



**LOCAL PLANNING AGENCY
OLD LEE COUNTY COURTHOUSE
2120 MAIN STREET, FORT MYERS, FL 33901
BOARD CHAMBERS
MONDAY, FEBRUARY 24, 2014
8:30 AM**

AGENDA

1. Call to Order/Review of Affidavit of Publication
2. Pledge of Allegiance
3. Public Forum
4. Approval of Minutes – January 27, 2014
5. Land Development Code Amendments
 - A. Complete Streets Amendments
6. New Horizon 2035: Plan Amendments
 - A. CPA2011-17 Community Safety and Wellbeing Element
 - B. CPA2011-02 Communities Element
 - C. CPA2011-13 Transportation Element
7. Other Business
8. Adjournment – Next Meeting Date: Monday, March 24, 2013

A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing. Contact the Lee County Division of Planning at 239-533-8585 for further information on obtaining a record. In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. Contact Janet Miller at 239-533-8583.



LAND DEVELOPMENT CODE AMENDMENTS

LDC Amendments for Complete Streets Overview of Changes

The Lee County Department of Transportation (LCDOT) in cooperation with the Lee County Department of Community Development (DCD), Lee County Utilities and Lee Tran, has prepared a draft update of the Land Development Code Chapter 10 sections relating to street design and for implementation of complete streets as adopted in Board of County Commissioners Resolution 09-11-13. These amendments were sent out for peer review in April of 2013, and some changes were made to address the comments received as a part of that process. Below is a brief description of the changes.

Chapter 10

- 10-1 Adds definitions of completed streets
- 10-104 Clean up references for the provisions for deviations and variances from 10-296 based on the proposed changes
- 10-285 Clarification of the measurement of connection separation
- 10-296 Complete reformatting of the section; uses one design standard for public and private streets; moves design cross-sections into this section; changes include reduced right-of-way widths, varied criteria based on location and street functional classification; modifies criteria for lane width, planting areas, bicycle and pedestrian facility width; allowances for on-street parking, street furniture, and street lighting; addition of street types for shared streets and bicycle boulevards; and elimination of the Category "A", "B", "C", and "D" roadway standards; includes some formatting changes as well

Chapter 12

- 12-116 Revisions to make consistent with Chapter 10

Chapter 33

- 33-1053 Revisions to make consistent with Chapter 10
- 33-1205 Revisions to make consistent with Chapter 10

Chapter 34

- 34-2020 Revision to allow an administrative reduction in required parking when on-street parking is provided

COMPLETE STREET'S LDC AMENDMENTS

Chapter 10. DEVELOPMENT STANDARDS

ARTICLE I. IN GENERAL

Sec. 10-1. Definitions and rules of construction.

- (a) *Remains unchanged*
- (b) Complete Streets means a transportation facility that is designed to be safe, convenient and accessible for all users including drivers, bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities depending on context of the surrounding area.

LeeScope Master Plan means the Plan adopted by the Lee County Board of County Commissioners on October 27, 1998, as amended, that sets forth the design, implementation and maintenance criteria for landscaping County roadways.

Speed restrictions means features of the roadway which would effectively limit the operating speed, such as short length of the roadway, closely spaced stop signs, traffic control devices, locations that would indicate to the driver that lower speeds are necessary. Context indications of lower speeds include any of the following: on-street-parking, roadway landscaping, gateway or entrance treatments, regular presence of bicyclists or pedestrians, or buildings within 100 feet of the edge of pavement.

Shared Lane means a motor vehicle lane with pavement markings that indicate to drivers that they are to share the roadway with bicyclists in order to assist in lateral positioning. These are usually lanes that are less than 14 feet wide on streets with a posted speed of 35 miles per hour or less.

Shared Street means a street or right-of-way for people walking, bicycling and driving with priority for pedestrian use. These are usually specially designed spaces such as pedestrian streets on local urban streets with extremely low vehicle speed.

Traffic Control Devices means a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel, pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel, by authority of the private owner or private official having jurisdiction.

Remainder of section remains unchanged.

Sec. 10-8. Specific requirements.

A development order will be issued when the development is designed so as to reasonably achieve the following:

- (1) *remains unchanged.*
- (2) *Traffic pattern.* There must be adequate ingress and egress to the development. Except for streets in urban land use categories, single-family and two-family developments, and certain multi-family buildings as provided in section 34-2020(a), Note (3), proposed ~~structures~~ parking spaces must be located so as to avoid backing of vehicles into streets, the intermingling of automotive and pedestrian traffic or the intermingling of traffic flow in opposite directions.

Remainder of section remains unchanged.

ARTICLE II. ADMINISTRATION

DIVISION 2. DEVELOPMENT ORDERS

Subdivision II. Procedures

Sec. 10-104. Deviation and variances.

- (a) Provisions where deviations are authorized. The Development Services Director is hereby authorized to grant deviations from the technical standards in the following sections of this chapter.
 - (1) *through (3) remain unchanged*
 - (4) Section 10-296**(b)**, Table 2 (right-of-way widths for County-maintained specifications for streets);
 - (5) Section 10-296**(e)**, ~~Table 3 (references to wearing surface only rights-of-way widths for privately maintained streets)~~;
 - (6) Section 10-296 (d)~~(3)~~**(4)** (drainage and 10-296**(e)** through ~~(i)~~road specifications);
 - (7) Reserved; ~~Section 10-296(l) (horizontal curves)~~;
 - (8) Section 10-296**(e)**~~(j)~~ (intersection designs);
 - (9) Section 10-296**(p)**~~(k)~~ (culs-de-sac);
 - (10) *through (23) remain unchanged*

ARTICLE III. DESIGN STANDARDS AND REQUIREMENTS

DIVISION 2. TRANSPORTATION, ROADWAYS, STREETS AND BRIDGES

Sec. 10-285. Connection separation.

- (a) *Generally.* Connections of streets, access roads or accessways must be in accordance

with the minimum standards of Lee Plan Policy 40.1.2 in Table 1 and criteria for exceptions in the additional provisions of this section.

TABLE 1. CONNECTION SEPARATION

Roadway Functional Classification	Centerline Minimum Distance (feet)
Arterial	660
Collector	330
Local	125
Access roads or accessways	60-36

Remainder of section remains unchanged.

Sec. 10-296. Street design and construction standards.

- (a) *Generally.* All public and private roads and streets must be designed to accommodate all expected users, constructed and improved in accordance with the specifications set out in this section, as well as the other requirements of this division. In addition, the following standards and criteria will be applicable: American Association of State and Highway Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, as modified by Florida Department of Transportation (FDOT) Florida Greenbook, FDOT Design Standards, FDOT Drainage Manual and FDOT Standard Specifications, current editions, with supplements, and such other applicable publications, editions and amendments as may be adopted by the state department of transportation, and sound engineering judgment. Construction on State facilities must be done in accord with applicable State statutes and regulations.
- (b) *Right-of-way width.* All public and private roads and streets established and constructed in accordance with this chapter must have ~~minimum~~ right-of-way widths or roadway easements complying with the requirements of Table 2 and design criteria within this section for streets proposed for County maintenance or table 3 for proposed private streets.

TABLE 2. SPECIFICATIONS

FOR COUNTY MAINTAINED STREETS

TABLE INSET:

	Arterial	Collector Street	Local Street	Access Street
Standard right of way widths:				
Closed drainage	150'	100'	50'	45'
Open drainage	150'	100'	60'	50'
Design speed (mph):				
Rural section:				
With speed restrictions	55	40-45	N/A	N/A

Without speed restrictions	70	45-50	N/A	N/A
Urban section:				
With speed restrictions	35-40	30-35	N/A	N/A
Without speed restrictions	35-50	40-45	N/A	N/A

TABLE 2. RIGHT-OF-WAY WIDTH SPECIFICATIONS FOR STREETS

	Standard Right-of-Way Widths (feet)			
	Arterial	Major Collector	Minor Collector	Local & Access Streets
Urban area	120-170	100-125	80	38-66
Suburban area	100-200	100-120	74-120	50-76
Rural area	125-300	125-144	100-150	50-88

Notes:

1. The minimum radius for horizontal curves is to be determined by the ultimate number of lanes, design speed and superlevation rate. The minimum distance between reverse curves is to be determined by the ultimate number of lanes, design speed and horizontal curvature.

Refer to AASHTO and FDOT for specific design criteria.

21. This table identifies standard right of way widths for new roads in developing areas and desirable right-of-way widths for improvements in developed area. Table 2 represents a range of overall right-of-way widths for arterials, collectors, local and access streets in land use categories identified on the Lee Plan Future Land Use Map. The overall width varies based on the presence and width of required cross-sectional elements identified in this chapter. The standard right-of-way width for County maintained streets may be reduced will be determined by the Director of Transportation on public roadways and by the Director of Development Services on privately maintained roadways. Right-of-way width for new streets will be based upon demonstration of considerations such as provision of sufficient width for the future number of lanes identified in Lee Plan Map 3DA, required median, turn lanes, signs, streetlights, adequate clear zone for the design speed, bicycle and pedestrian facilities, transit facilities, on-street parking, public spaces, drainage facilities, backslope or slope easements and other roadway appurtenances. These roadway design elements may be adjusted on existing streets at the Director’s discretion to fit within available right-of-way. Cross-sectional elements will be evaluated using a trade-off procedure where one or more elements may be adjusted or eliminated. The Administrative Code for Complete Streets details the trade-off procedure.
32. The access street standard applies to frontage streets. The local street standard applies to all other access streets, including reverse frontage streets.
3. Stormwater management and Utility easements will be provided in accordance with sections 10-328 and 10-355, respectively.

TABLE 3. SPECIFICATIONS

FOR PRIVATELY MAINTAINED STREETS

TABLE INSET:

	Local Street	Access Street
Minimum right of way/easement widths:		
One-way:		
Closed drainage, rear lot drainage or inverted crown	30'	30'
Open drainage	40'	35' ^a
Two-way:		
Closed drainage or inverted crown	40'	40'
Open drainage	45'	40' ^a
Minimum distance between reverse curves	N/A	N/A
Minimum centerline radius for horizontal curves	50' ^b	50' ^b
Minimum grade of streets with:		
Closed drainage	0.2%	0.2%
Inverted crown	0.4%	0.4%
Open drainage	0.0%	0.0%

^aThis standard applies to frontage streets. The local street standard applies to all other access streets, including reverse frontage roads.

^bIf the centerline radius is less than 100 feet, the inside lane width must be increased by two feet at the center of the curve.

(c) *Remains unchanged.*

(d) *All roads.*

(1) Horizontal Curves. The minimum radius for horizontal curves is to be determined by the ultimate number of lanes, design speed and superelevation rate. The minimum distance between reverse curves is to be determined by the ultimate number of lanes, design speed and horizontal curvature. Refer to AASHTO and FDOT for specific design criteria.

(1)(2) Grading and centerline gradients. Per plans and profiles approved by the Director of the Department of Transportation for publicly maintained roadways or the Director of Development Services for privately maintained roadways.

Typical street cross sections are shown in section 10-296(e) 10-707 through 10-711.

(2)(3) Deviations and Exceptions. A deviation from these standards for road design must meet the standards and criteria established by FDOT in the Florida Greenbook with consideration of the Plans Preparation Manual and guidance in AASHTO publications. Deviations on County-maintained roadways are also subject to review by the Director of the Department of Transportation.

a. Justification for a deviation from the standards for road design must meet the standards and criteria established by FDOT in the Florida Greenbook with consideration of the Plans Preparation Manual and guidance in AASHTO

publications. Deviations on county-maintained roadways are also subject to review by the Director of the Department of Transportation.

- b. The Administrative Code for Complete Streets details the process for requesting a deviation from the individual elements indicated within the cross section diagrams located in 10-296(e).

~~(3)~~(4) *Drainage.*

- a.-f. *Remains unchanged.*

~~(4)~~(5) *Landscaping.*

- a.-b. *Remains unchanged.*

c. LeeScape Master Plan. Proposed site-related roadway improvements in an area in the right-of-way with existing county-maintained landscaping will require relocation or replacement of county-maintained (including MSTBU's) plant materials, irrigation lines, pumps, etc. consistent with the LeeScape Master Plan. Proposed site-related improvements on a county-maintained roadway in an area that is a proposed landscaping corridor identified in the LeeScape Master Plan will require accommodation or installation of the planned landscaping.

d. Tree/Plant installation. A tree's growth habit must be considered in advance of conflicts that might be created (e.g. views, signage, overhead power lines, lighting, buildings, circulation). Trees may not be placed where they will interfere with drainage, subsurface utilities, or overhead utility lines, or where they will require frequent pruning in order to avoid interference with overhead power lines. Where horizontal separation from the underground utilities to required street trees of five feet for Palm Trees and 10 feet for shade trees cannot be achieved, additional preventative measures to protect the underground utilities must be provided.

e. At least 75 percent of the trees must be native Florida species.

f. Trees must be a minimum 10 feet in height, have two-inch caliper (at 12 inches above the ground) and a four-foot spread at the time of installation. Palms must have a minimum of ten feet of clear trunk at planting.

g. Mulch requirements. A two-inch minimum layer, after watering in, of mulch or other recycled materials must be placed and maintained around all newly installed trees. Each tree must have a ring of mulch no less than 24 inches beyond its trunk in all directions. The use of cypress mulch is prohibited.

h. Soil Conditions. Plant materials must be installed in soil conditions that are conducive to the proper growth of the plant material. Limerock located in the planting area must be removed and replaced with native or growing quality soil before planting.

~~(5)~~(6) *Signs and pavement markings, street lighting and traffic control devices.*

- a.-c. *Remains unchanged.*

~~(6)~~(7) Complete streets.

- a. All roads will be designed as depicted on the cross-sections in section 10-296(e) with additional design criteria for bicycle facilities found in Section 10-256 and County administrative codes except where bicycles and pedestrians are specifically prohibited.
- b. A transit facility is a road identified in the Lee County Metropolitan Planning Organization Transit Element, the LeeTran System Map, the LeePlan Map 3C or the Financially Feasible Transit Network. Roads identified as an existing or future transit facility will be designed to accommodate transit vehicles. Transit facilities must be designed in accordance with Chapter 10, Article III, Division 7 and County administrative codes.

~~(7)~~(8) On-street parking.

- a. On-street parking facilities may be permitted on county-maintained roadways as specified in this section and where appropriate as further defined in this section. Locations of on-street parking facilities that may be appropriate are generally depicted on the typical cross-sections in section 10-296(e). The Director of the Department of Transportation will determine where on-street parking is appropriate on county-maintained roads.
- b. Lee County reserves the option to operate (including collection of parking fees) and maintain on-street parking on county-maintained roadways.
- c. As a part of the review and approval of on-street parking on county-maintained streets or streets that will be maintained by the County, the developer must provide a written agreement, subject to review by the County Attorney and Risk Management, that includes the following: the developer's commitment to provide the full cost of design, construction, and maintenance of the on-street parking spaces; a description showing the location of parking spaces; and a commitment to obtain liability insurance coverage for the benefit of Lee County. The amount and type of coverage must be in accord with Lee County Risk Management standards in effect at the time the insurance is obtained.
- d. The location of on-street parking will occur as identified in the cross-sections in section 10-296(e). Any relocation of curb and gutter, transit facilities, landscaping, street furniture, utilities, bicycle and pedestrian facilities as a result of adding parking spaces will be considered a site-related improvement.

(9) Medians

All multi-lane roadways must have a median designed and constructed consistent with the American Association of State and Highway Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, as modified by Florida Department of Transportation (FDOT) Florida Greenbook, FDOT Design Standards and FDOT Standard Specifications, current editions.

- (e) Road design. All roadways will be designed and constructed in accordance with this

section.

- (1) Urban roadways. Roadway segments in or abutting urban areas identified in the Lee Plan Future Land Use Map as Central Urban and Intensive will be designed in accordance with this section. Design criteria will be determined by the existing functional classification of the roadway identified in AC-11-1 and the future land use identified in the Lee Plan Future Land Use Map.
- a. Lane width. For roadways with two-way traffic and no existing or planned transit route(s), the required lane width must be as specified in the context design tables. The required lane width for one-way streets is 14 feet. For roadways with an existing or planned transit route, the required lane width for lanes utilized by the transit vehicle is 12 feet. Where large truck traffic is frequent (greater than 1 percent of the daily volume), the lane width may be increased to 11 feet.
 - b. Transit facilities. To be provided consistent with Article III, Division 7 of this chapter.
 - c. Tree wells/planting strips. Dimensions, plant materials specifications and provision of water must comply with AC-11-12. The planting area may utilize islands or areas between on-street parking spaces to provide adequate area for tree growth with dimensions shown in context design tables as minimums.
 - d. Tree and Palm spacing. Small trees (under 30 feet at mature height) must be provided at a rate of 5 trees for every 100 linear feet. Medium sized trees (30 feet to 40 feet at mature height) must be provided at a rate of 4 trees for every 100 linear feet. Large trees (over 40 feet at mature height) must be provided at a rate of 3 trees for every 100 linear feet. Trees should be spaced evenly along the frontage and not clustered. Adjustments to the placement of trees up to 10 feet is permitted to avoid conflicts with utilities and building visibility. Palm trees may only be substituted for a maximum of 50% of the required small trees.
 - e. Street furniture. Must be provided in accordance with Administrative Code.
 - f. Sidewalk width. As depicted on the Bikeways/Walkways facilities plan or Greenways plan with dimensions shown in context design tables as minimums.
 - g. Streetlighting. Provided in accordance with AC-11-2. When streetlighting is required in or abutting coastal areas or environmental preserves, the lighting must be constructed utilizing environmentally friendly techniques.
 - h. Mixed use development. Must use commercial roadway context design criteria.
 - i. Roadway design criteria.
 1. Urban arterials.
 - i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional

engineer demonstrates the same or better structural integrity.

