

**BOOK 1**

**CPA2006-09**

**LEE COUNTY ORDINANCE NO. 09-07**  
(Alva Community Plan)  
(CPA2006-09)

**AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN," ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT AMENDMENT CPA2006-09 (PERTAINING TO THE ALVA COMMUNITY PLAN) APPROVED DURING THE COUNTY'S 2007/2008 REGULAR COMPREHENSIVE PLAN AMENDMENT CYCLE; PROVIDING FOR AMENDMENTS TO ADOPTED TEXT AND MAPS; PURPOSE AND SHORT TITLE; LEGAL EFFECT OF "THE LEE PLAN"; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.**

WHEREAS, the Lee County Comprehensive Plan ("Lee Plan") Policy 2.4.1 and Chapter XIII, provides for adoption of amendments to the Plan in compliance with State statutes and in accordance with administrative procedures adopted by the Board of County Commissioners ("Board"); and,

WHEREAS, the Board, in accordance with §163.3181, Florida Statutes, and Lee County Administrative Code 13-6 provide an opportunity for private individuals to participate in the plan amendment public hearing process; and,

WHEREAS, the Lee County Local Planning Agency ("LPA") held public hearings pursuant to Florida Statutes and the Lee County Administrative Code on October 22, 2007, and February 25, 2008; and,

WHEREAS, the Board held a public hearing for the transmittal of the proposed amendment on October 22, 2008. At that hearing, the Board approved a motion to send, and did later send, proposed amendment CPA2006-09 pertaining to the Alva Community Plan effort to the Florida Department of Community Affairs ("DCA") for review and comment; and,

WHEREAS, at the October 22, 2008 meeting, the Board announced its intention to hold a public hearing after the receipt of DCA's written comments commonly referred to as the "ORC Report." DCA issued their ORC Report on January 16, 2009; and;

WHEREAS, at a public hearing on February 25, 2009, the Board moved to adopt the proposed amendment to the Lee Plan adopting the Alva Community Plan as more particularly set forth herein.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA, THAT:**

## **SECTION ONE: PURPOSE, INTENT AND SHORT TITLE**

The Board of County Commissioners of Lee County, Florida, in compliance with Chapter 163, Part II, Florida Statutes, and with Lee County Administrative Code 13-6, conducted public hearings to review proposed amendments to the Lee Plan. The purpose of this ordinance is to adopt the amendments to the Lee Plan discussed at those meetings and approved by a majority of the Board of County Commissioners. The short title and proper reference for the Lee County Comprehensive Land Use Plan, as hereby amended, will continue to be the "Lee Plan." This amending ordinance may be referred to as the "2007/2008 Regular Comprehensive Plan Amendment Cycle CPA2006-09 Alva Community Plan Ordinance."

## **SECTION TWO: ADOPTION OF LEE COUNTY'S 2007/2008 REGULAR COMPREHENSIVE PLAN AMENDMENT CYCLE**

The Lee County Board of County Commissioners amends the existing Lee Plan, adopted by Ordinance Number 89-02, as amended, by adopting an amendment, as revised by the Board on February 25, 2009, known as CPA2006-09. CPA2006-09 amends the Plan to incorporate the recommendations of the Alva Community Planning effort by establishing a Goal and subsequent Objectives and Policies specific to the Alva Planning Community as set forth below.

The corresponding Staff Reports and Analysis, along with all attachments for this amendment are adopted as "Support Documentation" for the Lee Plan.

### **VISION STATEMENT:**

~~Alva - This Community is located in the northeast corner of the county and is focused around the rural community of Alva. This community roughly includes lands in Township 43 South/Range 27 East, lands north of the Caloosahatchee River in Township 43 South/Range 26 East, and, lands north of the Caloosahatchee River in Sections 1,2, 11-14, and 23-27 of Township 43 South/Range 26 East. The majority of this area is designated as Rural, Open Lands, or Density Reduction/Groundwater Resource. The lands surrounding the Alva "Center", which lie north and south of the Caloosahatchee River at the intersections of the Broadway (the bridge at Alva) and SR 78 and SR 80, are designated as Urban Community. There are some lands designated as Outlying Suburban within the Alva Planning Community, most of which are located south of Bayshore Road west of SR 31. The Bayshore area has characteristics of both the Alva and the North Fort Myers Community. The division between these communities was drawn to reflect census geography. If this geography is altered, this community boundary should also be reviewed. This area currently has a rural character similar to the rest of the Alva Planning Community; however, its location/accessibility to I-75 may, in the future, render it more closely related to the North Fort Myers Community.~~

~~While the Alva community does offer some commercial opportunities, residents satisfy most of their commercial needs outside of this community in the more urbanized communities to the west and south. For the most part, these conditions are expected to remain through the life of this plan. The population of Alva is projected to continue to grow~~

through the life of this plan. Commercial activity is expected to continue to increase to the year 2030. The Alva community will remain largely rural/agricultural in nature with over half of its total acreage being used for this purpose. The Alva Community will also strive to protect its historic resources.

There are no distinct sub-communities within the Alva Community. (Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12)

**Alva** - The mission of the people of the community called Alva, Florida, is to preserve and protect its unique historical, rural, agricultural and small town flavor. Alva is the oldest settlement in Lee County. With its huge oaks and cypress trees, the Caloosahatchee River, citrus groves, and cattle ranches, Alva has a unique country ambiance that is rapidly becoming hard to find in Florida. Southwest Florida is experiencing extremely rapid development. It will take a concerted effort to ensure that the growth in Alva occurs in a manner that maintains the character and lifestyle of this area. As Alva grows, we aim to work together to make sure Alva remains a place we want to live in and call home.

#### *The Guiding Statements for the Alva Community Character*

The Caloosahatchee River and its watershed, lined with huge oaks and cypress, flows westward to the Gulf through acres of land devoted to citrus, cattle, farming, flower farms, and conservation areas. These resources, which characterize the Alva area, remain its primary assets. The historic character of the river town, which was originally a center of trade and transport, has been protected and revitalized, strengthening its function as a center of social interaction and civic, educational, and recreational activity.

Central Alva, originally platted in the late 1800's, has retained and enhanced its historic character. The design of new and renovated structures draws from 1890's Southern Victorian architecture. Infill development in the historic core produces a compatible mix of residential, professional office, small shops or cafes, and bed and breakfast lodging.

Streets remain narrow with a dense tree canopy. Interconnections of streets and the addition of pedestrian and bicycle pathways and centralized, park-once parking areas have made walking or biking pleasant and safe. Through-traffic on North River Road, which passes through the heart of the historic core, has been "calmed" and no longer threatens the safety and pedestrian ambiance of the area.

Riverfront pedestrian access to the Caloosahatchee River and additional dock space and children's facilities at the boat ramp area provide expanded opportunities for visitors to arrive by boat, for pedestrians to stroll along the riverfront, and for families to enjoy the recreational opportunities afforded by the River.

The bridge creates a sense of arrival into the community and now provides a pedestrian walkway and bicycle lane -- the essential links in the network of pathway systems connecting central Alva to the conservation and recreational areas that surround the community.

Residents and visitors can walk or bicycle from the Franklin Locks on to Caloosahatchee Regional Park, arriving at central Alva, and continuing south to Greenbriar Preserve and Lehigh's future linear park system. Children can walk or bike from Charleston Park on the east and River Oaks on the west side of Alva to school and the recreational facilities in central Alva. The community park system has been expanded and new recreation areas have been developed to accommodate the active recreation needs of both children and adults.

In the future, new development south of the bridge on both sides of State Route 80 is compact and concentrated within a radius around the area of the signalized intersection rather than lining the highway with strip commercial structures. New neighborhood-scale developments combine community serving commercial uses with mixed uses (residential above commercial). Site design features internal service roads with buildings framing the public streets and maximizing the views and pedestrian access to the River.

The newly four-laned State Road 80 has been designed to signal entry into the central Alva area with curbed medians, a traffic signal at the Broadway intersection, enhanced with generous plantings. Strategically located median breaks and access points allow safe entry into adjacent commercial areas.

As pressure to convert the surrounding rural lands into residential subdivisions has increased, Alva has managed to preserve large areas of land in agricultural use or in its natural state through several successful programs.

Linking the large rural area together are North River Road (County Road 78) and the Caloosahatchee River. North River Road has retained its rural ambience and is a popular scenic route for visitors and residents enjoying the countryside. The long-standing prohibition against through truck traffic has been successfully enforced; signage is limited to directional and safety signs; and residential areas located along the roadway are designed with internal streets so that access points onto the roadway are minimized.

As it has historically, the Caloosahatchee River provides transportation, food, recreation and a source of water. The citizens of Alva have joined with various volunteer organizations and public agencies to resolve the problems of water quality degradation and loss of habitat. The function, health, and beauty of the oxbows, or bends in the river that have remained after dredging projects (which began with the 1930s creation of the Cross State Ship Channel), have been gradually restored in response to the conditions unique to each. Maintenance and monitoring of their continuing viability provide an ongoing opportunity for education and scientific study.

Many opportunities exist to enjoy the river by boat, canoe, or kayak from viewing areas, or in the regional parks. Dedicated volunteers continue to work towards a vision for the future of the Caloosahatchee River, which balances human needs while protecting and promoting the resources and natural beauty of the whole system for future generations.

By working together, the Alva community has enhanced its surrounding natural amenities, preserved its heritage, and ensured its long-term quality of life.

**GOAL 26:** To preserve and enhance the unique historic, scenic, agricultural, and natural resource assets and rural ambiance of the Rural Village Mixed Use Overlay area of Alva and the surrounding countryside.

**OBJECTIVE 26.1:** Establish the appropriate regulatory and incentive framework and identify funding mechanisms to implement the Community's vision for the Rural Village Mixed Use Overlay area of Alva as stated in the Alva Community Plan.

**POLICY 26.1.1:** The County will utilize the Rural Village Mixed Use Overlay, if an acceptable proposal is submitted by the Alva Community. The Mixed Use Overlay is intended to recognize and provide for the unique requirements of the Rural Village Mixed Use Overlay area by providing a procedure and mechanism through which the area may be master planned. Master planning will include development guidelines and standards that are intended to provide an incentive driven alternative to the standard zoning currently in place and other land development regulations. All new development must conform to regulations of the Mixed Use Overlay, once adopted. Rezoning to other conventional zoning categories is not permitted within the Rural Village Mixed Use Overlay area land use designation. The Mixed Use Overlay will provide a process for administrative approval for developments determined to be consistent with the provisions of the Mixed Use Overlay. Property developed under previous regulations will not be required to comply with the Mixed Use Overlay regulations.

**POLICY 26.1.2:** The Alva Community will prepare use, design, site location, and development standards for commercial and mixed-use development in the Historic Core and surrounding close-in neighborhoods to be incorporated as standards into a "Rural Village Mixed Use Overlay, Sub-area 1" and will submit such standards to the County for adoption into the Land Development Code. These should address:

- 1. Permitted and prohibited uses.**
- 2. Site location standards for commercial uses.**
- 3. Architectural standards for buildings (other than single family homes).**
- 4. Sign criteria.**
- 5. Building setback.**
- 6. Building height and/or number of floors.**
- 7. Site design standards that bring buildings close to the street with parking behind.**

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8. Provision for shared access and parking areas across lot lines or in centralized off-site parking areas.
9. On-site landscaping and screening standards that contribute to an overall streetscape concept.
10. Variation of paving materials as alternative to impervious surfaces (shell, pavers).
11. Pedestrian, parking and streetscape improvements.
12. Provision for limitations on Floor Area Ratio for Commercial Uses.
13. Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.
14. Provision for density or height bonus for mixed use (commercial on the ground floor with residential above).
15. Criteria that will allow for development of granny flats in the surrounding close-in residential areas.

**POLICY 26.1.3:** The Alva Community will prepare an improvement plan for the Historic Core, which will:

1. Connect residential and business areas by wide pathways that can safely accommodate pedestrians, bicycles, and other non-motorized methods of personal transportation.
2. Design the pedestrian way and bike lanes that cross the Bridge.
3. Promote pedestrian and bicycle safety and access.
4. Centralize/consolidate parking areas from which people can park once and easily walk to community facilities and shopping.
5. Improve connectivity of the local street network.
6. Provide for an inviting pedestrian oriented streetscape (walkways, lighting, benches, appropriate landscape, and underground utilities) and buffers where appropriate.
7. Provide for the continuation of the key elements of the streetscape (such as lighting, landscaping, street furniture) at

the foot of the bridge on each side of the River and on the Bridge as appropriate.

8. Determine feasible methods to fund Streetscape/Parking/Pedestrian improvements from new and infill development as it occurs.
9. Identify funding sources for all improvements.

**POLICY 26.1.4:** The Alva Community will work with the Lee County Parks and Recreation Department to explore the feasibility and potential funding for planning and implementing an expansion of the existing boat launch area and facilities.

**POLICY 26.1.5:** The County will update its historic sites survey of Alva as needed.

**POLICY 26.1.6:** The Alva Community will prepare use, design, and development standards for commercial and mixed use development in the new Village Centers to be incorporated into a master plan concept and as standards into a "Rural Village Mixed Use Overlay, Sub-area 2" and "Rural Village Mixed Use Overlay, Sub-area 3" (See Figure 2, page 15 of the Alva Community Plan) and will submit such standards to the County for adoption into the Land Development Code. These should address:

1. A list of uses that should be permitted and encouraged as a part of a Village Center and those that are prohibited and/or discouraged as incompatible with the Rural Village Mixed Use Overlay area character and particularly in relation to Sub-area 3, consider the appropriateness of uses that could be proposed to serve the travelers market.
2. A list of civic uses that should be considered for inclusion in the Village Center.
3. Maximum size of building footprint (for example, not to exceed 20,000 sf for a single user building).
4. Architectural standards for buildings.
5. Sign criteria.
6. Building setback.
7. Building height and/or number of floors.
8. Site design standards that bring buildings close to the street with parking behind or mid-block.

9. Pedestrian, parking and streetscape improvements.
10. Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.
11. Maximums for block perimeters, space between pedestrian access points, spacing between storefront doors etc. to promote walkability.
12. Parking ratios that reflect dual use and centralized parking areas.
13. Preservation of unique natural features and vegetation.
14. Provision of a riverfront public plaza and viewing area.
15. Limit outdoor vehicle sales.

**POLICY 26.1.7:** Upon completion and adoption of the Rural Village Mixed Use Overlay area, the County will amend the Lee Plan 2030 Land Use Allocations of commercial acreage to the Alva Planning area by amending Table 1(b) of the Lee Plan to reflect the precise number of acres needed to implement the Village Centers and provide for infill development in the Historic Core.

**POLICY 26.1.8:** As a courtesy, the County will notify ALVA, Inc. about public hearings, workshops, and hearings for land development decisions in Alva for the purpose of enabling the Alva community to participate in and pursue the applicability of the Guiding Statements for the Alva Community Character.

**OBJECTIVE 26.2:** Provide for appropriately located and well-planned commercial development to serve the needs of the Rural Village Mixed Use Overlay area of Alva consistent with the Vision stated in the Alva Community Plan.

**POLICY 26.2.1:** In order to prevent strip development along SR 80, the majority of acreage available for commercial development should be granted within the Rural Village Mixed Use Overlay area boundaries, especially sub areas 2 and 3 or on Joel Boulevard adjacent to sub area 3.

**POLICY 26.2.2:** Retail uses that require outdoor display in excess of one acre are prohibited.

**POLICY 26.2.3:** Any new development on parcels within the Rural Village Mixed Use Overlay area currently zoned commercial will be evaluated for consistency with the design and use standards of the Rural Village in order

to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods.

**OBJECTIVE 26.3:** Increase the opportunity for public access to and enjoyment of the scenic, historic, recreational and natural resources in the rural area.

**POLICY 26.3.1:** The County will designate County Road 78 (North River Road) from Highway 31 to the Hendry County line a County Scenic Highway in accordance with Lee Plan Policy 2.9.1 and will assist the Community's efforts to obtain a Florida Scenic Highways designation for the roadway. This policy does not preclude the County from future widening of North River Road if needed to address growth needs.

**POLICY 26.3.2:** The County will make every effort to implement the system of bike paths linking the conservation and recreation areas (as shown conceptually in Figure 3, page 16 of the Alva Community Plan) by providing additional paving outside of the stripe for the travel lane and widening shoulders, based on a route and phasing plan to be developed in a cooperative effort between County staff and Alva Community representatives.

### **SECTION THREE: LEGAL EFFECT OF THE "LEE PLAN"**

No public or private development will be permitted except in conformity with the Lee Plan. All land development regulations and land development orders must be consistent with the Lee Plan as amended.

### **SECTION FOUR: GEOGRAPHIC APPLICABILITY**

The Lee Plan is applicable throughout the unincorporated area of Lee County, Florida, except in those unincorporated areas included in joint or interlocal agreements with other local governments that specifically provide otherwise.

### **SECTION FIVE: SEVERABILITY**

The provisions of this ordinance are severable and it is the intention of the Board of County Commissioners of Lee County, Florida, to confer the whole or any part of the powers herein provided. If any of the provisions of this ordinance are held unconstitutional by a court of competent jurisdiction, the decision of that court will not affect or impair the remaining provisions of this ordinance. It is hereby declared to be the legislative intent of the Board that this ordinance would have been adopted had the unconstitutional provisions not been included therein.

### **SECTION SIX: INCLUSION IN CODE, CODIFICATION, SCRIVENERS' ERROR**

It is the intention of the Board of County Commissioners that the provisions of this ordinance will become and be made a part of the Lee County Comprehensive Plan.

Sections of this ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," or other appropriate word or phrase in order to accomplish this intention; and regardless of whether inclusion in the code is accomplished, sections of this ordinance may be renumbered or relettered. The correction of typographical errors that do not affect the intent, may be authorized by the County Manager, or his or her designee, without need of public hearing, by filing a corrected or recodified copy with the Clerk of the Circuit Court.

## **SECTION SEVEN: EFFECTIVE DATE**

The plan amendments adopted herein are not effective until a final order is issued by the DCA or Administrative Commission finding the amendment in compliance with Section 163.3184(9), Florida Statutes, or until the Administrative Commission issues a final order determining the adopted amendment to be in compliance in accordance with 163.3184(10), Florida Statutes, whichever occurs earlier. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before the amendment has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status. A copy of such resolution will be sent to the DCA, Bureau of Local Planning, 2555 Shumard Oak Boulevard, Tallahassee, Florida 32399-2100.

Commissioner Janes made a motion to adopt the foregoing ordinance, seconded by Commissioners Hall. The vote was as follows:

Robert P. Janes	Aye
Brian Bigelow	Aye
Ray Judah	Aye
Tammara Hall	Aye
Frank Mann	Aye

DONE AND ADOPTED this 25<sup>th</sup> day of February, 2009

ATTEST:  
CHARLIE GREEN, CLERK

LEE COUNTY  
BOARD OF COUNTY COMMISSIONERS

BY: Marcia Wilson  
Deputy Clerk

BY: Ray Judah  
Ray Judah, Chairman

DATE: 2/25/09

Approved as to form by:

Dawn E. Perry-Lehnert  
Dawn E. Perry-Lehnert  
County Attorney's Office

Attachment:  
Map of Rural Village Mixed Use Overlay Area

State of Florida  
County of Lee

I, Charlie Green, Clerk of the Circuit Court  
for Lee County, Florida, do hereby certify  
this document to be a true and correct copy  
of the original document filed in the  
Minutes Department.

Given under my hand and official seal at  
Fort Myers, Florida, this 6th day of  
March, A.D. 2009

CHARLIE GREEN, CLERK

By Marcia Wilson  
Deputy Clerk

# Alva Rural Village

Conservation 20/20

## Sub Area 4

三

historic

## Alva Rural Village East

### **Sub Area 3**

#### Sub Area 4

111

## Public

Conservation 20/20

Conservation 20/20

Alva Planning Community Boundary

Conservation 20/20

PREPARED BY:  
Lee County GIS  
September 25, 2018

1107 LAKERIDGE BLVD

CPA2006-09  
**ALVA COMMUNITY PLAN**  
**BoCC SPONSORED**  
**AMENDMENT**  
**TO THE**

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LEE COUNTY COMPREHENSIVE PLAN

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**THE LEE PLAN**

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BoCC Adoption Document

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*Lee County Planning Division  
1500 Monroe Street  
P.O. Box 398  
Fort Myers, FL 33902-0398  
(239) 533-8585*

February 25, 2009

LEE COUNTY  
DIVISION OF PLANNING  
STAFF REPORT FOR  
COMPREHENSIVE PLAN AMENDMENT  
CPA2006-00009



Text Amendment



Map Amendment

This Document Contains the Following Reviews:	
✓	Staff Review
✓	Local Planning Agency Review and Recommendation
✓	Board of County Commissioners Hearing for Transmittal
✓	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
✓	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: February 18, 2008

**PART I - BACKGROUND AND STAFF RECOMMENDATION**

**A. SUMMARY OF APPLICATION**

**1. SPONSOR/APPLICANT:**

**A. SPONSOR:**

LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
REPRESENTED BY LEE COUNTY DIVISION OF PLANNING

**B. APPLICANT**

A LIVING VISION OF ALVA (ALVA, INC.)

**2. REQUEST:**

Amend the Vision Statement and the Future Land use element to add a new Goal, Objectives, and Policies specific to the Alva community. Amend Map 1, Page 2 of 6, Special Treatment Areas to indicate that a new Goal specific to the Alva Community has been adopted.

**The Board of County Commissioners transmitted to the Department of Community Affairs the language recommended for transmittal by staff and the Local Planning Agency without changes.**

## **B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY:**

**1. RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners transmit the proposed amendment, with the modifications proposed by staff. Staff's comments are written in *italics* in Part II of this report.

### **VISION STATEMENT:**

Alva - This Community is located in the northeast corner of the county and is focused around the rural community of Alva. This community roughly includes lands in Township 43 South/Range 27 East, lands north of the Caloosahatchee River in Township 43 South/Range 26 East, and, lands north of the Caloosahatchee River in Sections 1,2, 11-14, and 23-27 of Township 43 South/Range 26 East. The majority of this area is designated as Rural, Open Lands, or Density Reduction/Groundwater Resource. The lands surrounding the Alva "Center", which lie north and south of the Caloosahatchee River at the intersections of the Broadway (the bridge at Alva) and SR 78 and SR 80, are designated as Urban Community. There are some lands designated as Outlying Suburban within the Alva Planning Community, most of which are located south of Bayshore Road west of SR 31. The Bayshore area has characteristics of both the Alva and the North Fort Myers Community. The division between these communities was drawn to reflect census geography. If this geography is altered, this community boundary should also be reviewed. This area currently has a rural character similar to the rest of the Alva Planning Community; however, its location/accessibility to I-75 may, in the future, render it more closely related to the North Fort Myers Community.

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6. Building height and/or number of floors
7. Site design standards that bring buildings close to the street with parking behind
8. Provision for shared access and parking areas across lot lines or in centralized off-site parking areas
9. On-site landscaping and screening standards that contribute to an overall streetscape concept
10. Variation of paving materials as alternative to impervious surfaces (shell, pavers)
11. Pedestrian, parking and streetscape improvements
12. Provision for limitations on Floor Area Ratio for Commercial Uses.
13. Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.
14. Provision for density or height bonus for mixed use (commercial on the ground floor with residential above)
15. Criteria that will allow for development of granny flats in the surrounding close-in residential areas.

**POLICY 26.1.3:** The Alva Community will prepare an improvement plan for the Historic Core, which will:

1. Connect residential and business areas by wide pathways that can safely accommodate pedestrians, bicycles, and other non-motorized methods of personal transportation;
2. Design the pedestrian way and bike lanes that cross the Bridge
3. Promote pedestrian and bicycle safety and access,
4. Centralize/consolidate parking areas from which people can park once and easily walk to community facilities and shopping,
5. Improve connectivity of the local street network,
6. Provide for an inviting pedestrian oriented streetscape (walkways, lighting, benches, appropriate landscape, and underground utilities) and buffers where appropriate.

7. Provide for the continuation of the key elements of the streetscape (such as lighting, landscaping, street furniture) at the foot of the bridge on each side of the River and on the Bridge as appropriate.

8. Determine feasible methods to fund Streetscape/Parking/Pedestrian improvements from new and infill development as it occurs.

9. Identify funding sources for all improvements.

**POLICY 26.1.4:** The Alva Community will work with the Lee County Parks and Recreation Department to explore the feasibility and potential funding for planning and implementing an expansion of the existing boat launch area and facilities.

**POLICY 26.1.5:** The County will update its historic sites survey of Alva as needed.

**POLICY 26.1.6:** The Alva Community will prepare use, design, and development standards for commercial and mixed use development in the new Village Center(s) to be incorporated into a master plan concept and as standards into a "Rural Village Mixed Use Overlay, Sub-area 2" and "Rural Village Mixed Use Overlay, Sub-area 3" (See Figure 2, page 15) and will submit such standards to the County for adoption into the Land Development Code. These should address:

1. List of uses that should be permitted and encouraged as a part of a Village Center and those that are prohibited and/or discouraged as incompatible with the Rural Village Mixed Use Overlay area character and particularly in relation to Sub-area 3, consider the appropriateness of uses that could be proposed to serve the travelers market.

2. List of civic uses that should be considered for inclusion in the Village Center.

3. Maximum size of building footprint (for example, not to exceed 20,000 sf for a single user building).

4. Architectural standards for buildings.

5. Sign criteria.

6. Building setback.

7. Building height and/or number of floors.

8. Site design standards that bring buildings close to the street with parking behind or mid-block.

9. Pedestrian, parking and streetscape improvements.

10. Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.

11. Maximums for block perimeters, space between pedestrian access points, spacing between storefront doors etc. to promote walkability.

12. Parking ratios that reflect dual use and centralized parking areas.

13. Preservation of unique natural features and vegetation.
14. Provision of a riverfront public plaza and viewing area
15. Limit outdoor vehicle sales.

**POLICY 26.1.7:** Upon completion and adoption of the Rural Village Mixed Use Overlay area, the County will amend the Lee Plan 2030 Land Use Allocations of commercial acreage to the Alva Planning area by amending Table 1(b) of the Lee Plan to reflect the precise number of acres needed to implement the Village Center(s) and provide for infill development in the Historic Core.

**POLICY 26.1.8:** As a courtesy, the County will notify ALVA, Inc. about public hearings, workshops, and hearings for land development decisions in Alva for the purpose of enabling the Alva community to participate in and pursue the applicability of the Guiding Statements for the Alva Community Character.

**OBJECTIVE 26.2:** Provide for appropriately located and well-planned commercial development to serve the needs of the Rural Village Mixed Use Overlay area of Alva consistent with the Vision stated in the Alva Community Plan.

**POLICY 26.2.1:** In order to prevent strip development along SR 80, the majority of acreage available for commercial development should be granted within the Rural Village Mixed Use Overlay area boundaries, especially sub areas 2 and 3 or on Joel Boulevard adjacent to sub area 3.

**POLICY 26.2.2:** Retail uses that require outdoor display in excess of one acre are prohibited.

**POLICY 26.2.3:** Any new development on parcels within the Rural Village Mixed Use Overlay area currently zoned commercial shall be evaluated for consistency with the design and use standards of the Rural Village in order to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods.

**OBJECTIVE 26.3:** Increase the opportunity for public access to and enjoyment of the scenic, historic, recreational and natural resources in the rural area.

**POLICY 26.3.1:** The County will designate County Road 78 (North River Road) from Highway 31 to the Hendry County line a County Scenic Highway in accordance with Lee Plan Policy 2.9.1 and will assist the Community's efforts to obtain a Florida Scenic Highways designation for the roadway. This policy does not preclude the County from future widening of North River Road if needed to address growth needs.

**POLICY 26.3.2:** The County will make every effort to implement the system of bike paths linking the conservation and recreation areas (as shown conceptually in Figure 3, page 16 of the Alva Community Plan) by providing additional paving outside of the stripe for the travel lane and widening shoulders, based on a route and phasing plan to be developed in a cooperative effort between County staff and Alva Community representatives.

## **2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

- The Alva Community Plan has been sponsored as a community service by A Living Vision of Alva (ALVA, Inc.).
- The proposed revised Vision Statement, new Rural Village Future Land Use Category, and a new Goal, Objectives, and Policies specific to the Rural Village are based on a community plan prepared by the Alva community.

## **C. BACKGROUND INFORMATION**

The people of Alva have been functioning as a community since 1866 when settlers began making their homes in the Caloosahatchee River basin. The town of Alva was founded and platted in 1882.

In the early 1990's the Alva Preservation Committee worked with Lee County Planning Staff to prepare an Alva Sector Plan, applicable to the area within the Alva Fire District boundaries, which was intended to protect the community from having rural lands converted to suburban development patterns. The 1992 Alva Sector Plan was not approved but many in the community have continued to work together to address a number of issues important to many area residents.

ALVA Inc. was incorporated in the spring of 2001. Its mission is "to preserve and protect the unique historical, rural, agricultural and equestrian ambiance of Alva". Community members, through ALVA Inc., developed a variety of specific measures that they believed would benefit the people of Alva, including State Route 80 design; increasing park opportunities and facilities; promoting sidewalks and bike paths; as well as spearheading the preparation of the 2002 Alva Community Plan.

Numerous workshops and community meetings were held prior to and during the preparation of the 2002 Alva Community Plan. Several people attending the community workshops noted that they had moved to Alva from high quality but increasingly overcrowded areas in order to live in a scenic and rural environment. Some residents indicated that they wanted Alva to remain the same in terms of density and land use for many years to come, while others wanted to be able to maintain and realize value from their large land holdings into the future so that as change occurs they could retain development rights on their property.

The stated intent of the drafters of the 2002 Alva Community Plan was not to encourage or limit growth in the future, but rather guide how that growth will occur.

The 2002 Alva Community Plan was prepared on behalf of the residents of the Alva area through the local civic organization, ALVA Inc., and was funded by a grant of planning funds from Lee County and by volunteer fund-raising. The Alva Community Plan was originally submitted in September, 2002 to the Lee County Department of Community Development. A revised Vision Statement and a new Goal, Objectives, and Policies were reviewed by staff and sent to the Local Planning Agency in May, 2003. At that meeting it was determined by the Local Planning Agency that the community needed to continue working on their community plan to achieve more consensus on the plan amendment. The amendment did not go to the Board of County Commissioners for transmittal.

Over the past few years ALVA, Inc. has continued to work on their community plan and has submitted a 2006 version of their community plan to the County that includes a revised Vision Statement, a new Goal, Objectives, and Policies, and a new Future Land Use category specific to the historic core of Alva for the County to consider for adoption into the Lee County Comprehensive Plan.

## **PART II - STAFF ANALYSIS**

### **A. STAFF DISCUSSION**

The proposed publicly-initiated amendment application was received by the County on September 27, 2006. Planning staff provided copies of the proposed amendment and requested comments from various County departments, including:

- County Attorney's Office
- EMS Division
- Lee County Sheriff
- Natural Resources Division
- Lee Tran
- Parks and Recreation
- School District of Lee County
- Lee County Department of Transportation
- Development Services Division
- Environmental Sciences Division
- Lee County Port Authority
- Economic Development
- Public Works Department
- Utilities Division
- Zoning Division
- Lee County Health Department
- Public Safety

Written comments were received from the County Attorneys Office, Public Safety and the Department of Transportation. The County Attorney's and Public Safety comments are being sent as backup to this report and the Department of Transportation comments are contained in the staff analysis section of this report.

Planning staff recommends that the Board of County Commissioners transmit the proposed amendment, with the modifications proposed by staff. The applicants proposed changes to the Alva Vision Statement are shown below in strike through underline. Staff's recommended change to the Vision Statement shown

in bold strike-through. Staff's recommendations for the remainder of this section are shown in strike-through, double-underline.

## **VISION STATEMENT:**

~~Alva~~ - This Community is located in the northeast corner of the county and is focused around the rural community of Alva. This community roughly includes lands in Township 43 South/Range 27 East, lands north of the Caloosahatchee River in Township 43 South/Range 26 East, and, lands north of the Caloosahatchee River in Sections 1,2, 11-14, and 23-27 of Township 43 South/Range 26 East. The majority of this area is designated as Rural, Open Lands, or Density Reduction/Groundwater Resource. The lands surrounding the Alva "Center", which lie north and south of the Caloosahatchee River at the intersections of the Broadway (the bridge at Alva) and SR 78 and SR 80, are designated as Urban Community. There are some lands designated as Outlying Suburban within the Alva Planning Community, most of which are located south of Bayshore Road west of SR 31. The Bayshore area has characteristics of both the Alva and the North Fort Myers Community. The division between these communities was drawn to reflect census geography. If this geography is altered, this community boundary should also be reviewed. This area currently has a rural character similar to the rest of the Alva Planning Community; however, its location/accessibility to I-75 may, in the future, render it more closely related to the North Fort Myers Community.

While the Alva community does offer some commercial opportunities, residents satisfy most of their commercial needs outside of this community in the more urbanized communities to the west and south. For the most part, these conditions are expected to remain through the life of this plan. The population of Alva is projected to continue to grow through the life of this plan. Commercial activity is expected to continue to increase to the year 2030. The Alva community will remain largely rural/agricultural in nature with over half of its total acreage being used for this purpose. The Alva Community will also strive to protect its historic resources.

There are no distinct sub-communities within the Alva Community. (Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12)

*Staff recommends replacing the existing Vision Statement with the Vision statement below that was prepared by Alva residents.*

**1. Alva** - The mission of the people of the community called Alva, Florida is to preserve and protect its unique historical, rural, agricultural and small town flavor. Alva is the oldest settlement in Lee County. With its huge oaks and cypress trees, the Caloosahatchee River, citrus groves, and cattle ranches, Alva has a unique country ambiance that is rapidly becoming hard to find in Florida. Southwest Florida is experiencing extremely rapid development. It will take a concerted effort to ensure that the growth in Alva occurs in a manner that maintains the character and lifestyle of this area. As Alva grows, we aim to work together to make sure Alva remains a place we want to live in and call home.

## The Guiding Statements for the Alva Community Character

The Caloosahatchee River and its watershed, lined with huge oaks and cypress, flows westward to the Gulf through acres of land devoted to citrus, cattle, farming, flower farms, and conservation areas. These resources, which characterize the Alva area, remain its primary assets. The historic character of the river town, which was originally a center of trade and transport, has been protected and revitalized, strengthening its function as a center of social interaction and civic, educational, and recreational activity.

Central Alva, originally platted in the late 1800's, has retained and enhanced its historic character. The design of new and renovated structures draws from 1890's Southern Victorian architecture. Infill development in the historic core produces a compatible mix of residential, professional office, small shops or cafes, and bed and breakfast lodging.

Streets remain narrow with a dense tree canopy. Interconnections of streets and the addition of pedestrian and bicycle pathways and centralized, park-once parking areas have made walking or biking pleasant and safe. Through-traffic on North River Road, which passes through the heart of the historic core, has been "calmed" and no longer threatens the safety and pedestrian ambiance of the area.

Riverfront pedestrian access to the Caloosahatchee River and additional dock space and children's facilities at the boat ramp area provide expanded opportunities for visitors to arrive by boat, for pedestrians to stroll along the riverfront, and for families to enjoy the recreational opportunities afforded by the River.

The bridge creates a sense of arrival into the community and now provides a pedestrian walkway and bicycle lane -- the essential links in the network of pathway systems connecting central Alva to the conservation and recreational areas that surround the community.

Residents and visitors can walk or bicycle from the Franklin Locks on to Caloosahatchee Regional Park, arriving at central Alva, and continuing south to Greenbriar Preserve and Lehigh's future linear park system. Children can walk or bike from Charleston Park on the east and River Oaks on the west side of Alva to school and the recreational facilities in central Alva. The community park system has been expanded and new recreation areas have been developed to accommodate the active recreation needs of both children and adults.

In the future, new development south of the bridge on both sides of State Route 80 is compact and concentrated within a radius around the area of the signalized intersection rather than lining the highway with strip commercial structures. New neighborhood-scale developments combine community serving commercial uses with mixed uses (residential above commercial). Site design features internal service roads with buildings framing the public streets and maximizing the views and pedestrian access to the River.

The newly four-laned State Road 80 has been designed to signal entry into the central Alva area with curbed medians, a traffic signal at the Broadway intersection, enhanced with generous plantings. Strategically located median breaks and access points allow safe entry into adjacent commercial areas.

As pressure to convert the surrounding rural lands into residential subdivisions has increased, Alva has managed to preserve large areas of land in agricultural use or in its natural state through several successful programs.

Linking the large rural area together are North River Road (County Road 78) and the Caloosahatchee River. North River Road has retained its rural ambiance and is a popular scenic route for visitors and residents enjoying the countryside. The long-standing prohibition against through truck traffic has been successfully enforced; signage is limited to directional and safety signs; and residential areas located along the roadway are designed with internal streets so that access points onto the roadway are minimized.

As it has historically, the Caloosahatchee River provides transportation, food, recreation and a source of water. The citizens of Alva have joined with various volunteer organizations and public agencies to resolve the problems of water quality degradation and loss of habitat. The function, health, and beauty of the oxbows, or bends in the river that have remained after dredging projects (which began with the 1930s creation of the Cross State Ship Channel), have been gradually restored in response to the conditions unique to each. Maintenance and monitoring of their continuing viability provide an ongoing opportunity for education and scientific study.

Many opportunities exist to enjoy the river by boat, canoe, or kayak from viewing areas, or in the regional parks. Dedicated volunteers continue to work towards a vision for the future of the Caloosahatchee River, which balances human needs while protecting and promoting the resources and natural beauty of the whole system for future generations.

By working together, the Alva community has enhanced its surrounding natural amenities, preserved its heritage, and ensured its long-term quality of life.

**GOAL 26: To preserve and enhance the unique historic, scenic, agricultural, and natural resource assets and rural ambiance of the Rural Village Mixed Use Overlay area of Alva and the surrounding countryside.**

**OBJECTIVE 26.1: Establish the appropriate regulatory and incentive framework and identify funding mechanisms to implement the Community's vision for the Rural Village Mixed Use Overlay area of Alva as stated in the Alva Community Plan.**

*Staff comments: Staff recommends transmittal of Objective 26.1. That Objective is commendable and is one that has been overlooked in several other community plans.*

**POLICY 26.1.1: The County will utilize the Rural Village Mixed Use Overlay, if an acceptable proposal is submitted by the Alva Community. The Mixed Use Overlay is intended to recognize and provide for the unique requirements of the Rural Village Mixed Use Overlay area by providing a procedure and mechanism through which the area may be master planned. Master planning will include development guidelines and standards that are intended to provide an incentive driven alternative to the standard zoning currently in place and other land development regulations. All new development must conform to regulations of the Mixed Use Overlay, once adopted. Rezoning**

to other conventional zoning categories is not permitted within the Rural Village Mixed Use Overlay area land use designation. The Mixed Use Overlay will provide a process for administrative approval for developments determined to be consistent with the provisions of the Mixed Use Overlay. Property developed under previous regulations will not be required to comply with the Mixed Use Overlay regulations.

*If adopted, the regulations for Rural Village Overlay Zone will be mandatory for all new development located within the Mixed Use Overlay area in the historic core of Alva. Until those development regulations are adopted, all new development must comply with existing zoning or proposed planned development zoning. No new rezoning to a conventional zoning district will be permitted if this amendment is adopted. Existing development will be encouraged to utilize the Rural Village Overlay Zone standards through incentives, but existing development will not be required to comply with the standards.*

**POLICY 26.1.2:** The Alva Community will prepare use, design, site location, and development standards for commercial and mixed-use development in the Historic Core and surrounding close-in neighborhoods to be incorporated as standards into a "Rural Village Mixed Use Overlay, Sub-area 1" and will submit such standards to the County for adoption into the Land Development Code. These should address:

1. Permitted and prohibited uses
2. Site location standards for commercial uses
3. Architectural standards for buildings (other than single family homes)
4. Sign criteria
5. Building setback
6. Building height and/or number of floors
7. Site design standards that bring buildings close to the street with parking behind
8. Provision for shared access and parking areas across lot lines or in centralized off-site parking areas
9. On-site landscaping and screening standards that contribute to an overall streetscape concept
10. Variation of paving materials as alternative to impervious surfaces (shell, pavers)
11. Pedestrian, parking and streetscape improvements

12. Provision for limitations on Floor Area Ratio for Commercial Uses.

13. Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.

14. Provision for density or height bonus for mixed use (commercial on the ground floor with residential above)

15. Criteria that will allow for development of granny flats in the surrounding close-in residential areas.

*Staff Comments: Policy 26.1.2 will require the preparation of development regulations (Rural Village Overlay Zone regulations) that could have potential Bert J. Harris implications with regard to 1) permitted and prohibited uses; 2) limitations on building height and number of floors; 3) transitions between public and private space. Those implications will need to be addressed prior to adoption of the Overlay Zone regulations*

**POLICY 26.1.3:** The Alva Community will prepare an improvement plan for the Historic Core, which will:

1. Connect residential and business areas by wide pathways that can safely accommodate pedestrians, bicycles, and other non-motorized methods of personal transportation;

2. Design the pedestrian way and bike lanes that cross the Bridge

3. Promote pedestrian and bicycle safety and access.

4. Centralize/consolidate parking areas from which people can park once and easily walk to community facilities and shopping.

5. Improve connectivity of the local street network,

6. Provide for an inviting pedestrian oriented streetscape (walkways, lighting, benches, appropriate landscape, and underground utilities) and buffers where appropriate.

7. Provide for the continuation of the key elements of the streetscape (such as lighting, landscaping, street furniture) at the foot of the bridge on each side of the River and on the Bridge as appropriate.

8. Determine feasible methods to fund Streetscape/Parking/Pedestrian improvements from new and infill development as it occurs.

9. Identify funding sources for all improvements.

*Staff Comments: The Alva community proposes to prepare an improvement plan specific to the historic core of Alva which includes all of the Urban Community Future Land Use category contiguous to the intersection of Broadway and SR 82.*

**POLICY 26.1.4:** *The Alva Community will work with the Lee County Parks and Recreation Department to explore the feasibility and potential funding for planning and implementing an expansion of the existing boat launch area and facilities.*

*Staff Comments: No comments were received on this proposed policy by the Lee County Parks and Recreation Department and staff has no objection.*

**POLICY 26.1.5:** *The County will update its historic sites survey of Alva as needed.*

*Staff Comment: Staff has no objection to this policy.*

**POLICY 26.1.6:** *The Alva Community will prepare use, design, and development standards for commercial and mixed use development in the new Village Center(s) to be incorporated into a master plan concept and as standards into a "Rural Village Mixed Use Overlay, Sub-area 2" and "Rural Village Mixed Use Overlay, Sub-area 3" (See Figure 2, page 15) and will submit such standards to the County for adoption into the Land Development Code. These should address:*

- 1. List of uses that should be permitted and encouraged as a part of a Village Center and those that are prohibited and/or discouraged as incompatible with the Rural Village Mixed Use Overlay area character and particularly in relation to Sub-area 3, consider the appropriateness of uses that could be proposed to serve the travelers market.*
- 2. List of civic uses that should be considered for inclusion in the Village Center.*
- 3. Maximum size of building footprint (for example, not to exceed 20,000 sf for a single user building).*
- 4. Architectural standards for buildings.*
- 5. Sign criteria.*
- 6. Building setback.*
- 7. Building height and/or number of floors.*
- 8. Site design standards that bring buildings close to the street with parking behind or mid-block.*
- 9. Pedestrian, parking and streetscape improvements.*

10. Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.
11. Maximums for block perimeters, space between pedestrian access points, spacing between storefront doors etc. to promote walkability.
12. Parking ratios that reflect dual use and centralized parking areas.
13. Preservation of unique natural features and vegetation.
14. Provision of a riverfront public plaza and viewing area
15. Limit outdoor vehicle sales.

*Staff Comments: A limitation on currently allowable uses in the Urban Community area of Alva affected by this amendment may have Bert J. Harris implications. This will have to be addressed when the Rural Village overlay regulations are developed.*

**POLICY 26.1.7:** Upon completion and adoption of the Rural Village Mixed Use Overlay area, the County will amend the Lee Plan 2030 Land Use Allocations of commercial acreage to the Alva Planning area by amending Table 1(b) of the Lee Plan to reflect the precise number of acres needed to implement the Village Center(s) and provide for infill development in the Historic Core.

*Staff Comments: Staff has no objection to this policy.*

**POLICY 26.1.8:** As a courtesy, the County will notify ALVA, Inc. about public hearings, workshops, and hearings for land development decisions in Alva for the purpose of enabling the Alva community to participate in and pursue the applicability of the Guiding Statements for the Alva Community Character.

*Staff comments: A representative from the Alva community can register with the Department of Community Development for such notifications.*

**OBJECTIVE 26.2:** Provide for appropriately located and well-planned commercial development to serve the needs of the Rural Village Mixed Use Overlay area of Alva consistent with the Vision stated in the Alva Community Plan.

**POLICY 26.2.1:** In order to prevent strip development along SR 80, the majority of acreage available for commercial development should be granted within the Rural Village Mixed Use Overlay area boundaries, especially sub areas 2 and 3 or on Joel Boulevard adjacent to sub area 3.

*Staff comments: The Alva planning panel does not desire to see strip commercial development occur along SR 80 in the Alva planning community. They would prefer to see commercial development occur in the specific areas listed in the policy.*

**POLICY 26.2.2** Retail uses that require outdoor display in excess of one acre are prohibited.

*Staff comments: This policy is intended to limit or prevent the proliferation of car dealerships in the Alva community. Similar language is included in Policy 19.2.5 pertaining to Estero.*

**POLICY 26.2.3:** Any new development on parcels within the Rural Village Mixed Use Overlay area currently zoned commercial shall be evaluated for consistency with the design and use standards of the Rural Village in order to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods.

*Staff comments: Policy 26.2.3 further clarifies the intent of the Rural Village overlay zone concept described above in Policy 26.1.2.*

**OBJECTIVE 26.3:** Increase the opportunity for public access to and enjoyment of the scenic, historic, recreational and natural resources in the rural area.

**POLICY 26.3.1:** The County will designate County Road 78 (North River Road) from Highway 31 to the Hendry County line a County Scenic Highway in accordance with Lee Plan Policy 2.9.1 and will assist the Community's efforts to obtain a Florida Scenic Highways designation for the roadway. This policy does not preclude the County from future widening of North River Road if needed to address growth needs.

*Staff Comments: DOT staff have indicated they do not have a problem with this policy, as worded. The scenic designation will in no way preclude the widening of North River Road if it is required in the future due to growth in Lee and Hendry Counties.*

**POLICY 26.3.2:** The County will make every effort to implement the system of bike paths linking the conservation and recreation areas (as shown conceptually in Figure 3, page 16 of the Alva Community Plan) by providing additional paving outside of the stripe for the travel lane and widening shoulders, based on a route and phasing plan to be developed in a cooperative effort between County staff and Alva Community representatives.

