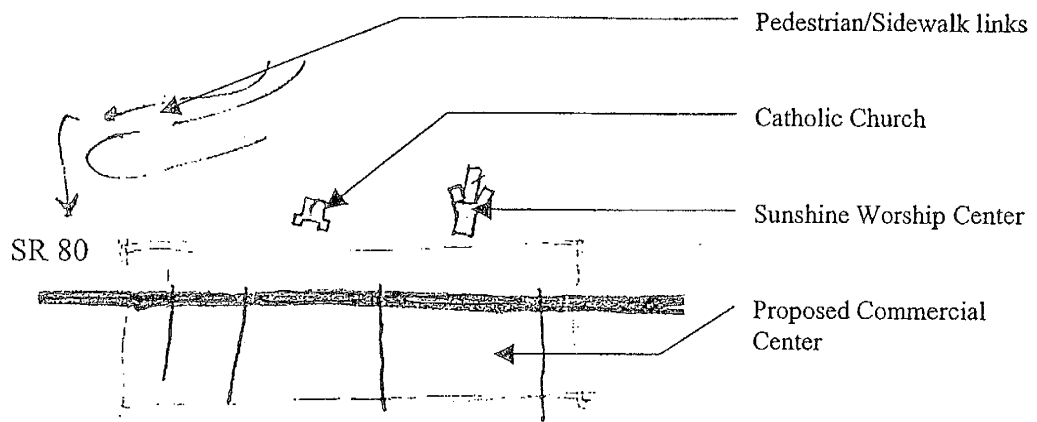
Conceptual Layout: SR80 / SR31 Intersection

- Streets to incorporate medians and limit access (curb cuts) where possible
- Pedestrian links from residential to commercial areas



Conceptual Layout: Streetscaping

- Commercial areas to include bike paths, pedestrian sidewalks, parking lot with trees. Parking areas to be in the back
- Commercial outlets to depict rural vernacular Florida architecture with a two-story height limitation, rural theme throughout



Conceptual Layout: Proposed Commercial Center

□ Do not want list:

- Adult entertainment – strip clubs, adult book stores, pornography stores
- No bars
- Limit/prohibit franchise outlets
- Limit Big Box via design and area
- No more used car lots