- 1). Subgrade. Twelve inch thick stabilized subgrade LBR40.
- 2). Base. FDOT Optional Base Group 6 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.
- 3). Wearing surface. Two and one half inch asphaltic concrete of FDOT type S-1 plus a skid-resistant one inch surface of type S-III in conformance with the provisions of section 331, FDOT specifications OR SUPERPAVE 9.5 and SUPERPAVE 12.5. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.

ii). Context design. Urban arterial roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 3. URBAN ARTERIAL

<u>LEE PLAN Future Land Use Designation</u>		<u>Intensive (2)</u>	<u>Central Urban</u>	
<u>Existing/Proposed Land Use</u>		<u>All</u>	<u>Commercial</u>	<u>Residential</u>
<u>Lane Width</u>		<u>10 feet</u>	<u>10 feet</u>	<u>10 feet</u>
<u>On-Road Bicycle Facility (1)</u>		<u>Shared lane</u>	<u>4 foot Bike lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
	<u>Pedestrian Facility Width</u>	<u>10 feet</u>	<u>10 feet</u>	<u>8 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

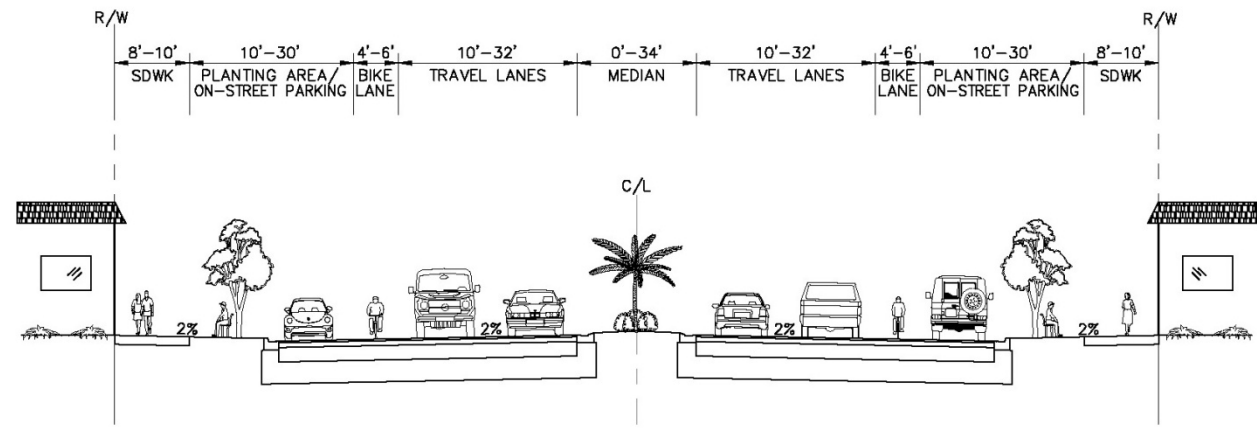
(1) Where identified in Table 3, on-road bicycle lanes are required where the posted speed limit is greater than or equal to 35 MPH. If required by Table 3, the on-road bicycle lane will be 5 feet in width when adjacent to a turn lane and 6 feet in width when adjacent to on-street parallel parking. Shared lanes are preferred where adjacent to head-in angle parking.

(2) The Intensive future land use context criteria also are applicable to areas identified as Urban Core, Mixed Use Overlay or a Multi-Modal Transportation District.

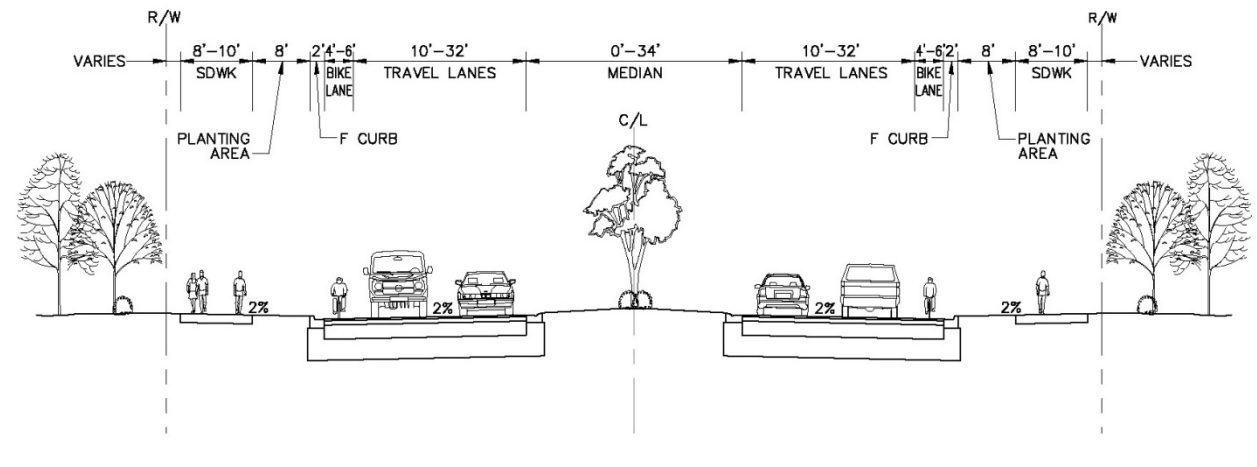
iii). Cross-Section drawings. All urban arterial cross-section

drawings reflect closed drainage facilities.

1). The following cross-section applies to an urban arterial with on-street parking.



2). The following cross-section applies to an urban arterial without on-street parking.



2. Urban major collectors

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

1). Subgrade. Twelve inch thick stabilized subgrade LBR40.

2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.

3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1 plus a skid-resistant one inch surface of type S-III in conformance with the provisions of section 331, FDOT specifications OR

SUPERPAVE 9.5 and SUPERPAVE 12.5. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.

ii). Context Design. Urban major collector roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 4. URBAN MAJOR COLLECTOR

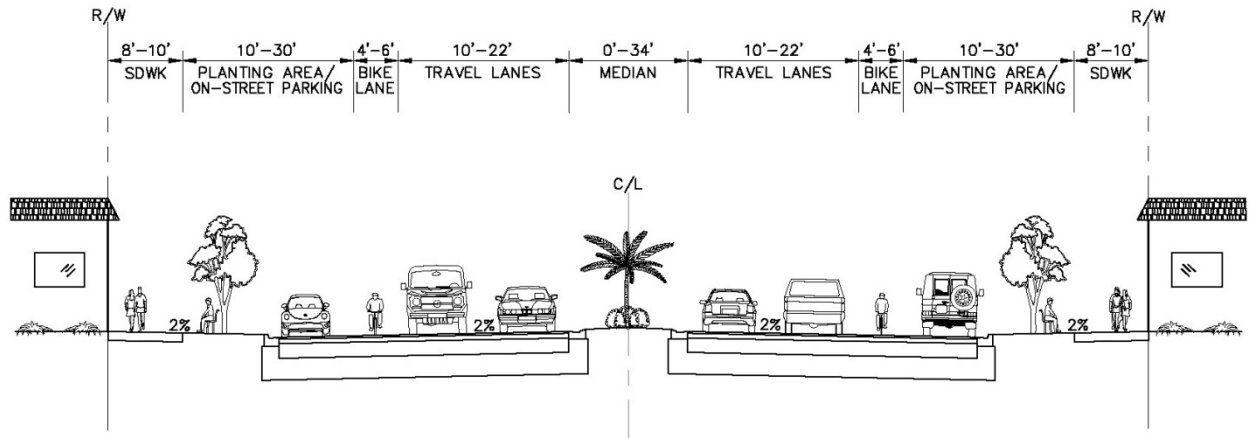
<u>LEE PLAN Future Land Use Designation</u>		<u>Intensive (2)</u>	<u>Central Urban</u>	
<u>Existing/Proposed Land Use</u>		<u>All</u>	<u>Commercial</u>	<u>Residential</u>
<u>Lane Width</u>		<u>10 feet</u>	<u>10 feet</u>	<u>10 feet</u>
<u>On-Road Bicycle Facility (1)</u>		<u>Shared lane</u>	<u>4 foot Bike lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>Yes</u>	<u>Yes</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
	<u>Pedestrian Facility Width</u>	<u>10 feet</u>	<u>8 feet</u>	<u>8 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

(1) Where identified in the Table 4, on-road bicycle lanes are required where the posted speed limit is greater than or equal to 35 MPH. If required by Table 4, the on-road bicycle lane will be 5 feet in width when adjacent to a turn lane and 6 feet in width when adjacent to on-street parallel parking. Shared lanes are preferred where adjacent to head-in angle parking.

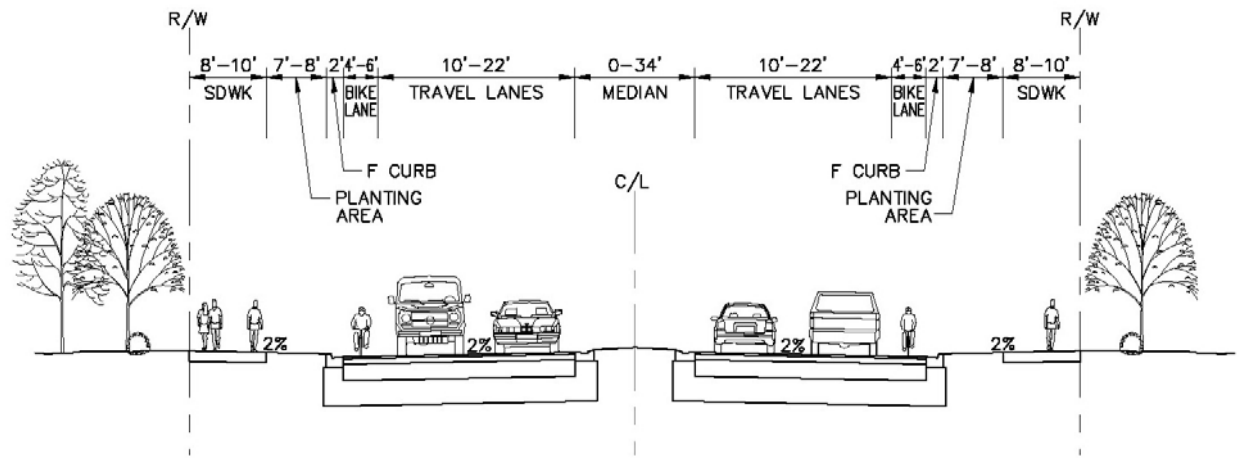
(2) The Intensive future land use context criteria also are applicable to areas identified as Urban Core, Mixed Use Overlay or a Multi-Modal Transportation District.

iii). Cross-Section drawings. All urban major collector cross-section drawings reflect closed drainage facilities.

1). The following cross-section applies to an urban major collector with on-street parking.



2). The following cross-section applies to an urban major collector without on-street parking.



3. Urban minor collectors

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

1). Subgrade. Twelve inch thick stabilized subgrade LBR40.

2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.

3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not

limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.

ii). Context design. Urban minor collector roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 5. URBAN MINOR COLLECTOR

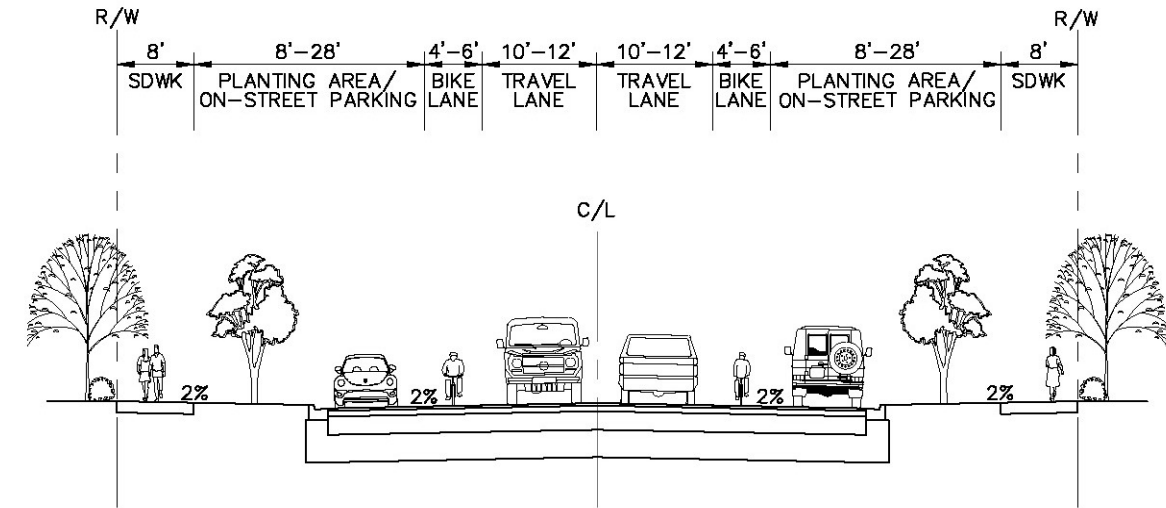
<u>LEE PLAN Future Land Use Designation</u>		<u>Intensive (2)</u>	<u>Central Urban</u>	
<u>Existing/Proposed Land Use</u>		<u>All</u>	<u>Commercial</u>	<u>Residential</u>
<u>Lane Width</u>		<u>10 feet</u>	<u>10 feet</u>	<u>10 feet</u>
<u>On-Road Bicycle Facility (1)</u>		<u>Shared lane</u>	<u>4 foot Bike lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>Yes</u>	<u>Yes</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
	<u>Pedestrian Facility Width</u>	<u>8 feet</u>	<u>8 feet</u>	<u>8 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

(1) Where identified in the Table 5, on-road shared bicycle lanes may utilize accepted signage and lane markings that indicate bikes sharing the roadway. If required in Table 5, the on-road bicycle lane will be 5 feet in width when adjacent to a turn lane and 6 feet in width when adjacent to on-street parallel parking. Shared lanes are preferred where adjacent to head-in angle parking.

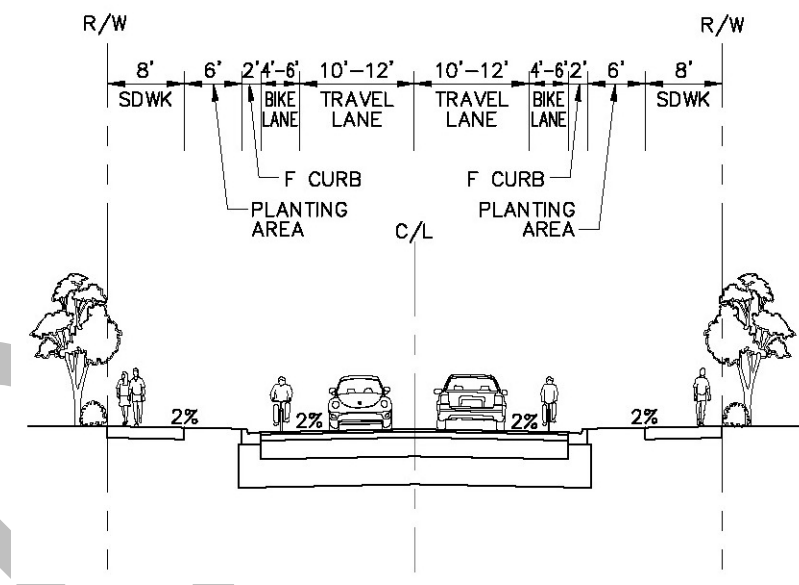
(2) The Intensive future land use context criteria also are applicable to areas identified as Urban Core, Mixed Use Overlay or a Multi-Modal Transportation District.

iii). Cross-Section drawings. All urban minor collector cross-section drawings reflect closed drainage facilities.

1). The following cross-section applies to an urban minor collector with on-street parking.



2). The following cross-section applies to an urban minor collector without on-street parking.



4. Urban local and access streets

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

1). Subgrade. Twelve inch thick stabilized subgrade LBR40.