*Staff comments: The Department of Transportation comment on this proposed policy is that it seems consistent with the designation on map 3D for SR 80 and CR 78. If the community plan is contemplating the use of gas tax funds and road impact fees beyond the County's already established bicycle/pedestrian program under the guidance of the Bicycle/Pedestrian Advisory Committee (BPAC), the DOT staff objects.*

## **PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: October 22, 2007

### **A. LOCAL PLANNING AGENCY REVIEW**

Staff explained that the purpose of having this item on the agenda today was to give residents from Alva an opportunity to discuss their community plan and their plan amendment. He noted that a detailed staff report and recommendation will be forthcoming.

An Assistant County Attorney clarified that this was not a transmittal hearing on this proposed community plan. However, the LPA was welcome to offer comments that will be taken into account as this project proceeds forward.

The Chair called for public comment and the representatives from Alva, Inc., The Conservancy of S.W. Florida, the Audubon of Southwest Florida, and two residents of Alva spoke in support of the community plan.

An LPA member applauded the Alva residents for initiating this type of task. She felt there would be no way to protect our rural areas unless plans like this are in place. She had some questions answered regarding the Whiteman Home and existing oxbows.

Due to questions by the Board as to why this item could not be approved today at least in concept, staff explained the outstanding issues being addressed, such as: 1) the Vision Statement including properties that are outside of Alva; 2) instituting a new land use category; 3) commercial intensity within the new proposed land use category; and, 4) self-implementing language that might be objectionable to DCA staff.

An LPA member advised the public of funding available from the County and encouraged them to submit an application to the Board of County Commissioners. The funds are used towards hiring a professional planner to work with the community on implementing the plan. He noted there were areas in the plan where the language was too general in nature and would need to be more specific, especially when dealing with land use on other people's property.

Another LPA member asked if there was some way the LPA could endorse this conceptually and having something on the record that future developments should be consistent with this planning effort even though this plan is not completed yet.

An Assistant County Attorney noted that the Board of County Commissioners have historically recognized communities where community plans are in the process by holding back on approving zoning applications in deference to an upcoming planning effort. She also noted that what is being proposed today cannot have the force of the law until the plan is amended.

DATE OF PUBLIC HEARING: February 25, 2008

**B. LOCAL PLANNING AGENCY REVIEW**

Following a brief presentation of the amendment by staff, the LPA discussed Policy 26.3.1 regarding the scenic highway designation for County Road 78 and determined that designation would be beneficial for the Alva community. The LPA asked staff if additional work needed to be done to fully implement the community plan and staff responded that there was considerable additional work that needed to be done, specifically the development of overlay regulations pertaining to the historic core of Alva.

The meeting was opened for public comment and three members of the Alva Community spoke in favor of transmitting the plan amendment as recommended by staff. There was a lengthy discussion about the merits of the scenic highway designation for County Road 78. Following that discussion both the LPA and the Alva residents in attendance at the LPA meeting agreed that there were merits for that designation and that Policy 26.3.1 should be recommended for transmittal.

A motion was made to transmit the amendment with no additional changes and the LPA voted unanimously to recommend to the BoCC to transmit CPA 2006-00009 as presented by staff.

**C. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY**

1. **RECOMMENDATION:** Recommend that the Board of County Commissioners transmit CPA 2006-00009 as recommended by staff.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by staff.

**D. VOTE:**

<b>NOEL ANDRESS</b>	<u>AYE</u>
<b>LES COCHRAN</b>	<u>AYE</u>
<b>RONALD INGE</b>	<u>AYE</u>
<b>JACQUE RIPPE</b>	<u>ABSENT</u>
<b>CARLETON RYFFEL</b>	<u>AYE</u>
<b>RAE ANN WESSEL</b>	<u>AYE</u>
<b>LELAND TAYLOR</b>	<u>AYE</u>

**PART IV - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT**

DATE OF TRANSMITTAL HEARING: October 22, 2008

**A. BOARD REVIEW:**

Staff told the Board that both the staff and LPA recommendation was to transmit the amendment without any changes.

Several members of the public spoke in favor of the amendment and asked the Board to transmit the amendment as recommended by staff and the LPA.

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

**1. BOARD ACTION:**

**Transmit CPA 2006-00009 as recommended by staff and the LPA.**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

The Board accepted the findings of fact as advanced by staff and the LPA.

**C. VOTE:**

<b>A. BRIAN BIGELOW</b>	<b>AYE</b>
<b>TAMMARA HALL</b>	<b>AYE</b>
<b>ROBERT P. JANES</b>	<b>AYE</b>
<b>RAY JUDAH</b>	<b>AYE</b>
<b>FRANKLIN B. MANN</b>	<b>AYE</b>

## PART V - OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT: January 16, 2009

### A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

The DCA ORC Report contained the following objection:

*A proposed amendment to the Vision Plan and Future Land Use Element to revise the Vision Statement, add a new goal, objectives, and policies to establish the Alva Community Plan. The amendment also amends Map 1, page 2 of 6, Special Treatment Areas to identify the area subject to the new goal. The Department raises the following objection to the proposed Amendment 2006-09:*

*Objection:* *The proposed text amendments refer to the "Rural Village Mixed Use Overlay area of Alva," various subareas, and the Historic Core. However, the proposed adopted portion of the plan amendment does not establish meaningful and predictable guidelines that identify the geographic boundaries of the "Rural Village Mixed Use Overlay area of Alva" and the boundaries of the subareas and Historic Core. The proposed Policy 26.1.2 does not establish meaningful and predictable guidelines and standards to implement the "Rural Village Mixed Use Overlay, Subarea 1," regarding permissible land use types and density/intensity of use in relation to criteria items 1, 2, 6, 12, 14 and 15 of the policy. The proposed Policy 26.1.6 does not establish meaningful and predictable guidelines and standard regarding permissible land use types and density/intensity of use in relation to criteria items 1, 2, 3 and 7 of the policy. The proposed amendment narrative states that the proposed amendment changes Map 1, page 2 of 6, Special Treatment Areas, to show the Alva Community Planning Area. However, the transmittal material does not include a proposed Map 1 showing the proposed amendment.*

*Rules 9J-5.005(6); and 9J-5.006(3 and 4), F.A.C.; and Sections 163.3177(6)(a), F.S.*

*Recommendation:* *Revise the amendments to establish meaningful and predictable guidelines that identify the geographic boundaries of the "Rural Village Mixed Use Overlay area of Alva" and the boundaries of the subareas and Historic Core. Revise proposed Policy 26.1.2 to establish meaningful and predictable guidelines and standards to implement the "Rural Village Mixed Use Overlay, Subarea 1," regarding permissible land use types and density/intensity of use in relation to criteria items 1, 2, 12, 14 and 15 of the policy. Revise Policy 26.1.6 to establish meaningful and predictable guidelines and standards regarding permissible land use types and density/intensity of use in relation to criteria items 1, 2, 3, and 7 of the policy. Revise the amendment to include Map 1, page 2 of 6, Special Treatment Areas, to show the Alva Community Planning Area.*

### B. STAFF RESPONSE

Attached is a map of the Rural Village Mixed Use Overlay area of Alva depicting the Subareas. Also attached are a revised Map 1, page 2 of 6, Special Treatment Areas and draft regulations written by Alva residents to implement the Alva Lee Plan amendment. Those regulations will be reviewed by staff and will be ultimately adopted as an amendment to the County's Land Development regulations, with any changes adopted by the Board of County Commissioners.

**C. STAFF RECOMMENDATION:** Staff believes DCA's objections have been adequately addressed and recommend the Board adopt CPA2006-09 Alva text and map amendment.

**PART VI - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR ADOPTION OF PROPOSED AMENDMENT**

DATE OF ADOPTION HEARING: February 25, 2009

**A. BOARD REVIEW:** Following public comment in support of the plan amendment the Board voted to adopt the amendment without further discussion.

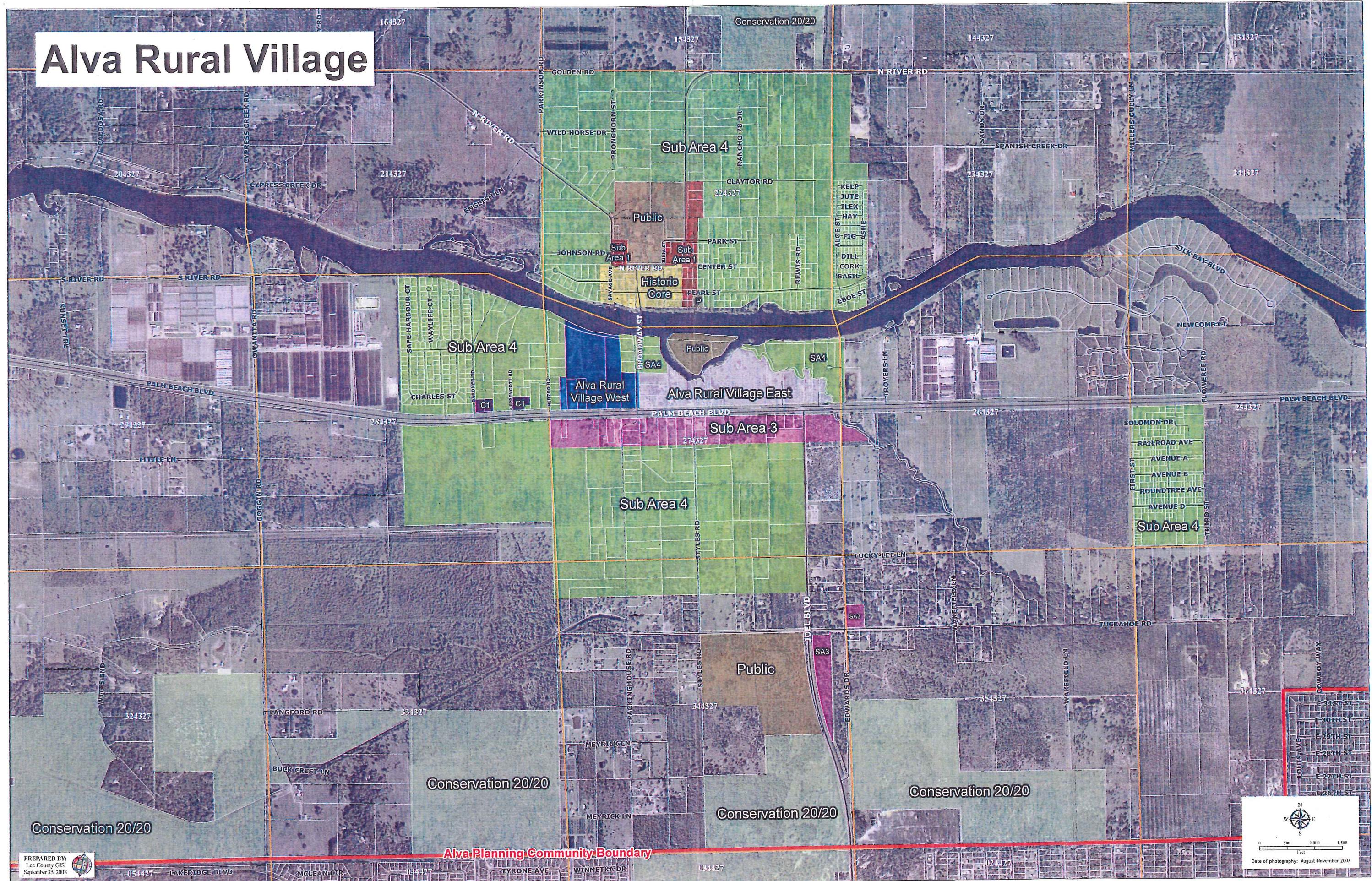
**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

1. **BOARD ACTION:** The Board voted to adopt this amendment as previously transmitted to DCA.
  
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by staff and the Local Planning Agency.

**C. VOTE:**

<b>A. BRIAN BIGELOW</b>	<b>AYE</b>
<b>TAMMARA HALL</b>	<b>AYE</b>
<b>ROBERT P. JANES</b>	<b>AYE</b>
<b>RAY JUDAH</b>	<b>AYE</b>
<b>FRANKLIN B. MANN</b>	<b>AYE</b>

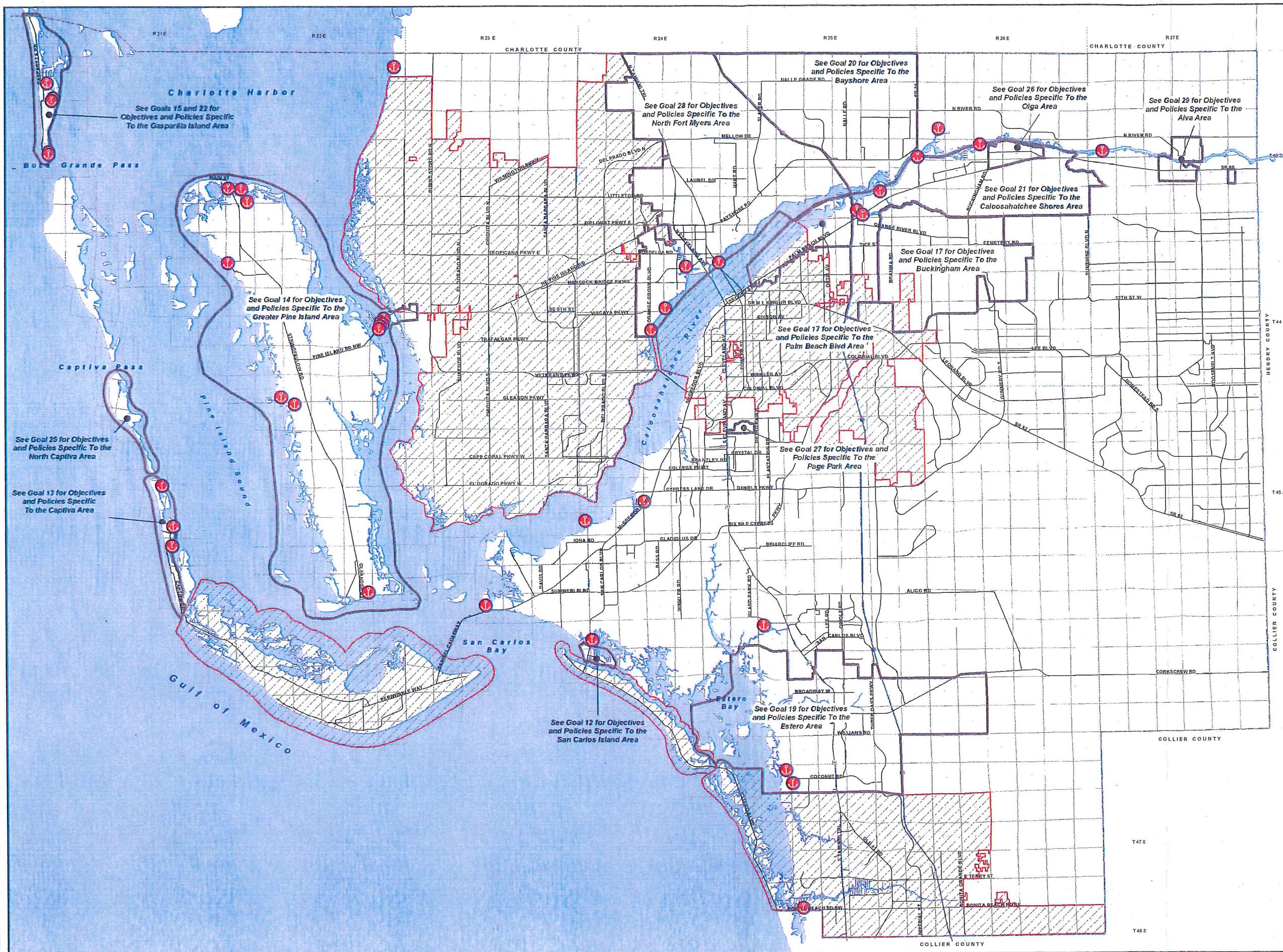
# Alva Rural Village



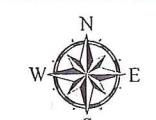
# PROPOSED SPECIAL TREATMENT AREAS MAP

## Legend

- Water Dependent Overlay
- Community Planning Areas
- City Limits



 **LEE COUNTY**  
SOUTHWEST FLORIDA  
DIVISION OF PLANNING



1 0.5 0 1 2 3 4  
Miles

Map Generated: January, 2009  
City Limits current to date of map generation

Last Amended: August 13, 2007  
Amended by Ordinance No.  
02-02, 03-01, 03-02, 03-04, 03-21, 07-09

**Proposed  
Lee Plan Map 1  
Page 2 of 6**

## ARTICLE IV. ALVA COMMUNITY RURAL VILLAGE MIXED USE OVERLAY

### DIVISION 1. IN GENERAL

#### Sec. 33-2001. Purpose and intent.

The purpose of the Rural Village Mixed Use Overlay is to recognize and provide for the unique requirements of the Rural Village Mixed Use Overlay area by providing a procedure and mechanism through which the area may be master planned. Master planning will include development guidelines and standards that are intended to provide an incentive driven alternative to the standard zoning currently in place and other land development regulations. All new development must conform to regulations of the Mixed Use Overlay, once adopted. Re-zoning to other conventional zoning categories is not permitted within the Rural Village Mixed Use Overlay area land use designation. The Mixed Use Overlay will provide a process for administrative approval for developments determined to be consistent with the provisions of the Mixed Use Overlay regulations.

#### Sec. 33-2002. Applicability:

The Rural Village Mixed Use Overlay District regulations shall apply to all residential and non-residentially used or zoned parcels located within the boundaries of the Rural Village Mixed Use Overlay District as indicated in Map 1.

#### Sec. 33-2003. Deviations and Variances.

If an applicant desires to deviate from any architectural, site design, landscaping or signage guidelines an applicant may do so at the time of development. A rendered drawing to scale, showing the design, and clearly demonstrating the nature of the requested deviation must be submitted as part of the development order application. Administrative deviations to a planned development may be allowed subject to a meeting with the Alva, Inc. Committee.

#### Sec. 33-2004. District Boundaries and Descriptions:

(a) *District Boundaries.* The boundaries of the various use districts within the Rural Village Mixed Use Overlay District are defined on Map 1.

(b) *District Descriptions.* Permitted and special review uses shall be as established by the underlying zoning district with the following exception. In the Rural Village Mixed Use Overlay District, a mixed-use project including attached single family residential or multifamily residential in the same building, or as part of the same project, shall be allowed as a permitted use without the requirement of special review. Additional stipulations as to use are defined as follows for each Sub-area:

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(1) Historic Core

- (i) The purpose of the Historic Core district is to provide for the preservation of historic resources of Alva Community, and to assure that as development occurs, it will be guided to save the ambience of the existing historic rural village atmosphere and create places of public interest/open space.
- (ii) The centerpiece of the historic core, the Alva Museum and Methodist Church are sought to be augmented in the future by bringing historic homes and buildings next to that area to create an Alva heritage area.
- (iii) It is also the intent to work with the School Board to preserve the historic significance of the Alva Schools.
- (iv) Single Family Residential guidelines will be designated in the future to preserve the historic nature of this district and prohibit buildings that are not in keeping with the surrounding historic core architecture.
- (v) Development in these areas must be equipped with amenities such as seating areas, structures that provide shade, drinking fountains, restrooms and other amenities.
- (vi) Landscaping elements such as plantings, fencing, paving material, signage and street lighting are encouraged to demarcate change in function of a public area and adjacent street, and shall conform to a unified design palette.
- (vii) Where necessary, traffic calming devices must be applied to slow down traffic.
- (viii) All uses of a building must be low intensity service oriented with low customer turnover, mixed use residential, churches, restaurants, bed and breakfasts
- (ix) New developments must continue the intent to have oak lined avenues tight, compact homes and allow pedestrian access to all areas within the district by allowing shared parking and where appropriate off street parking.
- (x) Native vegetation and historic tree ordinances shall be more restrictive in this district.
- (xi) Signage will be more restrictive in this district with no neon signs, lit signs or plastic signs allowed. Only signs constructed from natural materials will be allowed and lighted with minimal wattage.

(2) Neighborhood Commercial/Sub-Area 1

- (i) The purpose of the Neighborhood Commercial district/Sub-Area 1 is to provide an area that provides a transition between the Historic Core and the Moderate Density Residential district/Sub-Area 4, and that augments the uses promoted in the adjacent Public Area.

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- (ii) Central to the purpose of this designation is to allow for commercial opportunities within this district that will enhance and supplement the after-hours activities for school age children.
- (iii) The boat Ramp area shall be enhanced to provide the residents with access to the river and a community gathering place with amenities that will enhance the experience of living in a River Village. Commercial opportunities next the boat ramp will be allowed that supplement the activities there, but do not undermine the residential nature of the neighborhood.
- (iv) Development in these areas must be equipped with amenities such as seating areas, structures that provide shade such public gazebos, drinking fountains, restrooms and other amenities.
- (v) Landscaping elements such as plantings, fencing, paving material, signage and street lighting are encouraged to demarcate change in function of a public area and adjacent street, and shall conform to a unified design palette.
- (vi) Where necessary, traffic calming devices must be applied to slow down traffic.
- (vii) All uses of a building must be low intensity service oriented with low customer turnover, mixed use residential, churches, restaurants, ice cream stores, cafes, bookstores, coffee shops, art and antique stores, dance studios, bed and breakfasts
- (viii) New developments must continue the intent to have oak-lined avenues, tight, compact homes and allow pedestrian access to all areas within the district by allowing shared parking and where appropriate off street parking is provided.
- (ix) Signage will be more restrictive in this district with no neon signs, internally lit signs or plastic signs allowed. Only signs constructed from natural materials will be allowed and lighted with minimal wattage.

### (3) Public Services

- (i) The purpose of the Public Services district is to provide for community services and activities (i.e. schools, community center, docks open to the public, etc.). Uses in the Public Services district will be those that augment those provided by the Alva School and the Alva Community Center.

(4) Alva River Village.

- (i) The purpose of the Alva River Village East and West will be to serve as the commercial heart of Alva. Additionally the Alva River Village is intended to develop as a Commercial Village with shared parking, tree preservation, and with public open space provided adjacent to the river and integrated into the development.
- (ii) The existing oak hammocks and cypress heads are viewed as an essential asset to be preserved, utilizing the inherent beauty of the river. If the hammocks are proposed to be cut down, it will not be possible to utilize the Overlay or develop commercial uses.
- (iii) Sidewalks shall be provided throughout, and interlocking pavers provided in keeping with a unified design palette.
- (iv) All properties fronting on the river will provide as part of their site design, a walkway along the river. For every 500 feet of river frontage developed, a public plaza shall be integrated into the walkway system, and provided with shade structure, and seating.
- (v) The purpose is also to provide an opportunity for high customer turnover retail in compact form along US 80, and mixed uses throughout. In addition to the County's mixed use standards, the following will apply in Alva River Village.

1. At least 75% of ground floor uses of a building are encouraged to be general retail, church, office, restaurant or hotel in nature for 75% of the ground floor area and 75% of the frontage of the building. Residential uses shall be limited to 25% of the total ground floor area and 25% of the frontage of the building.
2. For residential units, the average dwelling unit size shall not be less than 900 sq. ft. per unit, and no unit shall be less than 750 sq. ft.
3. All commercial uses adjacent to the river shall include strolling sidewalks along the river and/or public viewing areas with pedestrian orientation and linkage.
4. Linkages to trail systems shall be provided by sidewalk connections.
5. A public plaza space of at least 1000 s.f. shall be provided for each ¼ mile of river frontage developed.
6. Native vegetation buffer shall be kept or planted along the rivers edge of at least 10'-0" minimum in order to reduce the erosion along the river.
7. Sea walls are strongly discouraged; rip-rap is the preferred means of wave action management.

8. In the Alva River District (A.R.D.) and especially in the Western A.R.D. the community requires that the developer plan for the eventual inclusion of a restaurant with a large outdoor seating area next to the river. This should be of appropriate size to justify its location along the river. If no restaurant is included the area will be reserved until such time as it is economically feasible. .

(5) Highway Commercial/Sub-area 3

- (i) The boundary of Highway Commercial/Sub-area 3 is further defined as the area within the Urban Service Area, with the western boundary of the Urban Service Area serving as the western boundary of the Highway Commercial/Sub-Area 3, extending 500 feet south from the south right-of-way line of US 80, and terminating on the east at the high water mark of Bedman Creek.
- (ii) The purpose of Highway Commercial/Sub-area 3 is to provide an area for a variety of service businesses. To a lesser extent it is to allow for moderately intensive retail and fast food establishments that do not have drive-through windows. These businesses are sought to be automotive oriented in nature that takes advantage of the SR 80 frontage in accordance with the access management plan, as adopted by the Lee County Highway Department and Florida Department of Transportation (FDOT).
- (iii) All ground floor uses of a building must be low intensity general retail, restaurant or hotel in nature for 100% of the ground floor area and 100% of the frontage of the building (with the exception of upper floor access ways, i.e. Stairs).
- (iv) Multi-family dwellings above the ground floor shall be permitted by right (i.e. without conditional use permit or special exception), subject to the following:
  1. The average dwelling unit size shall not be less than 900 sq. ft. per unit, and no unit shall be less than 750 sq. ft.
  2. To the rear of commercial, multi-family is permitted in existing Urban Core.

(6) Moderate Density Residential/Sub-area 4.

- (i) Because of continuing urbanization, this area will come under pressure for increased residential density, and the Alva community is committed to dealing with it directly.
- (ii) The purpose of Sub-area 4 is to serve as a location for residential development at a density that makes it possible to provide attainable housing to serve the needs of the Alva Planning Community.

**Sec. 33-2005. Permitted and Prohibited Uses**

(a) The basic uses that are permitted and prohibited in each of the individual districts are those in the underlying zoning. In addition any uses indicated in Table 1, as Allowed are expressly permitted, and those that are indicated as Prohibited, are expressly prohibited anywhere within the specified district.

**Sec. 33-2006. Building Setbacks**

(a) Historic Core and Neighborhood Commercial/Sub-Area 1 development permit zero building setbacks between two commercial businesses.

(b) Alva River Village, Highway Commercial/Sub-area 3, Public Service and Moderate Density Residential/Sub-Area 4 are as required elsewhere in the Land Development Code of Lee County.

**Sec. 33-2007. Building Heights**

(a) The maximum height for a non-mixed use proposal in any district shall be 45 feet above the FEMA base flood elevation unless otherwise specified herein.

(b) For vertically mixed use buildings the following height limitations shall apply.

(1) Historic Core, Neighborhood Commercial/Sub-Area 1 and Moderate Density Residential/Sub-Area 4 districts building height shall be 28 feet above FEMA base flood elevation.

(2) In the Alva River Village and Highway Commercial/Sub-area 3, Public Service, and Moderate Density Residential/Sub-Area 4 building height shall be no more than three (3) stories and in no case, more than 45 feet above FEMA base flood elevation.

**Sec. 33-2008. Non-Conformities**

(a) In an effort to keep existing properties viable prior to redevelopment and therefore in conformance with the regulations of this section, nonconformities in the Rural Village Mixed Use Overlay District shall be subject to the following:

(1) For a nonconforming building with multiple tenants, changes in tenants may occur without requiring the property to be brought into conformance with the standards of the Rural Village Mixed Use Overlay District as long as the uses are in compliance with the base zoning district regulations.

## CHAPTER 9: BUILDINGS

(2) Exterior modifications and improvements may be made to nonconforming buildings as long as:

- (i) The footprint of the existing building is not extended, expanded, or enlarged, except the front of the building may be brought within 15 feet of the right-of-way; or
- (ii) The improvements conform to all applicable requirements of the Rural Village Mixed Use Overlay District architectural guidelines; or
- (iii) The expansion does not increase any parking deficiency.

### **Sec. 33-2009. Review Procedures**

(a) Developments within the Rural Village Mixed Use Overlay district shall be processed and reviewed in the same manner as required normally by existing provisions of the Lee County Development Code. Provision of the Rural Village Mixed Use Overlay district are intended only as supplemental provisions for permitted uses, dimensional and architectural standards and requirements for public facilities. The development application process would include whatever information is needed on development submittals to establish compliance with the standards in this Chapter.

### **Sec. 33-2010. Architectural and Site Improvement Standards**

(a) The following standards shall apply to any building renovation or new construction within the Rural Village Mixed Use Overlay District. The standards allow flexibility in how the standard is applied if it is demonstrated that the proposed alternative compliance meets the intent of the standard:

- (1) Existing building features, window and door openings, porches, entrances, porte cochères, etc. shall be retained, enhanced or replaced.
- (2) Architectural styles of buildings will reflect Alva aesthetics such as: Florida Cracker, Victorian, Arts and Crafts and Ranch styles
- (3) Mediterranean, French Provincial and Modern architecture are not permitted in the Historic Core, Neighborhood Commercial/Sub-Area 1, Alva River Village and Highway Commercial/Sub-area 3 districts.
- (4) Themed restaurants are prohibited from using their standard signage and architectural facades. The exterior of the buildings (façade) and signage shall conform with the Alva Architectural façade standards.
- (5) New buildings shall mitigate the impacts of the Florida tropical environment with the requirement that porches and overhangs be incorporated on a minimum of 50 percent of the ground floor commercial uses.

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- (6) The retention and addition of building detailing or ornamental trim is encouraged. Long, blank walls that lack visual interest along street frontages shall not be allowed. The addition or enhancement of balconies, terraces, awnings, windows, covered walkways, porticos and/or arcades, raised cornice parapets over entries and other elements are required as set forth in the future Alva Architectural façade standards.
- (7) Changes in roof lines, including the use of stepped cornice parapets, a combination of flat and sloped roofs, or pitched roofs are encouraged. In creating new architectural features, shallow, false façade elements are discouraged and full gable roofs or parapets with traditional cornice elements are encouraged.
- (8) Any cloth awnings and canopies shall be constructed of high quality, durable, fade resistant, and fire retardant materials.
- (9) Rooftop building equipment shall be screened from view from the street front with parapets or other design features that are integrated with the facade.
- (10) The use of high-quality, durable materials is encouraged. Recommended materials include brick, stone, and decorative, integrally textured and colored masonry block.
- (11) Color schemes shall use muted, earth tones as the primary color scheme, with very bright colors or tones limited to use as accent elements.

### **Sec. 33-2011. Parking Standards**

- (a) *Consolidation of Parking.* In the Historic Core, Neighborhood Commercial/Sub-Area 1, Public Service, and Highway Commercial/Sub-area 3 districts, consolidated parking is encouraged, which takes advantage of hours of occupation of various uses.
- (b) *Off-Street Parking Requirements.* Any new off-street parking area shall not exceed 110% of parking requirements, and shared parking is encouraged.
- (c) *On-Street Parking.* For non-residential uses, on-street parking is permitted in the Historic Core and Neighborhood Commercial/Sub-areas 1, and Alva River Village
- (d) *Residential Parking Requirements.* For residential units in a mixed-use project, the parking requirement shall be one (1) space per efficiency unit, one and one-half (1.5) spaces per one bedroom or, two (2) spaces per two or more bedroom units, plus one (1) space per four (4) units for guest parking. On-street parking spaces on streets near or adjacent to the site may be counted toward meeting parking requirements. Also, a driveway tandem space in front of a garage unit may also be counted toward meeting parking requirements.

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### **Sec. 33-2012. Sign Criteria**

(a) The Rural Village Mixed use Overlay District requires an allowance for multiple signs for different users within a single building. In such instances a building sign package shall be provided for approval by the Planning and Zoning Commission and consist of building identification signs and attached signs for individual tenants. Said package shall include:

- (1) A site plan and elevations of the entire building and property.
- (2) Locations, details and sizes of the building identification sign(s).
- (3) Locations, sizes, and photo-simulations of all potential and/or proposed attached signs for individual tenants.

(b) The limited setbacks and pedestrian oriented nature of the Rural Mixed Use Overlay District eliminates the need for permanent freestanding business signs. In the overlay, signs shall be placed on or attached to buildings.

(c) Directional signage and projecting signs over the public right-of-way or public open space for a permitted or conditional use are allowed provided that they are approved by the Planning and Zoning Commission as part of the building sign package on finding that the sign placement will not compromise public health, safety or welfare.

(d) All proposed signage within the Rural Village Mixed Use Overlay District shall be in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the Downtown district and the purposes of architectural and urban design elements.

(e) Business Signage-reserved.

(f) Residential Signage- reserved.

(g) Off Premise Signs- reserved.

### **Sec. 33-2013. Pedestrian/ Bicycle Linkages**

(a) The Vision for the Historic Core relies on creating an atmosphere inviting to pedestrians and bicyclists. Development proposals that coordinate improvements with the concept of linking all areas of the Rural Village Mixed Use Overlay District with multi-modal trails are required. No businesses or developments will be allowed to discontinue a pathway or sidewalk and shall make all attempts necessary to link them.

**Sec. 33-2014. Dark Sky Standards**

(a) Outdoor lighting shall be provided in conformance with the International Dark Sky Association Outdoor Lighting Code Handbook and all local codes.

**Sec. 33-2015. Landscape Standards**

(a) Entry to commercial developments will reflect rural nature of Alva and be of appropriate scale and design.

(b) No landscape berms will be over three (3) feet in height.

(c) Monument signs for the development will be in a style that reflects the rural nature of Alva, be of minimum size, and not over lighted.

(d) Native, low-water use vegetation will be used to the greatest extent possible for all landscaping

(e) Vegetation

(1) All proposed commercial developments shall engage a professional arborist to conduct a tree survey that documents all Heritage trees, trees of distinction and trees designated as large enough to be on the tree survey. All such trees should be preserved to the extent possible.

(2) Heritage tree preservation will be mandatory for all new commercial developments. The possible removal of Heritage trees shall be reviewed by the appropriate Lee County agencies and Alva Inc.

(3) Vegetation and trees removed during construction of development shall not be burned on site but rather be used as mulch on the site.

Removed vegetation shall be replaced with native plantings.

(d) Restrict tree planting under utility lines (underground utilities preferred

**Sec. 33-2016. Noise Ordinance – (Reserved)**

## **Standards of Development within the Alva Community Planning Area**

December 8, 2007- Correct Copy

OBJECTIVE 22.4: To provide Standards of Development within the Alva Community Planning Area that will maintain the Rural Character of the community. These Standards give clear direction to and seek confirmation from developers as to how the developers will maintain or enhance that Rural Character.

POLICY 22.4.1 The County will continue to implement the Lee County Future Land Use Map and Plan upon the adoption of this Community Plan.

POLICY 22.4.2 The County will base its recommendation for approval of development proposals on the extent to which such proposals adhere to the following Standards.

### **A. DensityCarrying Capacity**

- 1) The proposed development will utilize the existing density, or less, allowed for the subject parcel by the Lee County Future Land Use Map and Plan.
- 2) If required by the County, the developer will submit a traffic study, conducted and sealed by a qualified transportation engineer, to the County for approval, and will provide a copy to Alva for their recommendation.
- 3) A Water Use Assessment will be conducted and the report presented to the County for approval, and to Alva Inc. for their recommendation. The assessment will include:
  - a) Existing consumptive use patterns including human, plant and animal needs
  - b) Amount of water currently being drawn from area aquifers
  - c) Projected consumptive use for the proposed development including human, plant and animal needs
  - d) Impacts to the quantity and quality of water currently available for continued human, plant and animal needs
- 4) All developments over 20 acres will be designed using the Florida Green Building Coalition (FGBC) "Green Development Standard."
- 5) Developments less than 20 acres will use the principals of "Conservation Communities," where homes are clustered and balance of land is left in a natural state for the conservation of nature.
- 6) All new homes and commercial buildings in the proposed development will meet FGBC certified "Green Homes" requirements.
- 7) All developments will include a minimum of 5% affordable housing
- 8) Building height restrictions per the Lee County codes shall be adhered to in order to reflect the rural nature of Alva. (35 feet except 45 feet in urban areas)
- 9) Parking spaces will not exceed the minimum paved parking requirements of Lee County. Grass parking are encouraged.
- 10) Developments will establish a connected street pattern with a minimum of cul-de-sacs.
- 11) All developments will provide pedestrian links and bike paths along the designated Lee County Bikeways and Pedestrian Path Master Plan. Bikeways and pedestrian paths within the development will link the interior to the local and regional paths to promote pedestrian connectivity.
- 2) All developments that design a marina into their projects shall conform to the State of Florida "Clean Marina" standards.
- 13) Golf courses included in the development will be open to the public.
- 14) Easements around community lakes and pond will provide pedestrian walkways within the

development.

15) Developments of 20 acres or more will create neighborhood parks and natural areas.

16) Alva encourages developers to implement transfer of development rights or the Rural Land Stewardship Program to preserve more open, rural space.

**B. Natural Systems**

1) Developers will map the area outside of the proposed project to minimize the effect development will have on the natural systems surrounding it.

**2) Wildlife:**

To insure that native animals have places to live and will be able to travel through new developments, developers will provide

a) Setbacks .Increase setbacks required by code around natural water bodies, cypress heads, and wetlands by an additional 10 feet. At the back of platted lots provide a natural buffer by preserving natural vegetation or enhancing natural vegetation with native plantings.

b) Wildlife corridors .Maintain uninterrupted wildlife corridors with adjacent lands.

**3) Water flow-ways and water conservation**

a) Examine and document existing and historical flow-ways that pass through the development.

b) Protect existing flow-ways and flood plains and reestablish historic flow- ways and flood plains through the development.

c) Protect natural hydrology and clean surface water.

d) Any golf courses will meet the most stringent Audubon International standard for water conservation.

e) Native, low-water use vegetation will be used to the greatest extent possible for all landscaping.

**4) Vegetation**

a) All proposed developments shall engage a professional arborist to conduct a tree survey that documents all Heritage trees, trees of distinction and trees designated as large enough to be on the tree survey. All such trees should be preserved to the extent possible.

b) Heritage tree preservation will be mandatory for all new developments. The possible removal of Heritage trees shall be reviewed by the appropriate Lee County agencies and Alva Inc.

c) Vegetation and trees removed during construction of development shall not be burned on site but rather be used as mulch on the site. Removed vegetation shall be replaced with native plantings.

d) Restrict tree planting under utility lines (underground utilities preferred

e) Homeowner's Association will have a tree ordinance put into their covenants.

f) Homeowner's Association covenants shall restrict fertilizers to low phosphorus levels.

**C. Aesthetics**

1, Developments shall be designed to preserve Alva history by reflecting in some manner the previous use of the land when land is converted from agriculture and open areas to more intense development.

a) Groves .Preserve and maintain a segment of citrus grove

b) Ranches .Keep a segment of the project in pasture land; establish equine communities with common riding areas.

2. Architectural styles of buildings will reflect Alva aesthetics: Florida Cracker, Victorian, Arts and Crafts, Ranch; restrict use of Mediterranean; front porches are encouraged.

3. Entry to developments will reflect rural nature of Alva and be of appropriate scale and design.

4. Decorative fountains and waterfalls will not be used as entrance features or accents in projects.

5. No wall or gate shall be visible at roadway.

6. Any fencing along roadway will reflect the rural nature of Alva by using hurricane-resistant, "three-board horse fencing" or similar structure.

7. No landscape berms will be over three (3) feet in height.

9. Monument signs for the development will be in a style that reflects the rural nature of Alva, be of minimum size, and not over lighted.

10. All developments are encouraged to use the minimum amount of exterior lighting as required by code

to avoid light pollution and keep the rural atmosphere of Alva. Refer to International Dark-Sky Association: [www.darksky.org/ida/ida2/index.html](http://www.darksky.org/ida/ida2/index.html). This light ordinance shall be written into the Homeowner's Association covenants.

ii. County Road 78 (North River Road): the historic ambiance of this road will be protected by limiting signage, preserving its large roadside oak trees, native roadside vegetation, and keeping its two-lane status.

MEMORANDUM  
FROM THE  
OFFICE OF COUNTY ATTORNEY

RECEIVED  
JUN 08 2007

COMMUNITY DEVELOPMENT

DATE: June 7, 2007

FROM:

*Donna Marie Collins*  
Donna Marie Collins  
Assistant County Attorney

To: Jim Mudd  
Planning Division

RE: Alva Community Plan  
Draft dated September 2006  
CPA2006-00009

Thank you for the opportunity to review the contents of the proposed Alva Community Plan. I enjoyed reviewing the document. It is clear that a lot of thought and care has been put into drafting the community plan. The scope of my review of the proposed plan was limited to the following three areas: 1) Legal; 2) financial; and 3) internal consistency within the community plan.

My observations and recommendations are set forth below:

1. Introduction - "Where We Want to Go in the Future." There is a key statement in this section: "Some of the elements of a Vision may occur in the near term, others may be realized only in the distant future, but all elements of the Vision, policies, and implementation measures are based in a firm respect for individuals' existing property rights, do not imply or result in any mandated changes to existing homes or structures, and are planned to give Alva the best outcome possible." This statement appears to conflict with several other statements within the text of the proposed plan. Specifically, the following:
  - a. Policy 22.1.1., which states that the regulations of the Overlay Zone will be mandatory for any property or buildings that abut property under similar ownership or control for a period of ten years.
  - b. Policy 22.2.3., which states that "any new development parcels within the Rural Village currently zoned commercial, shall be evaluated for consistency with the design and use standards of the Rural Village Overlay Zone in order to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods."

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2. "How we get there" and "Start of Policies" specifically the creation of Rural Village Land Use Designation to replace the Urban Community Land Use Designation currently assigned to Central Alva. This proposed change converts lands previously classified as Urban to a non-Urban classification. The conversion of Urban Community Lands to Rural Village will have the greatest impact on the development potential within the rural areas surrounding Central Alva. To the extent that lands classified as Urban will be converted to a non-Urban designation with a limited scope of development potential raises issues under the Bert J. Harris, Jr., Private Property Rights Protection Act (Bert J. Harris). While the density range of 1:6 is similar to that of Urban Community, there appears to be a loss of the ability to develop bonus density.
3. Objective 22.1. and Policies that follow. The stated Objective is to establish a regulatory and incentive framework and identify funding mechanisms to implement the Rural Village Future Land Use designation. The policies that follow propose an Overlay Zone that will function as a "form-based code," which will allow property owners to bypass the zoning process for proposed developments that are consistent with the Overlay. Policy 22.1.1. states that the Rural Village Overlay Zone will provide an "incentive driven alternative" to standard zoning and other land development regulations. The implementation of a form-based code is legal. The regulations for the Overlay Zone would be adopted through a formal public hearing process allowing for notice and an opportunity to be heard by members of the public who may be affected by the Overlay Zone proposal.

The wording of the policy implies that participation in the Overlay Zone is optional. The second paragraph of Policy 22.1.1. states, "When a landowner chooses to develop under the provisions of the Rural Village Overlay Zone, then compliance with all applicable portions of the Rural Village Overlay Zone *will be mandatory for that property and for any abutting lots or adjacent buildings under the same ownership or control, for a period of ten years.*" This provision is problematic. The ten-year restriction will likely be considered a restraint on alienation. The provision presents an all or nothing scenario. This is because a property owner is not free to limit the scope of his participation in the overlay to the parcel currently seeking development approval. What if the abutting property is subsequently sold to a third party? In the context of adjacent property that was already developed, it appears from the language that property must be "brought into compliance" with the provisions of the Overlay Zone because of common ownership. This result is inconsistent with the statements in the introduction indicating that the Overlay is optional. It is also inconsistent with the statement in the introduction that the implementation measures

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"...do not imply a result in any mandated changes to existing homes or structures..."  
"...do not imply a result in any mandated changes to existing homes or structures..."  
This inconsistency must be addressed in a future draft of the Community Plan.

4. Horizon Year. There are several references throughout the proposed plan provisions to the 2020-Lee Plan Horizon year. Please note that as of May 16, 2007, the new Lee Plan Horizon year is 2030. All references to the year 2020 should be replaced with references to 2030.

Given this change, it would be helpful if the drafters clarify the statements in the proposed "Comprehensive Plan Amendment" section on Page 8. The statement, "In the year 2020, the Alva Community will retain its largely rural/agricultural nature with over half of its total acreage being used for this purpose through efforts to conserve significant amounts of open space or agricultural uses." Will this provision require the County staff to monitor Alva's growth rate by keeping a running total of the percentage of lands devoted to open space and agricultural use? Is this statement intended to serve as a cap on development? If so, the implementation of a cap on development may raise "takings" issues as lands within the Alva Community convert from agricultural to other uses.

5. Policy 22.1.1. The Rural Village Overlay Zone is described as an "incentive driven alternative" to standard zoning and other regulations in place. The proposed Plan policies must clarify whether the Overlay is intended to be optional, alternative, or a replacement of existing zoning. Policy 22.1.1. states that "future development in the Rural Village must be consistent with existing zoning currently in place, the Rural Village Overlay Zone, or planned development." This statement suggests that participation in the Overlay Zone is intended to be optional. The use of the word "or" in this sentence implies that it is optional and that property owners will have the ability to develop consistent with their existing zoning classifications. However, it is not clear how the conversion of the future land use designation from Urban Community to Rural Village will affect a property owner's ability to achieve the development potential currently in place. If landowners can only develop their property under existing zoning classifications subject to the Rural Village Overlay Zone, then this point must be made clear.

There are Bert J. Harris implications that must be considered and analyzed by Planning staff in this instance. Specifically, 1) whether the Overlay Zone is optional; 2) what impediments will a property owner have when pursuing development under existing zoning designation, or under a planned development zoning designation that is not consistent with the Overlay Zone; and, 3) what limitations are placed on

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development potential on property that developed under existing zoning or planned development designation now that the property will be classified as Rural Village rather than Urban Community.

6. Policy 22.1.2. Rural Village Zoning Overlay. The Rural Village Overlay Zones provide for an administrative process for projects determined to be consistent with provisions of the Overlay Zone. This results in a bypass of the normal zoning process, which is acceptable if the Overlay Zone is adopted by the Board of County Commissioners with sufficient guidelines and criteria to allow for the delegation of responsibility to staff. Once again, it is not clearly stated in this policy that participation in the Overlay is optional. There are potential Bert J. Harris implications with regard to: 1) permitted and prohibited uses if participation is mandatory; 2) limitations on building height and number of floors; and, 3) transitions between public and private space.

Will the requirement for pedestrian accessibility to commercial uses from side streets be a requirement for new development only? Redevelopment? What is the funding source for these improvements -- the developer, the County? Based on language in Policy 22.1.1., does this require properties that are already improved with buildings to construct improvements if owned by the same entity that has elected to participate in the Overlay Zone District on adjacent property?

7. Policy 22.1.3. Improvement Plan for the Historic Core. What will be the funding source of the improvements referenced in the policy? These funding sources should be identified within the policy so that the Board is aware of potential cost. The bullet point states that the Alva Community will prepare an improvement plan that will identify appropriate traffic calming design measures for the portion of North River Road that passes through the historic core. Will the County assume the expense of this evaluation? The references to streetscape, lighting, benches, landscape, underground utilities, and buffers do not identify the funding sources. Is an MSBU envisioned for property owners who will benefit from these improvements?

8. Policy 22.1.4. This policy envisions the expansion of the existing boat launch area and facilities. This policy will result in cost to Lee County. Will the funds necessary to make this analysis and ultimate improvement come from the general fund, park impact fees, or other? Is this intended to be a public boat launch area? Are parking facilities envisioned as part of this improvement? Compliance with this policy will require both staff time and financial resources to develop and implement the Plan, and acquire the property necessary to make the envisioned improvements.