2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.

3). Wearing surface. One and one half inch asphaltic

concrete of FDOT type S-1. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation on public streets and the Division of Development Services on private streets subject to structural analysis for comparison with asphaltic concrete.

- ii). Context design. Urban local and access street roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 6. URBAN LOCAL AND ACCESS STREETS

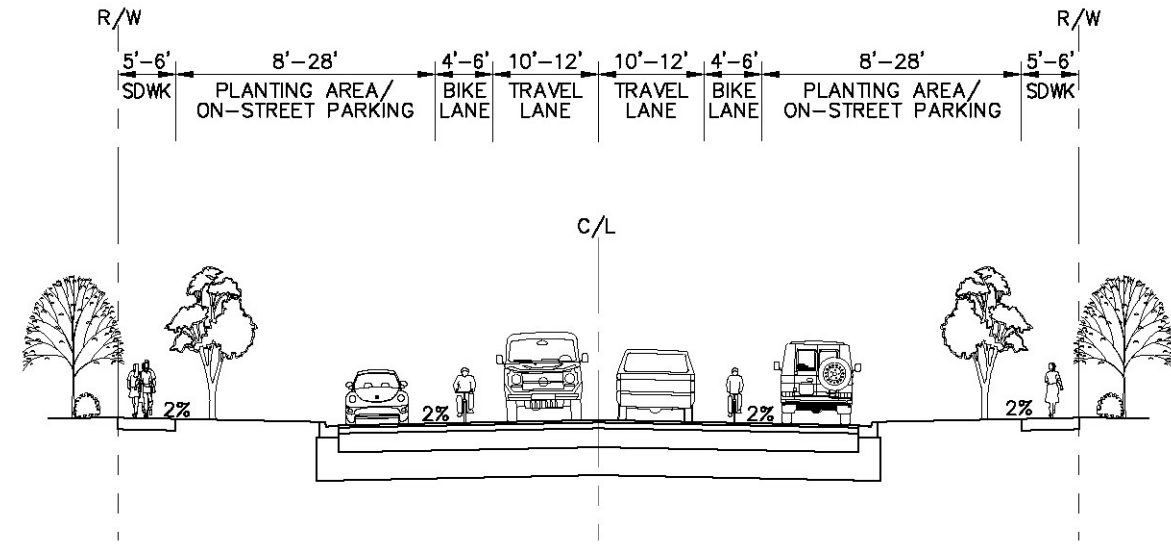
<u>LEE PLAN Future Land Use Designation</u>		<u>Intensive (2)</u>	<u>Central Urban</u>	
<u>Existing/Proposed Land Use</u>		<u>All</u>	<u>Commercial</u>	<u>Residential</u>
<u>Lane Width</u>		<u>10 feet</u>	<u>10 feet</u>	<u>10 feet</u>
<u>On-Road Bicycle Facility (1)</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>Yes</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>6 feet</u>	<u>6 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

(1) On-road shared bicycle lanes may utilize accepted signage and lane markings that indicate bikes sharing the roadway. Shared lanes are preferred where adjacent to head-in angle parking.

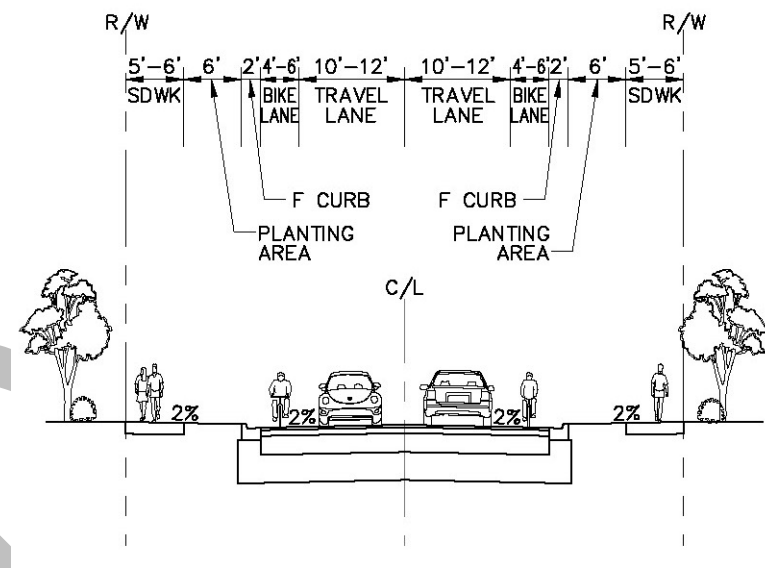
(2) The Intensive future land use context criteria also are applicable to areas identified as Urban Core, Mixed Use Overlay or a Multi-Modal Transportation District.

- iii). Cross-Section drawings. All urban local street cross-section drawings reflect closed drainage facilities.

- 1). The following cross-section applies to an urban local roadway with on-street parking.



2). The following cross-section applies to an urban local roadway without on-street parking.



5. Urban Shared streets

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

- 1). Subgrade. Six inch thick stabilized subgrade LBR40.
- 2). Base. FDOT Optional Base Group 4 (six inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.
- 3). Wearing surface. One inch asphaltic concrete of FDOT

type S-1 or S-III.

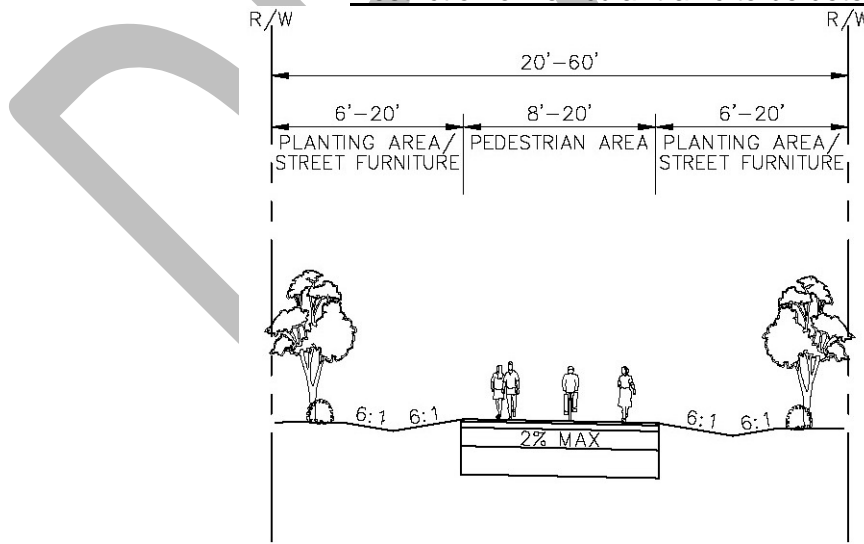
- ii). Context design. Urban shared street roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 7. URBAN SHARED STREET

<u>LEE PLAN Future Land Use Designation</u>		<u>Intensive (1)</u>	<u>Central Urban</u>	
<u>Existing/Proposed Land Use</u>		<u>All</u>	<u>Commercial</u>	<u>Residential</u>
<u>On-Road Bicycle Facility</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>8 ft - 20 ft strip</u>	<u>8 ft - 20 ft strip</u>	<u>8 ft – 10 ft strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>Yes</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>12 ft - 20 ft</u>	<u>10 ft – 16 ft</u>	<u>8 ft – 12 ft</u>
	<u>Lighting</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

(1) The Intensive future land use context criteria also are applicable to areas identified as Urban Core, Mixed Use Overlay or a Multi-Modal Transportation District.

- iii). Cross-Section drawings. The following cross-section applies to an urban shared street. All urban shared streets are designed with open drainage graded to drain to planting areas and a design speed of 5 MPH. Motor vehicle use on shared streets is limited to emergency vehicles, local traffic or deliveries. Restriction of vehicular traffic to be determined by LCDOT.



6. Urban Bicycle Boulevards

- i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional

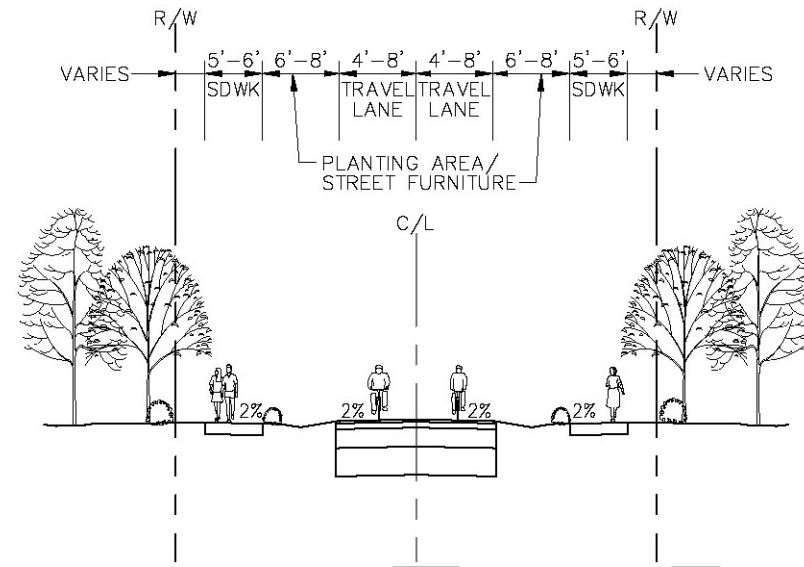
- engineer demonstrates the same or better structural integrity.
- 1). Subgrade. Six inch thick stabilized subgrade LBR40.
 - 2). Base. FDOT Optional Base Group 4 (six inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.
 - 3). Wearing surface. One inch asphaltic concrete of FDOT type S-1 or S-III.
- ii). Context design. Urban bicycle boulevard roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 8. URBAN BICYCLE BOULEVARDS

<u>LEE PLAN Future Land Use Designation</u>		<u>Intensive (1)</u>	<u>Central Urban</u>	
<u>Existing/Proposed Land Use</u>		<u>All</u>	<u>Commercial</u>	<u>Residential</u>
<u>On-Road Bicycle Facility</u>		<u>8 ft bike lane</u>	<u>6 ft – 8 ft bike lane</u>	<u>4 ft – 6 ft bike lane</u>
<u>Transit Facility</u>		<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>	<u>8 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>Yes</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>6 feet</u>	<u>6 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

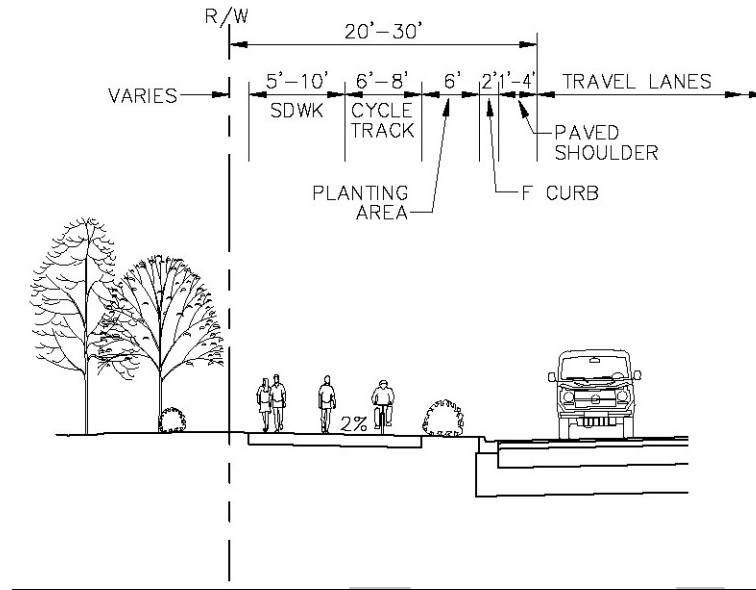
(1) The Intensive future land use context criteria also are applicable to areas identified as Urban Core, Mixed Use Overlay or a Multi-Modal Transportation District.

- iii). Cross-Section drawings. The following cross-section applies to an urban bicycle boulevard. All urban bicycle boulevards are designed with open drainage graded to drain to planting areas with a design speed of 20 MPH with speed restrictions. Motor vehicle use on bicycle boulevards is limited to emergency vehicles only.



7. Urban Cycle Tracks

- i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.
 - 1). Subgrade. Twelve inch thick stabilized subgrade LBR40.
 - 2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.
 - 3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation on public streets and the Division of Development Services on private streets subject to structural analysis for comparison with asphaltic concrete.
 - 4). Bicycle Facility Width. The width of an urban cycle track will range from 6-feet to 8-feet for bicycle traffic.
- ii). Cross-Section drawings. The following cross-section applies to an urban cycle track. All urban cycle tracks are designed with closed drainage systems.



(2) Suburban roadways. Roadway segments in or abutting suburban areas identified in the Lee Plan Future Land Use Map as Airport Lands, Commercial, Industrial, Interchange, New Community, Outlying Suburban, Public Facilities, Suburban, Tradeport and Urban Community will be designed in accordance with this section. Design criteria will be determined by the existing functional classification of the roadway identified in AC-11-1 and the future land use identified in the Lee Plan Future Land Use Map.

- a. Lane width. For roadways with two-way traffic and no existing or planned transit route(s), the required lane width must be as specified in the context design tables. The required lane width for one-way streets is 14 feet. For roadways with an existing or planned transit route, the required lane width for lanes utilized by the transit vehicle is 12 feet.
- b. Transit facilities. To be provided consistent with Article III, Division 7 of this chapter.
- c. Tree wells/planting strips. Dimensions, plant materials specifications and provision of water must comply with AC-11-12 with closed drainage dimensions shown in context design tables as minimums. If open drainage cross-section is being utilized, the plantings as a part of the required width must occur outside of the minimum clear zone/recovery area based on Florida Greenbook Table 3-12. The planting area may utilize islands or areas between on-street parking spaces to provide adequate area for tree growth.
- d. Tree and Palm spacing. Small trees (under 30 feet at mature height) must be provided at a rate of 4 trees for every 100 linear feet. Medium sized trees (30 feet to 40 feet at mature height) must be provided at a rate of 3 trees for every 100 linear feet. Large trees (over 40 feet at mature height) must be provided at a rate of 2 trees for every 100 linear feet. Trees should be spaced evenly along the frontage and not clustered. Adjustments to the placement of trees up to 10 feet is permitted to avoid conflicts with utilities

and building visibility. Palm trees may only be substituted for a maximum of 50% of the required small trees.

- e. Street furniture. Must be provided in accordance with Administrative Code.
- f. Sidewalk width. As depicted on the Bikeways/Walkways facilities plan or Greenways plan with dimensions shown in context design tables as minimums.
- g. Streetlighting. Provided in accordance with AC-11-2. When streetlighting is required in or abutting coastal areas or environmental preserves, the lighting must be constructed utilizing environmentally friendly techniques.
- h. Mixed use development. Must use commercial roadway context design criteria.
- i. Roadway design criteria.
 - 1. Suburban arterials
 - i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.
 - 1). Subgrade. Twelve inch thick stabilized subgrade LBR40.
 - 2). Base. FDOT Optional Base Group 6 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.
 - 3). Wearing surface. Two and one half inch asphaltic concrete of FDOT type S-1 plus a skid-resistant one inch surface of type S-III in conformance with the provisions of section 331, FDOT specifications OR SUPERPAVE 9.5 and SUPERPAVE 12.5. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.
 - ii). Context Design. Suburban arterial roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

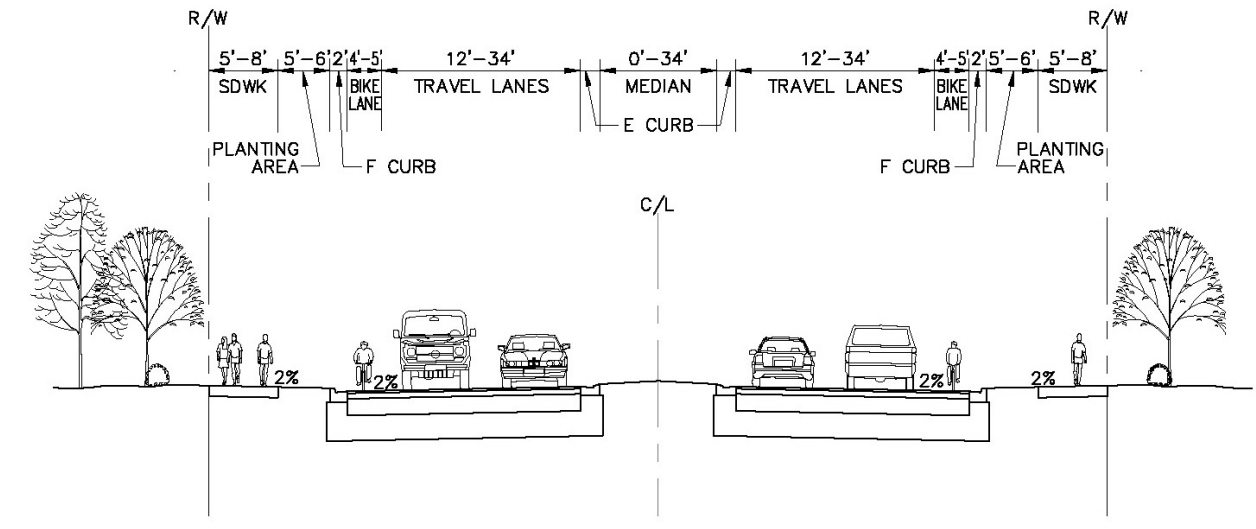
TABLE 9. SUBURBAN ARTERIAL

<u>LEE PLAN Future Land Use Designation</u>		<u>Commercial/All Interchanges/ New Community/Suburban/ Urban Community</u>		<u>Outlying Suburban/ Industrial/Airport Lands/ Tradeport/Public Facilities</u>	
<u>Existing/Proposed Land Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>Commercial</u>	<u>Residential</u>
<u>Lane Width</u>		<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>
<u>On-Road Bicycle Facility (1)</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>4 foot Bike lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
	<u>Pedestrian Facility Width</u>	<u>8 feet</u>	<u>6 feet</u>	<u>6 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>

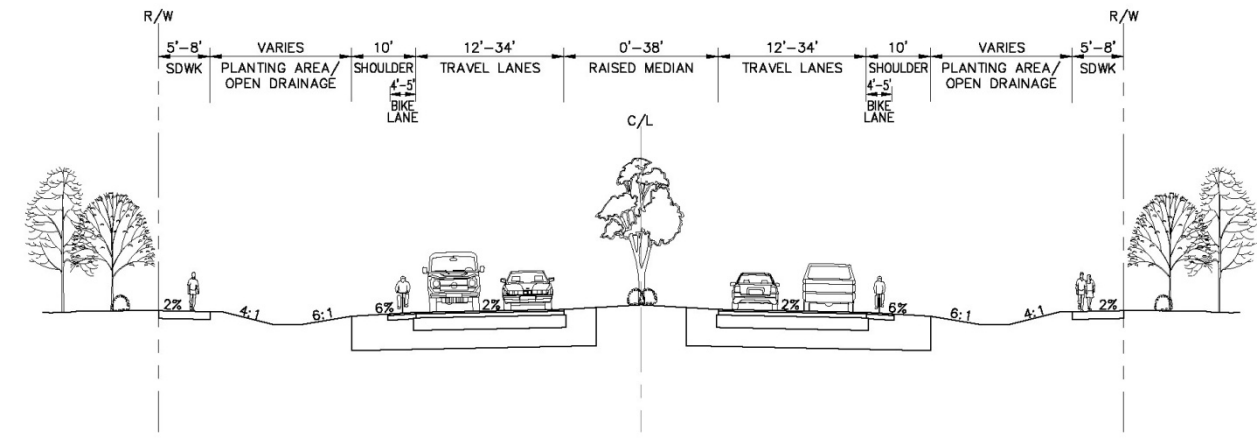
(1) Where identified in Table 9, on-road bicycle lanes are required where the posted speed limit is greater than or equal to 35 MPH. On-road bicycle lanes will be 5 feet in width when adjacent to a turn lane.

iii). Cross-Section drawings.

1). The following cross-section applies to a suburban arterial with closed drainage.



2). The following cross-section applies to a suburban arterial with open drainage.



2. Suburban major collectors

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

1). Subgrade. Twelve inch thick stabilized subgrade LBR40.

2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.

3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1 plus a skid-resistant one inch surface of type S-III in conformance with the provisions of section 331, FDOT specifications OR SUPERPAVE 9.5 and SUPERPAVE 12.5. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.

ii). Context Design. Suburban major collector roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

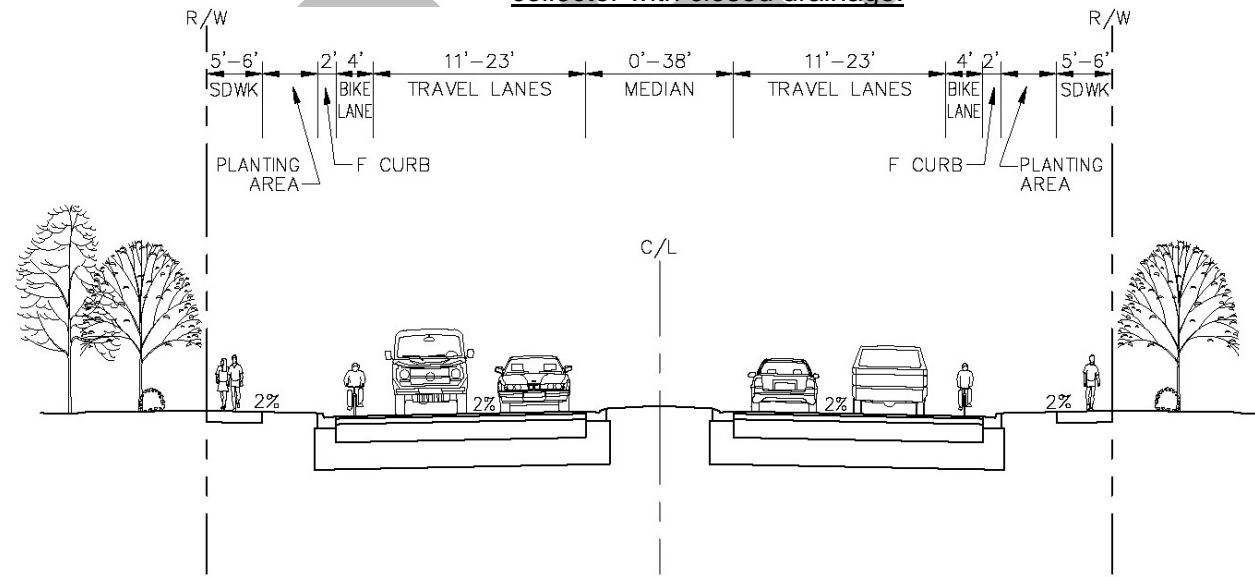
TABLE 10. SUBURBAN MAJOR COLLECTOR

<u>LEE PLAN Future Land Use Designation</u>		<u>Commercial/All Interchanges/ New Community/Suburban/ Urban Community</u>		<u>Outlying Suburban/ Industrial/Airport Lands/ Tradeport/Public Facilities</u>	
<u>Existing/Proposed Land Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>Commercial</u>	<u>Residential</u>
<u>Lane Width</u>		<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>
<u>On-Road Bicycle Facility (1)</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>Yes</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>None</u>	<u>Yes</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>6 feet</u>	<u>5 feet</u>	<u>6 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>None</u>	<u>None</u>	<u>None</u>

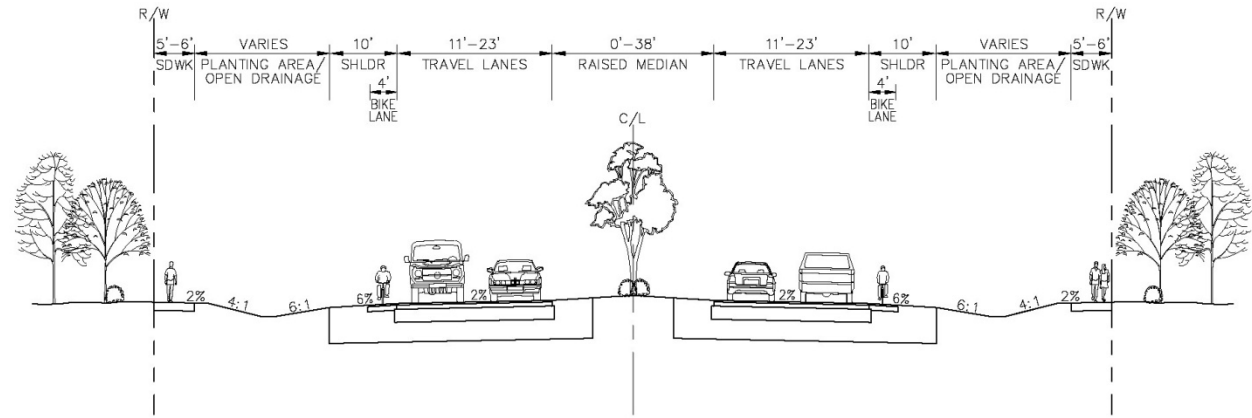
(1) Where identified in the Table 10, on-road bicycle lanes are required where the posted speed limit is greater than or equal to 35 MPH.

iii). Cross-Section drawings.

1). The following cross-section applies to a suburban major collector with closed drainage.



2). The following cross-section applies to a suburban major collector with open drainage.



3. Suburban minor collectors

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

1). Subgrade. Twelve inch thick stabilized subgrade LBR40.

2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.

3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.

ii). Context Design. Suburban minor collector roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

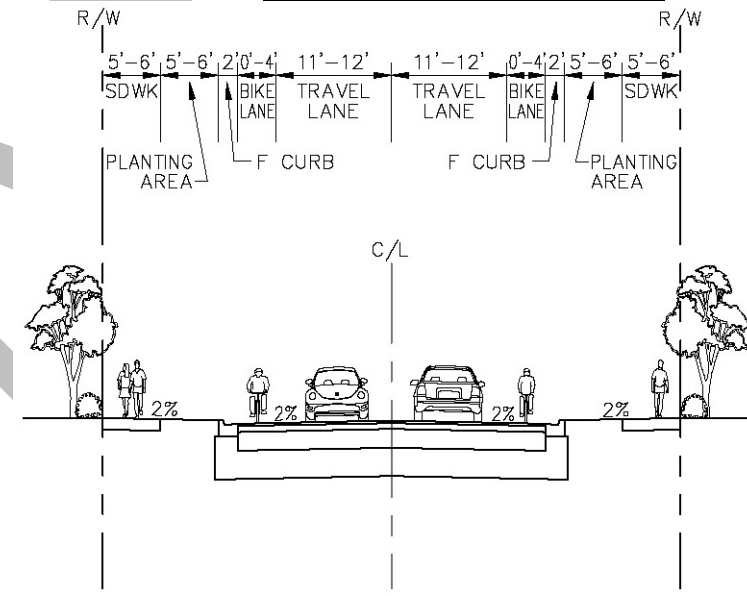
TABLE 11. SUBURBAN MINOR COLLECTOR

<u>LEE PLAN Future Land Use Designation</u>		<u>Commercial/All Interchanges/ New Community/Suburban/ Urban Community</u>		<u>Outlying Suburban/ Industrial/Airport Lands/ Tradeport/Public Facilities</u>	
<u>Existing/Proposed Land Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>Commercial</u>	<u>Residential</u>
<u>Lane Width</u>		<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>
<u>On-Road Bicycle Facility (1)</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>Yes</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>None</u>	<u>Yes</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>6 feet</u>	<u>5 feet</u>	<u>6 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>

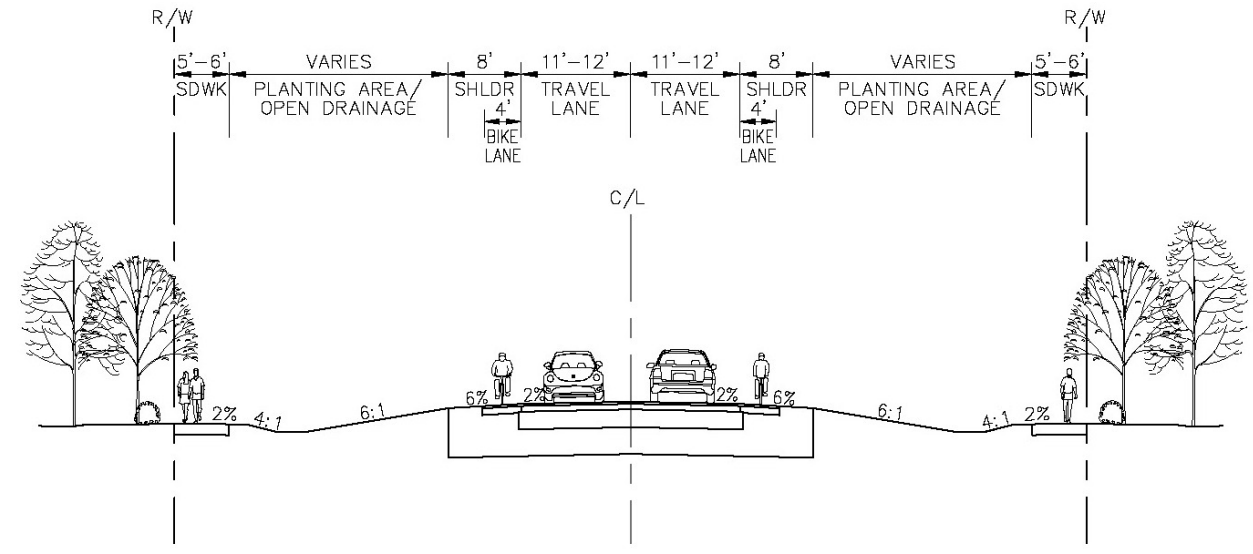
(1) Where identified in the Table 11, on-road shared bicycle lanes may utilize accepted signage and lane markings that indicate bikes sharing the roadway.

iii). Cross-Section drawings.

1). The following cross-section applies to a suburban minor collector with closed drainage.



2). The following cross-section applies to a suburban minor collector with open drainage.



4. Suburban local streets

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

1). Subgrade. Twelve inch thick stabilized subgrade LBR40. Suburban private local streets may utilize a six inch thick stabilized subgrade LBR40.

2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock. Suburban private local streets may utilize a six inch base of compacted limerock, shell rock, or soil cement.

3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation for public streets and the Division of Development Service for private streets subject to structural analysis for comparison with asphaltic concrete.

ii). Context design. Suburban local street roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

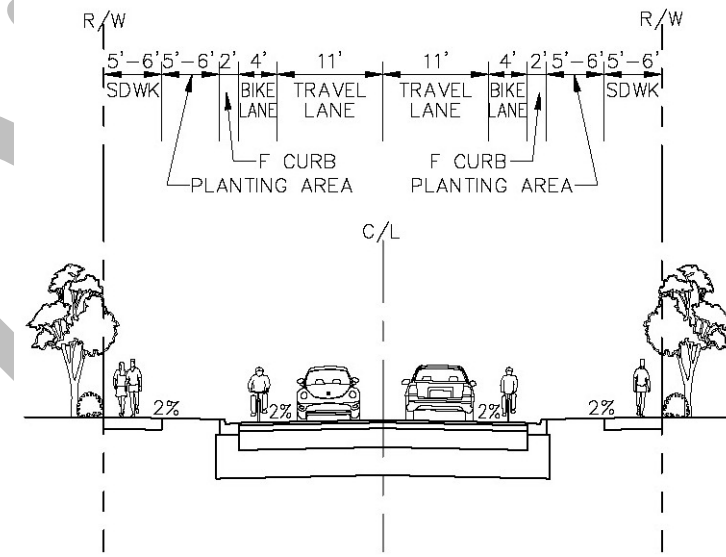
TABLE 12. SUBURBAN LOCAL STREET

<u>LEE PLAN Future Land Use Designation</u>		<u>Commercial/All Interchanges/ New Community/Suburban/ Urban Community</u>		<u>Outlying Suburban/ Industrial/Airport Lands/ Tradeport/Public Facilities</u>	
<u>Existing/Proposed Land Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>Commercial</u>	<u>Residential</u>
<u>Lane Width</u>		<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>
<u>On-Road Bicycle Facility (1)</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>None</u>	<u>Yes</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>6 feet</u>	<u>5 feet</u>	<u>5 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>Yes</u>	<u>No</u>	<u>No</u>	<u>No</u>

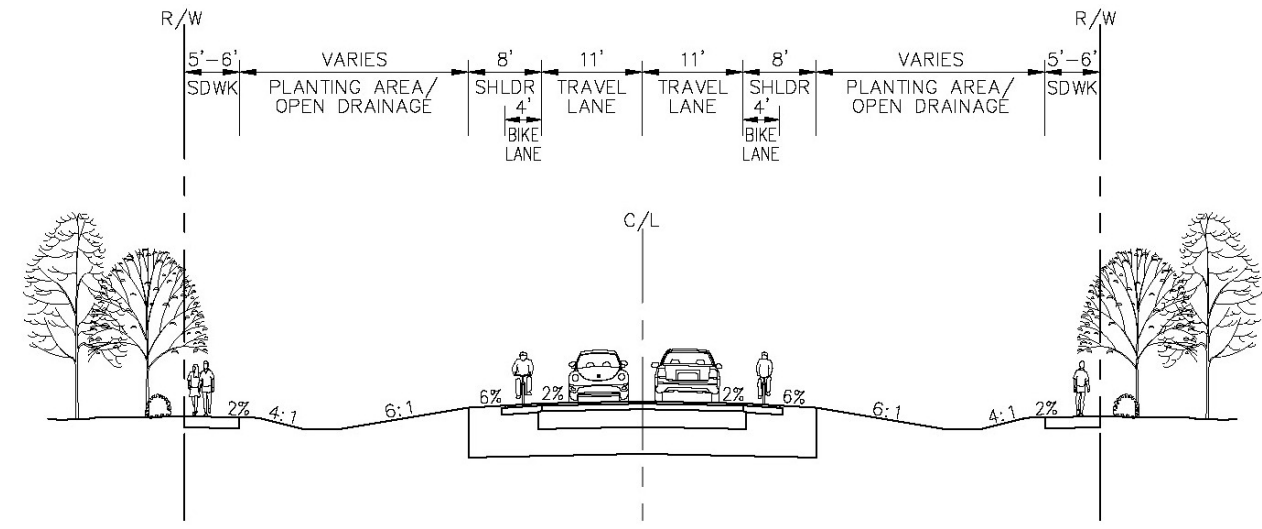
(1) On-road shared bicycle lanes may utilize accepted signage and lane markings that indicate bikes sharing the roadway. Shared lanes are preferred where adjacent to head-in angle parking.

iii). Cross-Section drawings.