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9. Policy 22.1.6., Use, Design, and Development Standards. Questions arise regarding Bert J. Harris implications on the proposed limitation of uses that are permitted today. It is not clear that this policy recognizes that participation in the Overlay Zone is optional. If it is not intended to be optional, there are Bert J. Harris implications arising from the proposed limitations on permitted uses, building footprint size, height, and number floors, as well as the prohibition on outdoor vehicle sales. This policy also raises issues as to the funding source to create the river front public plaza. There will be costs associated with land acquisition and with construction of the improvements. What are the proposed funding sources?

10. Objective 22.2. and Policy 22.2.1. Formula or standard franchise buildings are prohibited pursuant to this policy. Definition of "franchise" and "formula" must be further clarified. Does this prohibition apply regardless of participation in the Overlay? Are franchises acceptable as long as the building complies with design standards established for the Alva Community? Or does it mean to be a blanket prohibition on formula or standardized franchise businesses?

If the intent is to regulate the style of building, this policy should be reworded to clarify that it pertains only to the architectural design of the building. If the intent is to prohibit formula or standardized franchise businesses, care must be taken to carefully express the purpose for the prohibition. The Commerce Clause of the U.S. Constitution presumes a national market free from local legislation that discriminates in favor of local interests. The Courts will apply elevated scrutiny to regulations that impose burdens on commerce that outweigh the local benefits. See Island Silver & Spice, Inc. v. Islamorada, 20 Fla. L. Weekly Fed. D577 (2007).

Also, note that the prohibition on new or used auto dealerships will raise potential Bert J. Harris claims for properties that may currently accommodate such a use under their existing zoning.

11. Policy 22.2.3. The wording of this policy is unclear in that it raises a potential conflict with Policy 22.1.1., which allows for development consistent with existing zoning and describes the Rural Village Overlay Zone as incentive-based and not regulatory. Also, refer back to the statements made on Page 9 of the Community Plan and the use of the word "or" in terms of the path development may pursue outside participation in the Overlay Zone.

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12. Objective 22.3. and Policy 22.3.1. The designation of County Road 78, from Highway 31 to the Hendry line, as a County scenic highway, will entail staff time and resources to pursue this policy directive.

13. Policy 22.3.2. This policy requires the County to provide additional paving outside the stripe for the travel lane and widening shoulder based on a route and phasing plan to be developed in a cooperative effort between County staff and the Alva Community representatives. This policy will require staff time and money to achieve. The funding source has not been identified for this effort.

DMC/amp

cc: Timothy Jones, Chief Assistant County Attorney  
Paul O'Connor, Director, Planning Division  
Matt Noble, Planning Division

# ALVA COMMUNITY PLAN



**Final Draft  
September 2006**

Prepared by ALVA, Inc.

Original Author  
Carol Cunningham & Associates

**RECEIVED**  
SEP 27 2006

PERMIT COUNTER

Website - <http://www.alvafl.org/>

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## Forward to Alva Community Plan

The plan herein is the culmination of a process that started in the spring of 2001 when 250 Alva citizens attended a meeting at the local firehouse to discuss local planning issues. Those in attendance felt a need to begin regular meetings to discuss how the community wanted to address these growth issues. From that initial meeting the civic organization ALVA, Inc., A Living Vision of Alva, was formed. This civic group organized meetings and applied for a Lee County grant, which paid for a professional planner to compose the plan that we have today.

Since the summer of 2001 ALVA, Inc. has invited numerous guest speakers who imparted to the community their knowledge and expertise regarding various growth-related issues. Some of those speakers were: John Albion, Lee County Commissioner; Wayne Daltry, Director of the Regional Planning Council; Dan Mosier, Lee County Bikeways coordinator; Mike Rippe, Florida Department of Transportation; Members of the Army Corps of Engineers; a Sheriff's deputy representing Crime Stoppers, and more.

We then came together in November 2001 and again in the fall of 2006 for community charettes and subsequent town hall meetings where ideas were shared, maps were drawn, and everyone was given a chance to speak his mind. These ideas were discussed, posted on the website, and finally republished as a draft for the community to amend as required.

This document begins our attempt to forge a community plan that will become the cornerstone of our collective vision for the future, yet flexible enough to be adjusted to reflect changing times. It has been prepared on behalf of the residents of the Alva area through the local civic organization ALVA Inc., and was funded in 2001 by a grant of planning funds from Lee County and by volunteer fundraising. The Lee County Board of County Commissioners has made such funds available for grass roots planning efforts based on their recognition that unincorporated Lee County consists of many diverse communities with various visions on how their community should develop. The purpose of the Alva Community Plan is to set forth the Vision that the Alva community has developed and to propose goals, objectives, and policies to be incorporated into the Lee County Comprehensive Plan (Lee Plan or Comprehensive Plan), intended to achieve that Vision over time.

## INTRODUCTION

### Where we've been

The people of Alva have been functioning as a community since 1866 when settlers began making their homes in the Caloosahatchee River basin. The town of Alva was founded and platted in 1882. Irby Clay, granddaughter of the third settler of Alva and retired librarian of Alva High School in writing about the early history of Alva notes: "Thus grew slowly a community that worshipped together, played together, and worked together. To those who now live in distant areas, a homecoming is a highlight they look forward to.... Alva still remains a community rather than a town."

Over the last twenty years, growth in Southwest Florida has been steadily increasing. In the early 1990's the Alva Preservation Committee worked with Lee County Planning Staff to prepare an Alva Sector Plan, applicable to the area within the Alva Fire District boundaries, which was intended to protect the community from having rural lands converted to suburban development patterns. The 1992 Alva Sector Plan was not approved but the community has continued to work together to address a number of issues important to the community.

ALVA Inc. was incorporated in the spring of 2001. Its mission is "to preserve and protect the unique historical, rural, agricultural and equestrian ambiance of Alva". Community members, through ALVA Inc., have been working on a variety of specific measures that will benefit the people of Alva, including State Route 80 design; increasing park opportunities and facilities; promoting sidewalks and bike paths; - as well as spearheading the preparation of this Alva Community Plan.

### Where we are today

Today, the concern about how to preserve the character that makes the Alva area special is even more acute. Numerous people attending the community workshops and ALVA, Inc. meetings noted that they had moved to this area from high quality but increasingly overcrowded areas in order to live among the spacious natural areas and scenic resources and enjoy a quieter, less crowded community environment. This Plan does not seek to encourage growth but rather to guide development to a higher quality than would otherwise be attained without this guidance.

### Where we want to go in the future

The Vision for Alva, contained in the following Vision Statement and the Guiding Statements for the Alva Community Character, are direct products of two community-wide workshops held on September 9, 2006, and September 23, 2006, and all of the prior meetings of ALVA, Inc.. It also draws from the vision statements of the Lee Plan and its Amendments and from community's previous work on the draft 1992 Alva Sector Plan and the 2002 Alva Community Plan.

The purpose of a Vision is to provide a commonly held picture of the future that the Alva community hopes to create, building upon the history of the community as an expansive

rural area with an historic river-based settlement at the center. A Vision can serve as a context from which to plan for the future. Some of the elements of a Vision may occur in the near term, others may be realized only in the distant future, but all elements of the Vision, policies, and implementation measures are based in a firm respect for individuals' existing property rights, do not imply or result in any mandated changes to existing homes or structures, and are planned to give Alva the best outcome possible.

## **Vision Statement**

The mission of the people of the community called Alva, Florida is to preserve and protect its unique historical, rural, agricultural and small town flavor. Alva is the oldest settlement in Lee County. With its huge oaks and cypress trees, the Caloosahatchee River, citrus groves, and cattle ranches, Alva has a unique country ambiance that is rapidly becoming hard to find in Florida.

Southwest Florida is experiencing extremely rapid development. It will take a concerted effort to ensure that the growth in Alva occurs in a manner that maintains the character and lifestyle of this area. As Alva grows, we aim to work together to make sure Alva remains a place we want to live in and call home.

## **The Guiding Statements for the Alva Community Character**

*The Caloosahatchee River and its watershed, lined with huge oaks and cypress, flows westward to the Gulf through acres of land devoted to citrus, cattle, farming, flower farms, and conservation areas. These resources, which characterize the Alva area, remain its primary assets. The historic character of the river town, which was originally a center of trade and transport, has been protected and revitalized, strengthening its function as a center of social interaction and civic, educational, and recreational activity.*

*Central Alva, originally platted in the late 1800's, has retained and enhanced its historic character. The design of new and renovated structures draws from 1890's Southern Victorian architecture. Infill development in the historic core produces a compatible mix of residential, professional office, small shops or cafes, and bed and breakfast lodging.*

*Streets remain narrow with a dense tree canopy. Interconnections of streets and the addition of pedestrian and bicycle pathways and centralized, park-once parking areas have made walking or biking pleasant and safe. Through-traffic on North River Road, which passes through the heart of the historic core, has been "calmed" and no longer threatens the safety and pedestrian ambiance of the area.*

*Riverfront pedestrian access to the Caloosahatchee River and additional dock space and children's facilities at the boat ramp area provide expanded opportunities for visitors to arrive by boat, for pedestrians to stroll along the*

*riverfront, and for families to enjoy the recreational opportunities afforded by the River.*

*The bridge creates a sense of arrival into the community and now provides a pedestrian walkway and bicycle lane -- the essential links in the network of pathway systems connecting central Alva to the conservation and recreational areas that surround the community.*

*Residents and visitors can walk or bicycle from the Franklin Locks on to Caloosahatchee Regional Park, arriving at central Alva, and continuing south to Greenbriar Preserve and Lehigh's future linear park system. Children can walk or bike from Charleston Park on the east and River Oaks on the west side of Alva to school and the recreational facilities in central Alva. The community park system has been expanded and new recreation areas have been developed to accommodate the active recreation needs of both children and adults.*

*New development south of the bridge on both sides of State Route 80 is compact and concentrated within a radius around the area of the signalized intersection rather than lining the highway with strip commercial structures. New neighborhood-scale developments combine community serving commercial uses with mixed uses (residential above commercial). Site design features internal service roads with buildings framing the public streets and maximizing the views and pedestrian access to the River.*

*The newly four-laned State Road 80 has been designed to signal entry into the central Alva area with curbed medians, a traffic signal at the Broadway intersection, enhanced with generous plantings. Strategically located median breaks and access points allow safe entry into adjacent commercial areas.*

*As pressure to convert the surrounding rural lands into residential subdivisions has increased, Alva has managed to preserve large areas of land agricultural use or in its natural state through several successful programs.*

*Linking the large rural area together are North River Road (County Road 78) and the Caloosahatchee River. North River Road has retained its rural ambiance and is a popular scenic route for visitors and residents enjoying the countryside. The long-standing prohibition against through truck traffic has been successfully enforced; signage is limited to directional and safety signs; and residential areas located along the roadway are designed with internal streets so that access points onto the roadway are minimized.*

*As it has historically, the Caloosahatchee River provides transportation, food, recreation and a source of water. The citizens of Alva have joined with various volunteer organizations and public agencies to resolve the problems of water quality degradation and loss of habitat. The function, health, and beauty of the oxbows, or bends in the river that have remained after dredging projects (which*

*(began with the 1930s creation of the Cross State Ship Channel), have been gradually restored in response to the conditions unique to each. Maintenance and monitoring of their continuing viability provide an ongoing opportunity for education and scientific study.*

*Many opportunities exist to enjoy the river by boat, canoe, or kayak from viewing areas, or in the regional parks. Dedicated volunteers continue to work towards a vision for the future of the Caloosahatchee River, which balances human needs while protecting and promoting the resources and natural beauty of the whole system for future generations.*

*By working together, the Alva community has enhanced its surrounding natural amenities, preserved its heritage, and ensured its long-term quality of life.*

## **How we get there**

The Alva Community Plan is designed to serve as a “Strategy” to implement the Vision described above. Some of the actions recommended in the strategy will be proposed as a goal and related policies to be adopted into the Lee Plan during the upcoming plan amendment cycle.

For example, the following section provides a newly developed land use designation Rural Village to be adopted into the Lee Plan to replace the Urban Community land use designation currently assigned to central Alva. This Rural Village designation will provide the foundation to enable the mix of uses and community form and design envisioned for central Alva.

Other actions will require subsequent changes to the Lee County Land Development Code. For example, to provide the regulatory framework for implementation of the Rural Village concept, a “Rural Village Overlay Zone” may be prepared in the future that will specify appropriate uses, design and development standards for Central Alva and provide an alternative to existing zoning.

Some of the actions suggested by the Vision are more appropriately initiated or carried out by the private sector or non-profit organizations working in cooperation with government entities.

## **How the Community Plan is organized**

The Alva Community Plan is organized by focusing first on central Alva and expanding outward. The Community Plan describes the form and character of the area that is currently designated in the Lee Plan Future Land Use Element as Urban Community and recommends a new land use category of Rural Village to replace the Urban Community designation.

Within the area to be designated “Rural Village” the Community Plan focuses more closely on the historic core of the Alva community, the River front and bridge (Sub-area

1), the area south of the River and north of SR 80 (Sub-area 2), SR 80 itself and the area immediately south of SR 80 (Sub-area 3), and the rural areas surrounding these areas but still within the existing Urban Community land use designation (Sub-area 4). See Figure 2, page 15.

Each of the policies herein have an expanded vision specific to that policy and are located in the Appendices. The Appendices provide discussion of existing conditions and the planning issues relevant to that area and identify opportunities for implementation of the vision. Each policy has specific recommendations for actions that can be taken by the community and policy language for amendments to the Lee Plan needed to implement the vision for each portion of the Rural Village.

The view then broadens outward to the area surrounding central Alva (See Figure 1, page 14) and identifies specific strategies that will contribute to the preservation of rural character. Most strategies involve activities that the community can pursue in cooperation with both public and private sector interests and do not suggest amendments to the Lee Plan. Those strategies that do suggest amendments to the comprehensive plan are related to a specific geography relevant to the individual strategy rather than being broadly applicable within a generalized boundary.

## **Proposed Comprehensive Plan Amendments**

In the Vision for 2020 section of the Lee Plan, revise the current language for the Alva Planning Community, second paragraph, as follows:

The Alva community vision includes an enhanced, pedestrian-oriented Historic Core in central Alva with increased public access to the River front, a Village Center south of the River providing commercial, mixed, and civic uses to serve the needs of the immediate community; bicycle linkages to the network of conservation and recreation areas; and preservation of the historic, scenic, agricultural, and environmental resources of the area. In the year 2020, the Alva community will retain its largely rural/agricultural nature with over half of its total acreage being used for this purpose through efforts to conserve significant amounts of open space or agricultural uses.

## **Start of Policies**

Add a new land use category to Lee Plan Objective 1.4: Non-Urban Areas as follows:

**POLICY 1.4.7: A Rural Village** is a small, compact, self-contained center with residential neighborhoods surrounded by extensive rural land uses such as ranches, agricultural uses, conservation lands, and acreage estate homes; where the scale, design, and placement of structures, trees, blocks, street and pathway networks, centrally located shared parking areas, and civic spaces promote walkability, social interaction, and a sense of place; where the mix of land uses and building types enable residents to find a variety of conventional housing choices, shopping, services, recreation, education, and civic activity in a compatible relationship with one another and all within walking distance; where

the size, type, location, and site design of commercial uses compliment the rural village character and are directed to the local needs of village and rural area residents and those enjoying a visit to experience the charm of the rural village and the surrounding natural environment.

Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre). Clustering units or otherwise designing neighborhoods to achieve a compact center, an integrated, walkable street network, with linkages to opportunities for shopping and workplaces, buildings framing the streets as public spaces, generous open space, and incorporating residential units in commercial structures as a mixed use are strongly encouraged.

On the Future Land Use Map, reclassify the area known as central Alva covered by an existing land use designation of Urban Community to the new category of Rural Village.

Adopt the following goal, objectives, and policies:

**GOAL 22:** To preserve and enhance the unique historic, scenic, agricultural, and natural resource assets and rural ambiance of the Rural Village of Alva and the surrounding countryside.

**OBJECTIVE 22.1:** Establish the appropriate regulatory and incentive framework and identify funding mechanisms to implement the Community's vision for the Rural Village of Alva as stated in the Alva Community Plan.

**POLICY 22.1.1:** The County will adopt a Rural Village Overlay Zone as the implementing mechanism for the Rural Village land use designation, if an acceptable proposal is submitted by the Alva Community. The Rural Village Overlay Zone is established to recognize and provide for the unique requirements of the Rural Village, which cannot be adequately addressed through existing regulations, by providing a procedure and mechanism through which the area may be master planned. Master planning will include development guidelines and standards that are intended to provide an incentive driven alternative to the standard zoning currently in place and other land development regulations. Future development in the Rural Village must be consistent with existing zoning currently in place, the Rural Village Overlay Zone or Planned Development. Rezoning to other conventional zoning categories is inconsistent with the Rural Village land use designation. The Rural Village Overlay Zone will provide a process for administrative approval for developments determined to be consistent with the provisions of the Overlay Zone.

When a landowner chooses to develop under the provision of the Rural Village Overlay Zone, then compliance with all applicable portions of the Rural Village Overlay Zone will be mandatory for that property and for any abutting lot(s) or adjacent building(s) under the same ownership or control, for a period of ten years. A landowner's decision to use the provisions of the Rural Village Overlay Zone must be made in writing on a form supplied by Lee County. This form

acknowledges that this decision runs with the land for the stated period. Lee County will record this form in its official record books.

## **Proposed Comprehensive Plan Policies**

**POLICY 22.1.2:** The Alva Community will prepare use, design, site location, and development standards for commercial and mixed-use development in the Historic Core and surrounding close-in neighborhoods to be incorporated as standards into a “Rural Village Zoning Overlay, Sub-area 1” and will submit such standards to the County for adoption into the Land Development Code. These should address:

- Permitted and prohibited uses
- Site location standards for commercial uses
- Architectural standards for buildings (other than single family homes)
- Sign criteria
- Building setback
- Building height and/or number of floors
- Site design standards that bring buildings close to the street with parking behind
- Provision for shared access and parking areas across lot lines or in centralized off-site parking areas
- On-site landscaping and screening standards that contribute to an overall streetscape concept
- Variation of paving materials as alternative to impervious surfaces (shell, pavers)
- Pedestrian, parking and streetscape improvements
- Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.
- Provision for density or height bonus for mixed use (commercial on the ground floor with residential above)
- Criteria that will allow for development of granny flats in the surrounding close-in residential areas.

**POLICY 22.1.3:** The Alva Community will prepare an improvement plan for the Historic Core, which will:

- Connect residential and business areas by wide pathways that can safely accommodate pedestrians, bicycles, and other non-motorized methods of personal transportation;
- Design the pedestrian way and bike lanes that cross the Bridge
- Promote pedestrian and bicycle safety and access,
- Identify appropriate traffic calming design measures for the portion of North River Road that passes through the Historic Core.
- Centralize/consolidate parking areas from which people can park once and easily walk to community facilities and shopping,

- Improve connectivity of the local street network,
- Provide for an inviting pedestrian oriented streetscape (walkways, lighting, benches, appropriate landscape, underground utilities) and buffers where appropriate.
- Provide for the continuation of the key elements of the streetscape (such as lighting, landscaping, street furniture) at the foot of the bridge on each side of the River and on the Bridge as appropriate.
- Determine feasible methods to fund Streetscape/Parking/Pedestrian improvements from new and infill development as it occurs.

**POLICY 22.1.4:** The Alva Community will work with the Lee County Parks Department to explore the feasibility and potential funding for planning and implementing an expansion of the existing boat launch area and facilities.

**POLICY 22.1.5:** The County will update its historic sites survey of Alva if an update is determined to be needed.

**POLICY 22.1.6:** The Alva Community will prepare use, design, and development standards for commercial and mixed use development in the new Village Center(s) to be incorporated into a master plan concept and as standards into a “Rural Village Zoning Overlay, Sub-area 2” and “Rural Village Zoning Overlay, Sub-area 3”(See Figure 2, page 15) and will submit such standards to the County for adoption into the Land Development Code. These should address:

- 1 List of uses that should be permitted and encouraged as a part of a Village Center and those that are prohibited and/or discouraged as incompatible with the Rural Village character and particularly in relation to Sub-area 3, consider the appropriateness of uses that could be proposed to serve the travelers market.
- 2 List of civic uses that should be considered for inclusion in the Village Center.
- 3 Maximum size of building footprint (for example, not to exceed 20,000 sf for a single user building).
- 4 Architectural standards for buildings.
- 5 Sign criteria.
- 6 Building setback.
- 7 Building height and/or number of floors.
- 8 Site design standards that bring buildings close to the street with parking behind or mid-block.
- 9 Pedestrian, parking and streetscape improvements.
- 10 Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.
- 11 Maximums for block perimeters, space between pedestrian access points, spacing between storefront doors etc. to promote walkability.
- 12 Parking ratios that reflect dual use and centralized parking areas.

- 13 Preservation of unique natural features and vegetation.
- 14 Provision of a riverfront public plaza and viewing area
- 15 Limit outdoor vehicle sales .

**POLICY 22.1.7:** Upon completion and adoption of the Rural Village Overlay Zone, the County will amend the Lee Plan 2020 Land Use Allocations of commercial acreage to the Alva Planning area by amending Table 1(b) to reflect the precise number of acres needed to implement the Village Center(s) and provide for infill development in the Historic Core.

**POLICY 22.1.8:** As a courtesy, the County will notify ALVA, Inc. about public hearings, workshops, and hearings for land development decisions in Alva for the purpose of enabling the Alva community to participate in and pursue the applicability of the Guiding Statements for the Alva Community Character.

**OBJECTIVE 22.2:** Provide for appropriately located and well-planned commercial development to serve the needs of the Rural Village of Alva consistent with the Vision stated in the Alva Community Plan.

**POLICY 22.2.1:** In order to prevent strip development along SR 80, the majority of acreage available for commercial development should be granted within the rural village boundaries, especially subareas 2 and 3 or on Joel Blvd adjacent to subarea 3.

**22.2.1.a:** "Formula" or standardized franchise buildings will be forbidden.

**22.2.1.b:** Additional new or used auto dealerships will not be allowed.

**POLICY 22.2.3:** Any new development on parcels within the Rural Village currently zoned commercial shall be evaluated for consistency with the design and use standards of the Rural Village Overlay Zone in order to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods.

### **Proposed Comprehensive Plan Policies related to Preservation of Rural Character**

**OBJECTIVE 22.3:** Increase the opportunity for public access to and enjoyment of the scenic, historic, recreational and natural resources in the rural area.

**POLICY 22.3.1:** The County will designate County Road 78 (North River Road) from Highway 31 to the Hendry County line a County Scenic Highway in accordance with Lee Plan Policy 2.9.1 and will assist the Community's efforts to obtain a Florida Scenic Highways designation for the roadway.

**POLICY 22.3.2:** The County will make every effort to implement the system of

bike paths linking the conservation and recreation areas (as shown conceptually in Figure 3, page 16 of the Alva Community Plan) by providing additional paving outside of the stripe for the travel lane and widening shoulders, based on a route and phasing plan to be developed in a cooperative effort between County staff and Alva Community representatives.

Alva Community Plan  
Proposed Community Planning Area

**FIGURE 1**

Parcels Included in Community Plan

Rural Village

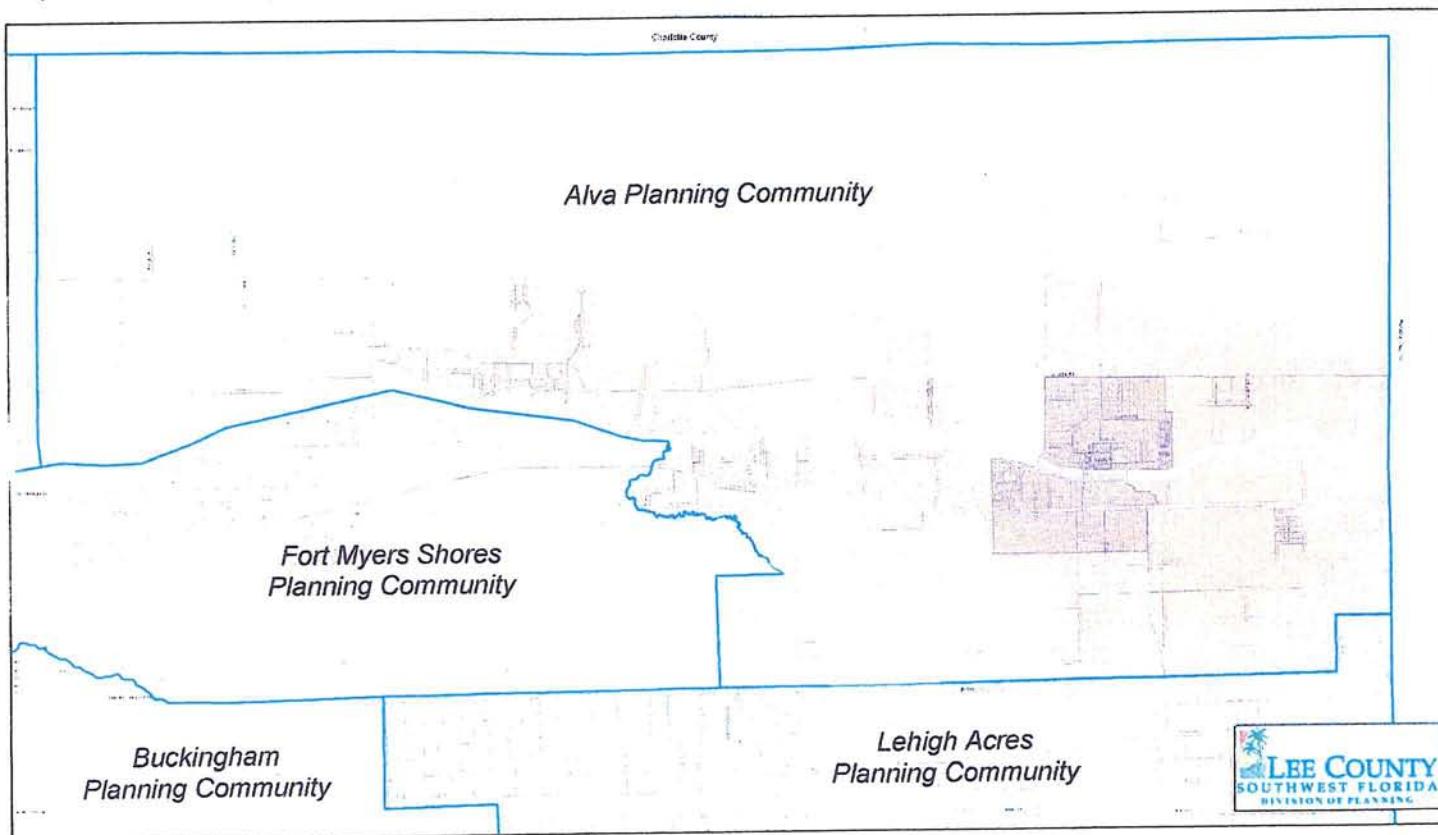
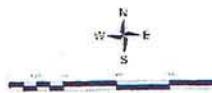
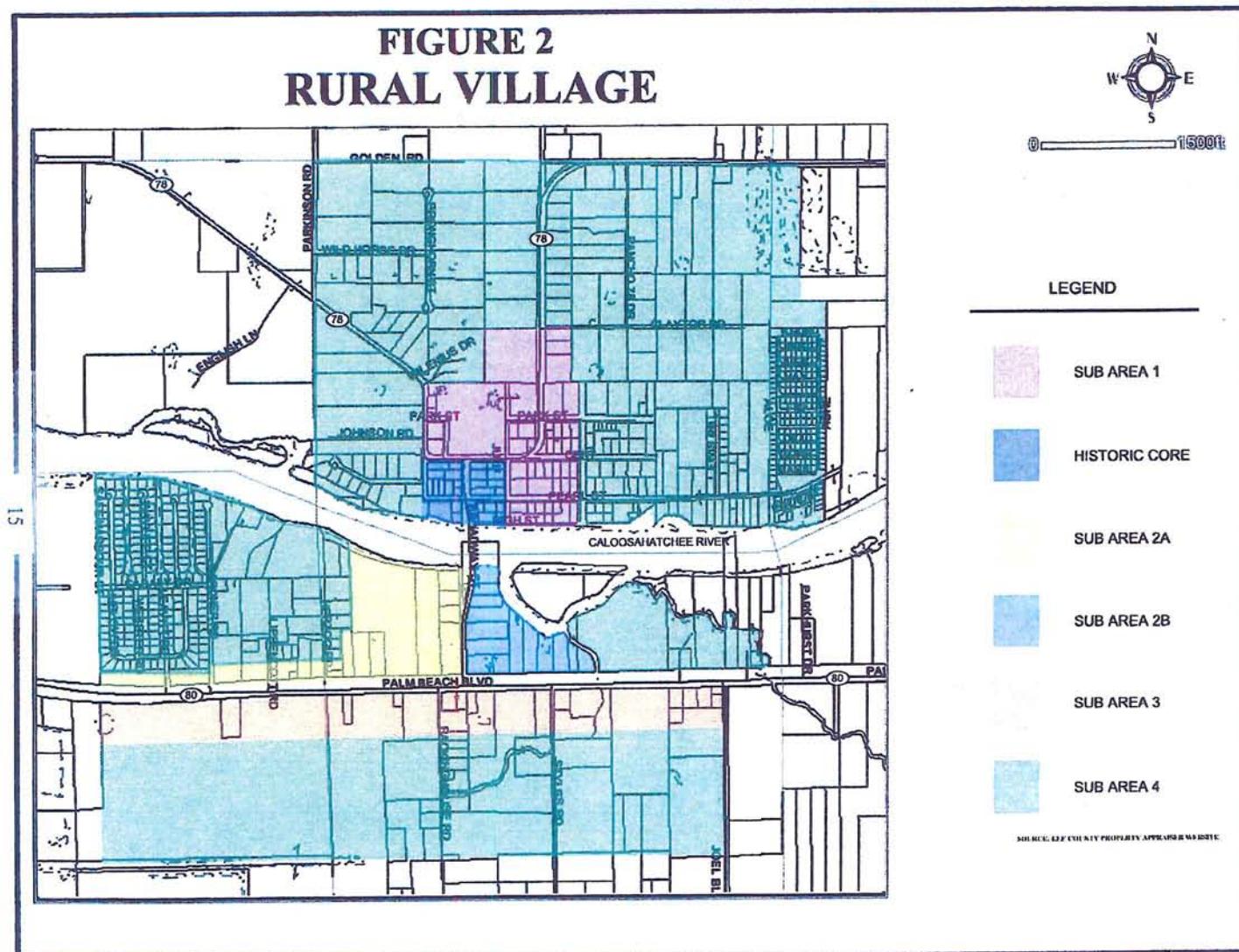
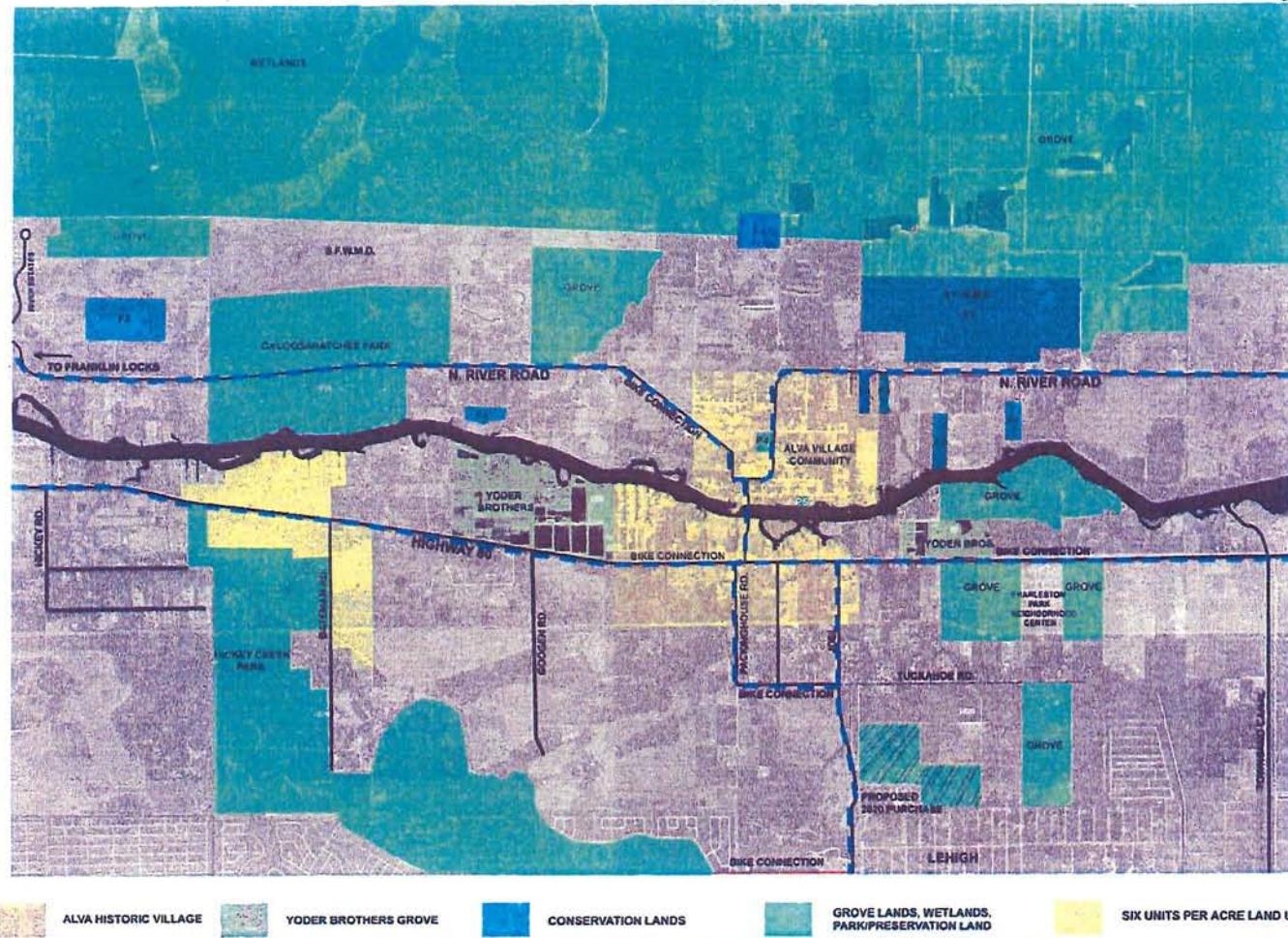


FIGURE 2  
RURAL VILLAGE



**FIGURE 3**  
**PROPOSED BIKE PATHS**



ALVA HISTORIC VILLAGE



YODER BROTHERS GROVE



CONSERVATION LANDS



GROVE LANDS, WETLANDS,  
PARK/PRESERVATION LAND



SIX UNITS PER ACRE LAND USE

## APPENDICES

This is additional information in support of the Vision Statement-, The Guiding Statements for the Alva Community Character- and Policies within this Plan.

### APPENDIX A

#### THE RURAL VILLAGE

##### Form and Character of Central Alva

In 1882 Captain Peter Nelson planned and platted the village of Alva on the banks of the Caloosahatchee River. In addition to the natural beauty of its location on high banks covered with native oak, yellow pine and fields of tiny white flowers which inspired the name Alva, the River location was central to the variety of transport activity on the River including paddle wheel boats, canoes, ferries and barges.

The center of Peter Nelson's original village contained churches, the school, parks, a library, and eventually two hotels that were quite popular with winter tourists. In 1903 the construction of the first bridge over the Caloosahatchee connected the settlers on each side of the River and by land to the rapidly growing Fort Myers area.

Alva is an unspoiled example of an historic river-based settlement community. The village is centered around a main street with the schools and community park at one end and the bridge at the other. Residences are on both the main and side streets. The area includes a small marina and post office and public gathering places including the historic Alva United Methodist church (built in 1903) and the 1910 Alva Library, which now houses the Alva museum. A new addition to the River side is the small park and boat launch area. These are all within an approximately  $\frac{1}{4}$  mile radius of the foot of the bridge on the north side of the River. This Historic Village core, anchored by the school and community park, is the traditional community-gathering place for civic and social activity.

North of the River, the neighborhood area immediately surrounding the center of the village is characterized by a wide variety of housing types on varying lot sizes. There are some vacant lots and in-town agricultural uses. The street network on the east side of North River Road is laid out on the original but incomplete grid pattern. New residential development of large-scale homes on generous sized tree shaded lots is occurring on and near the Riverfront. Characteristic of the variety of housing types found in Alva is the

Oak Park mobile home park located at the easternmost edge of the developed area, which has its own private boat docks and community gathering areas. Between the  $\frac{1}{4}$  and  $\frac{1}{2}$  mile radius and beyond, the edge of the village contains homes on acreage sites.

South of the River, on both sides of State Route 80, there are a few commercial uses. Residential uses are located on both sides of Broadway between SR 80 and the River. Several large, contiguous undeveloped lots exist with frontage on SR 80 or the River and in some cases both, and provide an opportunity for locating a Village Center with commercial and mixed uses.

Looking immediately outward from the Rural Village, the surrounding areas are primarily in agricultural use, cattle ranches, groves, wetlands, conservation areas or large regional parks or preserves interspersed with a few small neighborhood-sized developments including Charleston Park to the east and River Oaks to the west.

The Rural Village of Alva is a living example of what in contemporary times, urban designers are striving to achieve through the principles of Traditional Neighborhood Design (TND). The design principles of Traditional Neighborhoods are intended to produce successful neighborhoods, which promote social cohesion, efficiency in the delivery of services, sustainable mobility, and overall livability.

Traditional Neighborhood Design derives its principles from historically successful patterns of development such as Alva exhibits, as contrasted to typical subdivisions. Traditional neighborhoods have a defined center of community activity where there is some opportunity for shopping for necessities, finding professional services, day care, attending community events or places of worship, visiting with friends over coffee or in a community green space, utilizing live/work spaces. “The principles include a center and edge to the neighborhood, an integrated network of walkable streets, and overall size to the neighborhood suitable for walking, buildings set close enough to the streets to spatially define the streets as public spaces, and opportunities for shopping and workplaces close to home.”

#### Proposed Rural Village Land Use Category

The community’s Vision for the future of Alva builds upon the historic traditional neighborhood foundation existing in Alva with recommendations that will reinforce the ingredients that make strong neighborhoods and protect the scale, character, and natural beauty that make the village so special. To do this requires a policy framework that promotes the desired form and mix of uses. Shaping this policy framework begins with addressing the Lee County Future Land Use designation for Alva. Currently, the area that comprises the center of the Alva community and its surrounding neighborhoods has a Future Land Use designation of Urban Community as follows:

**POLICY 1.1.4: The Urban Community areas are areas outside of Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Included among them, for example, are parts of Lehigh Acres, San Carlos Park, Fort Myers Beach, South Fort Myers, Bonita Springs,**

Pine Island, and Gasparilla Island. Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities. As the vacant portions of these communities are urbanized, they will need to maintain their existing bases of urban services and expand and strengthen them accordingly. As in the Central Urban area, predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry (see Policy 7.1.6). Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre), with a maximum of ten dwelling units per acre (10 du/acre). (Amended by Ordinance No. 94-30)

Note: The Lee Plan Table 1(a) Summary of Residential Densities note number 3 states "These maximum densities may be permitted by transferring density from non-contiguous land through the provisions of the Housing Density Bonus Ordinance (No. 89-45, as amended or replaced) and the Transfer of Development Rights Ordinance (No. 86-18 as amended or replaced).

A new Rural Village land use category is proposed which more closely fits both the existing non-urban character of Alva as an historic river settlement and the community's Vision for the future.

A Rural Village as defined in Chapter 9J5 of the Florida Administrative Code means a "small, compact node of development within a rural area containing development, uses and activities which are supportive of and have a functional relationship with the social, economic, and institutional needs of the surrounding rural areas."

The following definition of Rural Village expands upon the Chapter 9J5 definition and is intended to facilitate a development pattern consistent with Alva's history and with the principles of Traditional Neighborhood Design, while maintaining the current density allowed by the Urban Community designation.

Adoption of the Rural Village land use category and applying it to the same area now covered by the Urban Community designation will provide the necessary framework from which to make the changes to the Land Development Code to allow implementation of these principles as new development and renovation occur.

*A Rural Village is a small, compact, self-contained center with residential neighborhoods surrounded by extensive rural land uses such as ranches, agricultural uses, conservation lands, and acreage estate homes; where the scale, design, and placement of structures, trees, blocks, street and pathway networks, centrally located shared parking areas, and civic spaces promote walkability, social interaction, and a sense of place; where the mix of land uses and building types enable residents to find a variety of conventional housing choices, shopping, services, recreation, education, and civic activity in a compatible relationship with one another all within a short walking distance; where the size, type, location, and site design of commercial uses compliment the rural village character and are directed to the local needs of village and rural area residents and those enjoying a visit to experience the charm of the rural village and the surrounding natural environment.*

*Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre). Clustering units or otherwise designing neighborhoods to achieve a compact center, an integrated, walkable street network, with linkages to opportunities for shopping and workplaces, buildings framing the streets as public spaces, generous open space, and incorporating residential units in commercial structures as a mixed use are strongly encouraged.*

#### Rural Village -- Existing Conditions

Within the portion of Alva currently designated as Urban Community there are approximately 744 dwelling units which translates to a population of approximately 1331 persons.,

Public facilities in the Rural Village include the elementary school and middle school, a post office, the community park. The community has been working diligently to obtain an EMS station. There is also a church and an historic museum in the community.

#### Rural Village Overlay Zone

Even though the Rural Village is currently designated Urban Community, the existing zoning allows substantially less development than the underlying land use would provide. The area is predominantly zoned AG-2 (Agricultural District), which allows one dwelling unit per acre (1du/ac) and TFC-2 (Residential Two Family Conservation District), with a few parcels zoned commercial. The Alva Community Plan proposes subsequent preparation of a Rural Village Overlay Zone to be adopted into the Lee County Land Development Code. The Overlay Zone will implement the Rural Village land use designation. The Overlay Zone is intended to be very specific, master planned to the block or large parcel level for the areas designated as Sub-areas 1, 2, and 3 and be more general for Sub-area 4 (described in subsequent sections of this plan).

Note that when the “Rural Village” land use designation replaces the existing designation as “Urban Community”, the allowable density range remains the same but the available zoning categories through which development may occur are limited to the existing zoning on a parcel, the Rural Village Overlay Zone, or Planned Development. It would not be permitted to re-zone to another conventional zoning category. In any case, pursuant to Section 34.341 of the Lee County Land Development Code, a Planned Development re-zoning would be required for residential developments over 300 units, or a commercial development located on a parcel of ten or more acres or that includes 100,000 square feet or more of floor area.

Even though use of the Rural Village Overlay Zone is optional (that is, it will not actually replace existing zoning but provide an alternative) there will be considerable incentive to use its provisions for two reasons. One, the Overlay Zone will provide for appropriate commercial and mixed-use development in specific areas where, under current AG-2 or TFC-2 zoning, it would not be permitted.

Two, the Rural Village Overlay Zone will provide for a more efficient and simpler

approval process. The administrative approval process of Rural Village Overlay Zone should be designed to have input from a development and design review committee made up of County Staff and at least two representatives from the Alva Community, and two independent professionals skilled in specific fields such as residential or commercial development, architecture, landscape architecture, planning, and natural resource protection.

This feature provides certainty and predictability to the approval process and saves substantial amounts of time and money for a project proponent to not have to go through the Planned Development re-zoning process to achieve the same result. The Overlay, which literally functions as a master plan, provides the assurance to the community that as new development occurs it is contributing to the achievement of the Vision for the Rural Village

## APPENDIX B

### HISTORIC CORE OF THE RURAL VILLAGE (Sub-area 1)

#### Vision for the Historic Core and Riverfront

*The Riverfront, Bridge, and Historic Core have become the identifiable center of Alva. Enhanced views, expanded recreation and docking areas, and public spaces for strolling, dining, and relaxing have re-introduced to residents and visitors the beauty of the River and the pleasure of observing River activity. Whether one is arriving by car, walking, or biking over the bridge, the streetscape and architectural elements of the Historic Core have become a part of the view that establishes a sense of arrival or entry into the community.*

*The Historic Core functions as the “heart” of the Alva Community consistent with its history as a community gathering-place for social interaction and civic activity. Historic community facilities such as the Alva Library (now housing the museum), the Methodist Church, and the School are treasured community focal points. These, and other historic structures dating back to the 1890’s, set the architectural standard for the design of new and renovated structures that frame the streets and shape the public space. Parking areas are unobtrusive and conveniently located to encourage parking once and walking to multiple destinations.*

*The dense oak tree canopy provides a park-like atmosphere for the pleasant mixture of homes, small shops, cafes, professional offices, live/work spaces, and bed and breakfast lodging. These uses enhance the attraction of the heart of the community for its residents and visitors by providing needed neighborhood services and facilities for leisure and socializing, all within a pleasant walking distance along an interconnected grid street system and tree-lined bicycle and pedestrian paths.*

*The traffic on North River Road, as it passes through the center of Alva, has been calmed. Pedestrians and bicycles can cross safely. Motorists traveling along the scenic highway take advantage of slowed speeds to appreciate the peaceful charm of the Historic Core.*

*The “historic commercial” and residential and commercial mixed uses (similar in scale and type to those that would be found in an historic river settlement) of the Historic Core are clustered primarily in the area between the River and the School in the area intersected by Broadway and Pearl Street where stores were located in the early history of the community.*

*The blocks bordering the Historic Core and extending northward adjacent to the school and community park area, feature a mix of residential uses of varying densities, live/work spaces, occasionally interspersed existing in-town agricultural uses.*

*The neighborhood to the east of the Historic Core continues to be a quiet residential area*

*with homes of varying ages and size. New homes built on infill parcels, particularly along the River, reflect the Southern Victorian heritage.*

*The school complex continues to function as the community gathering-place for both children and adults, not only for its educational functions but also for community meetings and events. The community members have worked in cooperation with the School District to expand facilities around this site to strengthen the historically “neighborhood” nature of the school and enable more local students to attend school locally.*

*The expanded Alva Community Park to the north of the school is in constant use, providing active recreation facilities for all age groups. A public use complex has been developed to house a new community cultural facility as well as space for Fire and EMS services.*

*The activity of the Riverfront and Historic Core reflect the area’s historic function as a riverfront settlement and true community rather than simply a town. The community continues to be a place where people of varying ages, background, and economic status find a range of housing choices, work, shopping, recreation and social interaction close to home.*

#### Existing Conditions, Planning Issues, and Opportunities

##### *Riverfront and Bridge*

Currently, very few opportunities exist for public enjoyment of the Riverfront. Public access is available at the Alva Boat Ramp, a Lee County Parks and Recreation facility that is heavily used. This facility, accessed from Pearl Street, has one boat ramp, a parking lot for approximately 20 cars with trailers, a small dock, and picnic tables. The Oak Park community at the end of Pearl Street has a private marina and dock space. The Army Corps of Engineers has easements on both sides of the River.