1). The following cross-section applies to a suburban local street with closed drainage.



2). The following cross-section applies to a suburban local street with open drainage.



5. Suburban Cycle Tracks

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

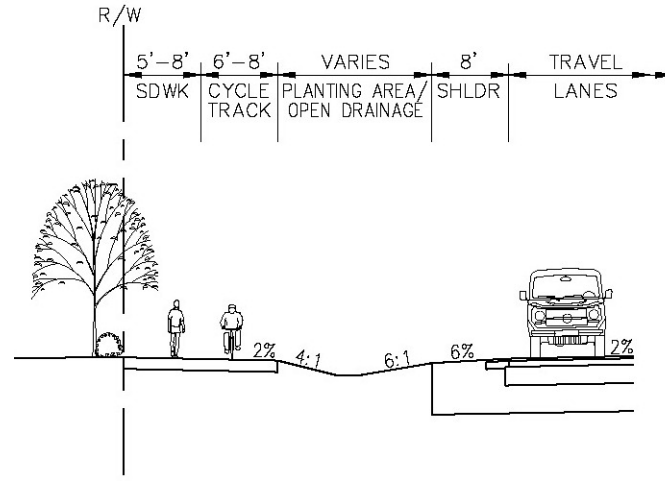
1). Subgrade. Twelve inch thick stabilized subgrade LBR40.

2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.

3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation on public streets and the Division of Development Services on private streets subject to structural analysis for comparison with asphaltic concrete.

4). Bicycle Facility Width. The width of an urban cycle track will range from 6-feet to 8-feet for bicycle traffic.

ii). Cross-Section drawings. The following cross-section applies to a suburban cycle track. All suburban cycle tracks are designed with open drainage systems.



- (3) Rural roadways. Roadway segments in or abutting to rural areas identified in the Lee Plan Future Land Use Map as Coastal Rural, Conservation, Density Reduction Groundwater Recharge (DRGR), Open Lands, Outer Islands, Rural, Rural Community Preserves and Sub-Outlying Suburban will be designed in accordance with this section. Design criteria will be determined by the existing functional classification of the roadway identified in AC-11-1 and the future land use identified in the Lee Plan Future Land Use Map.
- a. Lane width. For roadways with two-way traffic and no existing or planned transit route(s), the required lane width must be as specified in the context design tables. The required lane width for one-way streets is 14 feet. For roadways with an existing or planned transit route, the required lane width for lanes utilized by the transit vehicle is 12 feet.
 - b. Transit facilities. To be provided consistent with Article III, Division 7 of this chapter.
 - c. Tree wells/planting strips. Dimensions, plant materials specifications and provision of water must comply with AC-11-12. The planting area may utilize islands or areas between on-street parking spaces to provide adequate area for tree growth.
 - d. Tree and Palm spacing for rural roads. No street trees are required in the planting strips along rural roadways. Any trees provided in planting strips on rural roadways must comply with the clear zone requirements indicated in the Florida Greenbook Table 3-12.
 - e. Street furniture. Must be provided in accordance with Administrative Code.
 - f. Sidewalk width. As depicted on the Bikeways/Walkways facilities plan or Greenways plan with dimensions shown in context design tables as minimums.
 - g. Mixed use development. Must use commercial roadway context design criteria.
 - h. Roadway design criteria.

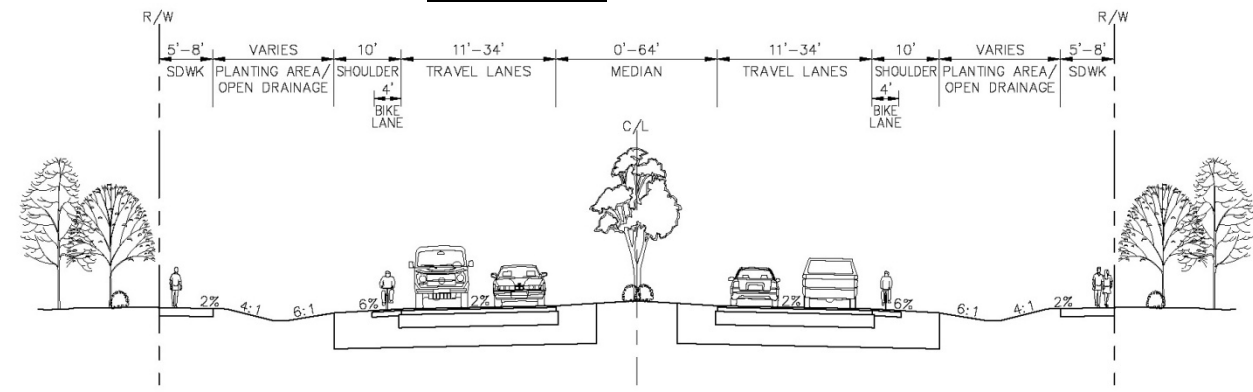
1. Rural arterials

- i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.
 - 1). Subgrade. Twelve inch thick stabilized subgrade LBR40.
 - 2). Base. FDOT Optional Base Group 6 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.
 - 3). Wearing surface. Two and one half inch asphaltic concrete of FDOT type S-1 plus a skid-resistant one inch surface of type S-III in conformance with the provisions of section 331, FDOT specifications OR SUPERPAVE 9.5 and SUPERPAVE 12.5. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.
- ii). Context design. Rural arterial roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 13. RURAL ARTERIAL

<u>LEE PLAN Future Land Use Designation</u>		<u>Outer Islands/Rural/Rural Community Preserves/Sub-Outlying Suburban</u>		<u>Open Lands/DRGR/Coastal Rural</u>		<u>Conservation</u>
<u>Existing/Proposed Land Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>Commercial</u>	<u>Residential</u>	<u>All</u>
<u>Lane Width</u>		<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>
<u>On-Road Bicycle Facility</u>		<u>4 foot Bike lane</u>	<u>4 foot Bike lane</u>	<u>4 foot Bike lane</u>	<u>4 foot Bike lane</u>	<u>4 foot Bike lane</u>
<u>Transit Facility</u>		<u>Yes</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>	<u>6 foot strip</u>	<u>5 foot strip</u>	<u>6 foot strip</u>
	<u>Furniture</u>	<u>Yes</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>8 feet</u>	<u>6 feet</u>	<u>6 feet</u>	<u>5 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>

- iii). Cross-Section drawings. All rural arterial cross-section drawings reflect open drainage. The following cross-section applies to rural arterials.



2. Rural major collectors

- i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

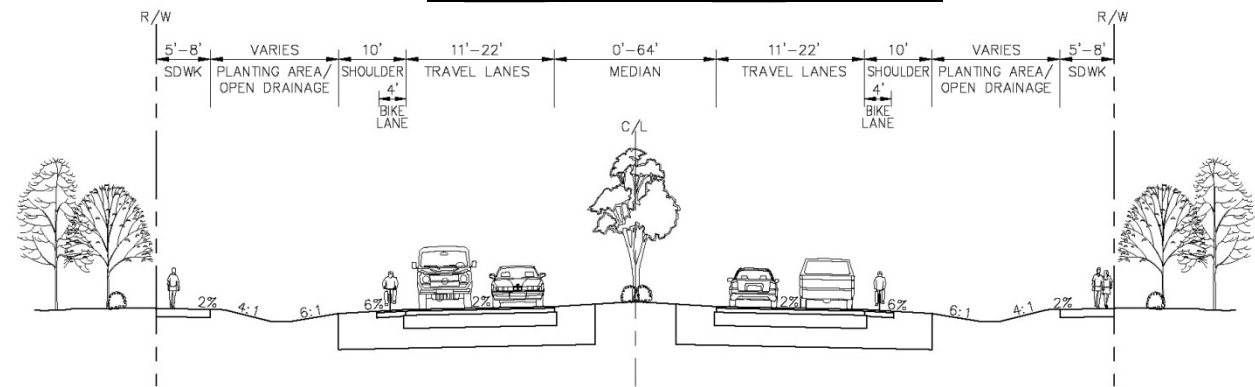
- 1) Subgrade. Twelve inch thick stabilized subgrade LBR40.
- 2) Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.
- 3) Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1 plus a skid-resistant one inch surface of type S-III in conformance with the provisions of section 331, FDOT specifications OR SUPERPAVE 9.5 and SUPERPAVE 12.5. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.

- ii). Context design. Rural major collector roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 14. RURAL MAJOR COLLECTOR

<u>LEE PLAN Future Land Use Designation</u>		<u>Outer Islands/Rural/ Rural Community Preserves/Sub-Outlying Suburban</u>		<u>Open Lands/DRGR/ Coastal Rural/ Conservation</u>
<u>Existing/Proposed Land Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>All</u>
<u>Lane Width</u>		<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>
<u>On-Road Bicycle Facility</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>5 foot strip</u>	<u>5 foot strip</u>	<u>None</u>
	<u>Furniture</u>	<u>None</u>	<u>None</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>8 feet</u>	<u>5 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>None</u>	<u>None</u>	<u>None</u>

iii). Cross-Section drawings. All rural major collector cross-section drawings reflect open drainage design. The following cross-section applies to rural major collectors.



3. Rural minor collectors

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

- 1). Subgrade. Twelve inch thick stabilized subgrade LBR40.
- 2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock.
- 3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an

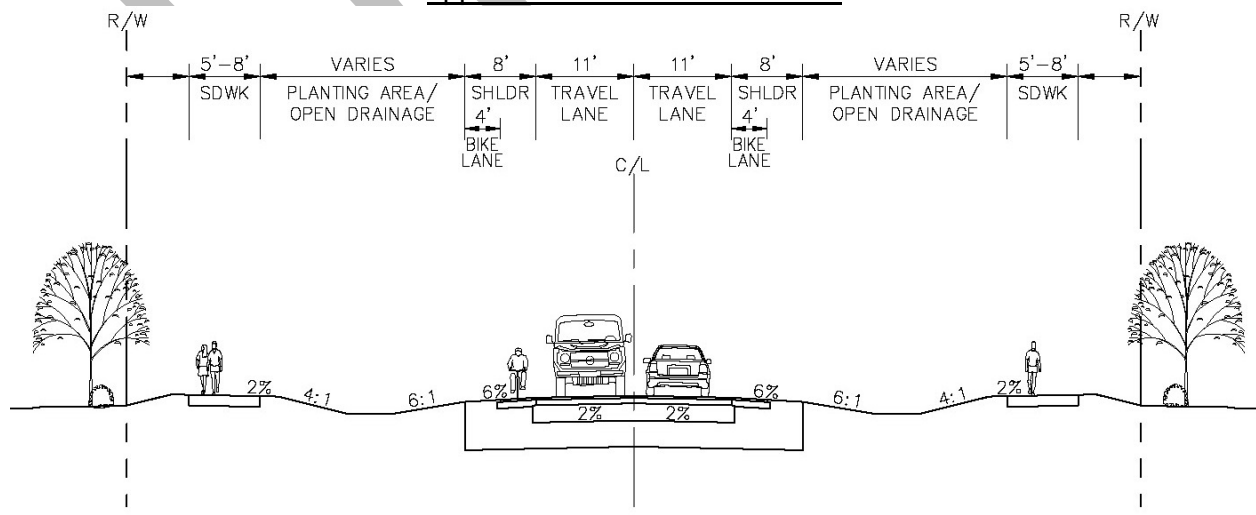
administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.

ii). Context design. Rural minor collector roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 15. RURAL MINOR COLLECTOR

<u>LEE PLAN Future Land Use Designation</u>		<u>Outer Islands/Rural/Rural Community Preserves/Sub-Outlying Suburban</u>		<u>Open Lands/DRGR/Coastal Rural/Conservation</u>
<u>Existing/Proposed Land Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>All</u>
<u>Lane Width</u>		<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>
<u>On-Road Bicycle Facility</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>5 foot strip</u>	<u>None</u>	<u>None</u>
	<u>Furniture</u>	<u>None</u>	<u>None</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>8 feet</u>	<u>5 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>None</u>	<u>None</u>	<u>None</u>

iii). Cross-Section drawings. All rural minor collector cross-section drawings reflect open drainage. The following cross-section applies to rural minor collectors.



4. Rural local streets

i). Pavement design. Must be in accordance with the following criteria unless an alternate pavement design based on traffic type and volume performed by a registered professional engineer demonstrates the same or better structural integrity.

1). Subgrade. Twelve inch thick stabilized subgrade LBR40. Rural private local streets may utilize a six inch thick stabilized subgrade LBR40.

2). Base. FDOT Optional Base Group 9 (eight inches of compacted limerock) or an alternative design of comparable structural integrity to be reviewed by the Department of Transportation for comparison with limerock. Rural private local streets may utilize a six inch base of compacted limerock, shell rock, or soil cement.

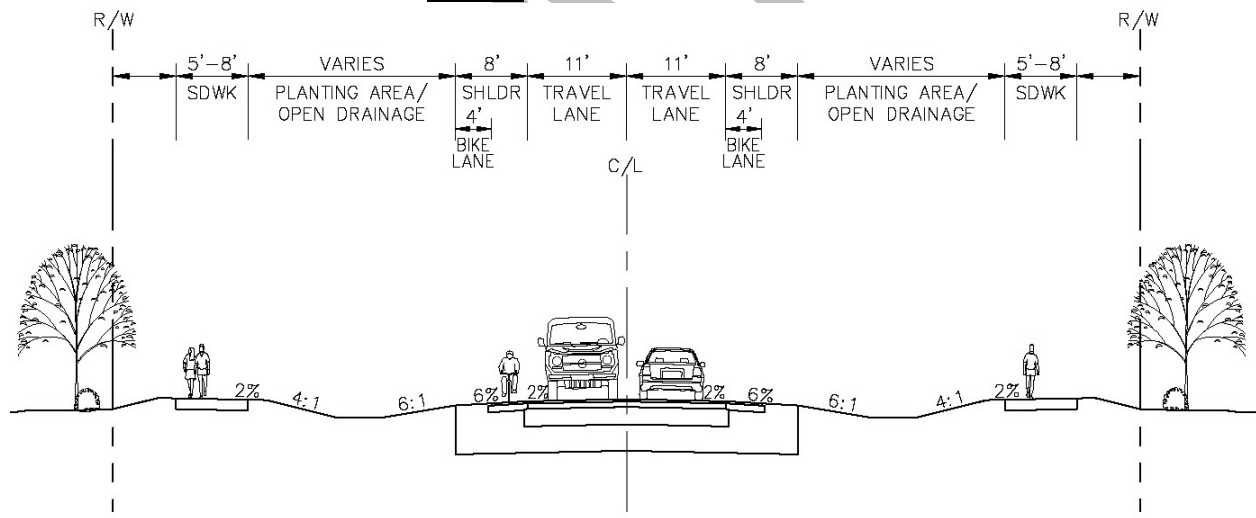
3). Wearing surface. One and one half inch asphaltic concrete of FDOT type S-1. A wearing surface is not required on rural private local streets within residential developments with a maximum density of 0.4 dwelling units per acre or rural private local streets located on islands where direct vehicular access to the mainland by bridge, causeway or street system is not attainable. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete. For residential development of 0.4 or less dwelling units per acre, and all residential developments located on islands where direct vehicular access to the mainland by bridge, causeway or street is not attainable, asphaltic wearing course is not required.

ii). Context design. Rural local street roadway segments must be designed in accordance with the criteria set forth in the following table and cross sections.

TABLE 16. RURAL LOCAL STREET

<u>LEE PLAN Future Land Use Designation</u>		<u>Outer Islands/Rural/Rural Community Preserves/Sub-Outlying Suburban</u>		<u>Open Lands/DRGR/Coastal Rural/Conservation</u>
<u>Existing/Proposed Land Use</u>		<u>Commercial</u>	<u>Residential</u>	<u>All</u>
<u>Lane Width</u>		<u>11 feet</u>	<u>11 feet</u>	<u>11 feet</u>
<u>On-Road Bicycle Facility</u>		<u>Shared lane</u>	<u>Shared lane</u>	<u>Shared lane</u>
<u>Transit Facility</u>		<u>None</u>	<u>None</u>	<u>None</u>
<u>Streetside</u>	<u>Planting Strip</u>	<u>5 foot strip</u>	<u>None</u>	<u>None</u>
	<u>Furniture</u>	<u>None</u>	<u>None</u>	<u>None</u>
	<u>Pedestrian Facility Width</u>	<u>8 feet</u>	<u>5 feet</u>	<u>5 feet</u>
	<u>Lighting</u>	<u>None</u>	<u>None</u>	<u>None</u>

iii). Cross-Section drawings. All rural local street segments reflect open drainage. The following cross-section applies to rural local streets.



(e) Arterial roads. The following provisions are in addition to those set forth in section 10-296(d).

(1) Pavement width. Required pavement widths must provide for on-road or off-road bikeways and will depend on the type of street drainage planned. Typical median width and representative cross sections are shown in section 10-707. Cross-sectional elements such as median width, lane width and shared use path width may be revised consistent with the standards and criteria in the Florida Greenbook. Revisions are subject to approval of the Director of Transportation on County-maintained roadways and the Director of Development Services on privately maintained roadways.

- ~~(2) — *Subgrade.* Twelve-inch thick (minimum) stabilized subgrade LBR 40. If the LBR value of the natural soil is less than 40, the subgrade must be stabilized in accordance with section 160 of the FDOT standard specifications.~~
- ~~(3) — *Base.* Minimum of eight inches compacted limerock or an alternative design for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with limerock.~~
- ~~(4) — *Wearing surface.* Two and one-half inch asphaltic concrete of FDOT type S-1. A skid-resistant surface plus one inch of S-III in conformance with the provisions of section 331, FDOT specifications is required for the surface course. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. The Applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.~~
- ~~(f) — *Major collector roads.* The following provisions are in addition to those set forth in section 10-296(d).
 - ~~(1) — *Pavement width.* Required pavement widths must provide for on-road or off-road bikeways and will depend on the type of street drainage planned. See sections 10-707 and 10-708. Cross-sectional elements such as median width, lane width and shared use path width may be revised consistent with the standards and criteria in the Florida Greenbook. Revisions are subject to approval of the Director of Transportation on County-maintained roadways and the Director of Development Services on privately maintained roadways.~~
 - ~~(2) — *Subgrade.* Twelve-inch thick (minimum) stabilized subgrade LBR 40. If the LBR value of the natural soil is less than 40, the subgrade must be stabilized in accordance with section 160 of the FDOT standard specifications.~~
 - ~~(3) — *Base.* Minimum of eight inches compacted limerock or an alternative design for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with limerock.~~
 - ~~(4) — *Wearing surface.* One and one-half inch asphaltic concrete of FDOT type S-1 plus one inch of S-III. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. However, the applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to SUPERPAVE and Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.~~~~
- ~~(g) — *Minor collector roads.* The following provisions are in addition to those set forth in section 10-296(d).
 - ~~(1) — *Pavement width.* Required pavement widths must provide for on-road or off-road bikeways and will depend on the type of street drainage planned. See~~~~

~~sections 10-707 and 10-708. Cross-sectional elements such as median width, lane width and shared use path width may be revised consistent with the standards and criteria in the Florida Greenbook. Revisions are subject to approval of the Director of Transportation on County-maintained roadways and the Director of Development Services on privately maintained roadways.~~

- ~~(2) *Subgrade.* Twelve-inch thick (minimum) stabilized subgrade LBR 40. If the LBR value of the natural soil is less than 40, the subgrade must be stabilized in accordance with section 160 of the FDOT standard specifications.~~
- ~~(3) *Base.* Minimum of eight inches compacted limerock or an alternative design for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with limerock.~~
- ~~(4) *Wearing surface.* One and one-half inch asphaltic concrete of FDOT type S-1. The wearing surface for turn lanes that are added to existing roadways must match the materials and surface of the existing roadway. However, the applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to Portland cement concrete, for public or private streets. The design will be reviewed by the Department of Transportation subject to structural analysis for comparison with asphaltic concrete.~~
- ~~(h) *Local and access streets.* The following provisions are in addition to those set forth in section 10-296(d.)~~
 - ~~(1) *Pavement width.* Required pavement widths must provide for on-road or off-road bikeways and will depend on the type of street drainage planned. Pavement widths will be as indicated in the County Administrative Code relating to bikeways and associated roadway widths. See section 10-709. In order for the roadway to be accepted for maintenance by the County, the provisions of this section must be met.~~
 - ~~(2) *Subgrade.* Six-inch stabilized subgrade LBR~~
~~40. (3) *Base.* Six-inch limerock base or equivalent.~~
 - ~~(4) *Wearing surface.*~~
 - ~~a. *For roads to be publicly maintained.* One and one-half-inch asphaltic concrete of FDOT type S-III or FDOT type S-I as outlined in section 10-296(i). However, the applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to Portland cement concrete. The design will be subject to structural analysis for comparison with asphaltic concrete. The applicant may install two three-quarter-inch-thick courses of asphalt concrete with the second course to be placed after substantial buildout of the development. Assurance of completion is required for the second course of asphalt. This provision is subject to the approval of the Director of Development Services in consultation with the Director of the Department of Transportation.~~
 - ~~b. *For roads to be privately maintained.* One-inch asphaltic concrete of FDOT type S-III is required on category B and C streets. However,~~

~~no asphaltic concrete wearing course is required for category D streets though it is acceptable. The use of paver block is permitted subject to the approval of the Director at the time of development order approval. If the paver block is approved as part of the original development order, no administrative deviation under 10-104 is required.~~

~~(i) *Street and bridge development categories.* For purposes of interpreting the specifications contained herein and section 10-706, development categories are defined as follows:~~

~~(1) *Category A includes commercial and industrial developments and all developments not described in categories B, C and D.*~~

~~a. *Pavement width one-way traffic. 14-foot pavement for one-way traffic with one-way traffic with curb and gutter drainage.*~~

~~b. *Pavement width two-way traffic. 24-foot pavements for two-way traffic with swale drainage, valley gutter drainage or curb and gutter drainage (27 feet minimum from face of curb to face of curb on nonmountable curbs.) See section 10-710.*~~

~~c. *Access streets. 22-foot pavements. See section 10-711.*~~

~~d. *Subgrade. 12-inch thick (minimum) stabilized subgrade LBR 40. If the LBR value of the natural soil is less than 40, the subgrade must be stabilized in accordance with section 160 of the FDOT standard specifications.*~~

~~e. *Base. Minimum of eight inches compacted limerock or an alternative reviewed by the Department of Transportation on a County-maintained road subject to structural analysis for comparison with limerock.*~~

~~f. *Wearing surface. One-and-one-half-inch asphaltic concrete of FDOT type S-1. However, the applicant may submit a request for an administrative deviation in accord with section 10-104(a)(5) for an alternative design, including but not limited to Portland cement concrete, for public or private streets. The design will be subject to structural analysis for comparison with asphaltic concrete.*~~

~~(2) *Category B includes residential developments of five or more dwelling units per acre, except for such developments on islands where direct vehicular access to the mainland by a bridge, causeway or street system is not attainable.*~~

~~a. *Pavement width for one-way traffic. 14-foot pavement for one-way traffic with swale drainage or valley gutter drainage, or 16-foot pavements for one-way traffic with curb and gutter drainage. (19 feet minimum from face of curb to face of curb on nonmountable curbs.)*~~

~~b. *Pavement width two-way traffic. 20-foot pavements for two-way traffic with swale drainage or valley gutter drainage or 24-foot pavement with curb and gutter drainage (27 feet minimum from face of curb to face of curb on nonmountable curbs.) See section 10-710.*~~

~~c. *Access street. 22-foot pavement. See section 10-711.*~~

- d. ~~Subgrade. Six-inch thick (minimum) stabilized subgrade LBR 40. If the LBR value of the natural soil is less than 40, the subgrade must be stabilized in accordance with section 160 of the FDOT standard specifications.~~
 - e. ~~Base. Minimum of six inches compacted limerock or an alternative reviewed by the Department of Transportation on a County-maintained road subject to structural analysis for comparison with limerock.~~
 - f. ~~Wearing surface.~~
 - 1. ~~For roads to be publicly maintained. One-and-one-half-inch asphaltic concrete of FDOT type S-III or FDOT type S-I. The applicant may install two three-quarter-inch-thick courses of FDOT type S-III asphalt concrete with the second course to be placed after substantial buildout of the development. Assurance of completion is required for the second course of asphalt. An alternative design reviewed by the Department of Transportation on a County-maintained road, including but not limited to Portland cement concrete, may be utilized subject to structural analysis comparison. This provision is subject to the approval of the director of development services in consultation with the Director of the Department of Transportation.~~
 - 2. ~~For roads to be privately maintained. One-inch asphaltic concrete of FDOT type S-III is acceptable.~~
- (3) ~~Category C includes residential developments of more than 0.40 but less than five dwelling units per acre, except for such developments on islands where direct vehicular access to the mainland by a bridge, causeway or street system is not attainable.~~
- a. ~~Pavement width for one-way traffic. 14-foot pavement for one-way traffic with swale drainage or valley gutter drainage, or 16-foot pavements for one-way traffic with curb and gutter drainage. (19 feet minimum from face of curb to face of curb on nonmountable curbs.)~~
 - b. ~~Pavement width for two-way traffic. 20-foot pavements for two-way traffic with swale drainage or valley gutter drainage or 24-foot pavement with curb and gutter drainage (27 feet minimum from face of curb to face of curb on nonmountable curbs.)~~
 - c. ~~Access street. 20-foot pavement. See section 10-711.~~
 - d. ~~Subgrade. Six-inch thick (minimum) stabilized subgrade LBR 40. If the LBR value of the natural soil is less than 40, the subgrade must be stabilized in accordance with section 160 of the FDOT standard specifications.~~
 - e. ~~Base. Six inches compacted limerock or an alternative reviewed by the Department of Transportation on a County-maintained road subject to structural analysis for comparison with limerock.~~
 - f. ~~Wearing surface.~~

1. ~~For roads to be publicly maintained. One and one-half inch asphaltic concrete of FDOT type S-III or FDOT type S-I. The applicant may install two three-quarter inch thick courses of FDOT type S-III asphalt concrete with the second course to be placed after substantial buildout of the development. Assurance of completion is required for the second course of asphalt. An alternative design reviewed by the Department of Transportation on a County-maintained road, including but not limited to Portland cement concrete, may be utilized subject to structural analysis comparison. This provision is subject to the approval of the Director of Development Services in consultation with the Director of the Department of Transportation.~~
 2. ~~For roads to be privately maintained. One inch asphaltic concrete of FDOT type S-III is acceptable.~~
- (4) ~~Category D includes residential development of 0.4 or less dwelling units per acre, and all residential developments, regardless of size, located on islands where direct vehicular access to the mainland by bridge, causeway or street system is not attainable.~~
- a. ~~Access street. 20 foot pavement. See section 10-711.~~
 - b. ~~Subgrade. Six inch thick (minimum) stabilized subgrade LBR 40. If the LBR value of the natural soil is less than 40, the subgrade must be stabilized in accordance with section 160 of the FDOT standard specifications.~~
 - c. ~~Base. Six inches compacted limerock, shell rock, or soil cement or an alternative subject to structural analysis for comparison.~~
 - d. ~~Wearing surface.~~
 1. ~~For roads to be publicly maintained. One and one-half inch asphaltic concrete of FDOT type S-III or FDOT type S-I. The applicant may install two three-quarter inch thick courses of FDOT Type S-III asphalt concrete with the second course to be placed after substantial buildout of the development. Assurance of completion is required for the second course of asphalt. An alternative design, including but not limited to Portland cement concrete, may be utilized subject to structural analysis comparison. This provision is subject to the approval of the Director of Development Services in consultation with the Director of the Department of Transportation.~~
 2. ~~For roads to be privately maintained. One inch asphaltic concrete of FDOT type S-III is acceptable. However, no asphaltic concrete wearing course is required.~~
- (f) *Conformance with state construction standards.* All construction materials, methods and equipment must conform to the requirements of the FDOT Standard Specifications for Road and Bridge Construction, current edition, and such other editions, amendments or supplements as may be adopted by the FDOT.

- (gk) *Dedication of right-of-way and completion of improvements. Remains unchanged.*
- ~~(l) *Horizontal curve for changes in direction. Horizontal curves must be used for all changes in direction consistent with AASHTO and FDOT standards.*~~
- ~~(hm) *Existing nonconforming access routes. Remains unchanged.*~~
- ~~(in) *State roads. Remains unchanged.*~~
- ~~(je) *Intersection design. Remains unchanged.*~~
- (1) The angle of intersection of intersecting streets must be in accordance with the requirements of ~~table 4~~Table 17.

~~TABLE 4~~TABLE 17. ANGLE OF INTERSECTION

<u>Street Type</u>	<u>Intersecting Street Type</u>	<u>Angle (degrees)</u>	
		<u>Minimum</u>	<u>Maximum</u>
<u>Local or access</u>	<u>Local or access</u>	<u>75</u>	<u>105</u>
	<u>Collector</u>	<u>80</u>	<u>100</u>
	<u>Arterial</u>	<u>85</u>	<u>95</u>
<u>Collector</u>	<u>Collector</u>	<u>85</u>	<u>95</u>
	<u>Arterial</u>	<u>85</u>	<u>95</u>
<u>Arterial</u>	<u>Arterial</u>	<u>85</u>	<u>95</u>

<u>Street Type</u>	<u>Intersecting Street Type</u>	<u>Angle</u>	
		<u>Minimum</u>	<u>Maximum</u>
<u>Local or access</u>	<u>Local or access</u>	<u>75</u>	<u>105</u>
	<u>Collector</u>	<u>80</u>	<u>100</u>
	<u>Arterial</u>	<u>85</u>	<u>95</u>
<u>Collector</u>	<u>Collector</u>	<u>85</u>	<u>95</u>
	<u>Arterial</u>	<u>85</u>	<u>95</u>
<u>Arterial</u>	<u>Arterial</u>	<u>85</u>	<u>95</u>

- (2) The inside edge of the pavement at street intersections must be rounded with a minimum radius as shown in ~~table 5~~Table 18.

~~TABLE 5~~ **TABLE 18. MINIMUM EDGE OF PAVEMENT RADIUS AT INTERSECTING STREETS**

<u>Street Type</u>	<u>Intersecting Street Type</u>	<u>Minimum Radius (feet)</u>	
		<u>Residential</u>	<u>Commercial/Industrial</u>
<u>Local</u>	<u>Local</u>	<u>25 (10 in urban area)</u>	<u>30 (15 in urban area)</u>
	<u>Collector</u>	<u>30 (15 in urban area)</u>	<u>35 (15 in urban area)</u>
	<u>Arterial</u>	<u>40 (20 in urban area)</u>	<u>45 (20 in urban area)</u>
<u>Collector</u>	<u>Collector</u>	<u>40 (25 in urban area)</u>	<u>50 (20 in urban area)</u>
	<u>Arterial</u>	<u>50 (25 in urban area)</u>	<u>60 (25 in urban area)</u>
<u>Arterial</u>	<u>Arterial</u>	<u>50 (25 in urban area)</u>	<u>50 (25 in urban area)</u>

Street Type	Intersecting Street Type	Minimum Radius (feet)	
		Residential	Commercial/Industrial
Local	Local	25	30
	Collector	30	35
	Arterial	40	45
Collector	Collector	40	50
	Arterial	50	60
Arterial	Arterial	50	60

These values apply to a street type having two lanes without a median. Whenever the street type is divided by a median, the minimum pavement width is 14 feet on each side of the median and the edge of pavement radius will be determined by a special study using a WB-40 vehicle that negotiates the turn without encroaching on the median. Greater radii may be required where school buses will be routed or if an engineering study determines that traffic conditions warrant a larger radius.

- (3) *Remains unchanged.*
- ~~(k)~~ *Culs-de-sac. Remains unchanged.*
- ~~(e)~~ *On-road and off-road bikeways. All County-maintained arterial, collector and local streets must be designed and constructed in accordance with the County Administrative Code policy relating to on-road and off-road bikeways and associated roadway width.*
- ~~(f)~~ *Privately maintained accessways. The following privately maintained accessways are not required to meet the minimum roadway right-of-way widths specified in subsection (b) of this section:*
 - (1) Parking lot aisles (as defined in chapter 34);
 - (2) Parking lot accesses (as defined in chapter 34);

- (3) Driveways (as defined in this chapter); and
- (4) Accessways in non-urban areas that meet the following three requirements:
 - a.-c. *Remain unchanged.*
- (~~m~~s) *Streets and driveways in wetland areas.* Notwithstanding other provisions of this chapter, new roads or driveways permitted in wetland areas in accordance with Lee Plan policy 41.2.2 must be culverted or bridged to maintain the pre-development volume, direction, distribution and surface water hydroperiod.
- (~~n~~t) *Work in County right-of-way.*
 - (1)-(3) *Remain unchanged.*
 - (4) The inside edge of the pavement at the driveway connection to the street must be rounded with a minimum radius as shown in ~~table 6~~Table 19. A deviation from these standards may be issued administratively.