A priority of the community is to maximize views and public access to the Riverfront as well as to better integrate the River as a transportation route, recreation system, and natural resource amenity into the fabric of the community. The most immediate opportunity to improve access would be an expansion of the Lee County boat ramp area into more of a park that provides a waterfront play area for children and a pedestrian promenade as well as additional dock space. The County could provide the in-house resources to design the expansion and work with the community to identify appropriate funding sources. This effort could be viewed as Phase 1 of the larger program of providing greater public access to the River.

Opportunities to create expanded or new day-use docking areas at or near the base of the bridge should also be explored to accommodate people arriving by boat to visit the Historic Core.

Provision of Riverfront access and pedestrian amenity areas should be required in

connection with new non-residential development (or expansions of existing non-residential development) with frontage on either side of the River in this area.

In addition to being an amenity to the community, the Riverfront area can function as an “eco-tourism” destination, a place where folks traveling the extensive system of paddle trails throughout the area can find supplies and respite.

The Alva Oxbow Island just south of the River, east of Broadway, north of SR 80 provides an opportunity for a passive recreation area. A small portion of the Island is privately owned but the majority of the area is controlled by the Army Corps of Engineers. The area once was a community park, prior to the establishment of the current Alva Community Park, and could potentially be “adopted” by the community or transferred into the County parks inventory and once again made available for recreational use.

Providing pedestrian and bike lanes across the bridge and enhancing the view as one proceeds from the south base of the bridge across to the Historic Core through such measures as use of lighting, street furniture, landscaping, and architectural elements should be included in the proposed Improvement Plan for the Historic Core, discussed below.

Potential funding sources for improvements that enhance access to the Riverfront include private sector funding in connection with new development (and/or developer constructed improvements), park impact fees, gas tax funds, Tourist Development Tax funds, grant funds, other.

#### *Historic Core - Proposed for a mix of Historic Commercial and Residential Uses*

This area includes an approximately four-block area between the River and the School on both sides of Broadway – bounded on the south by the River, on the north by Center Street and North River Road, on the east by Julia Street and on the west by Savage Street, which was a part of the original town plat. Residential uses and some vacant lots exist along Broadway, north of the River. On the west side of the base of the bridge is located a post office and further west along the River frontage are residential uses.

Turning west on Pearl Street and following it around to Savage, one finds a collection of delightfully refurbished historic cottages nestled among a dense tree canopy. This area, which contains most of the few remaining in-town historic structures, along with Pearl Street to the east of Broadway which contains the historic Methodist Church and Alva Museum, inspired the concept of an “historic street” on which the historic structures should be treasured and preserved and set the design and scale for new structures on infill parcels and on adjacent streets included in the Historic Core

Since most of these cottages are residences, considered attention should be given to the type of uses that will be compatible with this residential character. Those suggested that could pleasantly co-exist with residential uses include live/work spaces such as an artist’s

or photographer's studio and gallery, law office, an old fashioned ice cream/candy store, collectibles and antiques, bed and breakfast lodging, coffee shop with a few tables, bookstore.

On Pearl Street east of Broadway there is more vacant land and/or larger parcels that could be redeveloped, thus more opportunity for uses that generate a bit more activity than those suggested above. This area could also provide some unobtrusive but centralized parking as well as a potential site as a "repository" for moving historic structures from other locations where they might otherwise either be demolished or left to deteriorate. A cluster of historic cottages could make a charming area of small shops.

Specific design and development standards for the Historic Core including minimum and maximum floor area, lot coverage, floors, height, and maximum amount of commercial development (in square feet) appropriate for the four block Historic Core area should be developed as a part of the Rural Village Overlay Zone.

Within the entire four block area, streets are narrow and without curbs or drainage structures. Utilities are overhead. Throughout the area is a dense tree canopy of primarily oak trees and native vegetation. Views of the Riverfront are available through the trees and undeveloped lots and through the Broadway corridor.

*Surrounding close-in neighborhoods – Proposed for Residential-based Mixed Use*

This area includes the blocks immediately bordering the east side of the original Historic Core and North River Road (east of the public and private school complex, and the Alva Community Park area. The northern boundary of the Alva Community Park represents the northern extent of Sub-area 1. On the east side, east of Julia and west of Josephine, from the River to Park Street, the lots are a part of the original town plat with an average size of one-half acre and developed with single family residential uses. Homes in this area date back primarily to the 1950's and 60's although some were built in the 1920's and others just recently. Approximately 20% of the lots are undeveloped. This area has an existing zoning of TFC-2.

North of Park Street, east of North River Road the lots increase in size to approximately one-acre. This area currently contains a mixture of residential and non-residential uses, including some in-town agriculture, the schools, a private school, and the community park. In addition to residential uses, future uses could include live/work spaces, professional offices or very "low impact" commercial uses similar to those permitted in the Historic Core, such as a bed and breakfast, florist or plant shop. As in the Historic Core, adding mixed uses into a predominately residential area, even though sparsely developed, requires careful consideration of the scale and mix of uses. Design and development standards should be created specifically for this area and be compatible with the design and streetscape of the Historic Core.

Streets in this area form a grid pattern and provide several alternate routes to reach Broadway or North River Road. One exception is in the block immediately east of the

Community Park, which has no north/south connection with the grid. Further to the east, beyond the area designated for mixed use, there are also several streets that are platted but not put through or paved. Completing this grid would contribute strongly to the walkability and connectivity of the community. Existing streets are narrow with no sidewalks or drainage systems.

West of the Historic Core, the existing residential uses provide an appropriate transition between the Historic Core and the residential neighborhoods beyond. Further to the west on Captain Nelson Court, a new twelve lot residential subdivision is being developed with custom homes on approximately one-acre lots across the street from and along the Riverfront.

#### *North River Road*

North River Road (County Road 78) passes through the heart of the Historic Core. Traffic on North River Road has been steadily increasing and already is seen as having a negative impact on the pedestrian quality of the area, bicyclists, and particularly on the safety of school children.

Currently the speed limit is between 15/20 mph (curves and school zone) and at 45 mph there is a prohibition on through truck traffic. To address the problem in the near term, community members need to work closely with Lee County DOT to implement a reduced speed safety zone. Have successfully had a 3 way stop installed at Broadway and 78. ALVA, Inc. will work with the Sheriff's Department to achieve stricter enforcement of the prohibition against through truck traffic. Future measures should include design solutions to induce traffic calming and possibly restriction of access points for future development along North River Road.

#### *Pedestrian/Bicycle System*

Currently the Historic Core and the surrounding blocks proposed for mixed use have no sidewalks and no provision for safe bicycling. The Vision for the Historic Core relies on creating an atmosphere inviting to the pedestrian, where residents, visitors, and school children can park once and walk to multiple destinations, ride bikes from home or school, or walk from their boats. Creating a pedestrian environment requires provision of walking and bicycle pathways as well as an inviting streetscape that provides shade and areas for sitting and resting. This pedestrian oriented area can be seen as the "hub" for an extensive system of bike lanes and pedestrian pathways that extend into the neighborhoods, and across the bridge into the Village Center. Rather than introducing curb, gutter, and sidewalk, the design concept should emphasize use of pervious materials and emulate a rural, historic look such as might have existed in the late 1800s.

#### *Implementing and Funding the Improvements*

To implement the envisioned system of pathways, methods for traffic calming, central but unobtrusive parking areas, connectivity of the local street network and an inviting pedestrian oriented streetscape, the Alva Community Plan recommends policy that calls for the preparation of an Improvement Plan for the Historic Core and Riverfront as a subsequent activity to the preparation of the Community Plan. The Improvement Plan

would also examine the feasibility of a number of measures that could be used in combination to fund the implementation of the Improvement plan.

Developer funded or developer constructed improvements could contribute substantially. For example, rather than being required to provide parking on-site, a developer of a new “historic commercial” structure could achieve a greater percentage of lot coverage (or provide for more green space or patio dining on-site) by paying an equivalent fee towards provision of a common centralized parking area and being assessed proportionately for on-going maintenance of the facility. Typical requirements for street frontage on-site landscaping could be replaced by a requirement to install a segment of the landscaped pedestrian pathway along the build-to line.

Such improvements could be implemented as development occurs, or a continuous system could be implemented up front by a combination of County and grant funds, with the County funds being reimbursed to the County as new development comes on line and pays its proportionate share.

Another significant opportunity for funding a portion of the Historic Core Improvement Plan comes from the Federal Transportation Enhancement Provision, which though recent legislation, has expanded funding and affirmed the eligibility of historic preservation projects with a variety of links to the transportation system. This program views functional, historical, economic, social, and visual elements, combined with scenic resources, as key elements in the preservation of communities and landscapes through which roads pass.

Successful grant projects have had a focus on community character, a strengthened sense of place, measures which contribute to revitalizing historic downtown commercial districts, and which promote heritage travel and tourism. In addition, the National Trust for Historic Preservation will work with communities to engage the potential of Transportation Enhancement activities to support historic preservation and sustainable transportation, including encouraging pedestrian and bicycle access for historic downtowns and scenic/heritage corridors. Many of the recommended activities of the Alva Community Plan fall in categories of eligibility for Transportation Enhancement grants as well as other sources of historic preservation grants.

#### Opportunities to achieve the vision for the Historic Core and Riverfront

There are a number of activities that the community can pursue during the period while the Community Plan is being reviewed and adopted as an amendment to the Lee County Comprehensive Plan. In addition, several activities listed below will provide valuable input to the subsequent preparation of a Rural Village Overlay-Zone and the Improvement Plan for the Historic Core, both of which are called for in the policy recommendations of this Community Plan.

1. Describe and provide examples of Southern Victorian or Southern Florida indigenous architecture, providing a palette of design, colors and materials for incorporation into the design standards.

2. Prepare design recommendations (which are advisory only) for new and renovated single- family residential development as a guide to those that wish to be consistent with historic architectural elements.
3. Prepare list of permitted, strongly encouraged, and non-permitted uses (such as drive-through windows or gasoline stations) for the Historic Core and methods to encourage an appropriate mix rather than an overabundance of one type.
4. Consider implications of a probable expansion of the Post Office in its present location. That is, could an expanded facility serve as an anchor for activity in the Historic Village area and enhance the pedestrian character of the Vision for that area, or do the vehicle-oriented activities of a post office facility suggest a location more accessible by automobile where the facility could serve as an anchor for new commercial and mixed use development?
5. Define the mixture of uses envisioned for the surrounding close-in neighborhoods.
6. Work with Lee County DOT to identify and implement methods that can be used in the near term to reduce speed and improve safety on North River Road as it passes through the Historic Core around the School. Methods could include a combination of reduced speed zone, crosswalks, stop signs, increased enforcement of no through-trucks, and limited access for new development. Obtain traffic counts for this segment for evenings and weekends as well as school crossing hours.
7. Formulate a general design concept and criteria for the pedestrian and bicycle pathways for the Historic Core. Criteria would include such things as location (whether on private property as part of the site development requirements, or in the public right of way) approximate width, material, separation of uses, use of trees and other landscaping.
8. Work with Lee County Parks Department to continue efforts to acquire additional acreage for expanding the existing Community Park and to plan and identify funding for the park improvements if and when expanded.
9. Begin to identify candidate parcels of suitable size and location for a “community use” site. Develop a concept for the desired community uses (such as a cultural center or an amphitheater and other needed public facilities that could be on the same site) so that criteria for site selection can be identified (such as minimum number of acres, maximum distance from a specified center of the community etc). The Community Plan can have a “floating” designation to be applied when a candidate parcel of suitable size and location is available.
10. Identify potential sites for unobtrusive and conveniently located parking areas that could serve multiple parking needs of the community within easy walking distance (for example, perhaps in connection with the expansion plans of the Methodist Church).
11. Work with County Planning Staff to develop an updated historic resources inventory, a program for recognizing historic places, and a walking tour of historic places.
12. Work with County Staff to assist in informing property owners and connecting them with the array of existing programs that provide grants and loans for renovation of historic structures, commercial façade revitalization and renovation of owner-occupied income-qualifying housing.
13. Pursue the concept of expanding the area near the existing school available for additional elementary and middle school classrooms so that more local children can

go to school locally.

14. Work with County DOT and willing property owners to develop feasible options to improve connectivity by re-establishing “walkable” blocks, linking the street grid by connecting existing dead ends and/or putting through some already platted narrow streets in key locations.
15. Work with the Army Corps of Engineers to find a means by which the portion of Alva Oxbow Island that is not privately owned, may be made available for passive recreational use.

Work with County Staff to identify funding sources for the preparation of the Rural Village Zoning Overlay, the Improvement Plan for the Historic Core, and the Master Plan for Public Access to the Riverfront. Such sources could include funding from the County’s Community Planning program, grants funds, and community fund-raising and volunteer activity.

## APPENDIX C

### RURAL VILLAGE SUB-AREAS 2 and 3 (Central Alva Commercial and Mixed Use areas north and south of State Route 80)

#### Vision for the Gateway and Village Centers

*On the south side of the River, across from the Historic Core, is an extensive public plaza and walkway lining the Riverfront, provided as part of the newly developed Village Center, a commercial and mixed-use center designed to compliment the pedestrian scale and 1890's architectural elements of the Historic Core.*

*The design of the Village Center embraces the natural features such as the River and the huge stand of ancient oak trees as key focal points and public spaces and provides inviting pedestrian amenities such as shaded walkways and easy access to multiple locations from small mid-block parking areas. Buildings with character help shape the public spaces. An inviting mix of stores, dwelling units, offices, and restaurants; an internalized system of service roads; and appropriate transitions from public to private space make this center attractive, livable, successful, and an asset to the community.*

*South of State Route 80, a smaller commercial and mixed-use area with frontage on State Route 80, mirrors the design principles of the Village Center to the north. A traffic signal at the redesigned intersection of SR 80, Broadway, and Packinghouse Road and strategically located median breaks and access points, allow safe vehicular entry into adjacent commercial areas. State Route 80's new curbed medians, sidewalks, and generous plantings of oak trees, framed by the buildings and landscape of these centers, announces arrival at the Gateway of the Rural Village*

*Through a cooperative effort between the Community and County, Wayside Park, renamed Alva Heritage Park, has become an attractive focal point and gathering place for this Gateway area, hosting periodic activities such as Holiday Tree Lighting Festival as well as providing a shaded oasis equipped with benches, bike racks, and picnic tables for pedestrians, bicyclists, and folks waiting for the transit that now serves the area. Interpretive signage shares the history of Alva and the story of the environment with visitors to the area.*

*Pedestrian ways and bike lanes extend from over the Bridge to State Route 80 and beyond, making it easy and enjoyable to walk or bike from the neighborhoods to the Historic Core and new Village Centers or reach the area by bicycle from as far away as the Caloosahatchee Regional Park or Charleston Park neighborhood.*

#### Existing Conditions, Planning Issues, and Opportunities

##### *Sub-area 2a (west of Broadway, north of SR 80, south of the River)*

The portion of Sub-area 2 west of Broadway is approximately  $\frac{1}{4}$  mile square and extends from State Route 80 to the River. There are four parcels with frontage on the west side of Broadway, one of which is a 3+ acre vacant parcel with frontage also on State Route 80.

The three other parcels between that and the River are approximately one acre each and are in residential use. To the west of those parcels are an approximately 8 acre and a 17 acre parcel both with frontage extending from State Route 80 and the River. Two other 2 acre parcels with frontage on State Route 80 complete the square, totaling approximately 35 acres.

Excluding the existing residential uses, taken together this portion of Sub-area 2 consists of approximately 30 acres of relatively undeveloped land zoned AG-2. With frontage on both State Route 80 and the River as well as some on Broadway, this area provides an ideal location for a well-designed Village Center featuring a mix of community serving commercial, residential above commercial, stand-alone residential, and civic uses. Such a center should be sited to maximize the views and public access to the River and protect the privacy of the existing residential uses along Broadway. Building design and placement should provide structure and context to the State Road 80 and Broadway frontages and set a high quality design standard that announces the entry into the Alva Rural Village for those traveling along SR 80.

The Village Center should be pedestrian-oriented with tree shaded walkways and plazas, should include both attached and detached buildings, mid-block parking lots rather than one large parking area, minimal curb cuts, shared driveways, an internalized network of service streets. Heights, number of floors, building footprint, size of blocks, spacing between doors all should be planned and scaled to create an area that is walkable, inviting, and attractive. Taken together, the mix of uses and the design of the center should add to the charm and livability of the Rural Village.

A key element that should be incorporated into the Rural Village Overlay Zone and master plan for the Village Center is the creation of a public plaza overlooking the south bank of the River as a requirement for new development here. Developer funding for, or developer construction of such an amenity could be required in place of some other requirement in the same cost range and would provide a marketing advantage as well as a public amenity. Provision of dock space for day use would contribute to the marketing advantage and would facilitate visits by boat to the Village Center and Historic Core, just a short walk over the bridge.

Also, it should be noted that there is a stand of very old Oak Trees on the site that should be preserved and could become the key element of an internal public plaza and possibly replace other more typical landscaping requirements.

Because this area consists primarily of large parcels under few ownerships, it is possible to develop a cooperative partnership among the property owners and community representatives to have a conceptual master plan or set of development criteria prepared for the area which could then become a part of the "Rural Village Overlay Zone – Sub-area 2", specific to this area. In this way, the community can be proactive in ensuring that any commercial and mixed-use development that would occur, is compatible with the Rural Village concept and an asset to the community, and the property owners can be assured that the property is ideally positioned for a development that is marketable and

financially feasible.

Further west along SR 80 at the frontage of the River Oaks development, there is some existing undeveloped commercially zoned property. The Rural Village Overlay Zone for Sub-area 2 should also address this area to provide a mechanism to discourage strip development and encourage neighborhood compatible development, if and when commercial development of this area may be proposed.

*Sub-area 2b (east of Broadway, north of SR 80, south of the River)*

The portion of Sub-area 2 east of Broadway between the River and State Route 80 contains 6 lots. A convenience mart and gas station are located on a property zoned C-N at the corner of SR 80 and Broadway. The next parcel to the north is vacant. The next parcel is the location for the FDOT retention pond to be developed in connection with the widening of SR 80. Adjacent to the north is a parcel in use as citrus grove. Two residential uses are located between this and the River. All are zoned AG-2. The groves and the residential property are a permanent part of the Alva Community, are beautifully well maintained with frontage on or grand views of the River. Protecting their quiet rural setting should be a priority as planning for the more active uses envisioned for the Village Center on the west side of Broadway is further specified.

The Rural Village Overlay Sub-area 2b could provide for some additional commercial use, compatible with the design and uses of the Village Center, at the northeast corner of SR 80 and Broadway on the lot immediately adjacent to the north of the convenience mart. The areas with existing residential on both sides of Broadway south of the River could be designated as Residential-based mixed use so that if at some point in the future the landowner wanted to, the use of the property could be converted to a live/work, bed and breakfast type, or other river-oriented or eco-tourism uses with low traffic generation.

The location of the FDOT water retention pond on the east side of Broadway provides an opportunity to create a landscape feature as an amenity rather than a fenced enclosure. Treated in this way, the site could provide a permanent buffer for the residential and agricultural property on the lots to its north.

*Sub-area 3 (south of and including State Route 80)*

The area envisioned for commercial and mixed use on the south side SR 80 west of the re-aligned intersection, could consist of approximately 8 to 10 acres at the frontage of a 128 acre parcel there, currently zoned AG-2. Existing uses in this area include the Alva Diner, Alva Heritage Park, and to the east a small parcel formerly used as a used auto dealership zoned CG.

As is the case with the Village Center north of SR 80, working with existing property owners to conceptually master plan or set criteria for future development of this area which could then become a part of the "Rural Village Overlay Zone – Sub-area 3", will ensure that new commercial and mixed-use development is compatible with the Rural Village concept while still addressing the market for services for travelers on SR 80. Design standards should direct the character of establishments on SR 80 including

directing the architectural style of franchises. Appropriate categories of commercial use and site development standards to discourage the development of such uses as big box retail, car dealerships, and strip shopping centers should be established.

The viability of existing commercial establishments such as the Alva Diner should be protected as new development occurs. Landscaping, building design elements, shared access and parking, could be instrumental in incorporating existing uses into the vitality of a new center.

#### *State Route 80*

The design of the SR 80 roadway should provide for central access to large parcels with frontage on SR 80. Central access would maintain access for current businesses and encourage the internalization of service roads in new development (buildings framing an internalized “main street”), thus minimizing the necessity for numerous direct access points from State Route 80. Currently operating businesses must be provided with median cuts or access points so that the businesses will continue to thrive and remain viable.

As SR 80 has become widened, it is essential that a traffic light be installed at Broadway and 80. It is widely supported by the community and would also increase safety and provide for more efficient and safe movement of school buses. Oak trees in the median of 80 are also a high priority of the community. Alva is willing to work with the County and DOT to raise funds to acquire and plant the oak trees..

In connection with the widening of SR 80, bike lanes and sidewalks should be provided to make the essential connections to central Alva from Charleston Park on the east to River Oaks on the west.

#### Nodes of Commercial Development

Stepping back from the focus on the Alva Rural Village and looking at the development pattern along State Route 80 in the northeast County, provides an important perspective for consideration in dealing with the issue of future commercial development. The entire length of Palm Beach Boulevard from downtown Fort Myers to Interstate 75 is lined with commercial uses. That pattern continues to Highway 31. Commercial uses continue to line State Route 80 between Highway 31 and Old Olga Road, and then there is an immediate transition into the Rural area. From Old Olga Road to Broadway, approximately six miles, there are only a few scattered commercial uses on individual lots that blend in with the rural countryside.

The concentration of neighborhood/community serving uses designed as a Village Center around the intersection of SR 80 and Broadway and connected by Broadway to the Historic Village will be entirely consistent with the Chapter 9J5 definition of a rural village a “small, compact node of development within a rural area containing development, uses and activities which are supportive of and have a functional relationship with the social, economic, and institutional needs of the surrounding rural areas.”

Another node of development is planned just east of the Hendry County Line (approximately two and a half miles from the intersection of Broadway and SR 80) where a marina oriented commercial node is planned as a part of a larger development. The center is located at the future intersection of State Route 80 and a roadway extending northward from Lehigh roughly paralleling the Hendry County line.

The marina-oriented portion of the development in Hendry County is planned to attract tourists and folks traveling the River by boat as well as surrounding residents. Docking and short term lodging facilities will be available. Retailing will include specialty shops and restaurants targeted to capture a discriminating market. This marina-oriented development creates an additional node of development and activity within the rural area. Beyond this node towards LaBelle, the area returns to its rural character.

The uses and character found in the Historic Core of Alva and the marina oriented development planned just over the Hendry County line compliment rather than compete with each other, and the success of each will support the success of the other. In the same manner, the uses proposed in the Village Center of Alva do not duplicate the uses proposed at the Highway 31 intersection, which have a much wider market focus than the neighborhood or immediate community appeal of the uses planned for Alva. To the south of the Alva area another node of commercial development to serve the needs of the Lehigh community is provided for in the Lee Plan on a 40 acre parcel on Joel Road, just north of Greenbriar Boulevard.

#### Future Commercial Development

It is important not to erode the viability of well-planned commercial nodes such as these within wide expanses of scenic rural county side by allowing the pattern of strip commercial development found further west to stretch along State Route 80.

It is recommended by the Alva Community Plan that the majority of acreage available for commercial development adhere to the Rural Village Criteria, especially subareas 2 and 3, or off Joel Boulevard near or adjacent to subarea 3. Small businesses serving the needs of the neighborhood, for example in Charleston Park, will also be acceptable. Access between adjacent commercial businesses in the Rural Village should be provided, along with safe pedestrian paths and access. Commercial building footprints will be limited to less than 20,000 sq feet in size and the architectural structure should be compatible with the community's vision of the rural village. "Standardized" or "formula" franchise buildings will not be allowed, nor will additional new and used auto dealerships. Signage standards developed by the community should also be followed. In addition it is recommended that any new development on parcels within the Rural Village currently zoned commercial shall be evaluated for consistency with the design and use standards of the Rural Village Overlay Zone in order to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods

#### Next Steps

There are a number of activities that the community can pursue during the period while the Community Plan is going through the approval process that will provide valuable input to the subsequent preparation of a Rural Village Overlay Zone, as follows:

1. Identify a list of uses that should be permitted and encouraged as part of the Village Center north. Suggested uses to date include retail, restaurant, general store, bakery, hardware, coffee shops, professional and doctors' offices, and residential, perhaps located above the commercial uses.
2. Consider what forms of residential development might be needed in the community that could be included as a part of the mix of uses in the Village Center and what civic and/or entertainment uses might be appropriate. Consider ways to be sure that development of a new Village Center such as this does not undermine the viability of uses encouraged in the Historic Core.
3. Consider the intensity of use and scale of structures that would be appropriate for the Village Center, including building heights, proportion and type of pedestrian oriented public and open space.
4. Continue working diligently with FDOT and Lee DOT to secure the signalized intersection at Broadway and realignment of Packinghouse Road as well as curbed medians, median breaks at appropriate locations, sidewalks, bike lanes, and installation of conduit to enable the extension north onto Broadway so that state of the art telecommunications infrastructure can be offered to the central Alva area.

Identify a list of uses that should be permitted and encouraged as a part of a new Village Center south of SR 80. Note uses that should be prohibited and define appropriate methods to prohibit uses that are incompatible with the Rural Village concept.

## APPENDIX D

### PRESERVATION OF RURAL CHARACTER

#### Vision for Rural Area

*The rural area surrounding the Rural Village area has managed to preserve large areas of land in agricultural use or in its natural state. An extensive network of conservation areas, regional parks, the River and creeks that are a part of the watershed, weave through the northeast county, protecting the integrity of ecological systems and providing a beautiful amenity for residents and visitors to southwest Florida.*

*New development has taken the form of estate homes and ranches on large acreage parcels as well as self-contained and sustainable “villages” that cluster development and contribute sizable natural areas for the passive recreational enjoyment of its residents and for connections with the larger conservation network.*

*Cooperative activity and several successful programs have enabled the area to maintain the balance between preservation of the qualities that make the area valuable and special and the individual’s right to realize value from landownership.*

*The Caloosahatchee River, County Road 78, and a system of bike paths provide the essential connections that enable residents and visitors to move easily from place to place and to access the scenic and historic treasures the area affords.*

The rural area surrounding central Alva has considerable natural and scenic resources – The Caloosahatchee River, which flows from Lake Okeechobee and empties into San Carlos Bay; Telegraph Swamp which drains into the Caloosahatchee River through Telegraph Creek and its associated wetlands, part of which is contained in Babcock Ranch, 70,000 plus acres of which is pending acquisition by the State for preservation. The resources of this rural area also include Cypress Creek north of the River and Hickey and Bedman Creeks on the south side of the River.

The area includes acres of conservation areas, recreation areas including the Caloosahatchee Regional Park and the Franklin Locks, acres of land in agricultural production, citrus groves, cattle ranches, homes along the River, estate homes, small ranches, a few residential subdivisions and a few scattered commercial uses. It is also an area rich in history and pre-history, inhabited by humans over ten thousand years ago, long before the earliest written accounts of the region by Spanish explorers in the early 1500’s identified the early inhabitants as Calusa Indians who controlled the area from the Florida Keys to just south of Sarasota.

Efforts to preserve and enhance the natural resources of this area are ongoing, particularly through the efforts of the Lee County Conservation 2020 program that has been actively

acquiring conservation lands in this area, the most notable of which is the Hickey Creek Mitigation Park. On going efforts at the State level through the Florida Forever program may result in the addition of the Telegraph Creek watershed area to the inventory of conservation land. The Caloosahatchee Regional Park, which provides both passive and active recreation opportunities, links these two areas together. South of the Hickey Creek Mitigation Park, conservation acquisitions have completed a link to Greenbriar Swamp.

The concept of preservation of rural character can be quite complex, having many components ranging from improving water quality in the River to supporting the viability of agricultural production. While these and many other components are critically important, many are within the capable jurisdiction other Federal, State, and local entities, as well as interested citizens groups. Of the many components, this plan focuses on a few strategies that can be initiated and pursued through grass roots efforts, in partnership with County government and private sector interests. Each is discussed below:

#### Increase the Inventory of Conservation Land

As noted above, conservation purchases in the Alva area have already made a significant contribution to the protection of water resources and other environmentally sensitive areas. Because of the important position of this area in the Caloosahatchee watershed, particularly the Telegraph swamp area, additional purchases are being negotiated at the State level.

Preserving rural character and safeguarding natural resources through conservation purchases and other measures such as the purchase of conservation easements, are positive and proactive means of addressing the issue. The Alva community should be proactive in continuing to move land into the 20/20 program. During the Alva Community planning process, it has been recommended that the community form a non-profit Conservation Land Trust, modeled after the highly successful Calusa Land Trust that is active in the Pine Island area. Rather than being a duplication of effort with the County's 2020 program, a local land trust can provide a valuable service in identifying, promoting, and facilitating acquisitions by the County's 2020 program and programs of State agencies. This step could be implemented in the very near term as a parallel activity to the Community Plan.

#### Plan and Map a Conceptual Conservation and Recreation Network

In order to promote an expanded, interconnected conservation and passive recreation system in the northeast county area, it is important for the community, the County, South Florida Water Management District and other entities to work in cooperation to develop and map a conceptual conservation network system that is interconnected within the Alva area and linked to other portions of the existing conservation network in neighboring areas.

#### Help Protect the Viability of Agricultural Uses

Important to the preservation of rural character is taking measures to protect the viability

of agricultural uses. According to the Lee County Property Appraiser's Office data, there are a total of 21,070 acres of land in agricultural use within the boundaries of the Alva Fire District (which is somewhat smaller than the Lee Plan's Alva Community Planning area). Of this total, 14,100 acres are in pasture, 5,730 acres are in citrus use, 450 acres in nursery, 390 acres in row crops, 150 acres in horse raising, and 250 acres of miscellaneous (fish, grapes, bees etc.).

#### *Conservation Easements*

The provisions of the Rural and Family Lands Protection Act which became Laws of Florida Chapter 2001-279 will provide farmers with incentives to keep their lands in agriculture. Through this measure, farmers can be paid up to 60% of their appraised land value for conservation easements if they qualify for the program. The program is approved up to the year 2011 and it is hoped that \$100 million will be set aside for it. The purpose is to protect farmland that provides economic, open space, water, and wildlife benefits. Conservation easements are a way in which farmers can ease the financial obligations associated with taxes. A conservation easement can result in a charitable deduction on income tax equal to reduced value of land, a reduction in annual property taxes, a reduction of estate tax obligations, and preservation of the natural value of the land. Meanwhile the property remains private and the farmer retains all rights to continue farming. The Alva community can actively promote continued funding for this program and through a local land trust work closely with farmers to access this and other programs that can help make it economically feasible to continue agricultural production.

#### *Water Budget*

Another means of protecting the viability of agriculture is to take measures that will ensure that the long-term water needs of agriculture in the area are provided for. The Caloosahatchee River is the freshwater supply for Lee and Hendry Counties and is part of an enormous system that includes the central lakes of Kissimmee, Lake Okeechobee, and the St. Lucie River. From the main arteries, numerous canals from the lakes to the east coast, as well as to the Caloosahatchee system that serves our area, create a system whereby we are actually sharing water resources with east coast counties.

Within this system, the water needs of the counties west of Okeechobee have been under-represented. Since the deposit of water has no boundaries, a water budget would provide a system for equitably allocating water resources and ensuring that the existing and future water needs of our area are planned for.

The Southwest Florida Regional Planning Council, in late 2001, initiated a process for exploring how best to proceed with developing a water budget for our region. The process begins with development of an accurate data base since, historically, there has been no consistent system for monitoring and auditing how much water is actually being used in our area, and by whom.

The Alva Community can work closely with Lee County and with the Southwest Florida Regional Planning Council in the process of developing the water budget concept and in the process of gathering data, particularly as it relates to agricultural water needs and

usage. When established, the water budget should provide a context within which to evaluate the individual and cumulative impacts of new development on the availability of water needed to sustain Lee County's agricultural uses.

#### Surface Water Management Issues (north of the Caloosahatchee River)

Flooding and the catastrophic movement of surface water from outside of Lee County into that area of Lee County lying north of the Caloosahatchee River and east of SR 31, is of concern to citizens in the Telegraph Creek, Fichter's Creek and Cypress Creek area. Water flows to Spanish Creek area are also now lower than historical levels. This is a well documented massive regional water management problem which directly affects the rural village of Alva and the surrounding area within the purview of the plan.

Coordination and cooperation among the South Florida Water Management District, Lee County government and other governmental agencies charged with the duty of managing the flow of surface water across Lee, Charlotte, Glades and Hendry county lines is needed to design, finance and construct a proper solution.

The 4 Corners Water Plan calls for flood and other surface waters flowing into that area of Lee County lying north of the Caloosahatchee River and east of SR 31 from areas outside of Lee County to be conveyed to the County Line Ditch along the Lee/Hendry County line, north of the Caloosahatchee River for conveyance to the river in such a manner as to prevent flooding along the ditch during periods of excess runoff and with appropriate control structures to prevent over-drainage during periods of low or no flow. Excess flows may also be used to restore historic flows to Spanish Creek or otherwise be conveyed to the Caloosahatchee River in keeping with the principles of sound water management and the SWFMD permitting criteria, thereby eliminating downstream flooding of natural and manmade water courses within this area of Lee County.

#### Surface Water Management Issues (South of the River, Hickey Creek and Bedman Creek Area)

Flooding has occurred in the Hickey Creek and Bedman Creek areas as a result of increased development in Lehigh Acres and diversion of waters to streams and canals that flow north of Lehigh to the Caloosahatchee River. Water control issues need to be addressed in this area. The East Lee County Water Management District must cooperate with the County and other appropriate water management entities to convey flood flows from Lehigh Acres and other areas south of the Alva community to the Caloosahatchee River without causing flooding in the Alva planning area. Care must also be taken not to negatively impact the health of the river or oxbows as the excess surface water is managed.

#### Help Protect the Viability of the Caloosahatchee River

The Caloosahatchee River and Estuary extend about 70 miles from Lake Okeechobee to San Carlos Bay. The watershed includes the East, West, and Tidal Caloosahatchee drainage basins; and the North Coastal, Telegraph Swamp, C-21 and S-236 drainage basins. The freshwater portion of the river has been reconfigured as a canal (C-43)

extending 45 miles from the Moore Haven Lock and Dam to Franklin Lock and Dam. Telegraph Swamp is listed as one of the 4 significant natural systems within the watershed. The major issues affecting the watershed are water supply availability, salinity variations, and nutrient levels.

“The water availability issues are limited surface water sources; protection of water resources and associated natural systems; and pressure on these resources from increasing urban and agricultural demands. Increasing urban and agricultural water demands have the potential to adversely impact the region’s water resources and associated natural systems. Ground water is the most important source of supply for most of the Lower West Coast region, but the Caloosahatchee River is an important surface water source in the northern portion of the region. Rapid growth in population and irrigated agricultural acreage has caused demands for water to increase significantly. Increased withdrawals in the future may cause ground water levels to decline and potentially impact wetlands.”

To address Lake Okeechobee regulatory releases and uncontrolled runoff, which result in alteration of freshwater flow, the District is establishing MFLs (minimum flows and levels) for Lake Okeechobee and is developing a model to evaluate the effects of differing river water discharges. The MFLs will also address problems of water quality from the influence of nutrient enriched waters from Lake Okeechobee.

#### Increase Regional Recreational Opportunities

In addition to those conservation lands purchased through the 2020 program, there are several large parcels owned by South Florida Water Management District. Two adjacent parcels together consisting of over 400 acres are located just north of North River Road east of central Alva, have been identified in the community planning process as an opportunity for a future regional park, perhaps with its focus being a youth park with BMX facilities. The Community should pursue discussions with South Florida Water Management District and with Lee County to explore the feasibility of adding this area to the regional recreational system and to identify the appropriate public use of the area.

#### Increase opportunities for residents and visitors to experience the historical, recreational, natural and scenic resources of the area.

##### *Bike Paths linking conservation and recreation areas*

During the community planning process, a high priority was given to the idea of linking the conservation and recreation areas throughout the Alva area and beyond with bike paths. Providing these bicycle linkages would create an amenity available to all county residents as well as visitors and tourists enjoying the recreational and scenic assets of the area as well as the Historic Core of the rural village of Alva. Figure 3 provides an illustration of a conceptual bike path system.

The most likely way to achieve the objective of an extensive and interconnected system along rural roads is to create these paths by providing additional paving outside of the stripe for the travel lane and widening shoulders. In this manner, miles of areas wide enough to accommodate safe biking can be provided cost effectively and without incurring additional liability to the County as would be the case if the lanes are dedicated

and striped for bike lanes. However, when bike path routes enter the central Alva area, they would be designed and constructed according to the Historic Core Improvement Plan. Funding sources for this system of widened paving and shoulders along rural roads could come from gas tax funds, road impact fees, Transportation Enhancement and other grant funds.

#### *County Road 78—Scenic highways Designation*

During the community planning process there has been considerable discussion about how to preserve the scenic character of County Road 78 (North River Road) and ensure that existing and future traffic conditions do not negatively impact the rural ambiance of the area.

It is recommended and therefore implemented that the community pursue a Scenic Highways Designation in order to accomplish the positive objective of preserving the scenic nature of this rural county road. ALVA, Inc. submitted the first draft for a scenic highway designation and has not received comments yet from DOT.

The purpose of the Florida Department of Transportation's (FDOT) Florida Scenic Highways Program is to heighten awareness of and to protect and enhance outstanding resources along Florida's roadways. The program is voluntary, with nominations coming from grass roots coalitions of citizens, civic groups, businesses, and government that form a Corridor Advocacy Group (CAG). The CAG is responsible for developing partnerships and providing documentation demonstrating eligibility of the Corridor, documenting its intrinsic resources. After eligibility is determined, the CAG in cooperation with local government prepares a Corridor Management Plan (CMP), which defines the actions, procedures, protection measures and other operational practices relevant to the protection and enhancement of the corridor.

In addition to the benefits of protecting natural resources, enhancing the travel experience, providing education and history appreciation and other benefits that designation provides, obtaining the scenic designation provides a distinct advantage in qualifying for and obtaining grant funds.

Combining the scenic highways designation with the concept of the pedestrian and bicycle improvements envisioned for the Historic Core and the concept of extending a bike path network to connect the conservation areas and regional parks, meets a wide range of eligibility criteria of numerous sources of grant funds which could be layered and leveraged to create some significant enhancements in the area that would be appreciated and enjoyed throughout the region, not simply benefiting the Alva community.

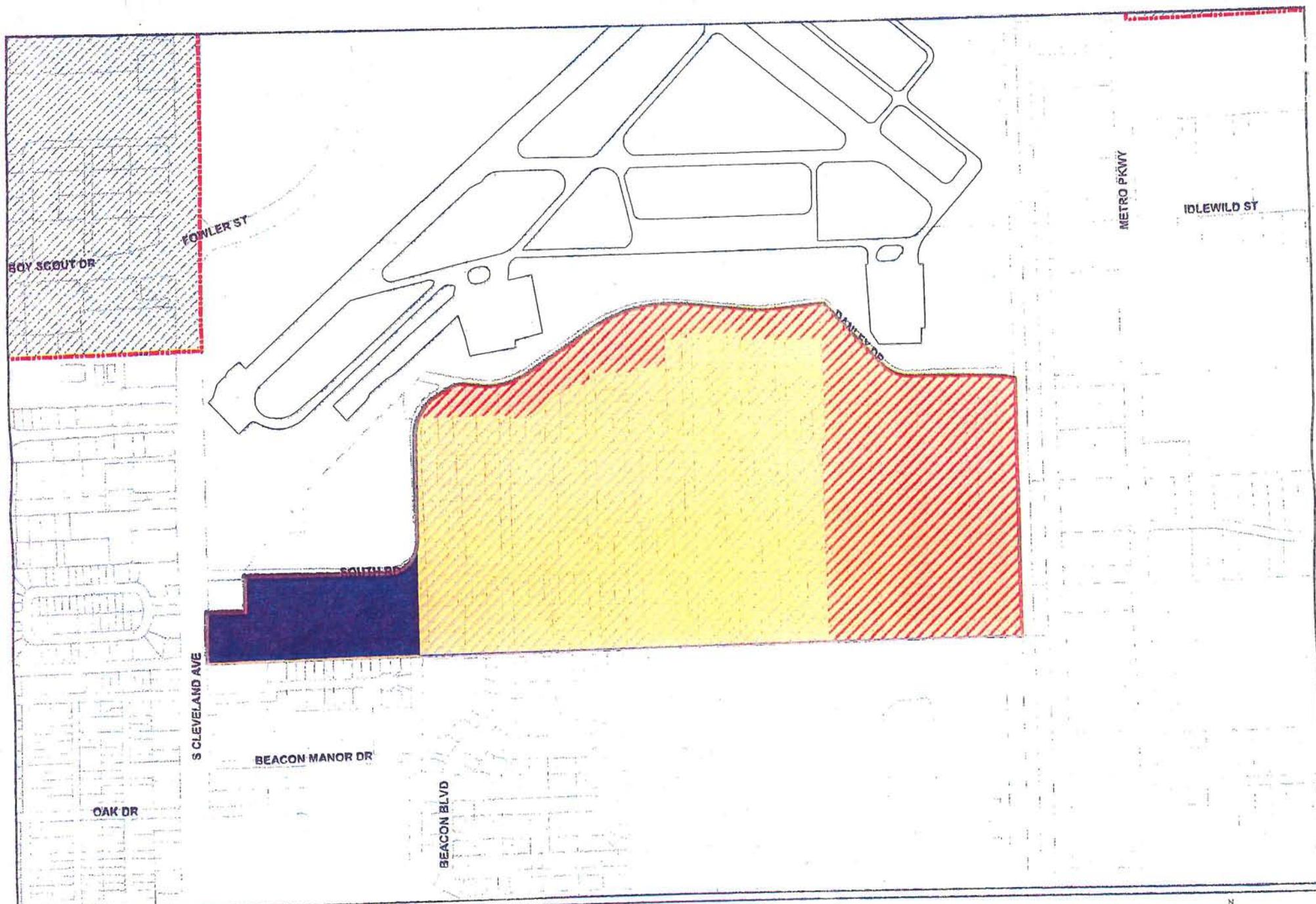
## APPENDIX E

### FLORIDA SCENIC HIGHWAYS PROGRAM

The Florida Department of Transportation (FDOT) established the Florida Scenic Highways Program in 1996. The purpose of the program is to heighten awareness of and to protect and enhance outstanding resources along Florida's roadways. This voluntary program's emphasis is on having nominations emerge from well-organized grass-roots efforts, which can include citizens, civic groups, businesses, and government. A requirement of eligibility is the formation of a Corridor Advocacy Group, which has the responsibility of developing partnerships, community support, and the necessary documentation.

The first phase of the process requires the Corridor Advocacy Group to provide documentation demonstrating eligibility of the Corridor and outlining the Corridor's intrinsic resources. The program has ten criteria that must be met as follows:

- 1 Resources must be visible from the roadway. In certain cases, having the resource adjacent to the roadway may satisfy these criteria.
- 2 The Corridor must "tell a story" that relates to its intrinsic resource (information about history, culture, industry, ecology or recreational opportunities)
- 3 The roadway must be a public road that safely accommodates two-wheel drive automobiles *Note: County Roads may be designated. Since County Road 78 extends into Hendry County where it becomes a State Road again, a cooperative application that involves segments in both counties might be appropriate.*
- 4 The Corridor must exhibit significant, exceptional and distinctive features of the region it traverses. (The caliber and arrangement of the resource(s) produces a visually pleasing effect for travelers, should be representative of the geographical region, outstanding in quality and composition within the landscape and overall, regionally recognized and valued by the surrounding communities.)
- 5 The roadway must be at least one mile in length and, if appropriate, provide access to the resource(s).
- 6 A majority of the corridor must exhibit the qualifying resource(s).
- 7 A Corridor Advocacy Group or CAG, must be organized to support the scenic highway designation.
- 8 A Community Participation Plan must be developed and implemented.
- 9 Strong local support must be demonstrated.
- 10 A Corridor Management Plan or CMP must be developed with the endorsement of local government(s). The CMP is a written document that serves as a record of a scenic highway's development, implementation, maintenance and enhancement. Local Government becomes involved as the CMP contains a history of the Corridor's actions, procedures, protection measures and other operational practices.



# PAGE PARK Community Plan Version 00011

## Mixed Use Overlay

Stand Alone Commercial Allowed - See Policy 27.4.1

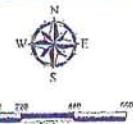
Commercial/Mixed Use - See Policy 27.4.1

County Owned Park

## Community Plan

Page Park

City Limits



Map Generated, August 2008  
Prepared by: Lee County DCD/Planning Division

MEMORANDUM  
FROM THE  
OFFICE OF COUNTY ATTORNEY

DATE: June 26, 2007

To: Jim Mudd

Planning Division

FROM:

*Donna Marie Collins*  
Donna Marie Collins  
Assistant County Attorney

RE: Page Park Community Plan  
CPA2006-00011  
LU-05-03-2090.K.1.

Thank you for the opportunity to review the contents of the proposed Page Park Community Plan. It was one of the most comprehensive and engaging documents I have reviewed thus far. It is clear that a lot of effort was devoted to the preparation of this community plan.

The scope of this review of the Page Park Community Plan was limited to the following areas: 1) legal issues, primarily related to potential claims under the Bert J. Harris, Jr., Private Property Rights Protection Act (BJH); and, 2) financial impacts to the County associated with the implementation of the goals and objectives of the proposed plan.

My observations and recommendations are set forth below:

A. Section V, Funding and Implementation: Implementation Strategies.

1. The proposed incentives listed on Page 72 are designed to encourage the use of the Page Park Community Plan. Some of the proposed incentives will result in financial impacts to the County. For example: a) waiver or reduction of review fees; b) deferral of review fees; and, c) the proposed fee in lieu of required storm water retention.

The fee in lieu of required storm water retention incentive allows individuals owning property in Page Park to request a waiver from providing required storm water retention areas on their site. If the Board approves the waiver, the incentive would grant benefitting property shared use of an off-site, publicly owned and maintained, storm water retention area in exchange for a fee. The County is presumably responsible for the acquisition of the property serving as the publicly owned and maintained storm water retention area. A

Jim Mudd  
June 26, 2007  
Page 2

Re: Page Park Community Plan  
CPA2006-00011

funding source for the acquisition has not been identified. County funds would also be necessary to maintain the public retention area on an ongoing basis.

The fee in lieu program would require staff time to administer. Contracts with participating property owners must be reviewed by the County Attorney's Office. The opportunity to make payments of the fee in lieu in installments will require staff time to monitor payment schedules and collections. A process would be necessary to address failure to make payments in accordance with the installment plan. As an aside, I suggest the implementation of the fee in lieu proposal include a requirement that the County place a lien on the property until the fee in lieu is paid in full.