~~TABLE 6~~TABLE 19. MINIMUM EDGE OF PAVEMENT RADIUS AT DRIVEWAYS

<u>Street Drainage</u>	<u>Intersecting Street Type</u>	<u>Minimum Radius (feet)</u>	
		<u>Residential</u>	<u>Commercial/Industrial</u>
<u>Closed (curb and gutter)</u>	<u>Local</u>	<u>N/A</u>	<u>N/A</u>
	<u>Collector</u>	<u>30 (10 in urban area)</u>	<u>35 (10 in urban area)</u>
	<u>Arterial</u>	<u>40 (10 in urban area)</u>	<u>45 (10 in urban area)</u>
<u>Open (no curb and gutter)</u>	<u>Local</u>	<u>25</u>	<u>30</u>
	<u>Collector</u>	<u>30</u>	<u>35</u>
	<u>Arterial</u>	<u>40</u>	<u>45</u>

<u>Street Drainage</u>	<u>Intersecting Street Type</u>	<u>Minimum Radius (feet)</u>	
		<u>Residential</u>	<u>Commercial/ Industrial</u>
<u>Closed (curb and gutter)</u>	<u>Local</u>	<u>N/A</u>	<u>N/A</u>
	<u>Collector</u>	<u>30</u>	<u>35</u>
	<u>Arterial</u>	<u>40</u>	<u>45</u>
<u>Open (no curb and gutter)</u>	<u>Local</u>	<u>25</u>	<u>30</u>
	<u>Collector</u>	<u>30</u>	<u>35</u>
	<u>Arterial</u>	<u>40</u>	<u>45</u>

- (~~o~~u) *Roundabouts. Remains unchanged.*
- (~~p~~v) *Compact communities. Remains unchanged.*

ARTICLE V. ILLUSTRATIONS, TABLES AND DIAGRAMS

Sec. 10-701 – Sec. 10-705 *Remain unchanged.*

~~Sec 10-706~~

~~Sec 10-707~~

~~Sec 10-708~~

~~Sec 10-709~~

~~Sec 10-710~~

~~Sec 10-711~~

Sec. 10-712 – Sec. 10-720 *Remain unchanged.*

Chapter 12. RESOURCE EXTRACTION

ARTICLE II. MINING AND EXCAVATION

Section 12-116. Transportation Issues.

(a) remains unchanged

(b) Site related improvements.

(1) through (2) remains unchanged

(3) The mining operation must provide paved access connections to the County's roadway network. Paved access connections must:

a. Satisfy the minimum street construction standards (~~Category "A" standards~~ as set forth in section 10-296) for industrial development specified in this Code.

b. remains unchanged

Chapter 33. PLANNING COMMUNITY REGULATIONS

ARTICLE III. GREATER PINE ISLAND

DIVISION 5. COASTAL RURAL DEVELOPMENT REGULATIONS

Section 33-1053. Development standards.

(a) through (b) remain unchanged

~~(c) Local street standards.~~

- ~~(1) Section 10-296(d) provides standards for new local streets that vary based on residential density levels. For development orders that subdivide residential lots from "Coastal Rural" land, these local street standards will be interpreted as follows:~~
- ~~a. "Category C" streets must be provided for residential lots that are two and one-half acres or smaller.~~
- ~~b. "Category D" streets may be provided in lieu of Category C streets for residential lots that are larger than two and one-half acres.~~
- ~~(2) Right-of-way and lane widths for privately maintained local streets may be narrower than the standards set forth in section 10-296 for Category C and Category D streets provided the widths are selected in accordance with the criteria in Traditional Neighborhood Development Street Design Guidelines or Neighborhood Street Design Guidelines (or successor recommended practices) published by the Institute of Transportation Engineers, or in accordance with Guidelines for Geometric Design of Very Low Volume Local Roads (ADT<400) published by AASHTO.~~
- ~~(3) Privately maintained local streets defined by section 10-296 as Category C streets may have a wearing surface of porous (pervious) asphalt or concrete, in lieu of the other surface options provided in chapter 10. Porous paving can increase the infiltration of stormwater and reduce the need for separate stormwater infrastructure.~~
- ~~(4) Dead-end streets are generally not permitted but may be unavoidable due to adjoining wetlands, canals, or preserved areas. When the director deems a dead-end street to be unavoidable, the dead-end must be provided with a cul-de-sac or other termination that is designed in accordance with county standards as specified in section 10-296 or the alternate standards set forth in section 33-1053(c)(2).~~

ARTICLE IV. PAGE PARK COMMUNITY

DIVISION 1. IN GENERAL

Section 33-1205. Definitions.

The following definitions are in addition to those set forth in other chapters of this Code and are applicable to the provisions set forth in this article only. If, when construing the specific provisions contained in this article, these definitions conflict with definitions found elsewhere in this Code, then the definitions set forth below will control. Otherwise the definitions contained elsewhere in this Code will control.

Decorative pavers or pavers means pre-formed paving blocks that are installed on the

ground to form patterns while at the same time facilitating pedestrian and vehicular travel. Decorative pavers must meet the standards provided in LDC sections 10-296(4) (a) and (b).

Chapter 34. ZONING*

ARTICLE I. SUPPLEMENTARY DISTRICT REGULATIONS

DIVISION 26. PARKING

Section 34-2020. Required parking spaces.

(a) – (b) *remains unchanged*

(c) *Parking reduction for non-residential uses. Remains unchanged.*

(1) – (6) *Remain unchanged.*

(7) *On-street parking: The minimum required parking for a use may be reduced by an equal number of parking spaces up to ten percent if on-street parking is provided in accordance with section 10-296(d)(8), the on-street parking is within 300 feet of the primary entrance of the building the required parking serves, and a continuous accessible pedestrian walkway is provided from the on-street parking to the primary building entrance.*

DIVISION OF PLANNING
MEMORANDUM



to: Local Planning Agency
from: Kathie Ebaugh, AICP, Principal Planner
subject: February 24, 2014 LPA Meeting
date: February 14, 2014

Attached is the second draft of the elements, which have been revised to address comments received by the Local Planning Agency, Community Sustainability Advisory Committee, and local communities.

The Community Safety and Wellbeing Element staff report includes the policies as revised by staff and the review committees along with Attachment 1 which is a clean version of the entire proposed element.

The Communities Element materials include Attachment 1 which is a strikethrough/underline version of the entire proposed element. The areas highlighted in yellow show the more recent changes. These changes address:

1. General formatting to address issues related to form, numbering, improve clarity about the difference between common terms, and others;
2. Updates to the Communities Element intent, preamble, and policies to improve clarity and better define how the element is to be implemented;
3. Updates to the San Carlos Island, University Community, Burnt Store, and DR/GR Goals to address issues that had been previously located within the Future Land Use Element;
4. Revised North Captiva policy regarding use of non-motorized vehicle on the island as recommended by the LPA during the review of the community's land development code;
5. Revised the Lehigh Acres tier policies to better define the importance of their mixed-use centers; and
6. Update the Bayshore and Tice vision and policies that resulted from community led efforts to revise their community plans.

The Transportation Element materials include Attachment 1 which is a strikethrough/underline version of the entire proposed element. Please see the memo from Brandon Dunn and Andy Getch for an explanation of the more recent changes.

**CPA2011-17 COMMUNITY SAFETY
AND WELLBEING ELEMENT**

**CPA2011-17
COMMUNITY SAFETY AND
WELLBEING ELEMENT
BOCC SPONSORED
EAR BASED AMENDMENT
TO THE**

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Publicly Sponsored Amendment and Staff Analysis

**LPA Public Hearing Document
For the
February 24, 2014 Public Hearing**

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

February 5, 2014

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA2011-17**

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: March 15, 2012

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

Lee County Board of County Commissioners
Represented by Lee County Division of Planning

2. REQUEST:

Amend the Lee Plan to create a new Community Safety and Wellbeing Element, incorporating the recommendations of County staff and the March 1, 2011 Evaluation and Appraisal Report.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

Staff recommends that the Board of County Commissioners **transmit** the proposed amendment to the Community Safety and Wellbeing Element of the Lee Plan as shown

below. Proposed text has been depicted in strikethrough and underline format as it relates to the existing provisions of the Lee Plan.

2. RECOMMENDED LANGUAGE FOR TRANSMITTAL:

The proposed changes to the element are shown in Attachment 1 in clean language. The proposed changes are shown in the staff report depicted in strikethrough and underline format as it relates to the existing provisions of the Lee Plan. Changes made subsequent to the March 26, 2012 LPA meeting are shown in double strikethrough and double underline format.

3. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The Public Health and Safety Element is a new proposed element
- This element combines existing goals, objectives and policies already found in different elements of the Lee Plan into one element.
- New goals, objectives and policies are being proposed to address new areas of concern and new development trends.
- Lee County adopted the Lee County Community Wildfire Protection Plan in May 2011.
- Lee County maintains a Comprehensive Emergency Management Plan.
- Wildfire prevention, mitigation and protection are pressing needs within Lee County.
- There is currently a lack of healthy, active lifestyle options in Lee County's communities.

C. BACKGROUND INFORMATION

The New Horizon 2035: Evaluation and Appraisal Report (EAR) did not identify a need for a Community Safety and Wellbeing Element as goals, objectives, and policies that addressed police, fire and emergency medical services already existed in other sections of the Lee Plan. Goals, objectives, and policies that addressed environmental hazards, natural disasters, and emergency preparedness are currently located in the Conservation and Coastal Management Element. However, based on further analysis, Staff proposes to relocate these public safety sections under this new element along with new goals, objectives, and policies related to areas of public health. This element will also address issues of public health as it relates to urban design, transportation networks, and County health programs. This is part of Lee County's efforts to promote healthier lifestyles. Although the EAR Report did not specifically address a separate Community Safety and Wellbeing Element, some of its recommendations on related issues are applicable to this new element. Recommendations for general governmental operation are also applicable to this element. County staff from relevant departments such as Department of Transportation, Parks and Recreation, and the Office of Sustainability have also provided recommendations for this element.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

This analysis of the Community Safety and Wellbeing Element is presented in policy order, including the recommended changes to language for those specific goals, objectives and policies which are recommended for substantial changes.

This element is proposed to be created by taking sub-elements of other current elements and combining them here. The four sub-elements to be moved from the Community Facilities and Services Element are: the goals, objectives and policies for Fire Protection, Health Care, Police and Justice and Pollution Control. The goals, objectives and policies being relocated from the Conservation and Coastal Management Element concern: Emergency Management; Special Needs Citizens; Hazardous Materials; Protection of Life and Property in Coastal High Hazard Areas; Limitation of Public Expenditures in Coastal High Hazard Areas; Evacuation and Shelter; Hazard Mitigation; Post-Disaster Development; and Air Quality. Currently these subsections include 13 goals and 18 objectives. These goals will be grouped into three sections. Goals 101, 102, 105, 106, 101, 110, and 111 will be grouped under the heading of “Emergency Management System.” Goals 103, 69, and 118 will be grouped in that order under the heading of “Environmental Hazards.” Goals 65, 68, and 70 will be grouped under the heading “Public Safety Services.” This reorganization and updating will create a more logical grouping and “user friendly” element. The revised plan will establish an overall element purpose and outline the manner through which health and public safety issues will be addressed. The following section lists the goals in the order in which they are recommended to be listed in the Public Health and Safety Element. However, as noted above, some of the goals will be combined and the objectives and policies of both original goals reorganized.

There are also new proposed goals, objectives, and policies included within this element. Under the Emergency Management System goal, a new objective has been added to address communication needs of emergency response personnel. Under the proposed Environmental Hazards goal, a new objective is proposed to address wildfires. Lastly, an entirely new goal is proposed to address healthy lifestyle options for Lee County residents and visitors.

B. TEXT AMENDMENTS:

The adopted New Horizon 2035 Evaluation and Appraisal Report included several organizational recommendations. One of these recommendations was to provide a clear overview section in each element that sets the context for the goals, objectives, and policies that

follow, in addition to describing the relationships and linkages to other elements in the plan. Therefore, staff recommends that the following overview be incorporated as the preamble to the Community Safety and Wellbeing Element:

The intent of the Community Safety and Wellbeing Element is to prevent, mitigate, and reduce threats to the health and safety of the residents and visitors of Lee County. The provision of efficient and timely police, fire, and emergency medical services is a vital portion of this element. In addition to responding to hazards and dangerous situations, this element outlines measures to prevent and mitigate the negative impacts of hazardous situations through advance planning and preparedness. This element also addresses public health by encouraging healthier lifestyle choices for residents through urban design, transportation options, and increased recreational choices.

The recommended changes to the goals, objectives and policies of the proposed element fall under five categories in this report: No change; edit; modify; add; and delete. Those goals, objectives and policies that are considered satisfactory are being left as they are. Those goals, objectives and policies that are substantively satisfactory but may require a change in language or terminology are recommended to be edited. Those goals, objectives and policies that have been determined to require a substantive change are recommended to be modified. New goals, objectives, and policies that are recommended for adoption into the proposed element are listed as Added. Some goals, objectives, and policies are recommended to be deleted from the proposed element.

The goals, objectives and policies of the proposed element are listed in order below with an explanation of the change in Italics, where appropriate. The goals, objectives and policies have been renumbered starting with Goal 1. The former number is noted at the end of the recommended language.

GOAL 1: ~~PLANNING, COORDINATION AND IMPLEMENTATION.~~ ~~To protect the public from the effects of natural and technological hazards through County emergency plans and programs.~~ **EMERGENCY MANAGEMENT** Establish objectives and policies to prevent and mitigate threats from natural disasters by reducing their potential impact on future development and respond efficiently to disasters and hazards after the fact. (Formerly Goal 101) (MODIFIED)

Proposed Goal 1 has been modified to include as objectives several existing goals. The original language in this goal has been moved to Objective 1.1 while the proposed new language widens the scope of the Goal to include the additional former goals.

OBJECTIVE 1.1: PLANNING, COORDINATION AND IMPLEMENTATION. ~~In order to p~~Protect the public from the effects of natural and technological hazards through County emergency plans and programs. ~~The Lee County will m~~Maintain a system that provides a reasonable opportunity for protecting the population at risk to injury or death from the natural and ~~technological~~ man-made hazards defined in the ~~1984 Lee County Hazard Vulnerability Analysis or subsequent updates Lee County Comprehensive Emergency Management Plan.~~ (Formerly Objective 101.1) (MODIFIED)

Proposed Objective 1.1 has been modified to include the language of former Goal 101. Terminology for the Emergency management plan has been updated. The LPA recommended changing “technological” to “man-made” for clarity. This change was recommended for every instance of “technological” hazards.

POLICY 1.1.1: ~~Use~~ the Lee County Comprehensive Emergency Management Plan ~~will be used~~ as the operational guide in preparing for, responding to, and recovering from ~~those~~ natural and technological hazards ~~that requiring~~ require emergency actions by local government officials. (Formerly Policy 101.1.1) (EDITED)

Proposed Policy 1.1.1 is recommended to be clarified with more specific language.

POLICY 1.1.2: ~~The County, in cooperation with local news media, educational institutions, public service groups, and other agencies will implement m~~Maintain in cooperation with local news media, educational institutions, public service groups, and other agencies, a program of education and information describing the risks of hazards such as hurricanes, tropical storms, severe thunderstorms, tornadoes, lightning, freezes, ~~attack from hostile governments~~ hazardous materials and terrorist attacks; and actions necessary to mitigate the dangers which these hazards present. (Formerly Policy 101.1.2) (EDITED)

Proposed Policy 1.1.2 is updated to include hazardous materials and terrorists while removing hostile governments since the latter falls under state and federal authority. This change was recommended by Public Safety staff.

POLICY 1.1.3: ~~The County will establish and m~~Maintain a resource management program describing facilities and sites designated to serve as local, state, and federally sponsored emergency assistance locations; examples of such facilities include disaster application centers, citizen assistance centers, ~~disaster~~ joint field offices, temporary housing sites, and debris disposal locations. (Formerly Policy 101.1.3) (EDITED) (LDC)

POLICY 1.1.4: ~~The County will m~~Maintain a mechanism program to coordinate the development and maintenance of emergency plans and programs among the relevant local, regional, and state governments, districts, the administration of the Florida Gulf Coast University, or other relevant agencies. (Formerly Policy 101.1.4) (EDITED) (LDC)

Proposed Policies 1.1.3 and 1.1.4 are changed to include updated terminology and for grammar.