2. Performance based increased density. This program allows the award of additional density through the Planned Development process. Bonus density would be awarded based on categories. It would be helpful if the proposed Policies and Objectives explained this program in greater detail. It is not clear whether the maximum achievable density would be capped at 19 units per acre or some other figure. The performance-based increased density program includes an option to make a contribution to the Page Park Improvement Trust Fund. The contribution will be made in accordance with the schedule approved by the County and will allow the property owner to achieve greater density for a development site. Contributions collected under this program will be used by the County to make public improvements within the Page Park Community. The program requires the County to prepare an annual report outlining the money collected and explaining current and proposed expenditure. Please note that it will cost the County money to administer the collection and reporting requirements of this program. Staff resources will be necessary to monitor the program, accept the contributions, and prepare the reports. The Department of Community Development should determine whether current staff levels can assume these responsibilities, or will it be necessary to expand the department

B. Section VI, Goals, Objectives, and Policies.

1. The proposed policy pertaining to density in the Mixed Use Overlay should be clearly explained. In one portion of the policy it indicates that bonus densities for mixed-use development will be limited to 15 dwelling units per acre. However, later in the policy there is a reference to achieving an additional 9 dwelling units per acre over and above the base density of 10 dwelling units

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per acre. This seems to indicate that 19 dwelling unit per acre is the maximum bonus density for a mixed-use development.

2. Another policy proposed under the Mixed-Use Overlay states that several uses will be subject to additional compatibility review and standards through the "COD" rezoning process within the Page Park Community. It is not clear what COD refers to in this context.
3. The proposed objective and policies under residential use that would prohibit stand-alone residential activity along Danley Drive and at the east side of Page Park may raise liability issues under BJH. If stand-alone residential activity is currently permitted under the existing Lee Plan or zoning designations on that property, the prohibition of those uses may give rise to a claim under the Act.
4. Once again, it will be helpful to clarify the policy pertaining to limits on permissible bonus density based on performance categories. Will the maximum density committed be 19 units per acre or something else as was indicated in the Preamble?
5. BJH liability could potentially result from three proposed policies under the Commercial Use objective. Specifically: a) the limitation on stand-alone commercial activity to the Danley Drive corridor and the east side of Page Park; b) the proposed elimination of the Industrial Development Future Land Use Designation; and, c) the prohibition against new industrial activities, uses, rezonings, or expansions within the Page Park Community.
6. The proposed policies under the objective pertaining to Transportation will require the County staff resources to prepare a traffic calming plan for streets within the Page Park Community. The implementation of the traffic calming techniques will create a financial impact on the County as no funding source has been identified to install or maintain the improvements contemplated by the traffic calming plan.
7. The proposed policy that proposes that the County will bear the expense of upgrading and improving the Page Park Community central water supply system will incur financial impact to the County.
8. The proposed policy under the Parks and Recreation objective that would require the County to realign South Street to a point farther north in order to

Jim Mudd  
Ine 26, 2007  
age 4

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increase pedestrian safety of Jerry Brooks Park users will have a financial impact on the County.

9. Two policies proposed under the Community Safety objective will require staff time and resources to implement. The first is the preparation of an annual security survey update from the Sheriff's Department. The second is the proposed review, assessment, and evaluation of the Page Park Community Roadway Network for safety improvements. Some of the safety improvements to be considered include the addition of traffic center line to roadways, the designation of crosswalks with signage and road markings, and the addition of traffic calming devices such as roundabouts and raised crosswalks.

Thank you for the opportunity to review the Page Park Community Plan.

DMC/amp

cc: Timothy Jones, Chief Assistant County Attorney  
Paul O'Connor, Director, Planning Division  
Matt Noble, Planning Division



# Page Park *Community Plan*

## Page Park Community Plan

### Lee County Board of County Commissioners

Bob Janes, Lee County Commissioner \* District #1  
Douglas R. St. Cerny, Lee County Commissioner \* District #2  
Ray Judah, Lee County Commissioner \* District #3  
Tammy Hall, Lee County Commissioner \* District #4  
John E. Albion, Lee County Commissioner \* District #5

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Lee Coleman, Vice-Chair  
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### Lee County Community Development Department

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## Acknowledgements

**The DRMP Consulting Team would like to thank all the Page Park Planning Panel members, government officials and staff, and Page Park citizens and business owners and other stakeholders for their valuable input and contributions to this community planning project.**

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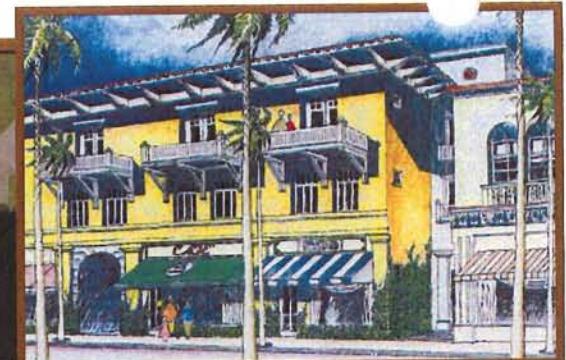
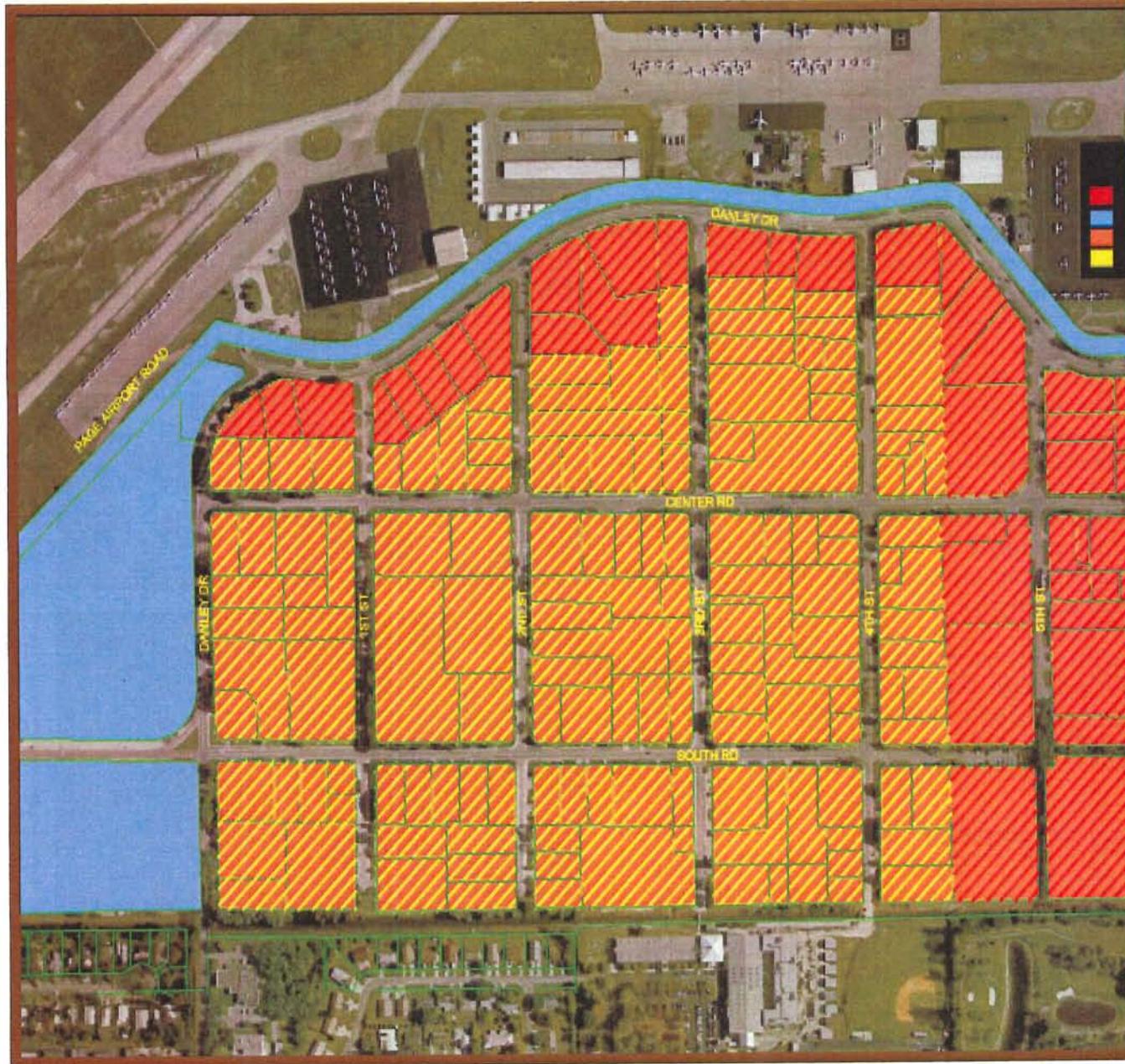
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Joe Mahler, Graphics Designer

This plan was made possible by a planning grant awarded  
by the  
Lee County Board of County Commissioners.

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**Page Park**  
*I Summary*

## Summary

### Why a Community Plan?

**P**age Park is unique; it was once the barracks and support area for Page Field Airport, a military installation during WWII, and is now a 136 acre community with a mix of residential, industrial and commercial uses surrounded by mostly non-residential uses. With the amount and intensity of development and growth expected for the South Fort Myers area in the next 10 to 15 years, Page Park's ideal location between the commercial/retail and light industrial corridors of South Fort Myers will only amplify development pressures. Today the community is already starting to experience the early stages of these impacts. In order to slow or mitigate these pressures, the residents of the Page Park Community desire to have a Community Plan in place to help them direct the type and amount of development and growth they wish to have in their community as they start to find it increasingly difficult to maintain the integrity of their neighborhood and ensure affordable housing for the future.

Recognizing the need for local residents to have a strong voice in planning their communities, Lee County has developed a grant program for grass-roots planning. In 2005, Page Park received a \$50,000 planning grant, and the DRMP consulting team was selected to prepare a new Community Plan for Page Park.

### Build on Existing Strengths

#### Strengths

- Tax base growth potential
- Increasing investment interest
- Friendly neighborhood
- Residents feel connected to neighborhood
- Strong community leadership and resident commitment
- Compact cohesive, neighborhood
- Numerous opportunities for redevelopment

**P**age Park has numerous strengths and assets with vast potential for helping the community to be transformed into a vibrant, economically viable, mixed use community.



Page Field Airport and the Page Park community to the south, then and now

Page Park has a lot going for it. It is in a great location with many work and business opportunities, and transportation corridors, including public transit, in close proximity. It is a close knit neighborhood with strong leadership. There is vast potential for redevelopment and increased tax-base growth possibilities. It has good recreation amenities nearby available for all residents to use, and while still not yet 100 percent complete, Page park has most neighborhood amenities in place such as sidewalks and street lighting.

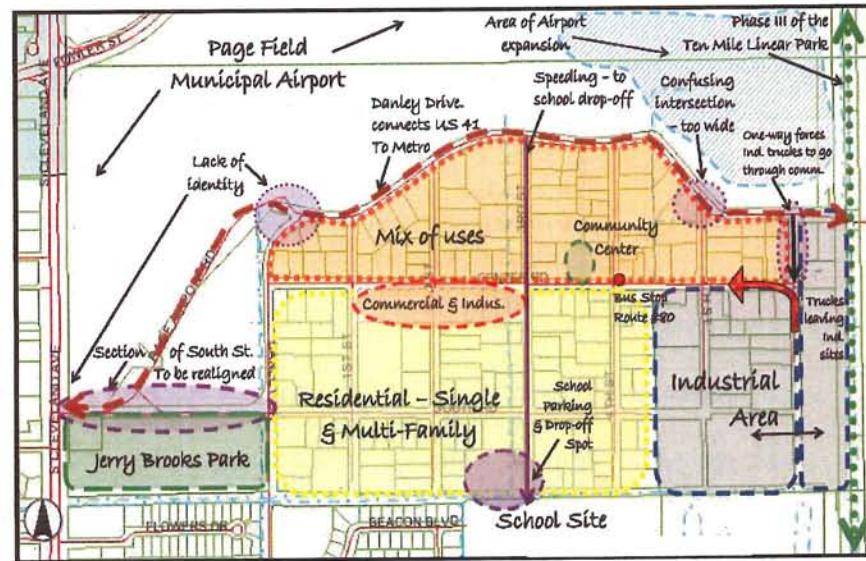
With careful consideration of existing strengths, assets and challenges, coupled by a strong willingness to capitalize on the potential for redevelopment and maintain the small village atmosphere, the Page Park Community is ready to move forward and has taken a big step in defining its future.

## Assets

- Attractive mature oak tree canopy
- Vacant land for fill-in development
- Proximity to main traffic corridors
- Proximity to work and businesses
- Page Field as neighbor
- Access to public transit
- Good "grid" circulation
- Jerry Brooks Park
- Proximity to Ten Mile Linear Park

## Responding to "Key Issues"

**A**s a result of on-site inventory, the Visioning Survey conducted by the consulting team and monthly meetings with the Page Park Planning Panel and citizen group, a number of "Key Issues" critical to the success of the Community Plan were identified.



Page Park inventory of existing conditions

## Key Issues

- Limited amount of good housing stock
- Cut-through traffic in neighborhood
- Speeding traffic in neighborhood
- South Street safety by Brooks Park
- Lack of sewers in entire area
- In need of water line and facility upgrade
- Hurricane damaged trees may become a liability
- Lack of sufficient code enforcement
- Deteriorating conditions of housing stock & buildings
- Non-owner occupied dwellings or absentee landlords
- Perception of high crime
- Potential industrial impacts to abutting residential area
- Illegal debris dumping
- Lack of development/redevelopment incentive
- Need for restaurants
- Lack of parking on commercial sites
- Lack of trees/landscaping

## Conceptual Plan Elements and Recommendations

**A**s a result of reviewing and analyzing existing community conditions, feed-back from the Community Workshop, survey results, and numerous public meetings with the Page Park Planning Panel, a number of community “focus areas” were identified. These focus areas are addressed as proposed elements of this plan which contains proposals for future land use, private sector development opportunities, and recommended public investment in capital improvements.

## Implementation Strategies

**I**mplementation of the Page Park Community Plan will require coordinated efforts by the County, the Page Park Planning Panel, local businesses, property owners, and residents through a series of actions and events. An assortment of proposed programs, incentives, and regulations could be utilized to attract the desired development and redevelopment is suggested. The Plan also provides some possibilities and ideas where money for capital improvements, business financial assistance, and funding related to housing may be found and acquired if certain criteria are met.

### Focus Areas

- Land Use
- Transportation and Roadways
- Recreation
- Infrastructure
- Community Safety
- Code Enforcement
- Appearance

### The Plan

The Page Park Community Plan is organized into the following Sections:

#### Section II

##### Background

#### Section III

##### Community Character

#### Section IV

##### Conceptual Plan Elements and Recommendations

#### Section V

##### Funding Sources and Implementation Strategies

#### Section VI

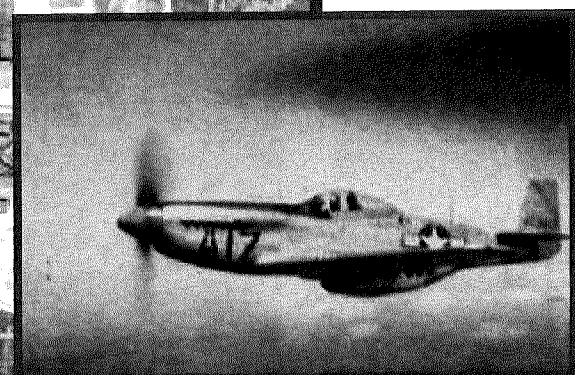
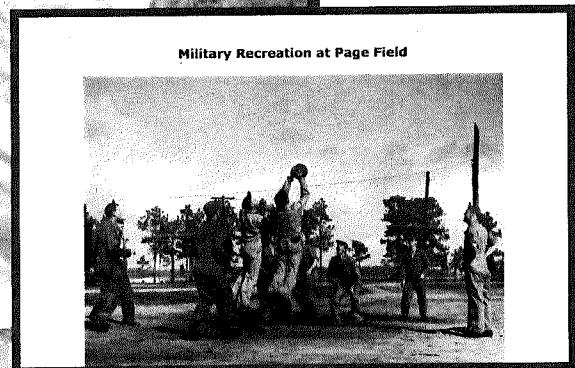
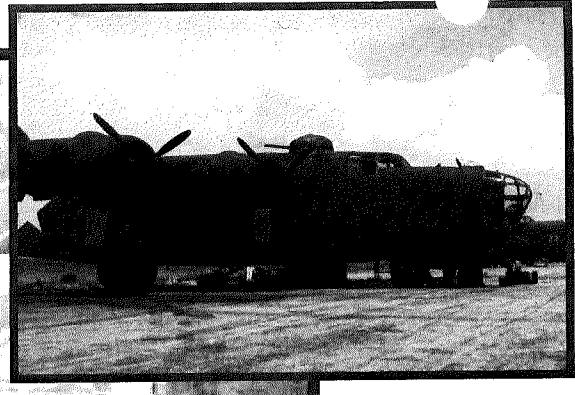
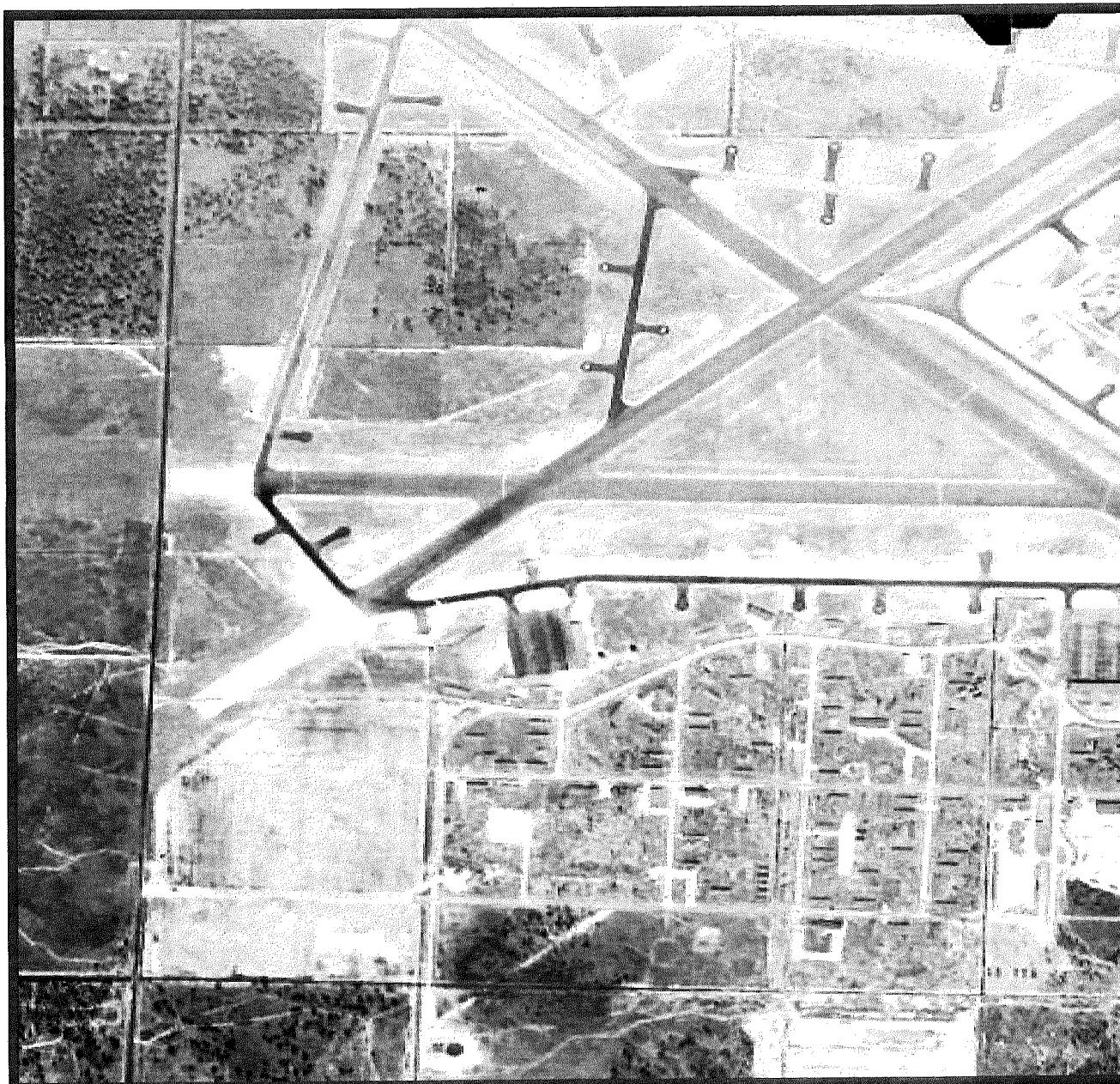
##### Recommended Goals, Objectives and Policies

#### Section VII

##### Appendices

## Recommended Goals, Objectives and Policies or GOPs

**W**ithout the GOPs the Page Park Community Plan would become another documented planning effort to sit on the shelf like so many plans before it. However, it is the intent of this planning effort for the Page Park Community Plan to be reviewed and adopted by the Lee County Board of County Commissioners, and ultimately be incorporated into the Lee County Comprehensive plan to serve as a guide for developers, property owners, County staff, and the Board of County Commissioners when development activity is being conceived, planned, reviewed and undertaken. These policies will supplement the Goals, Objectives and Policies currently adopted in the County’s Comprehensive Plan, and often serve better than specific land use standards by allowing for creativity and innovation in land use planning.



# Page Park

## *II History & Background*

### What's in a Name?



# Page Park Community Club

To the Fort Myers community, the names of Page Field and the adjacent Page Park have been well-known and commonly used for the past sixty years. However, many people have little or no idea of the origins of the name, "Page".

Page Field and Page Park were named after U.S. Army Captain Richard Channing Moore Page, a local World War I Army hero. When the war started, Page became the first Floridian to join the Army Aviation Corps, as well as the first Floridian to become an officer in that branch.



In 1918, he received the Distinguished Service Cross and the Croix de Guerre, among other awards, following his air exploits on the western front, which included bringing down at least three German planes, and probably more.

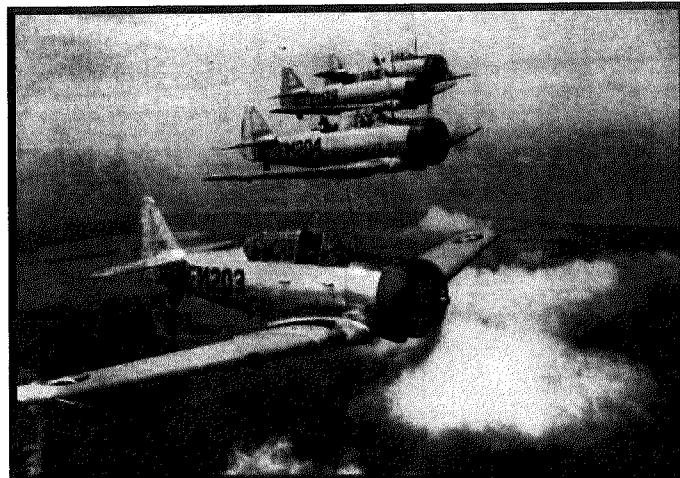
Page returned from the war and opened the first seaplane charter service in Florida. In 1920, he died tragically at the age of 27, when he and his mechanic, Thomas Colcord were transporting the Lee County Tax Assessor G. Hunter Bryant and crashed near the Everglades.

## Early History

### The Early Days Begin with the Page Field Airport

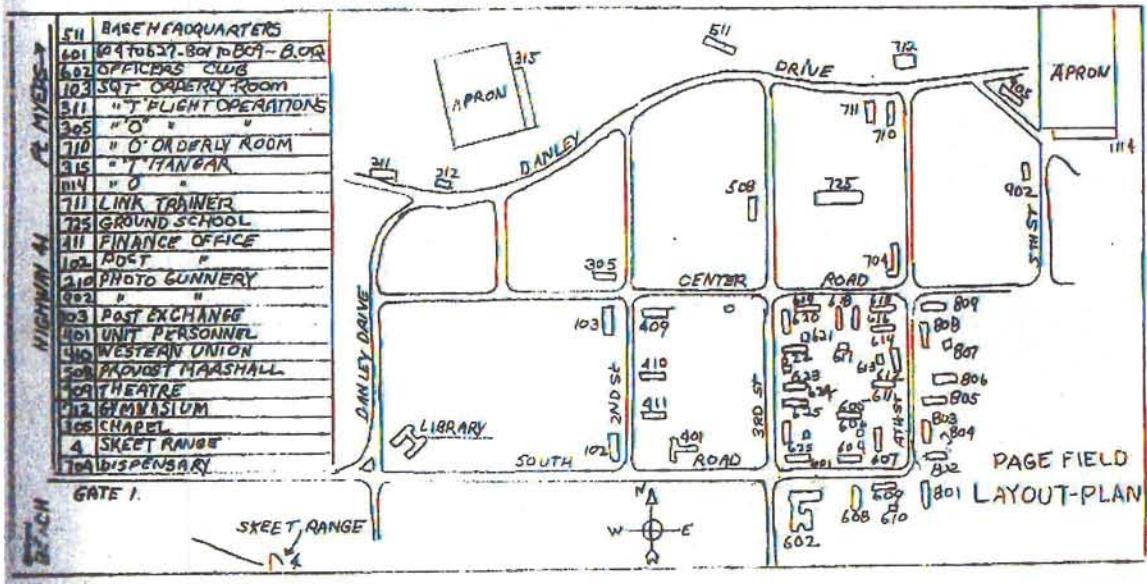
Purchased in 1923 by the City of Fort Myers, Page Field was initially intended to become a golf course. As it evolved into an airport, it was called by several names, including the Fort Myers Airport and the Lee County Airport. The airport opened in 1935, with dirt and sod runways that would flood during heavy rains. In 1937, National Airlines was the first commercial carrier to add a Fort Myers route, when a round trip flight to Miami cost \$13.50! But the muddy runways were problematic, and National refused to continue flights until 1940, when the Works Progress Administration constructed concrete runways.

World War II brought thousands of military personnel to Fort Myers. Following Pearl Harbor, the Army leased the airport from Lee County for use as a training base. Soldiers nicknamed the base "Palmetto Field", and in May 1942, the Lee County Commission adopted a resolution officially changing the name of the airport to Channing Page Field.



## The War Years

**A**t its peak, approximately four thousand people were stationed at Page Field, including 225 German POWs from Camp Blanding who were brought to Page Field in early 1945. Many of these men labored digging ditches and other forms of mosquito abatement related tasks.



Adjacent to the runways, wood barracks and a terminal, was a small area that became the Page Park community. During war years, the Army established a full-service base in what is now known as Page Park. It was complete with a library, theater, gymnasium, chapel, dispensary, post office, and post exchange, as well as an officers club, which remains today on the southeast corner of South Road and 3<sup>rd</sup> Street.

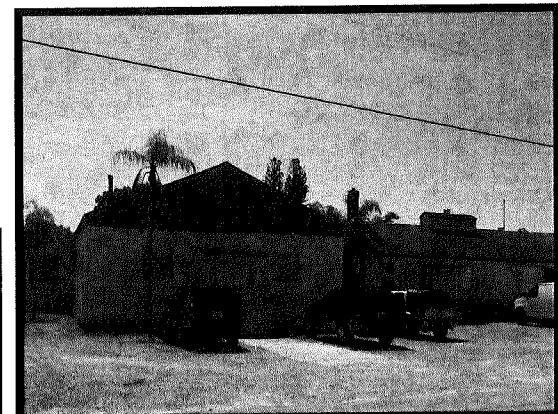
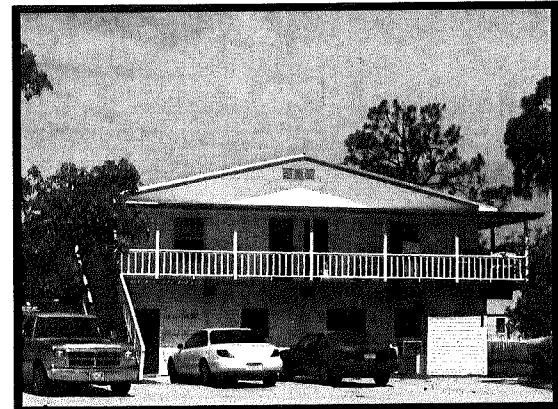
## Return to Civilian Use...The Page Park Community

### Page Field Airport was returned to Lee County in September 1945.

Although the County owned the land, the U.S. government owned the many buildings that had been constructed throughout the area. By 1947, a full-scale sale of the former barracks and housing units began when the government began selling them to returning soldiers and their families. Thus, the Page Park community began. The war veterans bought the land from Lee County and the houses from the federal government.

Typically a veteran purchased a house with slightly over an acre of land for a price ranging from \$600 to \$1,000. This included a septic system because, although the Army had built sewers, Lee County had not maintained them and they were shut down. In addition, each property owner had to pay \$15 toward the construction of a County community center.

Lee County put the facility to other uses a number of years ago and replaced the original center with the Page Park Community Center located at 507 Center Road. Community Development Block Grant funds were used to refurbish the center in the last decade, and now the facility is home to a number of activities, including use as a church.



## Prior Planning Efforts

**T**he first major planning effort that took place in Page Park Plan was prepared in October 2005. It established performance began with Lee County's establishment of a Community objectives and strategies beginning in Fiscal Year 2007. They Redevelopment Area in 1990, under the requirements of include the following: Chapter 163, Florida Statutes.

At that time, the County designated a number of communities as "blighted" areas, thus qualifying them for the potential benefits of a funding source entitled "tax increment financing" and the possible use of eminent domain for redevelopment purposes. For a variety of reasons, neither of these two possible benefits to the community ever materialized.

In 1990 and 1991, a redevelopment plan was developed for Page Park, in accordance with Chapter 163, Florida Statutes. Commonly known as "The Red Book", the plan identified a number of possible development scenarios for the neighborhood, including redevelopment as a business park, infrastructure development including roads and a central sewer system, along with other goals.

In 1994-95, the County restructured several of its Community Redevelopment Areas, including Page Park, and placed them under the auspices of the Human Services Division in a new program called the Neighborhood District Program. The intent was to remove some of the districts from the CRA that had little or no potential for increasing their taxable values and place them in a program that allowed for the use of other grant funding programs to provide neighborhood improvements and social service assistance.

Through the years, the Human Services Division has prepared several revitalization plans and implemented small-scale projects, including the renovation of the Page Park Community Center, sidewalks and drainage, and the creation of a community garden. The most recent Page Park Neighborhood District Revitalization

1. Improve public safety in the neighborhood through such activities as community policing, neighborhood watch, and hurricane preparedness training.
2. Increase opportunities for homeownership and affordable rental housing through code enforcement, neighborhood cleanups, and the development of a lien program.
3. Increase involvement by residents in neighborhood groups and activities by marketing neighborhood meetings and recruiting new participants and neighborhood leaders.
4. Increase recreational facilities and activities in the neighborhood.
5. Increase transportation opportunities as a way to improve access to jobs.
6. Improve the neighborhood's core infrastructure to promote development by identifying and allocating Community Development Block Grants (CDBG) funds for capital infrastructure improvements.
7. Increase employment opportunities and income for neighborhood residents through the development of job training programs and marketing new businesses.

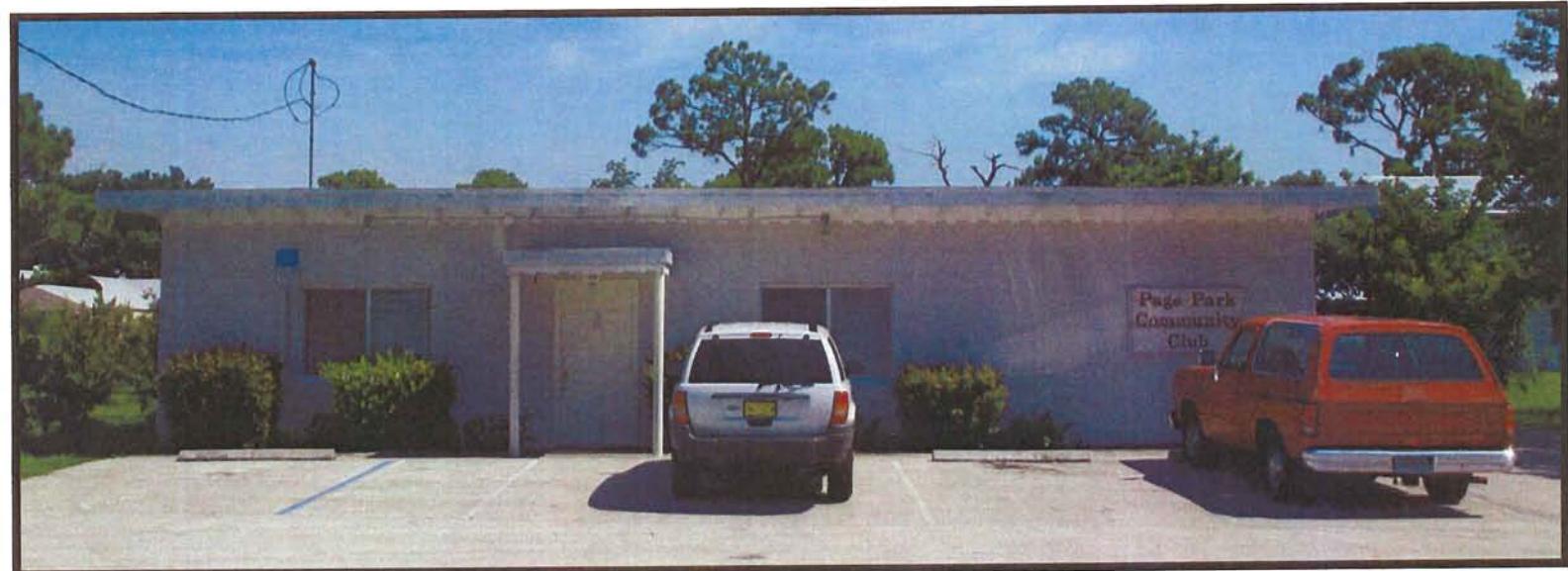
## Current Planning Efforts

**R**ecognizing the need for local residents to have a strong voice in planning their communities, Lee County developed a grant program for grass-roots planning. In 2005, Page Park received a \$50,000 planning grant, and the DRMP consulting team was selected to prepare a new Community Plan for all stakeholders of Page Park.

The first step in the current planning process was the establishment of the Page Park Planning Panel, the formal County committee designated to oversee the development of the Plan. The Panel met monthly with the consultants and various representatives of local government to outline and refine plan elements.

From the outset, it was understood that *public participation* from residents, business owners, and property owners was critical to the eventual success of the Plan. Early in the planning process, a neighborhood questionnaire was prepared and distributed throughout Page Park by volunteers from the Planning Panel. The survey results were then used to focus upon areas determined by the local community to be of major importance (See Appendices for the survey and results).

The next step was a planning charette, which was conducted in April 2006. Over 25 citizens (almost one-quarter of the property owners) participated, resulting in refinements to the overall Community Plan recommendations contained in this document.





### Page Field (FMY)

The General Aviation Gateway to Fort Myers, Florida

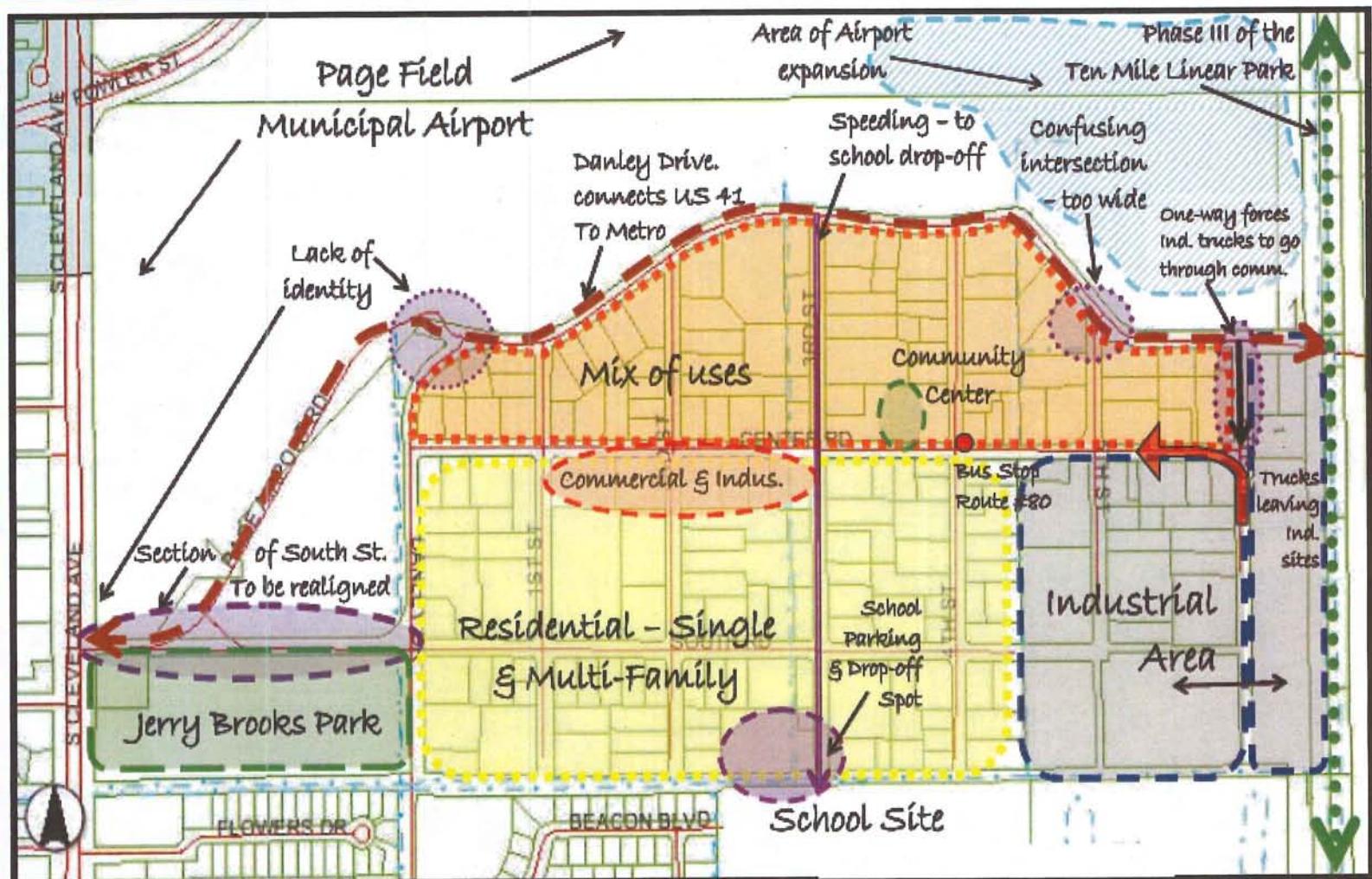


### Page Park Community Club

# Page Park

## *III Community Character*

## Page Park Attributes—As it is Today...



## Inventory Sources

**I**nformation for this section was collected from several sources, including previous planning studies, site visits, public workshops, interviews with County staff, technical documents, and interviews with citizens and property owners in Page Park. The goal of this character inventory is to provide a general understanding of the existing conditions in the Page Park Community and to establish a foundation for the recommendations.

### Page Park Boundary



The Page Park Community is a 136± acre residential, commercial, and industrial subdivision which is bound on the north by Page Field, U.S. 41 (Cleveland Avenue) and Danley Drive to the west, Iona Drainage District (IDD) Canal "L" to the east, and IDD Canal "L-7" to the south and is located in the South Fort Myers Planning Community of Lee County.

### Community Character

**P**age Park is located in the South Fort Myers Planning Community of Lee County. The Lee Plan describes the South Fort Myers Planning Community as follows:

*“South Fort Myers is located in the center of Lee County, South of the City of Fort Myers, east of the Caloosahatchee River, west of the Six Mile Cypress Slough, and north of Gladiolus Drive. This community primarily has the higher intensity land use categories such as Intensive Development, Central Urban, Urban Community, Industrial Development, and Suburban. This community contains one of the county's major hospitals, a baseball spring training facility, and the local community college. This community will be nearly built out by the year 2020. The South Fort Myers Community will continue to be a core area of the county providing office areas for professional services in areas such as financial and medical. There will also be an increased amount of commercial activity along the US 41 corridor and light industrial uses will continue to expand along the Metro Avenue corridor north of Daniels Parkway. The amounts of commercial and industrial uses in this community are expected to double and most of the suitable land for these uses will be developed by 2020. The residential areas of this community will also continue to develop through the year 2020 however the popularity of the residential opportunities to the south in the San Carlos/Estero and Bonita communities will continue to dominate this segment of the market. This community will grow from a 1996 permanent population of 46,000 to approximately 52,000 in 2020. In 2020, this community will still be 4,000 permanent residents from its build out population. While this community is not as heavily influenced by the seasonal population as the communities to the south, in season, South Fort Myers is expected to have a population of over 60,000 in the year 2020.”*

With the amount and intensity of development and growth expected for the South Fort Myers area in the next 10 to 15 years, Page Park's ideal location between the commercial/retail and light industrial corridors of South Fort Myers will only amplify these development pressures; today the community is already starting to experience the early stages of these impacts. In order to slow or mitigate these pressures, the residents of the Page Park Community desire to have a community plan in place to help them direct the type and amount of development and growth they wish to have in their community, as they start to find it increasingly difficult to maintain the integrity of their neighborhood and ensure affordable housing for the future. It is with this intent, that the inventory of existing community conditions and characteristics was conducted.

Page Park is characterized by a variety of land uses: residential (single and multi-family); commercial; industrial; institutional or governmental; and vacant property. West of the Danley Drive boundary, Jerry Brooks Park—a large 10 acre County park—is also considered part of the Page Park Community. Throughout the Page Park Community, many of these existing land uses are often in conflict with one another; where industrial use abutting residential is not an isolated case, but the norm in many instances. These incompatible uses often create impacts to the residents in terms of noise, visual eyesores, odors, and traffic.

## Laws of the Land

### Existing Land Uses

The residential uses are more concentrated on the western side of the community with a solid mix of both single family and multi-family housing. Even in this predominately residential section, some industrial and commercial uses exist along Center Road. The eastern portion of the Page Park Community is dominated by industrial uses, many of which have been at this location for many years.

Existing Land Uses within Page Park			
Classification	Number of Parcels	Acreage	Percent (%)
Commercial	5	4.33	3.19
Industrial	26	38.88	28.66
Single Family Residential	52	26.02	19.18
Multi-Family Residential	65	31.90	23.51
Vacant	36	26.82	19.77
County owned	11	7.71	5.68
<b>Total</b>	<b>195</b>	<b>135.66</b>	<b>100.00</b>

Page Park Community is an area of approximately 135.66 acres in size and contains 195 parcels of land. There are six different existing land uses within the Page Park Community, however most properties fall within four major groups: Industrial (38.88 acres or 28.66%), Multi-Family Residential (31.90 acres or 23.51%), Vacant Land (26.82 acres or 19.77%), and Single Family Residential (26.02 acres or 19.18%).

### Zoning Districts

Like Page Park's existing land use, the zoning designations found within the Page Park Community are varied and often in conflict with one another. Occurrences of Industrial Light (IL) zoned properties abutting residentially zoned properties (TFC2) is not uncommon. The following zoning designations are currently found throughout Page Park:

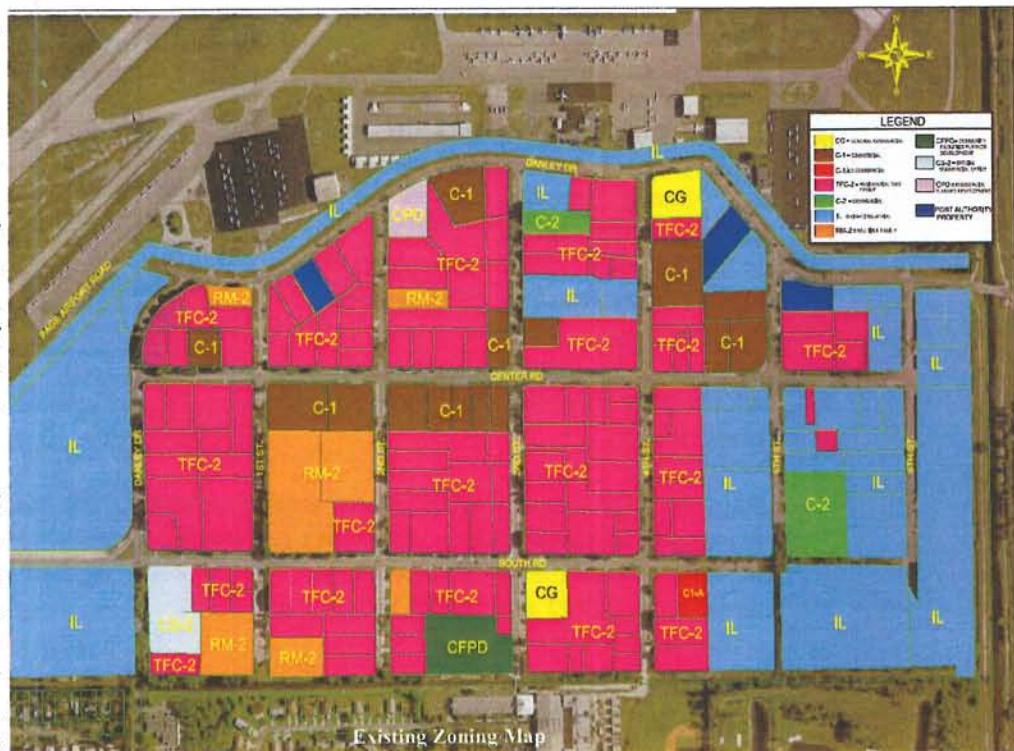
- *CG general commercial district.* The purpose and intent is to permit the designation of suitable locations for and to facilitate the proper development and use of consumer-oriented commercial facilities which are of a type or scale which are not suited for and do not generally seek locations in neighborhood, community or regional shopping centers.
- *C-1A, C-1 and C-2 commercial districts.* The purpose and intent is to regulate the continuance of commercial and select residential land uses and structures lawfully existing in the C-1A, C-1 and C-2 districts as of August 1, 1986, and as originally permitted by the county zoning regulations of 1962, as amended, and 1978, as amended, respectively.
- *CS-2 special commercial office district.* The purpose and intent is to permit the designation of suitable locations for the proper development of standard office space for various purposes, as well as a number of other low-impact uses that can be allowed by special exception in particular circumstances.

## Existing Zoning Map

by special exception in particular circumstances.

- *CPD commercial planned development district.* The principal uses of any commercial planned development are generally the retail sale and distribution of consumer goods and services, or the provision of standard office space for various purposes, including the delivery of professional services or financial services, or for the administration of business and general business purposes.

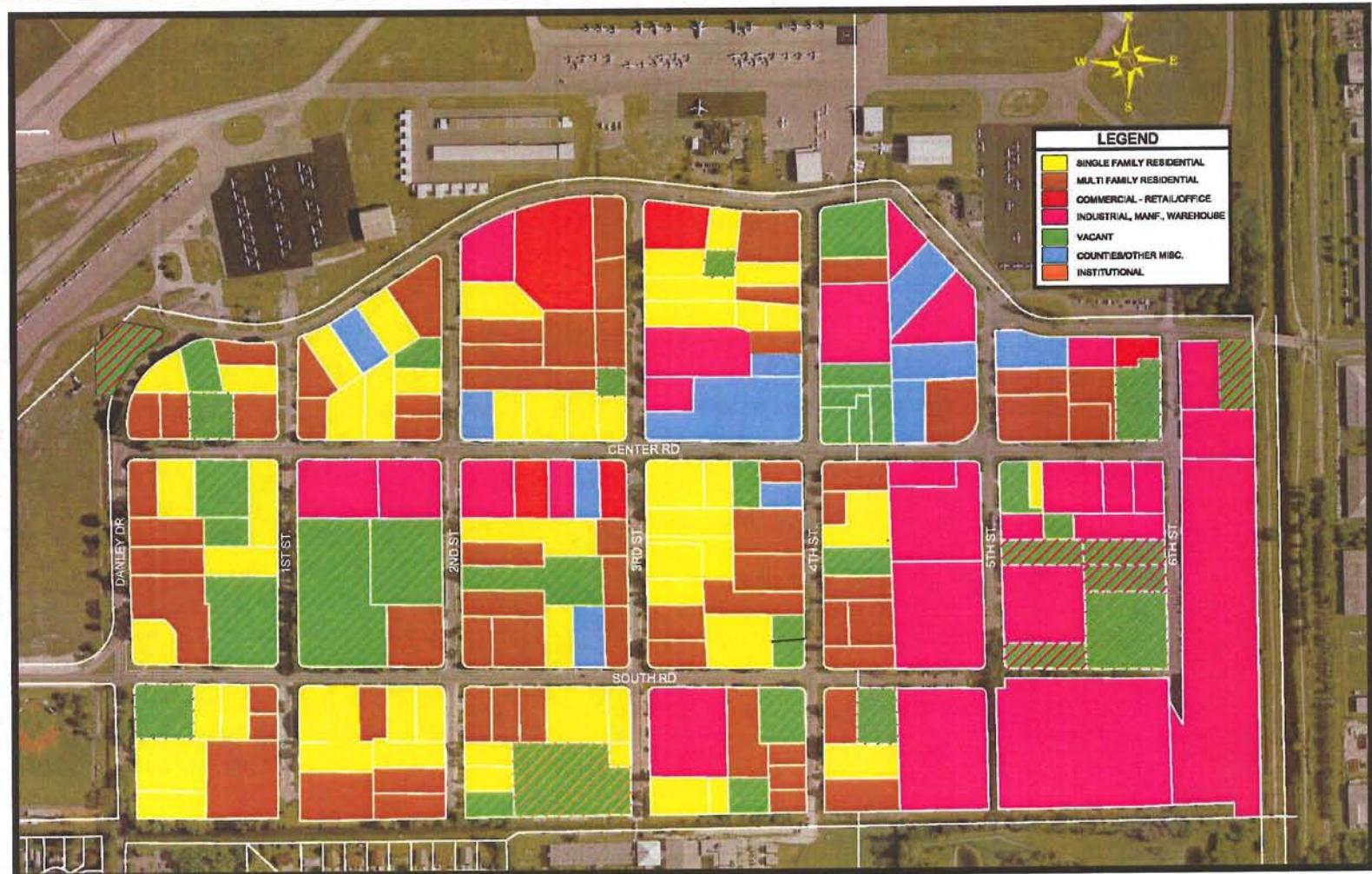
- *CFPD community facilities planned development district.* The purpose is to accommodate those governmental, religious and community service activities which frequently complement and are necessary to the types of activities permitted in other zoning districts, but which, due to the size, intensity or nature of the use, and the potential impact on adjacent land uses, roads or infrastructure, should not be permitted as a use by right in those districts.



- *IL light industrial district.* The purpose and intent is to permit the designation of suitable locations for and to facilitate the proper development and use of areas devoted to various light industrial and quasi-industrial commercial uses. While it is presumed that most industrial processes will take place within enclosed buildings, any activity not taking place within a building shall take place within a yard enclosed by an opaque wall or fence.

- *RM-2 residential, multi-family.* The purpose is to designate suitable locations for residential occupancy of various types of conventional residential buildings for projects which are not already approved planned unit developments or which fall below the criteria for residential planned developments, and for facilitating the proper development and protecting the subsequent use and enjoyment thereof.

## Existing Land Use Map



Page Park Community is an area of approximately 135.66 acres in size and contains 195 parcels of land. There are six different existing land uses within the Page Park Community, however most properties fall within four major groups: Industrial (38.88 acres or 28.66% in pink), Multi-Family Residential (31.90 acres or 23.51% in brown), Vacant Land (26.82 acres or 19.77% in green), and Single Family Residential (26.02 acres or 19.18% in yellow). Commercial (4.33 acres in red) and County owned land (7.71 acres in blue) makes up the remainder of uses. Many uses within Page Park often exist to the detriments of its abutting property.

- *TFC-2 residential two-family conservation district.* The purpose and intent of the TFC residential two-family conservation district is to recognize and protect existing two-family residential developments, lots, structures and uses, previously permitted but not conformable to the regulations for the other two-family residential districts set forth and to accommodate residential use of existing lots that were nonconforming under previous zoning regulations.

### Future Land Use

Page Park has a Future Land Use designation of Central Urban and Industrial Development. The Central Urban areas can best be characterized as the "urban core" of the county. This is the part of the county that is already most heavily settled and which has or will have the greatest range and highest levels of urban service, i.e. water, sewer, roads, schools, etc. Residential, commercial, public, quasi-public, and limited light industrial land uses will continue to predominate in the Central Urban area. This category has a standard density range from four dwelling units per acre (4 du/acre) to ten dwelling units per acre (10 du/acre) and a maximum density of fifteen dwelling units per acre (15 du/acre).



Page Park Future Land Use Map (FLUM) Brown is Central Urban; Pink is Industrial Development

Per the Lee Comprehensive Plan, "Industrial Development areas play an important role in strengthening the county's economic base and will become increasingly important as the county grows in size and urban complexity. To a great extent, these are the areas to which Lee County must look for expanded job opportunities, investments and production opportunities, and a balanced and sufficient tax base. These areas have special locational requirements that are more stringent than those for residential areas, including transportation needs (e.g., air, rail, and highway); industrial levels of water, sewer, fire protection, and other urban services; and locations that are convenient for employees to reach. Industrial Development areas are to be reserved mainly for industrial activities per se, as well as for selective land use mixtures such as the combined uses of industrial, manufacturing, research, properly buffered recreational uses and office complexes that constitute a growing part of Florida's economic development sector."

## Characteristics

### Lot Size and Configuration

Page Park was laid out prior to current minimum lot size and buffering requirements. Consequently, many of the lots do not comply with current Lee County standards. Many properties were built prior to 1950 as military housing, and are now nonconforming to existing codes with regard to setbacks, parking, lot dimensions and lot coverage. Furthermore, the layout of the lots is erratic, since many were platted lots that pre-date most of the residential development within Lee County.

The lots in Page Park are not of a consistent dimension or size. They range from 50 feet by 178 feet (8,900 square feet), to 176 feet by 252 feet (44,352 square feet) in dimension. Some peripheral lots are irregular in shape due to the influence of Danley Drive which is a curved road.

Due to the size, configuration or layout, many Page Park lots that have since become industrial or commercial development sites often lack sufficient parking to accommodate the commercial or industrial use, causing parked cars to spill onto the streets or vacant abutting properties.

### Population and Demographics

According to the U.S. Census Bureau, Page Park is designated as a Census Designated Place (CDP). A CDP is defined by the U.S. Census as "a geographic entity that serves as the statistical counterpart of an incorporated place for the purpose of presenting census data for an area with a concentration of population, housing, and commercial structures that is identifiable by name, but is not within an incorporated place. CDPs usually are defined cooperatively with state, local, and tribal officials based on Census Bureau guidelines. For Census 2000, for the first time, CDPs did not meet minimum population threshold to qualify for the tabulation of census data." In other words, Page Park is a self contained neighborhood that has definable boundaries making it more convenient for data collection. According to the 2000 Census data, the following table is the population, demographic and residency breakdown for this section of the County.

Page Park 2000 Census	
<b>Total Population</b>	524
White	453
Black	16
Asian	1
Other	56
Hispanic	114
<b>Male</b>	314
<b>Female</b>	210
Below 20	125
20-24	52
25-44	207
45-64	108
Over 65	32
Median Age Both Sexes	32.3
Number per Households	2.23
<b>Number of Households</b>	235
Average Size	2.23
Family	105
Non-Family	130
<b>Number of Housing Units</b>	261
Occupied	235
Owner	45
Renter	190
Vacant	26

According to the 2000 Census, there were 524 people, 235 households, and 105 families residing in the CDP. The population density was 1,890.9 per square mile. There were 261 housing units at an average density of 941.8 per square mile. The racial makeup of the CDP was 86.45% White, 3.05% African American, 0.19% Asian, 0.19% Pacific Islander, 8.21% from other races, and 1.91% from two or more races. Hispanic or Latino of any race was 21.76% of the population.

There were 235 households of which 26.0% had children under the age of 18 living with them, 23.4% were married couples living together, 13.6% had a female householder with no husband present, and 55.3% were non-families. Families (non-single residences) represent 44.7% of the population, giving Page Park a lower than average concentration of families. 40.4% of all households were made up of individuals and 3.4% had someone living alone who was 65 years of age or older. The average household size was 2.23 and the average family size was 3.07.

In the CDP the population was spread out with 21.2% under the age of 18, 12.6% from 18 to 24, 39.5% from 25 to 44, 20.6% from 45 to 64, and 6.1% who were 65 years of age or older. The median age was 32 years (this is younger than the average age in the U.S.). For every 100 females there were 149.5 males while every 100 females age 18 and over, there were 147.3 males.

### Housing

The neighborhood contains a variety of housing types including converted military housing dating back to its use as housing during WWII as part of the Page Park Air Base. These barrack style buildings typically housed 3 or more units per building. As can be seen from the table about 62% of the housing stock was built between 1940 and 1959. There was another spike between 1970 and 1979 with 21% of the housing stock constructed during the 1970s. With over one third of the housing stock in 3 to 4 units in one structure, it is not surprising that the ratio of rental to homeownership is approximately 81%.

A critical area of need in Page Park is the deteriorating condition of the housing stock. With the average home being more than 50 years old (median year structure built is 1956), Page Park faces continuous pressure to rehabilitate the housing stock and to construct new, higher quality housing to attract future development.

Page Park Housing Age	
Year Structure Built	Number
1990-1994	5
1980-1989	24
1970-1979	53 (20.6%)
1960-1969	16
1940-1959	159 (61.9%)

Rental properties make up a majority of Page Park's housing stock with 80.9% of the population living in a rental unit. Although renter-occupied housing itself is not a weakness, the condition of the rental properties presents one of Page Park's most significant challenges.

Page Park Housing Tenure	
Housing Tenure	Number
Owner Occupied	45
Renter Occupied	190
Renter to Homeowner	80.9%

Units in Structure	Units	% of Units
1 unit – detached	76	29.6 %
1 unit – attached	13	5.1 %
2 units	61	23.7 %
3 or 4 units	96	37.4 %
5 to 9 units	6	2.3 %
10 to 19 units	5	1.9 %

Typical Page Park Household	
Vehicles per household	66.4% 1 vehicle
House heating fuel	75.6 % use electricity
Telephone service	90.5% have a telephone
Occupants per room	97.1% have 1 person /room
Average Housing Value	\$61,400
Less than 15% of household income for monthly owner cost	80.6%
Average Rental Cost	\$459 per month
35% or more – gross rent as % of household income	29.6%

Today, of the total 261 housing units in Page Park, 37% of the units are housed in 3 to 4 unit structures (what is typically called triplexes or quad-plexes in today's real estate market), followed by single family homes at 34%.

The majority of residential structures in Page Park are concrete block with shingled or tin roofs. Most of the units appear to be in fair to good structural condition, although many are in a state of disrepair requiring major rehabilitation or even removal.

With Lee County's present population of approximately 544,758, less than .1% of the population of Lee County resides in Page Park. Although there has been recent investment of public and private monies into the Page Park Community, including some housing rehabilitation in the residential areas, there are still a number of dilapidated or deteriorating structures in Page Park. Affordability of housing is an important issue for Page Park residents.



## Income

**T**he median income for a household in the CDP was \$23,600, and the median income for a family was \$30,391. Males had a median income of \$23,676 versus \$21,042 for females. The per capita income for the CDP was \$14,281.

About 13.4% of families and 13.2% of the population were below the poverty line, including 19.8% of those under age 18 and 11.9% of those, age 65 or over.

Household Income (1999)	
Less than \$10,000	20
\$10,000 to \$14,000	33
\$15,000 to \$24,999	100
\$25,000 to \$34,999	54
\$35,000 to \$49,999	38
\$50,000 to \$74,999	18
\$75,000 to \$99,999	15
Median household income	\$23,600

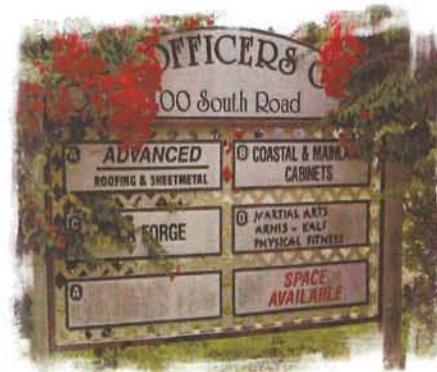
Family Income (1999)	
Less than \$10,000	9
\$10,000 to \$14,000	14
\$15,000 to \$24,999	25
\$25,000 to \$34,999	32
\$35,000 to \$49,999	26
\$50,000 to \$74,999	7
\$75,000 to \$99,999	6
Median family income	\$30,391

## Commercial Development

**T**he commercial/industrial portion of Page Park is primarily located in the eastern section of the community, but these uses are also found interspersed throughout the residential areas. The businesses range from office and retail, to warehousing and manufacturing. The Munter Corporation, a pollution control equipment manufacturer, previously had the single largest industrial use in the area located at the eastern most edge of Page Park. Today, although still owned by Munters, the 7.6 acre site sits mostly vacant with nothing more than a skeleton crew to oversee minimal operations.

The commercial and industrial buildings in the area are mostly concrete block, metal, or a combination of the two. The condition of these buildings range from good to dilapidated.

For the residents of Page Park, the greatest issue with many of the commercial/industrial businesses, particularly those that abut residential, is the lack of adequate buffering or screening. This creates negative impacts for the residential properties including noise, visual eyesores, odors, light pollution, and traffic.



## Transportation and Roadways

The principal artery to Page Park is US 41, a six-lane divided arterial roadway which lies on the west side of Page Park. This highway segment just west of South Road had an Average Annual Daily Trip (AADT) count of 60,700 trips in 2005. On the east side of Page Park is Metro Parkway, a four-lane arterial road with an AADT count of 23,200 trips in 2005. To reach the Page Park Community one must take Danley Drive via Page Airport Road or South Road from US 41, or Danley Drive from Metro Parkway.

Danley Drive is a two-lane curvilinear road that is classified as a collector road and is the northern most boundary of Page Park. In 2005 Danley Drive, near 6<sup>th</sup> Street, had an AADT count of 5,500 vehicles. These traffic counts do not necessarily reflect the amount of traffic going to or from the Page Park neighborhood, as many drivers use Danley Drive as a direct thoroughfare or short-cut from US 41 to Metro Parkway, often to bypass more congested roads.

With the exception of Danley Road the remainder of the Page Park road network is characterized by a grid pattern street layout of small local roads. With most streets having a 65-foot right-of way and a paved width of 30 feet, the streets within Page Park are generally adequate in size, construction and drainage. The majority of the streets within Page Park have sidewalks, particularly in the residential areas. Since October 1990, a total of 8,973 linear feet of sidewalk have been constructed by Lee County throughout the community.

With regard to public transportation, Page Park is situated near two LeeTran bus routes: #140, which runs along Cleveland Avenue and provides direct connectivity to the Merchant's Crossing in North Fort Myers, Edison Mall, downtown, Cleveland Avenue, and the South Fort Myers/San Carlos Park Commercial Centers, and route #80 which runs directly through Page Park along Center Road with a bus stop at 4<sup>th</sup> Street. With connection points at the Edison Mall and the Bell Tower shops, the bus service also provides access to Cape Coral and the beaches. The convenience and accessibility of these two LeeTran bus routes reduces the demand and need for private automobile ownership and in turn reduces the expense faced by low-income workers for commuting to their place of employment.



### Central Water and Sewer

Page Park has central water service to all areas provided by Lee County Utilities. However, the Lee County Utilities Director has indicated that the current system is old and somewhat antiquated and is badly in need of upgrading. With the exception of one or two properties, Page Park operates only on individual septic systems for each property's wastewater treatment.

A number of years ago, a central sewer system was proposed for the Page Park Community during the planning of the Metro Parkway system improvements. However, because of the generally large lots sizes in the area, the individual property owner assessments were cost prohibitive to many. As a result, central sewer is now located and available to all areas surrounding Page Park, but the community itself was never included in the planning or development of the central sewer system.

More recently, the prospect for a central sewer system to be planned and installed community-wide has again become available. While the cost of a central sewer system increases each year, the most recent estimate (2006 dollars) for a community wide central sewer system and road replacement is approximately \$4.5 million (\$2.8 million for sewer installation and \$1.7 million for road replacement). Individual assessments per property owner, based on the \$4.5 million sewer and road project, could be \$20,000 to \$25,000. With County Grants, this amount could be lowered based on varying financial assistance programs identified in Section V, Funding and Implementation. When the central sewer project is warranted, the community should work with the various financial assistance programs to determine the most appropriate program to benefit its citizens.

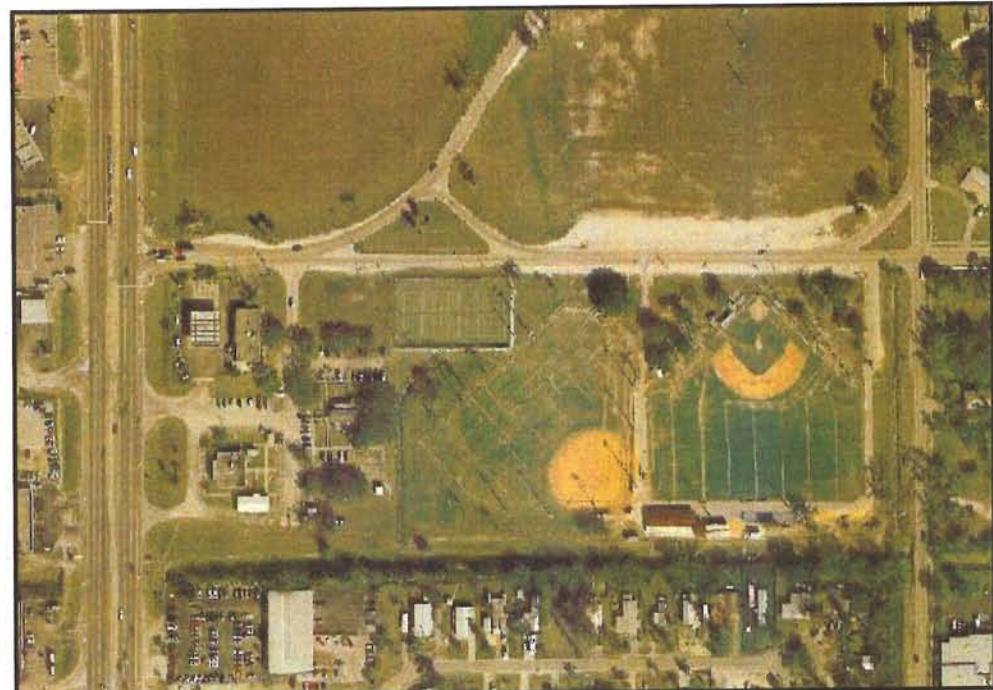
While it has not yet been determined if the property owners will central sewer installation based on individual assessment costs for each property, the lack of sewers will impair any chance for redevelopment prospects which will foster renewed economic viability to the area.



## Parks and Recreation

The Page Park Community has a 10-acre Lee County Community Park (Jerry Brooks Community Park) within walking distance of the entire community and is located at the southwest corner of the Page Park Community. The park has a football field, baseball field, softball field, and four tennis courts with public restrooms. The community park was constructed in 1973 and was originally known as Page Park. In 1982 the facilities were renamed in honor of the former Lee County Parks Director, Jerry Brooks. This was one of Lee County's first parks and has been the home for many sporting activities and events.

Aside from Jerry Brooks Park, the Page Park Community is within close proximity to the future Ten Mile Linear Park on the east side of Page Park along Metro Parkway. The Park will include a trail utilizing the Ten Mile Canal right-of-way on each side. This urban park will extend from north of Colonial Avenue to Mullock Creek, in the Jamaica Bay area. This project, when completed, will provide a north-south pedestrian and bicycle route from the North Colonial Linear Park (east and west) to south Fort Myers, and Six Mile Cypress Parkway's pedestrian/bike path.



*Jerry Brooks Park located on the southwest side of Page Park*

## Community Safety

According to a Visioning Survey (see Appendix) conducted in February 2006 by the DRMP Community Planning Team, two of the top four problem areas were related to community safety. Based on survey results illegal drugs, crime and violence ranked # 1 and 3 of the top problem areas within Page Park. However, further investigation with the Lee County's Sheriff's Office did not produce any statistical or quantifiable incident reports at this time. Whether the issue of community safety is real or perceived, it nevertheless must be addressed. Recommendations to increase the safety are found in Section IV of this Plan.

### Surrounding Properties

The one challenge in which the residents of Page Park have the least control over is the impact of surrounding development. To the immediate north is Page Field Airport, a general aviation airport; to the south is Evangelical Christian School.

#### Page Field Airport

Page Field is one of Southwest Florida's general aviation airports. Centrally located in Lee County, Page Field offers easy access to I-75, U.S. 41, Southwest Florida International Airport, Bonita Springs, Gulf beaches and downtown Fort Myers. The airport is very popular with both recreational and business pilots because it offers high quality facilities including:

- The Aviation Center
- Air Traffic Control Tower
- An Instrument Landing System
- On-Airport Fire Station
- Airport Police Department
- Lodging & restaurants nearby
- Aircraft repair & maintenance
- Flight training
- Aircraft rental
- Aircraft charter
- Avionics repair & sales
- Aircraft detailing

Page Field General Aviation Airport serves

over 90 thousand aircraft operations per year,

currently making it the one of the busiest general aviation airports in Florida. Over 300 aircraft, including jets, turboprops, twins, singles and helicopters make Page Field their home on a full-time basis.

Page Field and its aviation-related businesses support 825 jobs (\$17 million in annual salaries) by local residents and generates an annual economic impact of more than \$35 million. Tenants have a total economic impact of more than \$13 million, while private and corporate aircraft passengers using Page Field as a gateway to Southwest Florida add more than \$22 million to the local economy each year. *(The study was conducted by Ricondo & Associates, Inc., Cincinnati, Ohio, and is based on data collected for 1999.)*



Discussion with Lee County Port Authority planners indicated that in the coming months Page Field is expecting to expand and improve its terminal system and will be developing a new terminal building and supporting facilities on the south side of the airport.

While the residents did not express any complaints or real concern about the aviation noise, they did express concern about the lack of landscape buffering between the airport and their community. However, during a monthly Page Park planning meeting the Lee County environmental planners have indicated that they are working on a plan in cooperation with the airport to greatly enhance landscaping along Danley Drive to create a greater aesthetic appeal.

### **Evangelical Christian School (ECS)**

The school opened its door in 1975 at its present location, a twenty-two acre tract of land in south Fort Myers, abutting Page Park to the south. The second year on the property, the Preschool Division was added, making ECS a full service school for children pre-K through grade twelve. Over the years, the enrollment has grown and many new buildings have been added. Enrollment is now over one thousand and presently the campus is valued over eight million dollars.

According to school officials, there are no immediate plans for any expansion at this time. Although the schools lies immediately outside the Page Park boundaries, it has an ever present impact on the neighborhood, particularly along 3<sup>rd</sup> Street, where there is an off-site parking lot used by the facility and staff of the school, and also an off-site entrance on 3<sup>rd</sup> Street, south of South Road where parents drop off their children.

The Visioning Survey asked residents to decide whether they wanted more, the same, or less of the following: government facilities; multifamily, condo, single family, affordable, and owner-occupied housing, manufacturing, office buildings, stores, Page Field expansion, Evangelical School expansion, industrial park, and closing some streets to through-traffic, surprisingly nearly 40% support more expansion of Page Field, while 35% feel it should remain the same.



*Aerial view of the ECS from the southeast looking toward Page Park.*

### Community Programs

**P**age Park is part of a Lee County Neighborhood District Program. The Neighborhood District Program was initiated by the Board of County Commissioners in March, 1995 from some of the previously created Community Redevelopment Areas.

There are currently six such districts that includes Page Park. Residents from each neighborhood district serve on the respective Neighborhood District Committees (NDC) that oversee improvements to the neighborhoods.

Further, the overall mission of the NDC is to: improve the neighborhood districts by developing effective, cost efficient, holistic neighborhood revitalization strategies designed to provide decent, affordable housing, a suitable living environment and expanded economic opportunities. This mission shall, in part, be accomplished by the following actions:

- Identifying legitimate, capable, and strong neighborhood leaders and working with them on a basis of trust, respect, ethics, and recognition.
- Building empowered, accountable neighborhood-based private/public partnerships to include honest, unbiased, open communication, real power sharing, mutuality of decision-making, and a common neighborhood vision.
- Honor commitments and willingness to commit needed resources.
- Achieve a holistic approach to neighborhood building by linking physical and social service program planning, using long-term realistic solutions.

The Neighborhood Building Program is only successful when it is planned and orchestrated to delicately balance infrastructure needs with the social needs required to maintain them. Both infrastructure capital and social capital are pieces of the same effort. (Infrastructure personnel focus on physical improvements, while social needs personnel concentrate on the social fabric and neighborhood association organizational capacity building.) The rebuilding of targeted Neighborhood Revitalization Districts is via a redevelopment process that is neighborhood-driven, asset-based, and focused on community relationships. Neighborhood Revitalization District (NRD) residents must be empowered to define and develop solutions to their problems. Neighborhood Meetings are the forum for issues to be discussed, decisions made, and solutions developed. The condition of the entire neighborhood must be taken into consideration. Addressing only one part of a neighborhood's liabilities while ignoring all other factors that define neighborhood quality of life has led, in the past, to large capital investments and low results. The holistic, Neighborhood Building approach invests in human capital.

The Neighborhood District Program has enabled the Page Park Community to identify, plan and complete the following infrastructure projects for their community:

- Sidewalk construction has resulted in the completion of 8,973 linear feet of sidewalks within Page Park. The sidewalks provided for increased pedestrian safety and connected the Community Club Building located at 507 Center Road and playground area to the portion of the neighborhood located west of the facility along Center Road. In addition, the sidewalks benefit area residents through improved pedestrian safety especially for school aged children. In addition, the sidewalks serve as a catalyst for improved community appearance and neighborhood pride as well as a stimulus for housing renovation within the affected areas
- Storm water drainage facilities have been constructed in conjunction with sidewalks in order to improve storm water runoff within the area.
- A row of large Australian Pine trees were removed from the Page Park Community Club Building site in order to reduce liability from potential storm damage and to facilitate construction of a 20-space off-street parking lot to serve persons attending neighborhood activities conducted within the Community Club Building.
- Original renovation of the Page Park Community Club Building included repairs to the roof, new air conditioner, handicapped accessibility and purchase of playground equipment. Additional renovations included improvements to the kitchen area, new cabinets, folding room separator and purchase of a stove and refrigerator. The project benefits area residents by providing space for community meetings and related activities that directly serve the neighborhood.
- Purchase and installation of a bus shelter located at 401 Center Road. The bus shelter location was coordinated with sidewalk construction and Lee Tran to serve a frequently used bus stop within Page Park in order to increase the convenience of using public transportation services especially during inclement weather.

The Neighborhood Building Program is made possible by the utilization of federal Community Development Block Grant (CDBG) funds from Housing and Urban Development (HUD) through Lee County Human Services Neighborhood Program.

## In Summary

Page Park has a lot going for it. It is in a great location with many work and business opportunities, and transportation corridors, including public transit. It is a close knit neighborhood with strong leadership that has a vast potential for redevelopment and increased tax-base growth possibilities. It has good recreation amenities nearby available for all residents to use, and while still not yet 100 percent complete, Page park has most neighborhood amenities in place including sidewalks and street lighting.

However, Page Park is not without its issues or problems, many of which have been previously discussed and the impetus for the Page Park Community to pursue a

community planning effort. It is generally the challenges a community faces which form the basis from which any community plan or planning effort is initiated. The community strengths and assets were derived from the day-long Page Park Community Workshop, conversations with the residents, monthly meetings with the Page Park Planning Panel, and the Visioning Survey. The following Section shall address these assets, challenges, and opportunities and develop them into a plan that the Page Park Community can use to help achieve their vision and goals while improving the quality of life for their community now and in generations to come.

### Assets

- Attractive mature oak tree canopy
- Vacant land for fill-in development
- Proximity to main traffic corridors
- Proximity to work and businesses
- Page Field Airport as neighbor
- Close proximity to recreational opportunities
- Access to public transit
- Good "grid" circulation
- Proximity to Ten Mile Linear Park

### Strengths

- Tax base growth potential
- Increasing investment interest
- Friendly neighborhood
- Residents feel connected to neighborhood
- Strong community leadership and resident commitment
- Compact cohesive, neighborhood
- Numerous opportunities for redevelopment

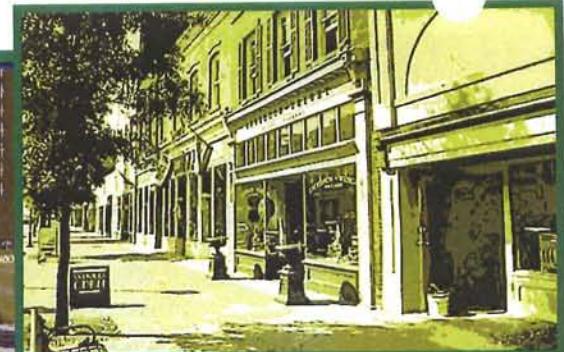
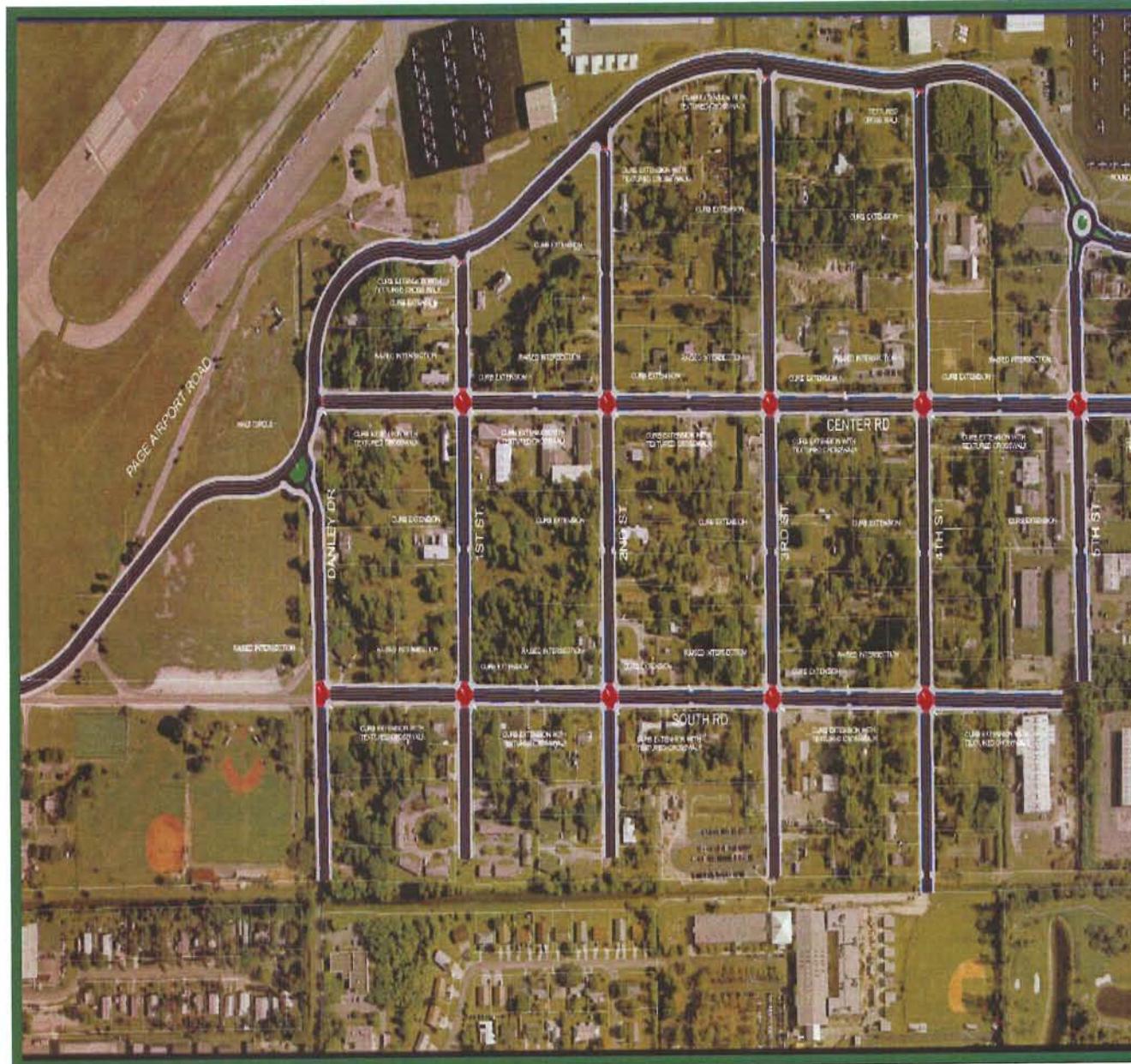
With careful consideration of existing assets and challenges, coupled by a strong willingness to capitalize on the potential for redevelopment and maintain the small village atmosphere, the Page Park Community is ready to move forward and has taken a big step in defining its future.

## Challenges

- Limited amount of housing stock
- Cut-through traffic in neighborhood
- Speeding traffic in neighborhood
- South Street safety by Brooks Park
- Lack of sidewalks in some areas
- Lack of sewers in entire area
- Areas of vegetative overgrowth to harbor homeless and/or criminal element
- In need of water line and facility upgrade
- Drainage ditches and swales overgrown with vegetation preventing water conveyance
- Hurricane damaged trees may become a liability
- Deteriorating physical condition of buildings
- Insufficient street lighting in areas
- Lack of sufficient code enforcement
- Deteriorating conditions of housing stock
- Non-owner occupied dwellings or absentee landlords
- Perception of high crime
- Potential industrial impacts to abutting residential area
- Illegal debris dumping
- Lack of development/redevelopment incentive
- Need for restaurants
- Lack of parking on commercial sites
- Parking on lawns in residential areas
- Lack of trees/landscaping

## Opportunities

- Adopt or consider CPTED techniques for development
- Utilize a CPTED technician for site plan review
- Require appropriate lighting on commercial development
- Continue and increase use of a "Neighborhood Watch" group
- Develop an "Appearance Code" that addresses lot mowing and under-brush maintenance, to deter crime and shelters for homeless
- Maintain a mix of income housing opportunities within Page Park
- Page Park should receive top priority in sewer installation.
- Page Park Airport support service
- Plan for water-line upgrades
- Devise policies for financing of sewer hookup for residential units. Do follow-up with property owners to determine if there is a consensus to proceed with sewers in residential neighborhood
- Continue to pursue CDBG grants and funding for sewer installation
- Removal of exotic plants and trees
- Clearing and maintenance of vegetation/debris from drainage ditches/swales
- Prepare a pedestrian/sidewalk plan that will include a pedestrian connection to the County Park
- Pursue funding for additional sidewalks
- Evaluate the existing trees on County property for long-term damage as a result of Hurricane Charley and remove those that may become a liability
- Promote and allow for Mixed-use development
- Allow for increased density of no more than 10 du/acre with possible density bonuses allowed, upon meeting certain criteria.



# Page Park

## *IV Plan Elements & Recommendations*

## Conceptual Plan Elements and Recommendations

**A**s a result of reviewing and analyzing existing community conditions, feed-back from the Community Workshop, survey results, and numerous public meetings with the Page Park Planning Panel, a number of community “focus areas” were identified. These focus areas will be addressed as proposed elements of this plan. This section will present descriptions of the various elements of the Page Park Community Plan that contain proposals for future land use, private sector development opportunities, and recommended public investment in capital improvements.

It should be understood that the plan will not happen all at once and most likely not even in the sequence presented. The Page Park Community Plan is intended to provide guidance and direction for the Page Park Planning Panel to take action to reach the goals, visions and desired outcome for continued positive growth and development for the future of the Page Park Community.

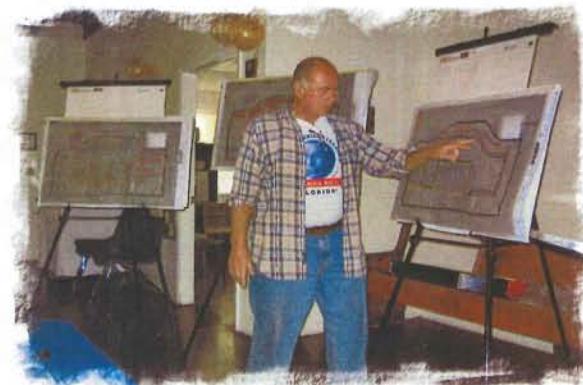
The elements of the Community Plan are arranged and grouped by focus area, beginning with the proposed Land Use recommendations followed by proposals that apply to the remainder of the Page Park Community such as transportation and roadways, infrastructure, community safety and appearance.

### Land Use

**O**ne of the most obvious planning concerns Page Park currently faces is the hodgepodge fashion in which development has occurred throughout the community. Industrial uses abut residential, single family residential is surrounded by multi-family, and commercial pops up anywhere. An existing land use map can be found in Section II of this plan.

One of the first things that need to be resolved is making this land use scheme make sense so that any future development can provide some level of predictability and redevelopment will occur using sound planning principles. It must also be sensitive to the existing residential and business uses in the community.

Land use was proven to be one of the most important topics to the neighborhood through surveys, discussion and the community planning workshop in April 2006. To assess neighborhood opinions about the land use situation, the planning facilitators asked the residents how would they arrange or rearrange the community's land use if given the opportunity.



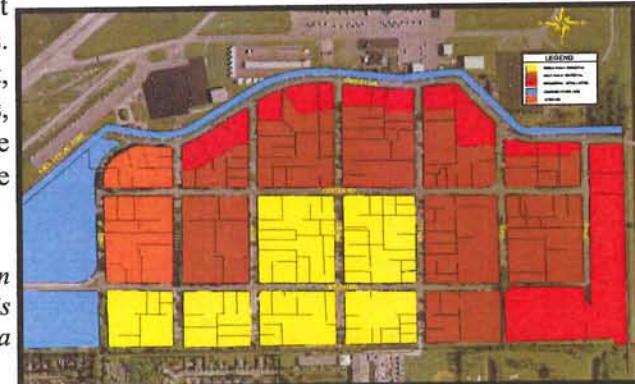
The residents were broken into three groups and given aerial base maps, tracing paper, and colored markers to redesign and plan Page Park's land use. The results were somewhat surprising in that all three groups showed great similarities and consistency in their ideal plans.

Shown are the three plans as created by each group. All three groups recognized that introducing the concept of a mixed use would help alleviate some of the land use issues which currently exist within Page Park. Two of the groups also saw the need for commercial fronting Danley Drive, both as a neighborhood buffer from the Page Field Airport and Danley Drive, as well as offering a location for commercial airport support services. All three plans were also sensitive to the need for continuing the commercial/industrial uses on the east side of the community, although two of the plans indicated a lessening of intensity from industrial to commercial, which perhaps would allow for some light industrial.

### Mixed Use Overlay

**M**ost recently, Lee County planners are looking at creating mixed-use overlay districts in various parts of unincorporated Lee County, particularly areas that could be considered small communities. Page Park is one such community they would like to consider for this treatment. County planning staff views it as a way to promote the creation and restoration of diverse, walkable, compact, vibrant, mixed-use communities composed of the same components as conventional development, but assembled in a more integrated fashion, in the form of complete communities. These districts would contain housing, work places, shops, entertainment, schools, parks, and civic facilities essential to the daily lives of the residents, all within easy walking distance of each other. Ironically, it is the same concept the residents have already expressed for Page Park during the community planning workshops and meetings.

*These maps were proposed by 3 citizen groups at the day-long Charette. The brown indicates multi-family use, yellow is single family use, red is commercial, orange is mixed use, and pink is industrial. The proposed Page Park Overlay Map is a composite of these three concepts.*



The mixed-use overlay would allow for commercial uses, residential uses, and some light industrial use in a compatible manner that includes the following components:

## **1. Walkability**

- Most things within a 10-minute walk of home and work
- Pedestrian friendly street design (buildings close to street; porches, windows & doors; tree-lined streets; on street parking; hidden parking lots; garages in rear lane; narrow, slow speed streets)
- The distance that a person is willing to walk in order to reach a destination

## **2. Connectivity**

- Interconnected street grid network disperses traffic & eases walking
- A hierarchy of narrow streets, boulevards, and alleys
- High quality pedestrian network and public realm makes walking pleasurable

## **3. Mixed-Use & Diversity**

- A mix of shops, offices, apartments, and homes on site. Mixed-use within neighborhoods, within blocks, and within buildings
- Diversity of people - of ages, income levels, cultures, and races

## **4. Mixed Housing**

- A range of types, sizes and prices in closer proximity

## **5. Quality Architecture & Design**

- Emphasis on beauty, aesthetics, human comfort, and creating a sense of place; special placement of civic uses and sites within community. Human scale architecture and beautiful surroundings nourish the human spirit

## **6. Increased Density**

- More buildings, residences, shops, and services closer together for ease of walking, to enable a more efficient use of services and resources, and to create a more convenient, enjoyable place to live

## **7. Smart Transportation**

- Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation

## **8. Sustainability**

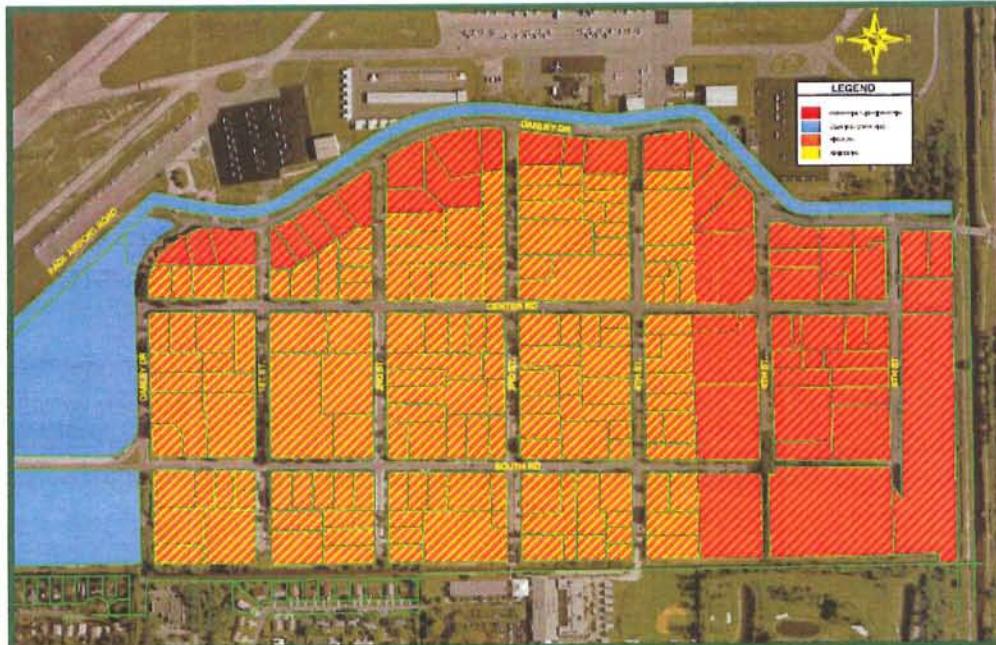
- Minimal environmental impact of development and its operations
- Eco-friendly technologies, respect for ecology and value of natural systems
- More local production
- More walking, less driving

## **9. Quality of Life**

- Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit



Based on the plans drawn by residents, further discussions with the Page Park Planning Panel and now the Lee County Department of Community Development conceptually endorsing and encouraging the mixed use concept for Page Park, the following proposed Page Park Overlay Map was created as a composite of these ideals and concepts.



The proposed **Page Park Mixed Use Overlay Map** consists of three (3) principal use types: mixed use shown in orange (cross hatch), commercial shown in red, 'residential (single family and multi-family) shown in yellow and blue is County owned land.

Therefore, mixed use developments shall be limited to ten (10) residential dwelling units per acre (du/ac). However, additional density may be awarded as bonus density that shall be based on six (6) performance categories. The bonus can be awarded in proportion to the number of categories fully met for a maximum of nine (9) dwelling units per acre.

For example, if two (2) of the six (6) categories are met, then one-third of the available bonus density shall be awarded: two (2) categories will allow for an extra three (3) dwelling units per acre of maximum density, four (4) met categories will allow for an extra six (6) dwelling units per acre of density, and all six (6) categories met will allow for an extra nine (9) dwelling units per acre of maximum density over and above the 10 du/ac that would be typically allowed. These six performance categories are detailed in Section V of this plan.

The entire 136 acres of Page Park is appropriate to be and should be designated for mixed use development. The mixed use area is depicted in orange and will also allow for residential and commercial uses by themselves or as part of a mixed use development in a compact urban form, and include residential and one or more different but compatible uses, such as, but not limited to: office, industrial and technological, retail, commercial, public, entertainment, or recreation. These uses may be combined within the same building or may be grouped together in cohesive neighboring buildings, (as a development project) with limited separation, unified form and strong pedestrian interconnections to create a seamless appearance.

Because any mixed use development will require a residential component, density is also a consideration for mixed use.

### Residential District

**C**urrently, 42.69% of Page Park is made up of residential uses, both single family (19.18%) and multi-family (23.51%). The majority of the residential use is located in central Page Park and extends west toward Jerry Brooks Park. While the mixed use concept requires residential uses to be a major component, it does not allow for “stand-alone” residential. In order to avoid making 42.69% of development become legal non-conforming land uses and structures, a Residential district was created where existing residential and new “stand-alone” (without a non-residential component), may be developed. This area is depicted in yellow on the Page Park Overlay Map. These areas will allow the existing residential uses to blend in harmony with new mixed use development.

Like mixed use density is a consideration for residential development and shall be limited to 5 dwelling units per acre. But also like the mixed use, density bonuses will also be allowed based on the same performance criteria and in the same manner as the mixed use. The bonus can be awarded in proportion to the number of criteria fully met for a maximum of nine (9) dwelling units per acre.

For example, if two (2) of the six (6) criteria are met, then one-third of the available bonus density shall be awarded: two (2) categories will allow for an extra three (3) dwelling units per acre of maximum density, four (4) met categories will allow for an extra six (6) dwelling units per acre of density, and all six (6) categories met will allow for an extra nine (9) dwelling units per acre of maximum density over and above the 5 du/ac that would be typically allowed. The six performance criteria are detailed in Section V of this plan.

### Commercial District

**R**ecognizing that Page Park has significant amounts of existing commercial and industrial uses (31.85%) a commercial district was created that allows for “stand-alone” commercial, including the existing industrial uses, to persist. These areas are indicated in red on the proposed Page Park Overlay Map. The commercial district is predominantly found on the east side of Page Park where most of the industrial uses currently exist and along Danley Drive providing a good support location for potential Page Field Airport businesses as well as act as a buffer between Danley Drive—which has become a busy thoroughfare—and the remainder of Page Park. The commercial district would also allow for mixed use development, but the idea of stand-alone commercial and the existing industrial uses will no doubt dominate these areas.

However, to accommodate any mixed use development in the areas currently designated for industrial use, a Future Land Use Map amendment from Industrial to Central Urban will be required. This Future Land Use Map amendment will only affect the small area bound on the east by the Iona Drainage District canal, to the north by Danley Drive, to the south by South Road, and the west by drainage easement between 4<sup>th</sup> and 5<sup>th</sup> Streets. This amendment to Central Urban will not affect existing industrial uses because it will allow limited light industrial uses as described in Policy 7.1.6 of the Lee Plan:

**POLICY 7.1.6 (The Lee Plan):** Land that is located outside of the Industrial Development, Tradeport, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met: a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development.



On the left is the current Future Land Use Map (FLUM) of Page Park with Central Urban in brown and Industrial Development in pink. On the right is the proposed FLUM, with all Central Urban Land Use designation which would allow for mixed used in what is presently industrial use only.

The Future Land Use Map amendment allows for a consistent Central Urban Land Use designation for Page Park thus making for a more streamlined development of the Community.

In order to facilitate achievement of these Land Use concepts, the Goals, Objectives and Policies found in Section VI of the Community Plan will be used to serve as a guide for developers, property owners, County staff, and the Board of County Commissioners when development activity is being conceived, planned, reviewed and undertaken. These policies will supplement the Goals, Objectives and Policies currently adopted in the County's Comprehensive Plan, and can often serve better than specific land use standards by allowing for creativity and innovation in land use planning.

### Transportation and Roadways

**T**he Page Park Visioning Survey (see Appendices) determined that “cut-through” traffic is the neighborhood’s biggest traffic problem within Page Park. Cut-through traffic also leads to speeding and other traffic problems as voiced by the Page Park Planning Panel.

Representatives from Lee County Transportation listened to the concerns of the citizens and suggested possible solutions to remedy the traffic situations. For example, there is a speeding “hot spot” located at the intersection of 4<sup>th</sup> Street and South Road. While residents have requested a stop sign to solve the problem, it was pointed out that the much desired stop sign could actually make the situation worse. Instead, traffic calming techniques, which include roundabouts and raised intersections could be the solution to this problem.

A second traffic problem identified by the Page Park residents is the intersection of Danley Drive and 5<sup>th</sup> Street. It is an extremely wide, unmarked intersection that tends to create confusion as to where to stop. Cars turning off Danley have no point of reference in which to make a safe turn and stay within their lane. While a solution was not presented at the meeting, it was approximately one week later that the Lee County Department of Transportation presented an affordable and immediately do-able solution to resolve this problem (see photo). While it may not be the “best” solution, it will create a safer intersection until such time that a more permanent solution be made.



*Lee County's solution to the 5th & Danley intersection problem, which was immediate and do-able.*

### Traffic Calming Plan

With the concept of traffic calming techniques freshly on the minds of the Page Park Planning Panel and residents, they were interested in finding out how this concept could help their community. Traffic calming can be described as techniques that include a full range of methods to slow cars, but not necessarily ban them, as they move through commercial and residential neighborhoods. The benefit for pedestrians and bicyclists is that cars now drive at speeds that are safer and more compatible to walking and bicycling. There is, in fact, a kind of equilibrium among all of the uses of a street, so no one mode can dominate at the expense of another.

The Page Park community is currently plagued more with speed control measures than traffic volume issues. Therefore, traffic calming techniques can generally be employed in one of three ways:

- Changing the vertical alignment
- Changing the horizontal alignment
- Narrowing the road



These techniques include such things as: speed bumps, speed tables, raised crosswalks, raise intersections, textured pavement, traffic circles, roundabouts, realigned intersections and center island narrowing. During the Page Park planning charrette, many of these techniques were utilized to develop a proposed traffic calming plan which will help alleviate many of the traffic issues which currently concern residents.

This plan will require review, approval, and coordination with the Lee County Department of Transportation (DOT) prior to any implementation. In addition to approval, a plan such as this will also require adequate funding to facilitate its construction, since there are no current plans by the Lee DOT to implement any road improvements to Page Park at this time. Discussion of funding possibilities and opportunities can be found in Section V of this plan.

One opportunity could be if the central sewer project were implemented. Since the streets will be torn up and will need to be replaced, several of these traffic calming techniques may be able to be implemented at that time at a reduced cost or as part of the overall reconstruction. Again, installation of the sewer and coordination with the County could make this a reality in whole or in part.

One additional initiative would be to make installation of a traffic calming measure a criteria category for density bonus acquisition as discussed earlier in this section and in Section V of this plan.

## **Identification/Entrance Feature**

The previously discussed issue of the Danley Drive and 5<sup>th</sup> Street intersection was also addressed at the planning charrette. Although the Lee DOT solution was quick, relatively easy to accomplish and inexpensive, it was hardly a good long-term solution. The group then sought a long-term means to solve the dangerous intersection problem. One such solution was the traffic calming concept of a roundabout.

A roundabout is a circular intersection that eliminates some of the conflict traffic, such as left turns, that causes crashes at traditional intersections. Traffic maneuvers around the circle in a counterclockwise direction, and then turns right onto the desired



*Section of traffic calming plan showing some of the techniques used such as textured crosswalks, raised intersections, and curb extensions.*

street. All traffic yields to motorists in the roundabout and left-turn movements are eliminated. Unlike a signalized intersection, vehicles generally flow and merge through the roundabout from each approaching street without having to stop.

A roundabout would slow the traffic at the intersection, provide absolute visual definition for all users, and even have an aesthetic component which the Lee DOT solution certainly did not. The aerial photo shows how such a roundabout might be implemented.

In addition to calming traffic and providing for a safer intersection, a roundabout could also become an identity and entrance feature for Page Park. Currently, Page Park as a community is without any identification features. There is no way of knowing you are in the Page Park community with the possible exception of the Community Club building located on Center Road. In spite of Page Park's interesting and important heritage, it remains a visually anonymous community. Neighborhoods should be recognized for their unique character. This can enhance the walking environment and sense of community.

Examples of identity treatments include gateways, traffic calming, welcome signs, flower planters, banners, decorative street lighting, unique street name signs, and other details. Unlike most community identity treatments which help develop interest in enhancing the community but seldom provide any direct traffic improvements, the Page Park roundabout on Danley Drive and 5<sup>th</sup> Street can provide both.

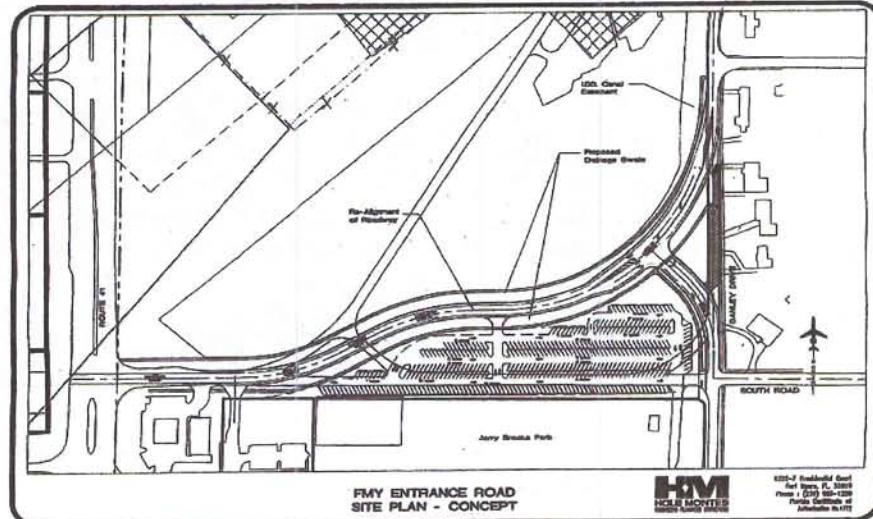
The cost for a landscaped roundabout varies widely and can range from \$45,000 to \$150,000 for neighborhood intersections.



*The roundabout concept proposed for the intersection of Danley Drive and 5th Street. It could also act as a community identity feature with signage, landscaping or even art.*

## Recreation

While the Page Park citizens have no issues or concerns with Jerry Brook County Park as a recreational facility, and even feel it is a great amenity to their neighborhood they have serious safety concerns about the alignment of South Street which fronts the facility and separates the park from frequently used parking spaces across this street. According to the Page Park Planning Panel, this situation has been in existence for quite a numbers of years, and they feel it is just a matter of time before a park user will be seriously injured by a vehicle. To alleviate this situation, the Lee County Port Authority and Parks and Recreation Department have collaborated on property transfer that will bring the area used for parking under the jurisdiction of Parks and Recreation. There are plans to close that section of South Street and create a new roadway into Page Park as shown in the preliminary road design. Unfortunately, there has been a financial snag along the way, which is causing the delay in correcting this situation. The Page Park Planning Panel is working to resolve this matter.



*A conceptual plan to realign South Road to provide for increased parking for Jerry Brooks Park, but more importantly, greater safety for all park users.*



*A roundabout concept that could act as an entrance feature and provide identity for the Page Park community.*

## Infrastructure

Page Park will require some infrastructure improvements to facilitate enhanced private investment in the community and allow for the recommendations in development type.

## Central Sewer

With minor exception, most of the Page Park community currently uses septic tanks systems for their wastewater treatment systems. To improve the quality development in the neighborhood, Page Park and Lee County should consider the update of the water system and engage in conversations regarding a low cost approach to the installation of a sewer system.

In turn the County may be able to provide qualified property owners with long-term loans or deferments to pay back the cost of this important infrastructure investment. (See Section V for more information on this opportunity).

### Central Water

**C**urrently the Page Park community has a complete central water system. However, recent conversations with the Lee County Director of Utilities have indicated that the system is old, in many respects antiquated, and in need of upgrading. He has indicated that as a side project to the sewer installation, "if and when that finally happens", that the Lee County Utilities Department will propose a central water improvement program to do these much needed upgrades at total cost to the County. It was stressed that it can happen only as a piggy-back to the sewer program and makes sense to do it then as the streets will be open and construction ongoing. This will be a great opportunity to the residents and businesses of Page Park. However, it does depend on the acceptance of central sewer installation by a majority of the Page Park property owners.

### Community Safety

**A**s a starting point to address the problem of Community Safety, the Lee County Sheriff's Office was contacted to conduct a Community Security Survey. This survey was conducted on April 5, 2005 by Ms. Kathy Hoffmann, FCPP/ICPP, from the Homeland Protection Unit. Based on her assessment of the Page Park community, she made the following recommendations:

- Add Street lights.
- Advise code enforcement to address the untagged vehicles.
- Trim all overgrown vegetation.
- Verify with the zoning department concerning operating businesses out of the home.
- Add traffic center lines to roadways and paint speed bumps.
- Designate cross walk areas with signage and or road markings.
- Advise all homeowners and renters to remove basketball hoops from roadway.
- Advise all residents and business no parking on sidewalks.
- Check with code enforcement in reference to livestock being kept in the area.
- Move or disguise large commercial dumpsters.
- Remove debris from vacant lots.
- Add traffic calming devices such as roundabout, etc. *(as previously discussed earlier)*
- Add security barriers around play ground. This should prevent children from falling into the drainage ditch.
- Update "Tot Lot".
- Add small "adult" benches to play ground area.
- Add a picnic table.
- Add lighting to play area.
- Add residents and guest allowed signage to play area.
- Add user friendly type mulch to play area such as shredded rubber.
- Install neighborhood identification signage, stating name of neighborhood *(also as previously discussed)*

Ms. Hoffmann further stated that while implementation of these recommendations can assist in reducing criminal behavior, this security survey was only advisory and was not intended to identify all security weaknesses or to warrant the adequacy of all present and future security measures whether or not recommended.

Some of these recommendations can be implemented immediately; others can be implemented during regular maintenance programs over longer periods of time.

During the Page Park Planning Workshop, Ms. Hoffman also discussed the value and need for Community policing, such as the Neighborhood Watch Program. This program involves a partnership between the Lee County Sheriff's Office and the community,

where citizens learn how to organize and participate in protecting their neighborhood. Recently, Page Park has become an active participant of this valuable program, and it is recommended that the program and its participants remain an active, viable part of the community.

## Street Lighting

**T**he number one item listed on the Community Safety Survey was improving the safety in the neighborhood with more lighting. However, the Page Park citizens have known this all along and have made great strides to accomplish this. After 3 years of planning, meetings and discussions, the streetlights throughout Page Park have all been upgraded to provide brighter light. Thirteen (13) new lights have also been added in areas that were lacking sufficient illumination. FPL will continue with upgrades in the near future and in years to come as money is added into the budget. Page Park is fortunate to have its own taxing district to provide funding for these upgrades. The Page Park Neighborhood District leadership encourages anyone interested in having additional lighting or is aware of an area that could use more light to come to the meetings that are held every other month at the Page Park Community. Because the Page Park Neighborhood District was able to address this issue within the existing taxing structure, they have been able to take immediate positive action to begin the process of creating a pleasant environment where residents and business owners can feel safe and comfortable as they go about their lives in Page Park.

## Code Enforcement

**C**ode enforcement works in partnership with the people of Lee County to promote and maintain a safe and desirable living and working environment; to improve the quality of Lee County neighborhoods through education, enforcement, and abatement; to respond to community concerns and attain code compliance; and is investigated with minimal delay. The activity code enforcement currently investigates the following:

- Abandoned Vehicles
- Building Without Permits
- Excavations
- Licensed & Unlicensed Contractors
- Lot Mowing
- Rights of Way / Road Obstructions
- Signs
- Substandard Housing Conditions
- Trash
- Unsafe Buildings
- Zoning/Illegal Land Use



While calling a Lee County Code Enforcement officer is often the most responsive and appropriate way to handle a non-complying situation as listed above, there are things the community can do to deter or even prevent these things from happening in the first place. It is a long held theory that many code complying issues can eventually lead to criminal activity and the ultimate decay of a neighborhood. While this may not happen overnight, lack of attention to non-complying issues can lead to deleterious affects for the community.

James Q. Wilson and George Kelling developed the 'broken windows' theory to explain how neighborhoods can deteriorate and become vulnerable to criminal behavior. Evidence of accumulated trash, broken windows, and deteriorated building exteriors remain in the neighborhood for reasonably long periods of time. People who live and work in the area feel more vulnerable and begin to withdraw. They become less willing to intervene to maintain public order (for example, to attempt to break up groups of rowdy teens loitering on street corners) or to address physical signs of deterioration.

Sensing this, teens and other possible offenders become bolder and intensify their harassment and vandalism. Residents become yet more fearful and withdraw further from community involvement and upkeep. This atmosphere then attracts offenders from outside the area, who sense that it has become a vulnerable and less risky site for crime.

The "broken window" theory suggests that communities utilize strategies such as those listed below help to deter and reduce crime:

- Quick replacement of broken windows
- Prompt removal of abandoned vehicles
- Fast clean up of illegally dumped items, litter and spilled garbage
- Quick paint out of graffiti
- Finding (or building) better places for teens to gather than street corners
- Fresh paint on buildings
- Clean sidewalks

With the rather small size and closeness of the Page Park community, it would be relatively easy for a committee of citizens to keep tab on issues such as these. Approaching the property owner could be a pro-active method to mitigate any non-complying code issue and would be a good first step in addressing this problem. However, further coordination with the County Code Compliance officer as follow-up may be necessary if the issue persists.

## Appearance

**C**ommunity appearance related issues are of fundamental importance. Community pride is projected through the development and maintenance of distinctive, attractive images. This Section of the Page Park Community Plan has been created to enhance the positive visual aspects of the built and natural environment and promote substantial improvements to the appearance of the Page Park community. This Section is based on the belief that development is both necessary and desirable to maintain and improve the quality of life for people who live here now and for future generations. The purpose is to share ideas of what can be done to assure that new growth fits in with the residents' vision for the Page Park community.

During the Charette's visioning process, it was determined the community would like to create an architectural theme of a vibrant, mixed use, "Village-like" character. As new construction or rehabilitation and renovation of existing structures takes place, a cohesive design style is desired to encourage a "Village-like" streetscape. By creating architectural guidelines to reflect this desire, the traditional village-like "feel" can be achieved, and will eventually spread throughout the entire community over time.

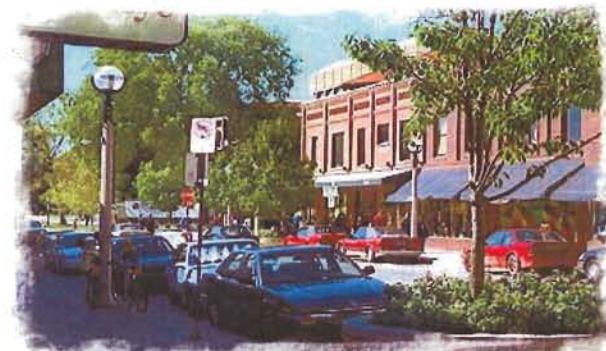
Appropriate building facade and signage improvements reflecting this "Village" theme will create a memorable physical image and destination for both residents and non-residents. In addition to new construction incorporating these guidelines, the key to the creation of this image is the improvement and rehabilitation of as many building facades as possible to at least a basic level, rather than "over-improving" only a handful of buildings.

For building owners, tenants, architects, contractors or other parties interested in the renovation or construction of new commercial buildings and building facades, the following general guidelines have been developed.

### Visual Compatibility Principles

When evaluating new construction, alterations, additions, or retrofits of existing buildings, there is a series of visual compatibility factors that should be considered. Each building should be evaluated on its visual compatibility within that building as well as visual compatibility between the building and its adjoining buildings:

1. Building height
2. Proportion of the building's front facade
3. Proportion of window and door openings
4. Rhythm of spaces between buildings
5. Rhythm of solids to voids on facades fronting on public spaces
6. Rhythm of entrance and porch projections
7. Roof shape
8. Relationship of materials, texture and color
9. Scale of building



10. Street wall continuity with buildings, landscape and fences
11. Directional expression of front elevation—vertical, horizontal, non-directional
12. Exterior features—lighting, fences, signs, sidewalks, driveways

These broad principles are seen as complementary to the following Detailed Architectural Guidelines:

## Architectural Guidelines

**T**he following architectural guidelines are created to assist individual business owners in making a preliminary assessment of their buildings and in considering a range of improvements. The determination of which guidelines may be appropriate and considered for a specific development must ultimately be based on appropriate architectural planning.

### WALLS

#### Use and/or consider:

- Materials consistent with the Page Park architectural character of “Village”
- Awnings for providing a visual focus to windows/entrance, weather protection, concealment of security gratings, and coordinated signage
- Preservation/rehabilitation and use of traditional materials such as brick, stone, stucco, wood shakes/shingles, wood window frames, doors and horizontal wood siding

#### Avoid:

- Blank facades on any stories facing streets or public ways
- Materials that appear temporary or artificial such as aluminum and vinyl siding
- Materials that are of limited durability and difficult to maintain, such as exterior finish systems incorporating foam insulation in areas of moderate to heavy use
- Ultra modern or contemporary design elements

### ROOFS

#### Use and/or consider:

- Roof forms and materials consistent with the Page Park architectural character of ‘Village’
- Traditional materials such as tile, slate and wood shingle/shakes that complement materials that are close in visual appearance
- Recreating original roof forms that have been modified or removed
- Gutters and downspouts of traditional shapes and materials
- Restoring original cornices and roof features such as dormers

## Avoid:

- False mansards and other roof shapes out of character with the Page Park
- Materials that appear temporary or artificial such as thin low grade asphalt shingles
- White aluminum gutters and downspouts; “K” gutters
- Unsightly roof objects, mechanical and electrical equipment, vents, hatches, etc. exposed to streets and public ways
- Covering existing original features such as cornices, dormers and wood trim with aluminum, vinyl or other contemporary materials
- Materials that are susceptible to frequent maintenance

## WINDOWS/DOORS

### Use and/or consider:

- Windows/doors consistent with the Page Park architectural character of “Village”
- Divided light multi-paned windows and doors, where applicable
- Clear glass. Keep glass clean
- Window/door designs that are simple, well-proportioned, fill all of the building’s original window/door openings and are appropriate to the overall architectural character of the building
- Attractive, well-lit merchandise displays with displays to the front; use the full extent of the glass for displays
- Fully accessible entrances that are inviting to all shoppers and meet all applicable handicap accessibility standards
- Interior and well concealed security gratings when gratings are necessary
- Displaying merchandise in vacant upper-story windows
- Window planter boxes

### Avoid:

- Contemporary materials that appear artificial such as vinyl and aluminum
- Tinted or opaque glass
- “Strip” windows (continuous horizontal)
- Exposed exterior security gratings and coil boxes
- Blank facades on any story facing the street or public way

## SCALE AND PROPORTION

### Use and/or consider:

- Facade dimensions and proportions that is consistent with the Page Park architectural theme of “Village”
- Facades divided into smaller scale widths not exceeding the typical Page Park commercial facade width
- Facades incorporating the rhythm of window, door and door openings, and structural bay of small town ‘Village’ buildings.

## Avoid:

- Building fronts wider than typical “Village” width
- Building setbacks from street greater than typical “Village” setback
- Theatrical effects or giant features

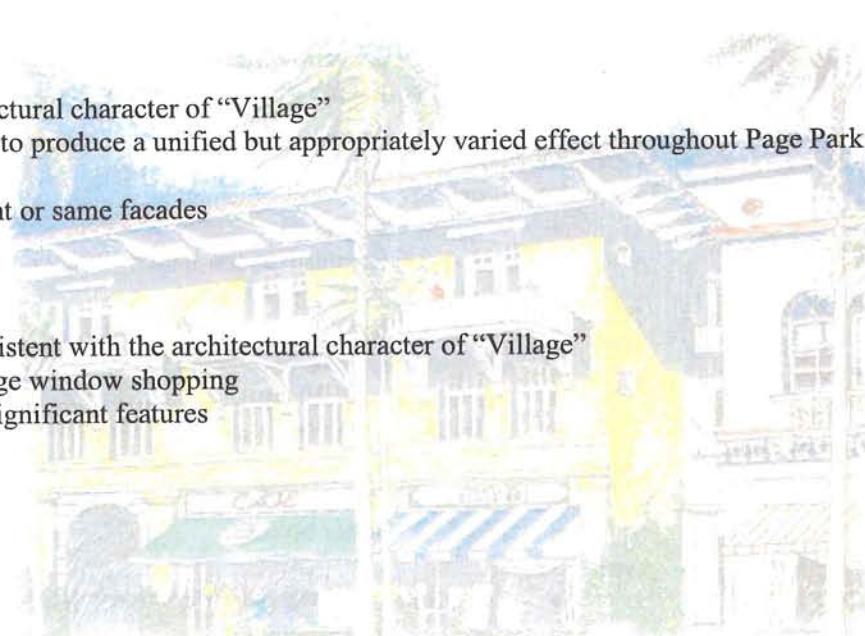
## COLOR

### Use and/or consider:

- Colors that are consistent with the architectural character of “Village”
- Colors that are considered carefully so as to produce a unified but appropriately varied effect throughout Page Park

## Avoid:

- Inconsistent or clashing colors on different or same facades



## LIGHTING

### Use and/or consider:

- Lighting design and fixtures that are consistent with the architectural character of “Village”
- After-hours lighting on timers to encourage window shopping
- Appropriate accent lighting to highlight significant features

## Avoid:

- Lighting of entire facades
- Unshielded security lighting
- Excessive interior lighting

## SIGNS

### Use and/or consider:

- Signs that are consistent with the architectural character of “Village”
- Limiting number of signs to three per business location;
- Moderately-sized and attractive sign design for both pedestrian and vehicular traffic;
- Signs integrated within a building’s overall appearance; work within existing architectural features;
- Distinctive sign letters, logos and artwork specific to the store;
- Short and simple sign text;
- Pedestrian-scale letters on glass; limit window signs to about 15% of glass area;
- Signs projecting over public property or legal right-of-way may be appropriate depending on the unique physical characteristics of the particular property. Each sign proposal would have to be reviewed on a case-by-case basis;
- Sign light sources hidden from view; the lighting should be shielded so that no direct light shines onto sidewalks, streets or adjacent properties;

- Small pedestrian-scale projecting signs with architecturally-appropriate hardware
- Signs constructed of natural materials with external lighting
- Freestanding signs; consider only when mounted sign cannot be used and consider grouping several store signs together; maintain low height

**Avoid:**

- Using more than three signs per business location
- Box signs
- Paper signs on windows
- Temporary or portable signs; freestanding and on building facades
- Long and complicated sign text
- Internally illuminated signs
- Wall signs above first floor levels, except for small projecting signs
- Rooftop signs
- Signs painted on facades
- Signs covering important building features
- Revolving signs
- Projected V-shaped signs without roof or ceiling
- Signs on utility poles
- Unused sign standards, mechanical equipment, etc.

The aforementioned architectural guidelines will give direction to new development or rehabilitation to existing development on a voluntary basis until such time that the Page Park Planning Panel can draft and submit regulations for Lee County to review, adopt and establish as Land Development Regulations that will provide mandatory architectural standards for the Page Park community.

### Streetscapes and Landscaping

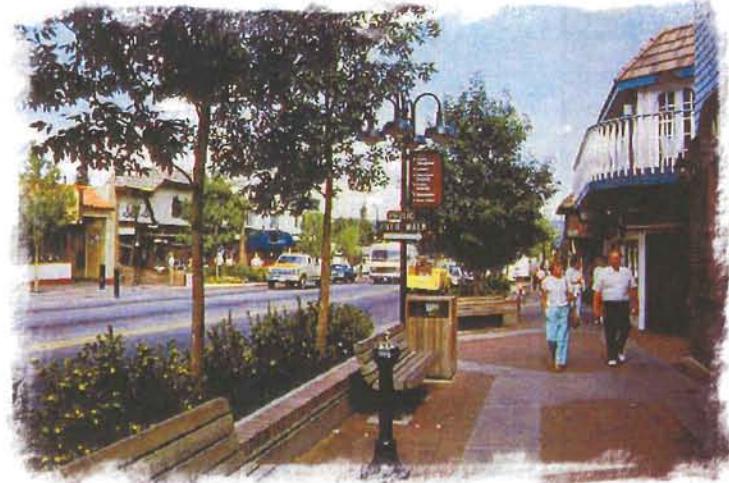
treetscape refers to roadway design and conditions as they impact street users and nearby residents. Streetscapes can have a significant effect on how people perceive and interact with their community. If streetscapes are safe and inviting to pedestrians, people are more likely to walk which can help reduce automobile traffic, improve public health, stimulate local economic activity, and attract residents and visitors to a community.

Streetscapes are often implemented as part of redevelopment efforts and may be implemented on a single block, along a street, or for an entire neighborhood. Streetscape improvements can be integrated as part of other roadway maintenance and building construction projects; while other streetscape projects can be implemented as part of special programs, such as programs to plant street trees along a roadway, or pedestrian facility improvements. Implementation may involve special published guidelines, plans and funding for streetscape improvements on a particular street or in an entire area such as Page Park.

## SIDEWALKS:

The following design principles for sidewalks should be adhered to as appropriate:

- **Public spaces:** Sidewalks should be designed as high quality public spaces, promoting active use by residents and visitors and enhancing pedestrian experiences. Amenities such as street furniture, banners, art, street trees and special paving, way-finding signage, along with historical elements and cultural references, should promote a 'sense of place'.
- **Scale:** Sidewalks should be designed according to the function and nature of adjoining land uses. For example, wide sidewalks are required for commercial areas with higher pedestrian volumes.
- **Safety:** Sidewalks should provide safe environments, and provide unobstructed pedestrian movements along and across the street. Sidewalks should be designed and built free of hazards and to minimize conflicts with external factors such as vehicular movements and protruding architectural elements. Key elements of safe design include lighting and buffers from fast-moving traffic—e.g. plantings and on-street parking.
- **Connections:** Sidewalks should be located so that the majority of residents are conveniently connected between destinations such as institutional, recreational and retail/employment areas and transit facilities. Marked and lighted crosswalks are a key issue for pedestrian safety and should be provided wherever required.



## STREET FURNITURE:

It is recommended that a range of benches, trash and recycling receptacles, bicycle racks, signs, bollards, and banners be included which will match the architectural design of a development, as previously discussed. Recommended sign types should include way-finding, identity, street, and traffic. The following design principles for street furniture should be adhered to, as appropriate:

- Street furnishings should be developed within an overall thematic concept and should provide a consistent and unified streetscape appearance. Preference should be given to durable materials.
- Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian circulation on sidewalks, and vehicular circulation to driveways, parking, loading and service areas.

- Consideration should be given to providing additional pedestrian-scale lighting in areas along arterial roads where there is a high volume of pedestrian activity, such as at key intersections, transit stops, trail crossings, etc. Pedestrian lighting may be designed as a freestanding fixture or be added to existing vehicular light poles.
- Benches and waste receptacles should be provided at all transit shelters and where there is significant pedestrian activity.

## STREET CANOPY TREES:

Canopy trees provide shade and comfort to pedestrians, and enhance the visual and environmental qualities of the street. Trees should be incorporated into street design wherever possible. Native species for street trees should be used wherever possible, to promote long term survival and to prevent disease.

- Street trees should generally be located along the street and should be offset from the edge of pavement to accommodate large vehicle movements and minimize damage from vehicles.
- Trees should be spaced consistently at 40 to 50 foot intervals. Appropriate clearances from utility boxes, street lights, and sight triangles should be considered.
- Careful consideration should be given to the type and location of trees to ensure that higher branching trees are positioned to ensure there is no interference with truck traffic. Sight lines should also be considered in the location of trees planted at intersections.
- Existing street trees should be preserved wherever possible as mature street trees create a greater sense of enclosure along roads.
- The planting of trees as infill along existing streets where the rhythm of existing trees is interrupted should be implemented and such trees should be of a similar or compatible species.
- A mixture of tree species should be utilized to avoid a catastrophic tree removal should some trees become diseased.

It should be noted that 82.5% of the visioning survey respondents felt the landscaping and tree cover within Page Park rated poor to fair. A street tree program would break up the line of the built environment. Street trees have a presence that adds many valuable qualities to redeveloping communities such as Page Park.

## Additional Recommendations

**B**ased on the inventory of assets, issues, and opportunities which were derived from the Vision Survey, the Community charrette, County staff and public input—and presented in Section III of the Page Park Community Plan, and further discusses in this Section—the following is a list of general recommendations which provides guidance and direction for development activities that are consistent with the visions and goals set forth for the Page Park community.

### Community Development

- The Page Park Planning Panel shall seek opportunities to leverage revenues through grants, commercial loans, special assessments or other financial mechanisms for Page Park activities.
- Eliminate dilapidated and unsafe structures through demolition where it is deemed appropriate.
- Encourage the upgrading of existing sub-standard structures through enforcement of the County's Building Codes and the provision of financial incentives for rehabilitation if possible.
- Eliminate nonconforming uses that detract from the character of the Page Park community which may hinder investment opportunities, through negotiation, acquisition, exchange, or any other available means in cooperation with the property owner.
- To encourage and educate property owners on the consolidation of small parcels of land into parcels of adequate size to accommodate new construction and development.
- Ensure that new development consists of appropriate uses that will stabilize and enhance the area while representing the desires and interests of area residents and property owners.
- Create programs for development and property rehabilitation, using financial or other economic incentives to facilitate new investment in the Page Park community.
- Facilitate redevelopment transitions by developing appropriate relocation plans sensitive to the needs of those whose properties will undergo re-use activities.
- Create incentives for private sector participation in redevelopment projects and programs.
- Coordinate closely with area businesses, the Chamber of Commerce, and the Lee County Economic Development Office to address the needs of existing businesses through the redevelopment process.

## Land Use and Site Planning

- Higher intensity development is encouraged in order to make more efficient use of land and public services and to reduce development costs.
- Strip development along Danley Drive and Center Road should be avoided in order to make more efficient use of the land resources, reduce traffic congestion and preserve traffic safety.
- Property should be developed in such a way as to encourage the development of property depths rather than rendering the rears of property otherwise inappropriate or unfeasible for development.
- Planned Developments (PD) will be required, whether they be residential, commercial or mixed-use in nature, in order to promote orderly land use and development and to maximize land development capacity.
- The use of common driveways and accesses to corridor roads is encouraged in order to reduce traffic congestion and preserve traffic safety and function. The number and frequency of driveways shall be limited.
- Seek opportunities for land assembly at appropriate locations to support future development.
- Work with existing property owners to replace dilapidated, non-conforming structures through property assembly to enable development of higher and better uses at appropriate locations.
- Wherever possible maintain the integrity of the natural environment when developing property especially when significant tree canopies or natural habitats can be integrated into the site design.
- Establish performance standards to be used within the Page Park area that will provide incentives and/or bonuses for developer proposals that provide for increased density.
- When undertaking streetscape improvements, new private construction and building rehabilitation, place utility lines underground where it is where economically feasible and where practical to improve visual qualities.
- Prepare landscaping, streetscapes, irrigation and lighting plans for public spaces to improve the appearance and quality of life for the Page Park community.

## Infrastructure and Public Services

- Coordinate with Lee County Public Works Department and the South Florida Water Management District (SFWMD) to develop and further implement strategies to correct any existing stormwater runoff and drainage problems within the Page Park Community through a regional approach to stormwater management.
- Adequate street lighting should be provided in the Page Park community incorporating approved lighting standards for all public improvements within the Page Park Community.
- The Page Park Community will continue to work with the Lee County MST/BU Department to increase and enhance street lighting within the Page Park Community.
- Evaluate existing traffic patterns and pursue any transportation improvements that may include vacating of rights of way, redistributing traffic, roadway realignment, directional changes in traffic flow and other measures that will increase traffic carrying capacity, traffic safety and traveling convenience.
- Work closely with the Lee County Department of Transportation (LDOT) to address traffic circulation problems within the Page Park community.
- Work closely with Lee County Department of Transportation (LDOT) to coordinate and establish priorities for proposed transportation improvements that will further the objectives of the Page Park Community Plan.
- In redevelopment, ensure minimal impacts of increased traffic and activity levels on residential areas.
- Create a safe, secure, appealing and efficient pedestrian system linking all activity areas, parking facilities, and other focal points.
- Construct sidewalks and bicycle pathways through the Page Park community appropriately designed and separated from vehicular circulation for safety purposes to be used as positive tools to improve the area's environment through the use of landscaping and other visual treatments.
- Prepare a horticultural master plan for the Page Park community establishing a systematic tree planting program to provide a sustainable tree canopy enhancing the aesthetic and climatic appeal of the area.

## Community Safety

- Coordinate with the Lee County Sheriff's Department and other organizations to implement additional neighborhood based police and safety programs.
- Prepare a map of crime "hot spots". Ensure these areas are incorporated into the Page Park Community lighting plan.
- Incorporate Crime Prevention through Environmental Design (CPTED) techniques for all public places and for proposed public/private development projects.
- The Page Park Community should continue and expand, as feasible; its Neighborhood Watch Program administered by the Lee County Sheriff's Department.
- Whenever possible increase the visibility of the police force in the area to prevent crime.
- The Page Park Planning Panel will request an annual security survey update from the Lee County Sheriff's Department and will implement any recommendations provided to reduce or eliminate criminal behavior in the area.
- Prepare a pedestrian way plan for the entire Page Park Community.
- The Page Park Planning Panel will work with Lee County Code Enforcement to address the issues that can influence increased criminal activity. These issues include, but are not limited to:
  - Trim overgrown vegetation on both improved and vacant lots
  - Notification of untagged vehicles
  - Unlicensed businesses out of homes
  - Debris and illegal dumping on vacant lots
  - Vehicle parking on sidewalks
  - Eliminate graffiti as soon as it appears.

## Housing

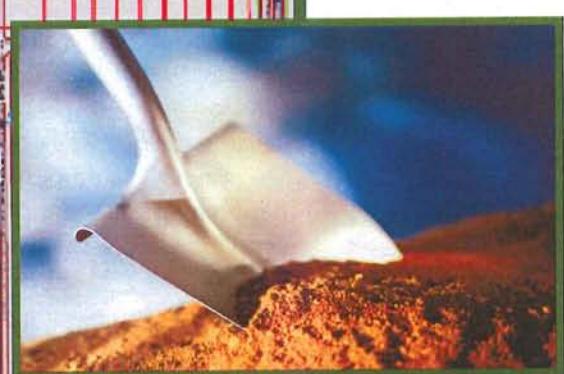
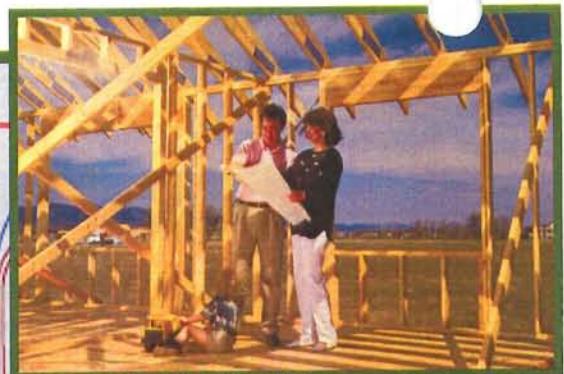
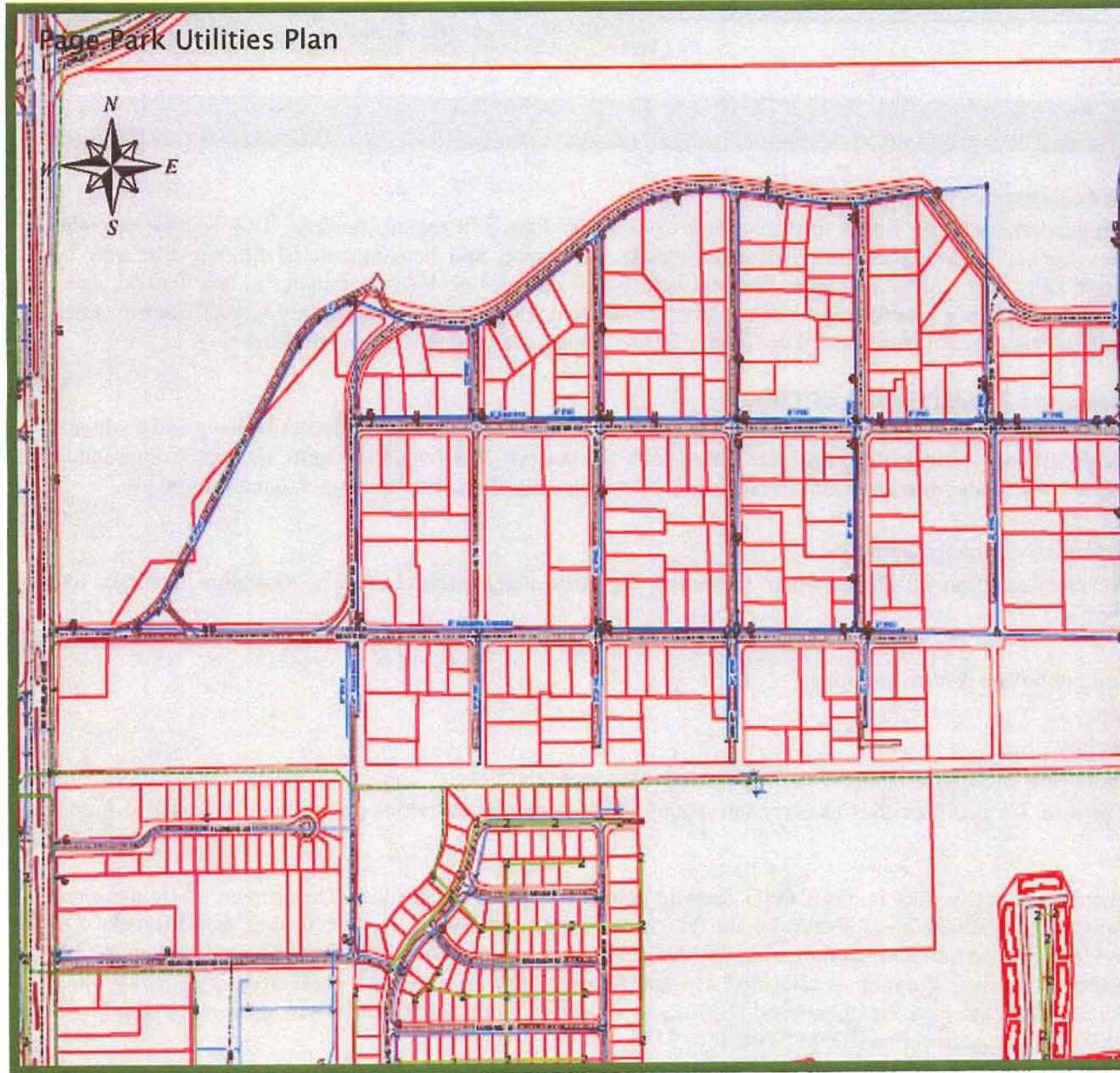
- Identify and market areas where private interests can develop housing and necessary redevelopment in the Page Park community.
- Continue with the formulation of financial incentives to promote owner-occupied housing in the Page Park community.
- Strategically target appropriate locations within the Page Park community area to undertake new privately developed and owned multi-family housing developments.
- Initiate in-fill housing development projects on existing and newly vacated properties.
- Identify and remove vacant, dilapidated housing structures that pose a threat to public health and safety.
- Work with the County to clean-up vacant unattended properties.
- To provide for affordable housing, develop inclusionary housing regulations as part of the residential zoning district, whereby residential developments exceeding a set threshold must provide a set number of units at below market value and deed them as such for perpetuity.

## Historic Preservation

- Promote Page Park historic heritage by identifying and preserving its landmarks and significant structures.
- Work with the Lee County Historic Preservation Board to further the organization's goals as they pertain to historic structures.
- Pursue designation of properties on the National Historic Register as feasible.
- Identify and restore historic housing that may be in a state of deterioration but otherwise is structurally sound.

## Community Appearance

- Work with Page Park Civic Associations to acquire and plant street trees in all areas
- Designate a Page Park Clean-up month and Day to encourage groups to remove litter from the Page Park's most visible locations
- Provide litter control and recycling literature to encourage citizen participation in those efforts
- Obtain grants for extensive tree-planting efforts throughout Page Park
- Establish adopt-a-spot cleanup campaigns
- Establish and organize weekend loans of County trucks for residents to remove yard and home debris from private clean-up efforts
- Seek developer commitments of quality architecture, landscape planting, lighting and signage during the redevelopment, rezoning and special use permitting process
- Establish a residential and commercial Community Appearance Awards program to recognize outstanding improvements and developments to the area.



**Page Park**

*V Funding & Implementation*

### Funding Sources and Implementation Strategies

#### Funding for Capital Improvements

**M**any of the recommendations found within the Page Park Community Plan will require funding. This Section provides some possibilities for capital improvements, business financial assistance, and housing related funding that may be available. Although this list for funding sources is quite inclusive, it may not be 100% complete, as new federal, state, and local programs are continually being established, or some even eliminated. Prior to undertaking any Capital Improvement project, the Page Park Planning Panel should check with Lee County for the latest update on funding possibilities.

#### Community Development Block Grant (CDBG)

The primary statutory objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. Communities receiving CDBG funds may use the funds for many kinds of community development activities including, but not limited to:

- acquisition of property for public purposes;
- construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works;
- demolition;
- rehabilitation of public and private buildings;
- public services;
- planning activities;
- assistance to nonprofit entities for community development activities; and
- assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises).

Lee County is an entitlement community, that is, the CDBG funding comes directly from the U.S. Department of Housing and Urban Development. The County's allocation is shared by the Town of Fort Myers Beach, Bonita Springs and Sanibel. The remaining allocation is divided between neighborhood districts and housing. Each neighborhood district supported by Lee County Human Services Neighborhood Building Program is allocated a proportionate share each year to implement community based projects. Since the inception of the Page Park Neighborhood District, an allocation of \$1,375,524 has been spent on neighborhood related projects. Page Park's upcoming allocation (FY06/07) will be \$116,000.

### **Economic Development Administration**

This Federal agency provides grants to fund public works projects. This grant/loan program assists distressed communities to attract new industries, encourage business expansions and primarily focuses on generating long-term, private sector employment opportunities. As funding sources and project phases solidify, this program should be reviewed as a funding source to be matched with private funds.

### **Small Business Administration**

Most SBA financing is done under the 7-A program, which focuses on working capital needs. Under this program, banks loan capital to small businesses and the federal government guarantees 90% of the loan amount. The loans usually extend for 5 to 7 years. The other SBA program is known as "SBA 503". This program provides existing viable small businesses with long-term, below market rate financing for the acquisition of land and building, machinery and equipment and construction and renovation which results in job creation. The Page Park Planning Panel and other local interest groups should promote educational understanding of the opportunity that is available under these programs.

### **Municipal Service Taxing/Benefit Unit (MST/BU)**

Municipal Services Taxing/Benefit Unit (MST/BU) can be established as a special assessment district where the individuals receiving benefit from the improvements will be assessed for their share of the improvements. The MST/BU can be used for special improvement projects and operation & maintenance (O & M) funding for existing infrastructure such as roads, landscaping, streetlights, canal dredging, sidewalks, bike paths, etc. The revenues raised are dependent upon the size of the assessment and project.

An MST/BU is a joint effort between the local community, such as Page Park and the County. This "fee for service" program is designed to assist citizens in the unincorporated areas of Lee County to organize and create special improvement units for the purpose of obtaining specific services, which are beyond the core level of services, as provided by the County.

In order to receive funding, the community must:

- Define the services to be provided and the area to be included in the unit. Once the area has been defined...
- 51% of the property owners must sign an informal petition. This petition does not commit the property owners. It is simply to gather information on how much the unit will cost.
- The County then prepares a budget and a formal petition. The formal petition states the cost to the property owners. 51% of the property owners must sign and notarize the petition. This petition is a commitment by the property owner to pay the assessment(s). After receiving 51 % or more signatures on the formal petition, it is brought before the Lee County Board of County Commissioners for approval.

Capital Projects Including...	Operation & Maintenance (O&M) Including...
• Road Paving	• Streetlights
• Drainage	• Landscaping
• Canal/ Dredging	• Security Patrols
• Road Construction	• Beautification

Currently, the Page Park Community has an MST/BU established to fund the enhancement of street lighting in the area.

### **Lee County Matching Grant Program (Lee County MSTBU)**

Application may be made for a Matching Grant for an individual homesteaded property for a specific Municipal Services Capital Project in which a special assessment is being applied. Available funds are set up to provide for the property owner to pay 75% of the cost and the County paying the 25% match. Gross Income levels and assets are considered when reviewing the application. Gross income should not exceed the annual HUD HOME Program Low Income limits. Exceptions will be considered based on extenuating circumstances related to extraordinary medical expenses, not covered by a medical plan.

### **Lee County Hardship Deferral Program (Lee County MSTBU)**

The Hardship Deferral Program is initially funded by the MSBU residual funds and continues as a revolving loan fund. The hardship program is available for properties that are documented as homesteaded during the year in which the application is made. Gross Income and assets for all adult members of the identified household are considered when determining eligibility for a Hardship Deferral. The annual HUD HOME Program levels are used to determine eligibility, with total gross incomes not exceeding the 60% income limits. A deferral does not eliminate the responsibility of full payment of all accrued amounts including the principal, interest, penalties, or other related expenses accrued prior to approval of the deferral. Payment of the full assessment is due at time of sale, transfer or refinancing of the property. Neither interest nor penalty will accrue on the special assessment during any period in which a property is approved for the deferral.

### Funding for Housing Improvements and Home Ownership

**F**unding for housing is a very important issue for the residents of Page Park. Below is a list of some of the initiatives and programs available to offer financial assistance for housing, from rehabilitation to homeownership. These programs are supported by Lee County and may change from time-to-time.

#### Affordable Housing Initiatives

The Lee County Board of County Commissioners has approved the State Housing Initiative Partnership (SHIP) Local Housing Assistance Plan (LHAP) and Community Development Block Grant (CDBG) programs to continue Lee County's development of decent and affordable housing. Below is a table of some of the SHIP and CDBG programs available to residents of Page Park.

#### The Lee County Housing Services Program

The purpose of the Housing Services Program is to address substandard living conditions and correct code violations to ensure decent, safe, and sanitary living environments. Services include major and moderate housing rehabilitation, emergency home improvement repairs and rehabilitation of renter-occupied housing.

#### HOME Down Payment Assistance Program

The Lee County Department of Community Development and the Lee County Department of Human Services provide down payment and closing cost assistance for new and existing home purchases. In order to qualify for assistance a family must meet HUD's income qualifications (up to 80% of median income) and may not currently own a home.

A 10-year second mortgage is placed on the purchased home. The second mortgage self-amortizes at 10% per year. At the end of the ten (10) year term, if all requirements have been met, the second mortgage is forgiven. The mortgage lender usually applies for the assistance for the homebuyer.

Lee County SHIP and CDBG Affordable Housing Strategies				
Description of Activities	Income Category and Program Eligibility	Selection Criteria	Recapture Provisions	Other Funds Leveraged
<b>Home ownership</b> New Construction	Very-low, low & moderate income per HUD Guidelines adjusted for family size	IRS approved non-profit affordable housing providers selected by competitive proposals	Deferred, non-amortizing subordinate mortgage grants	State and local HOME, HOPE 3, CDBG, SHIP, misc. Grants, RHS Section 502, PLP, AHP, private contributions, private capital
<b>Homeownership</b> Down Payment/Closing Cost Assistance	Very-low, low & moderate income per HUD Guidelines adjusted for family size	Income eligible households, by waiting list first/come-first/ready. Very-low & low-income households are a priority	Deferred, non-amortizing subordinate mortgage grants	Private capital, RHS Section 502,514.
<b>Homeownership</b> Rehabilitation	Very-low, low & moderate income per HUD Guidelines adjusted for family size	Government agency or IRS approved non-profit affordable housing providers, selected by competitive proposal	Deferred, non-amortizing subordinate mortgage grants	HOME, CDBG, HOPE 3, private capital, County or other historic preservation funds
<b>Homeownership</b> Rehabilitation Barrier Free Access	Very-low, low & moderate income per HUD Guidelines adjusted for family size	Government agency or IRS approved non-profit affordable housing providers, selected by competitive proposal	Deferred, non-amortizing subordinate mortgage grants	HOME, CDBG, HOPE 3 private capital
<b>Rental</b> Construction New/ Rehabilitation	Very-low, low & moderate income per HUD Guidelines adjusted for family size	Government agency or IRS approved non-profit affordable housing providers, selected by competitive proposal	Deferred, non-amortizing subordinate mortgage grants	HOME, FEMA, SAIL, tax credits, AHP,CDBG, HUD 202, and HUD 811
<b>Rental</b> Special Needs	Very-low, low & moderate income per HUD Guidelines adjusted for family size	IRS approved non-profit affordable housing providers selected by competitive proposals	Deferred, non-amortizing subordinate mortgage grants	HOME, FEMA, SAIL, tax credits, AHP,CDBG, HUD 202, and HUD 811

## Lee County SHIP and CDBG Affordable Housing Strategies (con't)

Description of Activities	Income Category and Program Eligibility	Selection Criteria	Recapture Provisions	Other Funds Leveraged
<b>Disaster Mitigation &amp; Recovery for Homeownership or Rental Units</b>	Very-low, low & moderate income per HUD Guidelines adjusted for family size	Income eligible households by waiting list on a first/come, first ready, most/need and IRS approved non-profit affordable housing providers selected by competitive proposals. Very-low and low-income households are a priority	Deferred, non-amortizing subordinate mortgage grants	Available federal, state and local funds for disaster mitigation and recovery .

Source: 2005 EAR for Lee County's Housing Element

### School Impact Fee Reimbursement

On December 4, 2001, the Lee County Board of County Commissioners (BoCC) allocated \$200,000 for partial reimbursement of school impact fees for the development of affordable housing for very low and low-income households. Due to a lawsuit filed by the Building Industry to halt the implementation of school impact fees, the reimbursement program was not implemented until 2005-after the lawsuit was settled. Applications are accepted from non-profit and for-profit affordable housing providers.

### Historically Significant Housing

As a Certified Local Government, Lee County has an active Historic Preservation Board (HPB), consisting of seven members, that has been in existence since 1988. The Lee County Historic Preservation Program encourages the appropriate rehabilitation of historically significant homes owned by low income residents by partnering with the Lee County Department of Human Services (DHS) and providing historic preservation grant assistance to DHS rehabilitation projects to guarantee that historic features are preserved. The HPB also provides historic preservation grants to individuals that do not qualify for HUD guidelines.

### Community Land Trust (CLT)

Lee County is in the process of developing a Community Land Trust (CLT) and has set aside \$1,000,000 from the County's own general fund reserves to fund this initiative. The CLT will be a non-profit organization that will own land and provide a 99-year renewable lease to those owning dwellings built on the land. By permanently limiting land costs, the CLT can lock in subsidies and lower purchase prices, allowing very low and low-income families to qualify for homeownership.

Under the CLT model, a non-profit acquires parcels of land, holds the land in perpetuity. The CLT helps to address Lee County's urgent affordable housing needs by eliminating the land costs in the construction of the new home. By having a land lease, the property owner is only financing the cost of the home instead of the land and home construction thus making mortgage payments lower and more affordable.

Lee County has contracted with Lee County Housing Development Corporation and the Bonita Springs Housing Development Corporation to acquire land for the CLT. The development of affordable housing using the CLT can be located anywhere in Lee County, ensuring geographic distribution of affordable housing and avoiding concentration of affordable housing units in any specific areas.

### Employment and Business Related Funding

**B**elow is a list of some of the initiatives and programs available to offer financial assistance for employment and businesses, from financing a business to road improvements. It is always best to check with Lee County for availability and eligibility requirements.

### Aviation Businesses

With Page Field Airport as the Page Park's neighbor to the north, the Page Park commercial section would be a great place to start or relocate an aviation related business in this area. For example, the aviation industry is exempt from sales and use taxes on larger airplanes and helicopters. The exemption applies to labor for maintenance and repair, sale or lease of fixed wing aircraft used by a common carrier, and replacement engines, parts and equipment used to maintain and repair aircraft in Florida.

program for job creation. Other potential benefits include the Qualified Targeted Industry Tax Refund, Quick Response Training Grants, Enterprise Zone benefits, and more. In addition, Lee County is a partner of the Space Alliance Technology Program, offering free assistance for businesses.

PROGRAM	ASSISTANCE	AMOUNT OF FUNDING
<b>FLORIDA PROGRAMS</b>		
Qualified Targeted Industry Tax Refund Program (QTD)	Tax refund	\$3,000 per FT job created in targeted markets; increased award for higher wages
Incumbent Worker Training	Grant	Averages \$400 per employee; Existing companies and employees; No minimum wage requirement; Grant goes directly to company; no restrictions on type of training.
Quick-Response Training Grant	Grant	Averages \$600 per employee
Enterprise Bonds	Low rate financing	\$500,000 to \$2.5m pooled industrial revenue bonds for manufacturers (tax exempt)
Economic Development Transportation Fund	Grants for road improvements	Up to \$2 million to local municipality
<b>LEE COUNTY PROGRAMS</b>		
Industrial Development Revenue Bonds (IDRB)	Low rate financing	\$3M to \$10M for manufacturers (tax exempt)

Source: Lee County Economic Development Office Website: <http://www.leecountybusiness.com>

### Miscellaneous Funding

#### Local Contributions

Local organizations and non-profits can raise funds for specific projects identified in this plan. Funds raised specifically for needs identified in this plan by local organizations or non-profits may be deposited into a Page Park Redevelopment Trust Fund, which will need to be created.

## Private Finance Pool

The availability of public funds for private improvements in the Page Park Community is limited, making it impossible to address the immediate private needs of the area solely on government funding sources. As a result of this need and the development of this policy a cooperative effort by local lending institutions is needed and shall be promoted through the development and implementation of this policy. Local institutions are encouraged to review this Community Plan and determine the level of involvement that their institution can offer to the needs identified herein.

The **Community Reinvestment Act** is intended to encourage depository institutions to help meet the credit needs of the communities in which they operate, including low- and moderate-income neighborhoods. It was enacted by Congress in 1977 and revised in 1995.

The Community Reinvestment Act requires banks to define a service area, assess local credit needs and make efforts to meet the community's needs. This plan can service as the basis for goal establishment and planning for local institutions. The Page Park Community as the primary agent for this plan will maintain a standing file for local banks to submit letters of participation. As the Page Park Community develops specific plans for addressing both private and public needs in the community. Participating institutions will be included in the development and financing phase of the projects. All letters of participation by financial institutions will be attached and shall become a part of this plan as they are received.

## Implementation Strategies

Implementation of the Page Park Community Plan will require coordinated efforts by the County, the Page Park Planning Panel, local businesses, property owners, and residents through a series of actions and events. The following is an assortment of proposed programs, incentives, and regulations that could be integrated into the Page Park Community Plan to attract the type of development and redevelopment which meets the vision for the Page Park community. Some of the programs and incentives are also offered to assist existing businesses and residents in the area to improve their properties and meet the goals of the Page Park Community Plan without bearing undue hardship in the process.

The purpose behind all of the proposed Page Park community development related programs, incentives and regulations is to accomplish the following within Page Park: promote positive forms of new development and redevelopment; reward the creation and retention of value-added jobs; attract targeted businesses; revitalize the Page Park community; and foster a diverse employment base within the Page Park Community.

This section of proposed implementation strategies is not intended to remain static. It is anticipated that the incentives, programs and regulations listed herein will be amended from time to time to improve upon their focus, delivery and impact.

## Proposed Programs

**Lot Mowing Program** would provide benefit to the citizens of the Page Park community by controlling vegetation, growth and inhabitation of vermin. In addition, the Lot Mowing Program funds the removal of invasive or harmful non-native plant species. This program is administered by the Lee County Code Enforcement Department. If a vacant lot is not mowed and creates a health hazard in the community, the County will mow the lot and bill the property owner.

The program is geared to those property owners that do not care for their own lot mowing needs and is not meant as a lawn mowing service. All unimproved real property within the Page Park shall be included in the Page Park Lot Mowing Program that consistently go un-mowed. Individual property owners may request an exemption from the program upon submission to the County, postmarked within 60 days of the date of the annual December bill. Property Owners are to indicate in the written statement that they are requesting an exemption from the Lot Mowing Program, stating that they intend to ensure that their property will be routinely mowed so that the height of grass, weeds and underbrush thereon will not exceed 12 inches in height. The County may revoke an exemption if the property owner fails to keep the property mowed as required.

## Proposed Incentives

Further, to encourage the use of the Page Park Community Plan, to the extent authorized by state law, Lee County *may* grant the following incentives:

- Some permit applications *may be* processed administratively rather than through public hearing.
- Review fees *may be* waived or reduced.
- Review fees *may be* deferred.
- Expedited review and approval or the application *may be* processed with priority over others with prior filing dates.
- Fees in-lieu of required stormwater retention
- A traffic impact report *may be* waived.

**Fees waived.** For all properties located within the Page Park Community, all development-related fees shall be reduced by *(to be determined)* percent (%). Development related fees shall include, but shall not be limited to the following: a site development plan review, subdivision plan review, variances, rezonings, development agreements and amendments, special exceptions, conditional uses, land use amendments, comprehensive plan amendments, annexations, public hearing notices, development orders, development order extensions, change of grade permits, easement vacations, street vacations, subdivision inspections, site inspections, building inspections, building permits, sign permits, fire flow assessments, plan submittals, plan reviews, and plan resubmittals. Development-related fees specifically do not include: an occupational license, or contractor registration. For work activity without proper permits in hand, payment of a penalty fee(s) shall apply and the permit fee(s) in question may then also be required.

**Deferment of impact fee payments.** Upon special request, payment of County water, sewer and parks impact fees may be deferred to a later point in the development review process. Rather than being paid just prior to the issuance of the building permit(s), these fees may be paid just prior to the issuance of the Certificate of Occupancy. Payment of County road and school impact fees may be deferred in a similar fashion.

**Expedited review and approval.** Pursuant to a written request, the County Administrator may designate a given development or redevelopment project as one which is worthy of an expedited review and approval process. Designation by the County Administrator shall be purely discretionary and afforded only in the most extraordinary circumstances. If and when such occurs, a Community Development staff member shall be designated as project liaison and will work in close contact with the applicant and his/her agent(s). Once formal plans have been prepared and submitted to the County, the project liaison will oversee an expedited staff development review of the project. In so doing, the project liaison may take the necessary steps to schedule a special meeting of the Development Review Committee (DRC), the Planning and Zoning Board and/or the County Commissioners in order to secure timely approvals.

**Fees in-lieu of required stormwater retention.** Upon application to the County, individuals who own property in the Page Park community may request a waiver (in full or partial) for providing the required stormwater retention area on-site. If approved by BCC, this incentive grants constrained property shared use of an off-site publicly owned and maintained stormwater retention area, as the case may be, in exchange for appropriately calculated fees. For this incentive to be available, the County must own appropriately designated land within reasonable proximity to the subject property.

(1) **Applications.** Applications for in-lieu fees may be obtained from the Department of Community Development. Applications pertaining to stormwater retention shall include, but shall not be limited to: the existing and proposed square footage of the building and property; the existing and proposed amount of impervious area; a site plan; and a survey.

(2) **Review.** Upon acceptance, review and certification of applications as to completeness, the County shall notify the applicant of any special conditions or additional information that may be required, as the case may be.

(3) **Contract required.** If a request is approved, the terms by which stormwater retention shall be provided shall be detailed in contract to be signed by the County Administrator, the applicant and appropriate witnesses thereto. The County shall provide the applicant with an appropriate template to follow for this purpose. safeguards to ensure compliance with the Land Development Code or to satisfy the goals/objectives of the Page Park Community Plan.

(4) **Calculation.** Upon calculation and receipt of the in-lieu payment from the applicant, the County shall issue credit for a specific cubic amount of stormwater retention.

(4) Conditions and safeguards. In approving a request, the Community Development Director may prescribe appropriate conditions and safeguards to ensure compliance with the Land Development Code or to satisfy the goals/objectives of the Page Park Community Plan.

(5) Calculation. Upon calculation and receipt of the in-lieu payment from the applicant, the County shall issue credit for a specific cubic amount of stormwater retention.

(6) Trust Fund. All in-lieu payments shall be deposited into the applicable shared stormwater retention trust fund. All funds collected through the in-lieu payment process shall be utilized for the purposes of stormwater retention capital improvements, and other expenses as may be necessary or incidental to the provision of such.

(7) In-lieu factors. In-lieu factors for shared stormwater retention shall be established by resolution of the Lee County board of County Commissioners and shall reflect costs associated with, but not limited to: land acquisitions, design, legal, planning, engineering, construction, inspection, and finance services. In-lieu factors may be amended from time to time to reflect changes in the above-noted variables.

(8) Payment Collection. Payment may be made in full or in installments, and all the details pertaining to such shall be addressed in the contract between the applicant and the County.

(9) Rescinding approval. If a request is approved and the applicant then decides to significantly revisit the conditions/circumstances which he/she represented, then the County Administrator shall have the right to rescind said approval, and the applicant shall be required to re-apply (if so desired) based on the revised set of conditions and circumstances.

### Performance Based Increased Density

Additional density may be awarded through the Residential or Mix Use Planned Development (RPD or MPD) process as detailed in the Lee County Land Development Code. The award of bonus density shall be based on the following categories. The bonus density can be awarded in proportion to the number of criteria fully met by the PD.

If two (2) of the six (6) categories are met, then one-third of the available bonus density may be awarded. For example: compliance with two (2) categories will allow for an extra three (3) dwelling units per acre, compliance with four (4) categories will allow for an extra six (6) dwelling units per acre, and compliance with all six (6) categories will allow for an extra nine (9) dwelling units per acre over and above the maximum density (5 du/ac for residential only, and 10 du/ac for mixed use) in the Page Park Community Plan.

#### Category 1: Superior Site Design & Quality Development

The physical layout, orientation and design of a proposed development can greatly affect the activities on site, the connectivity to uses and activities off site, and the overall neighborhood character and aesthetic appreciation of the development. While less quantitative than other categories, there are a number of planning and design elements recognized by the planning professions that greatly contribute the quality of development. Some of the objectives under this category may include, but are not limited to:

- *Connectivity:* the placement of uses, development, and pathways on site realizes and complements connections

- *Clustering:* concentrating development on a tract of land to increase areas of open space and/or preservation on site;
- *Exterior design and Materials:* Treatment of facades, fenestrations and provision of ornamental features can greatly enhance the quality of development. Use of colonnades, awnings, arcades and balconies can provide shade to pedestrians and further accent the building façade. Building recesses and setbacks can promote greater light and air, mitigating effects of increased building bulk and height;
  - (a) The building shall have an appropriate and fully integrated rooftop architectural treatment, which substantially screens all mechanical equipment, stairs and elevator, towers and provides an architecturally interesting skyline view.
  - (b) The building shall have varying, stepped down elements to provide visual interest, rather than a straight-line edge fronting the street.
- *Orientation:* Street and building placement can be designed to orient activities and vistas. Buildings maintain view corridors. Undulating streets can break up monotonous grid systems and slow traffic. The location of public parks, open space, community facilities and public squares relative to other development can create a sense of cohesiveness and community; and
- *Underground Utilities:* provision of underground utilities enhances the aesthetic value of a community while affording additional protection from hurricanes.

### Category 2: Public Open Space & Recreational Areas

Open space, landscaping and buffering provided in addition to that required under the County's land use and development regulations, ordinances and resolutions are important objectives under this category. Provision of passive and active recreational areas and facilities are highly valued objectives in this category. Objectives achieved under this category shall be awarded points based on the physical size, location, public accessibility, and quality of improvement made. Connection to existing public recreational areas and achievement of target facilities of the Page Park Community Plan shall be considered in the award of bonus under this category.

### Category 3: Page Park Improvement Fund

Contributions to the Page Park Improvement Trust Fund (PPIF) can be made in accordance with a schedule approved by the County to achieve greater density for a development site. Contributions collected under the PPIF will be used by the County to make public improvements only in the Page Park Community, where developments achieve additional development through awards under this category. Monies under this fund could be used, but are not limited to the following types of public improvements: public parks, bike and or pedestrian paths, greenbelt and nature trails, plantings, and infrastructure improvements. The County will prepare an annual report describing the amount of money collected under this program, current and proposed expenditures, and projects under this program inclusive of an anticipated time schedule.

### **Category 4: Transportation Improvements**

The provision of transportation improvements in excess of those required under other regulations and review procedures shall be objectives under this program, based on achieving suitability and eligibility criteria. The improvements that may receive points under this category may include but are not limited to:

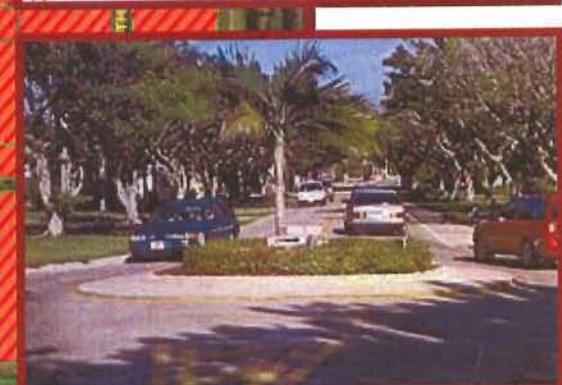
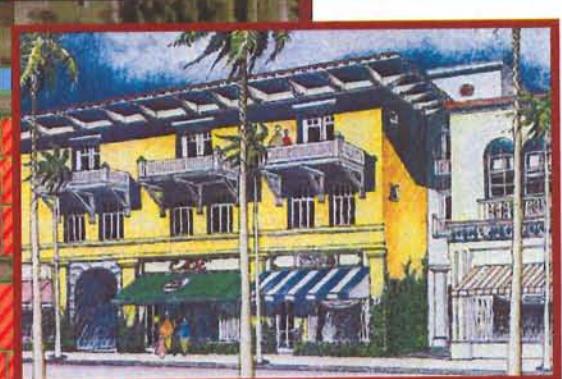
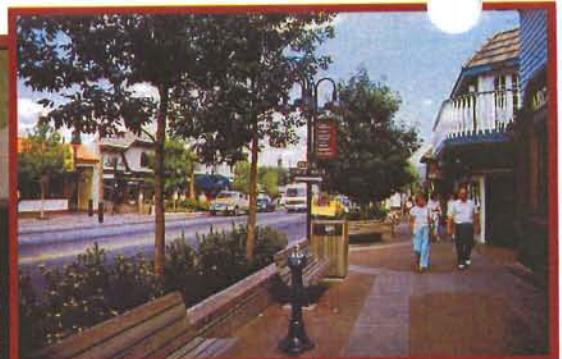
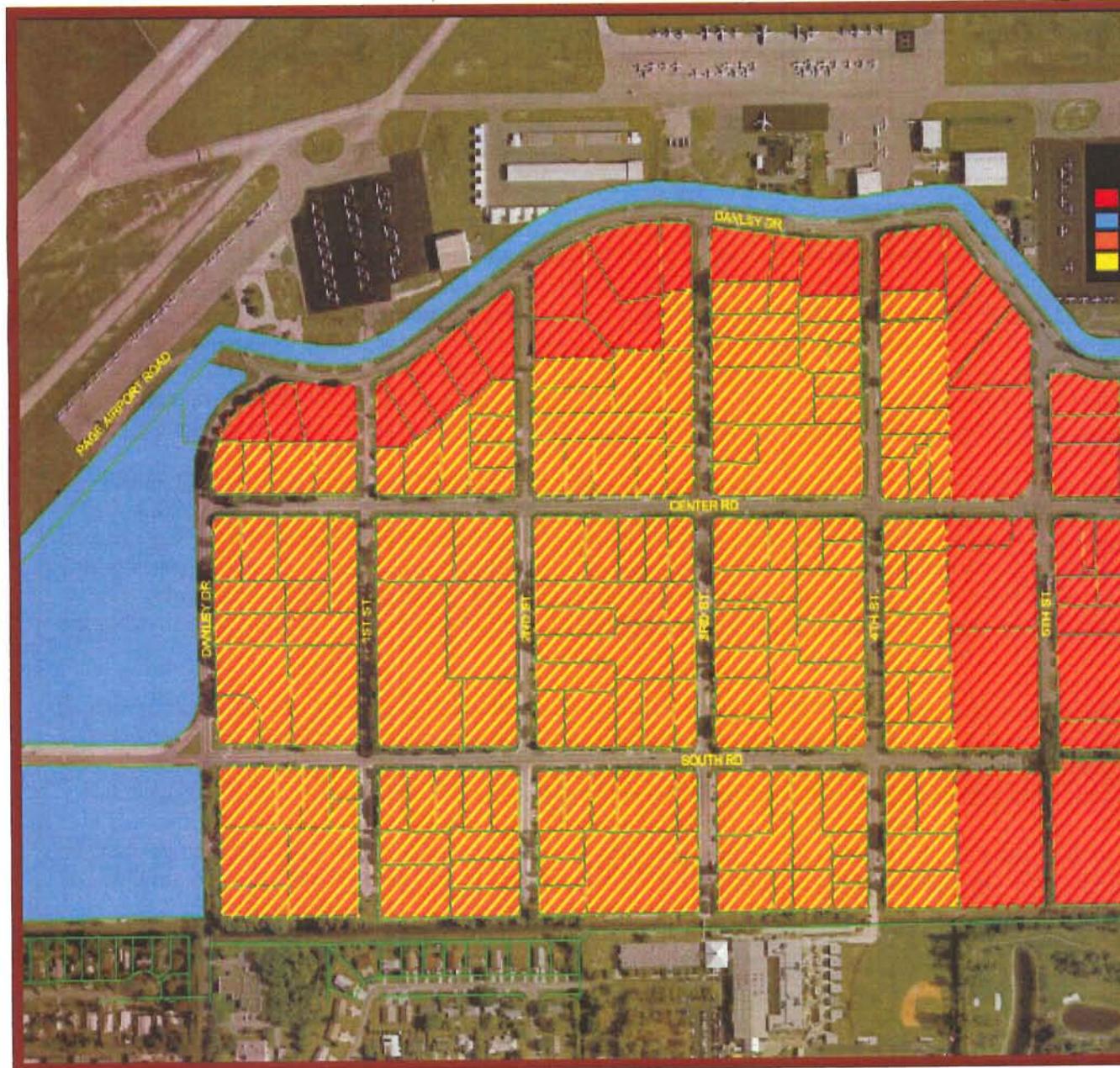
- Provision of land to support existing and proposed right-of-ways on and off-site needed by the County within Page Park;
- Provision of streetscape improvements (plantings, street furniture, etc);
- Provision of traffic control measures (e.g. signalization, pedestrian walk striping);
- Traffic calming control measures

### **Category 5: Affordable Housing**

As housing costs continue to escalate, the provision of affordable housing to support the workforce associated with commercial services and industries will continue to be an important objective to sustain the County's and Page Park's socio-economic long-term objectives. Points would be awarded based on the provision of the quantity and quality of affordable housing opportunities provided on and/or off-site. The suitability of areas to support population needs will be considered in evaluating proposed affordable housing contributions under this category.

### **Category 6: Land Assemblage**

The pre-platted nature of Page Park poses challenges to the aggregation of land needed to support a quality commercial and/or mixed use development. Points will be awarded under this category based on the amount of land assembled, (3 acres or more of lots and consisting of at least 250 feet in depth along the 50% of the site's frontage), the number of platted lots assembled, the amount of commercial development proposed, and the location of the assemblage.



## Page Park

*VI Goals, Objectives and Policies*

## Recommended Goals, Objectives and Policies

### **VISION STATEMENT:**

The Page Park Community, bound by US 41 and Danley Road to the west, Iona Drainage District (IDD) Canal "L" to the east, the IDD Canal "L-7" to the south, and the Page Field Airport to the north, is predominantly a residential area consisting of single family and multi-family homes, often abutting commercial and/or industrial uses. Due to its centralized location between two major commercial corridors (U.S. 41 and Metro Parkway), Page Park has felt pressure from more intense development than it desires, and faces traffic cut-through concerns. The Page Park Community desires to maintain and enhance the small community feel, while embracing its heritage and unique beginnings as Lee County's only military base and transition to compatible mixed-use redevelopment in a more attractive, architecturally pleasing way. An upgrade of the housing stock is also a desirable outcome of the planning process. The Community strives to create these redevelopment opportunities through various economic incentives.

**GOAL : PAGE PARK COMMUNITY.** To revitalize the village-like residential neighborhood into a vibrant mixed-use community, that captures the area's heritage by providing infrastructure, pedestrian and bicycle connections, and business opportunities together with consistency in signage, landscaping, and enhanced development standards, thereby promoting a mix of commercial and residential uses that will provide services to the local community and the driving public. For the purposes of this goal and related objectives and policies, Page Park is generally defined and bound by Page Field Airfield to the north, U.S. 41 (Cleveland Avenue) and Danley Road to the west, Iona Drainage District (IDD) Canal "L-7" to the south, and IDD Canal "L" to the east.

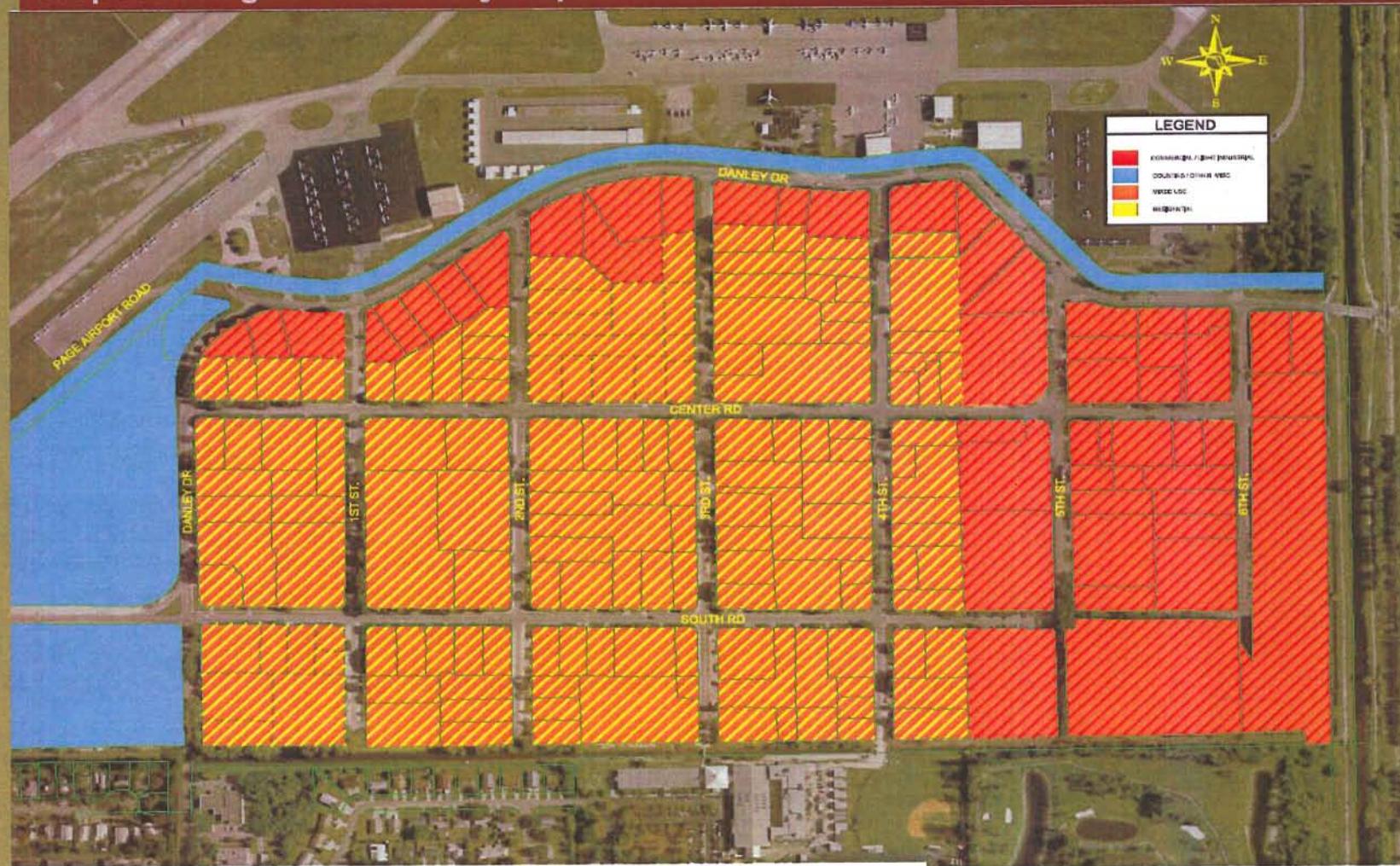
**POLICY** \_\_\_\_: By the end of 2008, the Page Park Planning Panel will submit regulations for Lee County to consider as Land Development Code regulations that provide for enhanced landscaping along roadways, greater buffering between existing and proposed incompatible uses, enhanced property appearance standards, architectural standards, and signage, lighting, and uses consistent with the Page Park Community Vision Statement and all Land Use and Overlay designations.

**POLICY** \_\_\_\_: Lee County is discouraged from approving deviations that would result in a reduction of adopted landscaping, buffering, and signage guidelines, or compliance with the property appearance standards and architectural standards.

**POLICY** \_\_\_\_: Lee County, with the assistance of the Department of Human Services will establish incentives for voluntarily bringing older projects into compliance with the regulations adopted as a result of the Page Park Community Plan.

**POLICY** \_\_\_\_: By 2008 Lee County will evaluate historic resources, if any, and draft a proposal for their designation under Chapter 22 of the Land Development Code.

## Proposed Page Park Overlay Map



**P**age Park Community is an area of approximately 135.66 acres in size and contains 195 parcels of land. There are six different existing land uses within the Page Park Community, however most properties fall within four major groups: Industrial (38.88 acres or 28.66% in pink), Multi-Family Residential (31.90 acres or 23.51% in brown), Vacant Land (26.82 acres or 19.77% in green), and Single Family Residential (26.02 acres or 19.18% in yellow). Commercial (4.33 acres in red) and County owned land (7.71 acres in blue) makes up the remainder of uses. Many uses within Page Park often exist to the determents of its abutting property.

## Mixed Use Overlay

**OBJECTIVE \_\_\_\_: MIXED USE OVERLAY.** The Council will amend Map 16 “Planning Communities” of the Future Land Use Plan to attain the goals of the Page Park Community Plan. Table 1(b) Planning Community Year 2020 Allocations will also be updated to include Page Park. The Page Park Community Plan Land Use Map designations are depicted on Map \_\_\_\_.

**POLICY \_\_\_\_:** By the end of 2007, the area known as Page Park Community will adopt and be designated as a Mixed-Use Overlay on the Lee County Future Land Use Map.

**POLICY \_\_\_\_:** By the end of 2008, the Page Park Planning Panel will propose regulations that encourage and allow mixed use developments within the Page Park Mixed Use Overlay on the Future Land Use Map.,

**POLICY \_\_\_\_:** Any Future Land Use Map amendments in Page Park must be evaluated for consistency with the Page Park Community plan by the Page Park Community Planning Panel.

**POLICY \_\_\_\_:** Mixed use developments, as defined in the Lee Plan, and mixed use developments containing both commercial and residential uses within the same structure are strongly encouraged throughout Page Park.

**POLICY \_\_\_\_:** Mixed use developments will be limited to ten (10) residential dwelling units per acre. Bonus densities for mixed use development shall be limited to fifteen (15) dwelling units per acre. However, additional density may be awarded as bonus density and based on the six (6) performance categories outlined in Chapter V. The bonus can be awarded in proportion to the number of categories fully met for a maximum of nine (9) dwelling units per acre.

For example: two (2) categories will allow for an extra three (3) dwelling units per acre of maximum density, four (4) met categories will allow for an extra six (6) dwelling units per acre of density, and all six (6) categories met will allow for an extra nine (9) dwelling units per acre of maximum density over and above the 10 du/ac that would be typically allowed.

**POLICY \_\_\_\_:** New mixed use development that requires rezoning within the Page Park Community must be rezoned as a Mixed Use Planned Development (MPD).

**POLICY \_\_\_\_:** The following uses will be subject to additional compatibility review and standards through the COD rezoning process within the Page Park Community: “detrimental uses” (as defined in the Lee County Land Development Code), nightclubs, bars and cocktail lounges not associated with a Group III Restaurant, gas stations, auto repair service, bus station, car wash, cold storage warehouse and processing plant, excavations (except for development such as stormwater management ponds), farm equipment sales and service, outdoor storage (except for what is currently existing or vested), outdoor flea market, mobile home dealers, mass transit depot or maintenance facility (government-operated), processing and warehousing, recycling facility, rooming house, self-service fuel pumps, truck stop, vehicle and equipment dealers.

## Residential Use

**OBJECTIVE \_\_\_\_: RESIDENTIAL USE.** Lee County must protect and enhance the residential properties of the Page Park Community by strictly evaluating adjacent uses, access and requiring compliance with enhanced buffering requirements.

**POLICY \_\_\_\_:** Stand-alone residential activity and uses will be allowed in all areas within Page Park except along Danley Drive and at the east side of Page Park.

**POLICY \_\_\_\_:** New residential development, with the exception of a single family residential dwelling, that requires a rezoning within the Page Park Community must be rezoned as a Planned Development (PD).

**POLICY \_\_\_\_:** With the exception of mixed-use projects, residential uses are limited to no more than ten (10) dwelling units per acre. Bonus density will also be allowed based on performance categories and may be awarded in proportion to the number of categories met for a maximum of nine (9) dwelling units per acre.

For example, if two (2) of the six (6) categories are met, then one-third of the available bonus density shall be awarded: two (2) categories will allow for an extra three (3) dwelling units per acre of maximum density, four (4) met categories will allow for an extra six (6) dwelling units per acre of density, and all six (6) categories met will allow for an extra nine (9) dwelling units per acre of maximum density over and above the 5 du/ac that would be typically allowed.

## Commercial Use

**OBJECTIVE \_\_\_\_: COMMERCIAL USE.** Because of poorly planned and incompatible commercial developments of the past, existing and future County regulations, land use interpretations, policies, zoning approvals, and administrative actions must recognize the preferences of the Page Park Community to ensure that commercial areas maintain a pleasing visual quality in landscaping, architecture, lighting and signage, and provide for employment opportunities, while discouraging uses that are not compatible with adjacent uses and have significant adverse impacts on the neighboring properties.

**POLICY \_\_\_\_:** Stand-alone commercial activity and uses will be limited to Danley Drive and the east side of Page Park. Commercial uses will be permitted elsewhere within the Page Park Community, but **only** as part of a mixed use development, either as defined in the Lee Plan, or as a mixed use development containing both commercial and residential uses within the same structure.

**POLICY \_\_\_\_:** New stand-alone commercial development that requires rezoning within the Page Park Community must be rezoned as a Commercial Planned Development (CPD).

**POLICY \_\_\_\_:** The following commercial uses will be subject to additional compatibility review and standards through the CPD rezoning process, **except** within the areas that allows for stand-alone commercial development along Danley Drive and at the east end of the Page Park Community: fish markets or wholesale fish house, retail stores that have a total floor area in a single use building which exceeds 2,500 square feet; and a multi-use building which exceeds 5,000 square feet, mini-warehouses, banks, ATM machines, restaurants, animal kennels, assisted living facility, auto parts store, boat sales and repair, building material sales, community residential home, consumption on premises, drive-thru for any permitted use, indoor flea market, funeral home or mortuary, health care facility, manufacturing facility, package store, fast-food restaurant, social services - group I, indoor storage, wholesale establishments.

**POLICY: \_\_\_\_:** By the end of 2007, the Industrial Development Future Land Use designation will be amended to the Intensive Development Future Land Use designation to accommodate all existing industrial uses as well as the transition to mixed use development and redevelopment.

**POLICY \_\_\_\_:** No new industrial activities, uses, rezonings or expansions of existing industrial uses are permitted within the Page Park Community.

### Housing

**OBJECTIVE \_\_\_\_ : HOUSING.** The County will explore ways to provide decent, workforce housing to meet the needs of present and future residents of the Page Park Community.

**POLICY \_\_\_\_ :** The County will encourage “live-work” housing units within the Page Park Community’s Mixed Use Overlay, whereby the occupant can live and work from within the same building structure.

**POLICY \_\_\_\_ :** By the end of 2008 the Page Park Planning Panel will submit regulations that will provide standards for “live-work” housing within Page Park for Lee County to review, amend or adopt.

**POLICY \_\_\_\_ :** The County will continue to enforce minimum standards of housing and sanitation and require prompt action in the identification of abandoned or dilapidated property which may need to be demolished per the Lee County Land Development Code.

**POLICY \_\_\_\_ :** The County will inform, educate, and encourage residents of the Page Park Community about funding opportunities or programs available to assist in the rehabilitation of existing residential structures that are in need of repair, rehabilitation or removal.

### Transportation

**OBJECTIVE \_\_\_\_: TRANSPORTATION.** All road improvements within the Page Park Community considered by the County will address the Community's goal to maintain its small town character and give preference to alternatives that allow existing roads to function at their current capacity.

**POLICY \_\_\_\_:** To mitigate or curtail cut-through and speeding traffic throughout the Page Park Community, the Page Park Planning Panel with assistance and guidance from the Lee Department of Transportation, will prepare a traffic calming plan for streets within the Page Park Community. Upon approval, these traffic calming techniques will be employed as financially feasible, as the need or opportunity arises to repair, renovate, expand, or modify a section of street which utilizes these techniques within the plan.

**POLICY \_\_\_\_:** The County will review and evaluate the one-way section of 6<sup>th</sup> Street as to its need, and remove the one-way restriction if found to be obsolete for traffic routing.

**POLICY \_\_\_\_:** Expansion of arterial roadways such as Danley Drive should include physically-separated provisions for bicyclists/pedestrians to provide for connection to the Ten mile Linear Park, Jerry Brooks Park, and the US 41 corridors.

**POLICY \_\_\_\_:** Mixed use and commercial developments within the Page Park Community are encouraged to provide interconnect opportunities with adjacent mixed use and commercial uses in order to minimize access points onto primary roads. Residential developments are also encouraged to provide interconnect opportunities with commercial and mixed use areas, including but not limited to bike paths and pedestrian

### Sewer and Water

**OBJECTIVE \_\_\_\_: SEWER AND WATER.** Given the desire to provide a mix of uses and a mix of residential densities, central sewage service is essential and is strongly encouraged for the Page Park Community within all land use categories.

**POLICY \_\_\_\_:** Central sewer service is strongly recommended for future higher density and intensity developments which are proposed within the Page Park Community. Any new developments that meet the criteria outlined in Standard 11.2 of the Lee Plan are required to connect to a central sewer system.

**POLICY \_\_\_\_:** At the County's expense, the County will upgrade and improve the Page Park Community's central water supply system as part of any future central sewer system installation project.

### Parks and Recreation

**OBJECTIVE \_\_\_\_: PARKS AND RECREATION.** Lee County will work with the Page Park Community to ensure that recreation for the Page Park Community is provided for.

**POLICY \_\_\_\_:** Lee County Department of Parks and Recreation will work with the Lee County Port Authority and the Lee Department of Transportation to realign South Street to a point farther north to increase the pedestrian safety of Jerry Brooks Park users.

**POLICY \_\_\_\_:** Lee County Department of Parks and Recreation will work with the Page Park Community to ensure that the all enhancements of Jerry Brooks Park meets the recreational needs of the Page Park Community and are integrated into the existing park areas.

## Community Safety

**OBJECTIVE \_\_\_\_: COMMUNITY SAFETY.** To increase the safety and security for all Page Park Community residents, a security survey was conducted by the Lee County Sheriff's Department on April 5, 2006. The survey provided recommendations that could assist in reducing criminal behavior if implemented.

**POLICY \_\_\_\_:** The Page Park Planning Panel will request an annual security survey update from the Lee County Sheriff's Department, and will implement any recommendations they provide to reduce or eliminate criminal behavior in the area.

**POLICY \_\_\_\_:** The Page Park Community will continue and expand, as feasible, its Neighborhood Watch Program administered by the Lee County Sheriff's Department.

**POLICY \_\_\_\_:** The Page Park Community will continue to work with the Lee County MSTBU Department to increase and enhance street lighting throughout the Page Park Community.

**POLICY \_\_\_\_:** By the end of 2008, the Page Park Planning Panel will draft and submit proposed Land Development Code regulations that will incorporate Crime Prevention Through Environmental Design (CPTED) techniques to enhance safety to their community.

**POLICY \_\_\_\_:** The Page Park Planning Panel will work with Lee County Code Enforcement to address the issues that can influence increased criminal activity. These issues include, but are not limited to:

- Trim overgrown vegetation on both improved and vacant lots
- Notification of untagged vehicles
- Unlicensed businesses out of homes
- Debris and illegal dumping on vacant lots
- Vehicle parking on sidewalks
- Eliminate graffiti as soon as it appears.

**POLICY \_\_\_\_:** The County will review, assess, and evaluate the Page Park Community roadway network for all needed safety improvements, such as but not limited to:

- Adding traffic center line to roadways
- Designating cross walks with signage and/or road markings
- Add traffic calming devices such as roundabouts and raised crosswalks

### Design Guidelines

**OBJECTIVE \_\_\_\_ : DESIGN GUIDELINES.** To enhance the visual appeal of new development, the Page Park Planning Panel will propose architectural guidelines that will address the character and aesthetic appearance of the Page Park Community.

**POLICY \_\_\_\_ :** By the end of 2008 the Page Park Planning Panel will propose regulations for architectural design guidelines.

**POLICY \_\_\_\_ :** The architectural design guidelines will apply to all new development and to all redevelopment of, or additions or renovations to, an existing building, where the cumulative increase in total floor building area exceeds 50 percent of the square footage of the existing building being enlarged or renovated.

### Public Participation

**OBJECTIVE \_\_\_\_: PUBLIC PARTICIPATION.** Lee County will encourage and solicit public input and participation prior to and during the review and adoption of county regulations, Land Development Code provisions, Lee Plan provisions, and zoning approvals.

**POLICY \_\_\_\_:** As a courtesy, Lee County will register citizen groups and civic organizations within the Page Park Planning Community that desire notification of pending review of Land Development Code amendments and Lee Plan amendments. Upon registration, Lee County will provide registered groups with documentation regarding these pending amendments. This notice is a courtesy only and is not jurisdictional. The County's failure to mail or to timely mail the notice, or failure of a group to receive mailed notice, will not constitute a defect in notice or bar a public hearing from occurring as scheduled.

**POLICY \_\_\_\_:** The applicant for any development request within the Page Park Planning Community must conduct one public informational session where the applicant will provide a general overview of the project for any interested citizens. Lee County encourages zoning staff to participate in such public workshops. This meeting must be conducted before the application can be found sufficient. The applicant is fully responsible for providing the meeting space and providing security measures as needed. Subsequent to this meeting, the applicant must provide County staff with a meeting summary document that contains the following information: the date, time, and location of the meeting; a list of attendees; a summary of the concerns or issues that were raised at the meeting; and a proposal for how the applicant will respond to any issues that were raised.