POLICY 1.1.5: Maintain and update as necessary appropriate wildfire policies. (ADDED) (LDC)

Proposed Policy 1.1.5 is recommended for adoption in order to address the overall topic of wildfire management into the overall Emergency Management goal. Policies addressing wildfire prevention and mitigation have been included under Proposed Objective 2.2.

POLICY 1.1.6: ~~The County will a~~Annually update the Joint Unified Local Mitigation Strategy for Lee County with state, regional, and municipal agencies and organizations. (ADDED)

Proposed Policy 1.1.6 is recommended for adoption to further the coordination of Lee County emergency response personnel with outside organizations. The Joint Unified Local Mitigation Strategy was originally adopted by Lee County in 2000. It is a plan developed by the Lee County Disaster Advisory Council to mitigate the effect of a wide variety of hazards within Lee County, including tropical cyclones, wildfires, coastal erosion, and others

POLICY 1.1.7: Maintain a training and exercise program designed to improve all hazards capabilities and response at the local level by acquainting personnel with their roles and responsibilities in emergency management and incident response; and to evaluate these capabilities through performance-based exercises. (ADDED)

Proposed Policy 1.1.7 is recommended for adoption to maintain a high level of service for Lee County emergency response services.

POLICY 1.1.8: Maintain the All Hazards Protection Fund in order to appropriately prepare for disaster mitigation and recovery.

Proposed Policy 1.1.8 has been recommended by the LPA to be adopted into the proposed element. The LPA stated concern that the County ensure that sufficient financial resources will be available for recovery from disasters. The County currently maintains the All Hazards Protection Fund. This fund is supported by ad valorem tax dollars and is used to support

preparation, response, recovery and mitigation activities of the County's Emergency Management program.

~~**GOAL 102 OBJECTIVE 1.2:** To assist in the emergency preparedness requirements for people with functional access needs, such as of the County's elderly, frail, infirmed, or handicapped (people with special needs), the County will have mechanisms in place to assist people with special needs during an emergency. (Formerly Goal 102 and Objective 102.1) (MODIFIED) (LDC)~~

Former Goal 102 is recommended to be an objective under Proposed Goal 1 of the proposed element. As an objective, more specific language has been added from Former Objective 102.1. Additional language is recommended to clarify the term "Special Needs."

~~**OBJECTIVE 102.1:** The County will continue to have mechanisms in place to assist people with special needs during an emergency. (Amended by Ordinance No. 94-30, 00-22) (DELETED)~~

Former Objective 102.1 is recommended to be deleted since its language has been included under Proposed Objective 1.2.

Proposed Policy 1.2.1 is recommended for no changes.

~~**POLICY 1.2.2:** The County, Assist, in cooperation with other public agencies and service groups, ~~will continue its efforts to assist~~ in the emergency transportation needs of residents having limited mobility who do not reside in licensed institutions serving people with special needs. (Formerly Policy 102.1.2) (EDITED) (LDC)~~

~~**POLICY 1.2.3:** The County, Provide, in cooperation with other public agencies and service groups, ~~will continue its efforts to provide~~ functional and access basic medical services in selected emergency public shelters for people with special needs. (Formerly Policy 102.1.3) (EDITED) (LDC)~~

Proposed Policies 1.2.2 and 1.2.3 are recommended to be edited for grammar.

~~**GOAL 105: PROTECTION OF LIFE AND PROPERTY IN COASTAL HIGH HAZARD AREAS.** To protect human life and developed property from natural disasters. (See also Goal 110.) (Amended by Ordinance No. 94-30) (DELETED)~~

Former Goal 105's is recommended for deletion. Its language is to be incorporated under Proposed Objective 1.3.

OBJECTIVE 1.3: DEVELOPMENT IN COASTAL HIGH HAZARD AREAS. ~~In order to protect~~ human life and developed property from ~~natural~~ disasters, ~~by requiring development seaward of the 1994 Coastal Construction Control Line will require to acquire~~ applicable State of Florida approval. ~~New~~ development on barrier islands will be limited to densities that meet required evacuation standards; new development requiring seawalls for protection from coastal erosion will not be permitted; and allowable densities for undeveloped areas within coastal high hazard areas will be considered for reduction. (Formerly Goal 105 and Objective 105.1) (MODIFIED) (LDC)

Proposed Objective 1.3 is recommended to incorporate the language of Former Goal 105. This is to accommodate the change of Former Goal 105 into an objective under Proposed Goal 1. The LPA recommended deletion of "natural" in order to include all types of disasters.

POLICY 1.3.1: ~~Reevaluate~~ County policy regarding development seaward of the updated 1994 Coastal Construction Control Line ~~will be re-evaluated approximately every five years beginning in 1995~~ as part of every Lee Plan Evaluation and Appraisal Report to assess the adequacy of policies and practices developed by the Department of Environmental Protection. (Formerly Policy 105.1.1) (MODIFIED) (LDC)

Proposed Policy 1.3.1 is recommended to be updated to match the frequency of review with the Evaluation and Appraisal Report process. It is also recommended to be edited for grammar.

POLICY 1.3.2: Shoreline development in ~~V Zones Coastal A Zone~~ Hurricane Evacuation Zone A as depicted on the Lee County Storm Surge and Evacuation Map will be protected from coastal erosion, wave action, and storms by vegetation, setbacks, and/or beach renourishment, rather than by seawalls or other hardened structures which tend to hasten beach erosion (see also policies under Objective 113.2). Repairs of lawfully constructed, functional, hardened structures as defined in F.S. Chapter 161 may be allowed subject to applicable state and local review and approval. (Formerly Policy 105.1.3) (EDITED) (LDC)

Proposed Policy 1.3.2 is recommended to be updated to incorporate new terminology. The LPA noted that the terms "V Zones" and "A Zones" are ambiguous since they are also used on Flood Insurance Rate Maps (FIRM). The term "V Zone" comes from the FIRM. "Hurricane Evacuation Zone A" has been inserted in place of "Coastal A Zone." The latter term is used by FEMA although it is not defined. Therefore, the proposed language has been changed to

“Hurricane Evacuation Zone A” since that is the proper term used on the Storm Surge and Evacuation Map depicting the area. The Community Sustainability Advisory Committee (CSAC) recommended keeping the term “V Zone” in the policy but this is unnecessary since Hurricane Evacuation Zone A encompasses the FIRM V Zones.

POLICY 1.3.3: Consider zoning requests located in the coastal high hazard area ~~will be considered~~ for reduced or minimum density assignments, in accordance with their future land use category density range. Rezoning to allow higher densities will not be permitted on barrier and coastal islands or in the coastal high hazard area if the capacity of critical evacuation routes would thereby be exceeded (see Objective ~~109.1~~ 1.5). (Formerly Policy 105.1.2) (MODIFIED) (LDC)

Proposed Policy 1.3.3 is recommended to incorporate language from Former Policy 105.1.5 and to be edited for grammar.

POLICY 1.3.4: Consider ~~Through~~ the Lee Plan amendment process, future land use designations of undeveloped areas within coastal high hazard areas ~~will be considered~~ for reduced density categories in order to limit the future population exposed to coastal flooding. (Formerly Policy 105.1.4) (EDITED)

Proposed Policy 1.3.4 is recommended to be edited for grammar.

~~**POLICY 105.1.5:** Zoning requests located in the coastal high hazard area will be considered for reduced or minimum density assignments, in accordance with their future land use category density range. This evaluation should be done in concert with an evaluation of other individual characteristics such as compatibility with existing uses, desired urban form, and availability of urban services. (Added by Ordinance No. 05-19) (DELETED)~~

Former Policy 105.1.5 is recommended to be deleted since its language has been incorporated into Proposed Policy 1.3.3.

~~**GOAL 106: LIMITATION OF PUBLIC EXPENDITURES IN COASTAL HIGH HAZARD AREAS.** To restrict public expenditures in areas particularly subject to repeated destruction by hurricanes, except to maintain required service levels, to protect existing residents, and to provide for recreation and open space uses. (Amended by Ordinance No. 94-30) (DELETED)~~

Former Goal 106 is recommended to be an objective under Proposed Goal 1. Therefore, it is recommended to be deleted and its language incorporated into Proposed Objective 1.4.

OBJECTIVE 1.4: LIMITATION OF COASTAL HIGH HAZARD AREA EXPENDITURES. Public expenditures in areas particularly subject to repeated destruction by hurricanes will be limited to necessary repairs, public safety needs, services to existing residents, and recreation and open space uses. (Formerly Goal 106 and Objective 106.1) (MODIFIED)

Proposed Objective 1.4 is recommended to incorporate language from Former Goal 106 into the title.

POLICY 1.4.1: All further public expenditures made for new facilities on undeveloped barrier islands or within V zones as defined by the FIRM maps will require a finding by the County commission that such expenditures are necessary to maintain required service levels, to protect existing residents, or to provide for recreation and open space needs. (Formerly Policy 106.1.1) (MODIFIED)

Proposed Policy 1.4.1 is recommended to be edited for clarity. This is due to the determination by the LPA that previous use of “A” and “V” Zones has been ambiguous and undefined.

Proposed Policies 1.4.2, 1.4.3, and 1.4.4 are recommended for no change.

~~**GOAL 109: EVACUATION AND SHELTER.** To provide evacuation and shelter capabilities adequate to safeguard the public against the effects of hurricanes and tropical storms. (DELETED)~~

Former Goal 109 is recommended to be an objective under Proposed Goal 1. Therefore, it is recommended to be deleted and its language incorporated into Proposed Objective 1.5.

OBJECTIVE 1.5: EVACUATION. In order to provide evacuation and shelter capabilities adequate to safeguard the public against the effects of hurricanes and tropical storms, By 2030 2035 Lee County will work towards attaining a level of service for out of County hurricane evacuation for a ~~Category 5 storm event~~ Level D or E storm surge threat that does not exceed 18 hours the timeframe recommended by the State Evacuation Study. (Formerly Objective 109.1) (MODIFIED) (LDC)

Proposed Objective 1.5 is recommended to incorporate language from Former Goal 109.

POLICY 1.5.1: ~~The County will a~~ Assess the impact of all new residential development upon the projected hurricane evacuation network and upon projected hurricane evacuation times, and ~~will~~ require mitigation either through structural (on-site, or off-site shelter) provisions or through non-structural methods or techniques. (Formerly Policy 109.1.1) (EDITED) (LDC)

Proposed Policy 1.5.1 is recommended to be edited for grammar.

POLICY 1.5.2: ~~By 1995,~~ Coordinate periodic updates of the hurricane evacuation portion of the Comprehensive Emergency Management Plan ~~will be coordinated~~ with computer transportation modeling to identify critical ~~roadway links~~ transportation facilities. (Formerly Policy 109.1.2) (MODIFIED)

Proposed Policy 1.5.2 is recommended to be updated to include new terminology and for grammar.

Proposed Policy 1.5.3 is recommended for no change.

POLICY 1.5.4: Design, construct, and operate ~~N~~ new or replacement bridges on evacuation routes spanning major or marked navigable waterways ~~will be designed, constructed, and operated~~ to adequately accommodate the safe and timely evacuation needs of both motor vehicle and marine traffic. (Formerly Policy 109.1.4) (EDITED)

Proposed Policy 1.5.4 is recommended to be edited for grammar.

POLICY 1.5.5: Comprehensive plan amendments that increase density within coastal high hazard areas must meet one of the following criteria in accordance with Section 163.3178(9), F.S.:

1. The proposed amendment will not exceed a 16 hour out of County hurricane evacuation time for a ~~category 5~~ Level D or E storm surge threat level event; or
2. Maintain a 12 hour evacuation time to shelter for a ~~category 5~~ Level D or E storm surge threat level event and ensure shelter space is available to accommodate the additional residents of the development allowed by the proposed comprehensive plan amendment; or
3. Provide appropriate mitigation to satisfy the provisions of either of the previous two paragraphs, which may include without limitation, the payment of money,

contribution of land, or construction of hurricane shelters and transportation facilities. The developer must enter into a binding agreement to memorialize the mitigation plan prior to adoption of the plan amendment.

(Formerly Policy 109.1.5) (EDITED)

Proposed Policy 1.5.5 is recommended to be updated to include new terminology.

OBJECTIVE 1.6: SHELTER. By ~~2010~~ ~~2030~~ 2035, adequate shelter space will be available for the population in the Hurricane Vulnerability Zone at risk under a ~~Category 3 storm~~ Level C storm surge threat level. (Formerly Objective 109.2) (EDITED) (LDC)

Proposed Objective 1.6 is recommended to be updated to include new terminology. The LPA recommended changing “2030” with “2035” in order to be consistent with the current planning horizon. This change is also made for Proposed Policies 1.6.1 and 1.6.2.

POLICY 1.6.1: The percentage rate of the evacuation population to be used as the basis for in-county and on-site shelter demand will be ten (10) percent of the population at risk in the Hurricane Vulnerability Zone under a ~~Category 5 storm hazard scenario~~ Level D or E Storm surge threat level. This rate will also be the target shelter capacity for a program to provide an emergency shelter supply within Lee County by the year ~~2030~~ 2035. (Formerly Policy 109.2.1) (EDITED)

Proposed Policy 1.6.1 is recommended to be updated to include new terminology. The LPA stated concern over the use of a percentage of the population rather than an absolute number of units. The 2010 Regional Evacuation Study created by the South West Florida Regional Planning Council (RPC) also calculates demand for hurricane shelter. The planning assumptions used to model demand for hurricane shelters were similar to policy 1.6.1 in that they were all percentages of affected populations. For this reason, staff finds that the current language of Proposed Policy 1.6.1 conforms to the accepted practices of the RPC. Therefore, staff recommends keeping the language as is proposed.

POLICY 1.6.2: ~~By 1995, the County will~~ continue to implement a program designed to meet the level of service in Policy ~~109.2.1~~ 1.6.1 by ~~2010~~ ~~2030~~ 2035. Components of this program may include:

1. Funding of the All-Hazards MSTU;
2. An impact fee or fee in lieu for new residential developments, with appropriate credits for the construction of on-site shelters outside of ~~category 1 areas~~ the Coastal High Hazard Areas;

3. Mandatory on-site shelters for new residential developments (including mobile home and recreational vehicle parks) over a ~~specified~~ size threshold to be specified in county regulations and outside ~~Category 1 areas of the Hurricane Vulnerability Zone~~ the Coastal High Hazard Areas; and
4. Any available state funds. (Formerly Policy 109.2.2) (EDITED) (LDC)

Proposed Policy 1.6.2 is recommended to be updated to include new terminology and for grammar. The CSAC has recommended that the term “Specified size threshold” should be either identified in the policy or that its source be referenced. Currently, Administrative Code 7-7 requires new residential developments of over 50 dwelling units to prepare Emergency Preparedness Plans that are reviewed and approved by Emergency Management staff. This applies to all portions of Lee County, not just to the Coastal High Hazard Area. The Lee County Land Development Code Sec. 10-258 requires that all mobile home and recreational vehicle developments construct emergency shelters but does not provide a spatial context. If the County begins to require mandatory on-site shelters for developments outside of the Coastal high hazard Area, land development regulations may need to be created that specify the size threshold of residential developments to which the requirement applies.

POLICY 1.6.3: Require on-site shelters ~~will be required~~ to meet standards established by the County, including provision of adequate shelter space, elevation above ~~Category 3~~ the Level C hurricane storm surge ~~threat flooding~~ levels, adequate wind proofing, glass protection, emergency power where needed, water supplies, and other basic needs. (Formerly Policy 109.2.3) (EDITED) (LDC)

Proposed Policy 1.6.3 is recommended to be updated to include new terminology and for grammar.

Proposed Policy 1.6.4 is recommended for no changes.

POLICY 1.6.5: ~~By 1995, the County will~~ Determine the feasibility of ~~evacuating~~ allowing residents to evacuate from the level A and B Storm Surge threat levels ~~Category 1 area~~ to vertical shelters within residential, commercial, and industrial sites in the ~~Category 2, 3, 4, and 5 areas~~ Level C Storm Surge threat level of the Hurricane Vulnerability Zone. (Formerly Policy 109.2.5) (EDITED)

Proposed Policy 1.6.5 is recommended to be updated to include new terminology and for grammar.

~~**GOAL 110: HAZARD MITIGATION.** To provide through County plans, programs, and regulations means to minimize future property losses from natural disasters such as flooding, tropical storms and hurricanes. (See also Goal 105.) (Amended by Ordinance No. 94-30)-(DELETED)~~

Former Goal 110 is recommended to be an objective under the Proposed Goal 1. Therefore, it is recommended to be deleted and its language incorporated into the Proposed Objective 1.7.

OBJECTIVE 1.7: DEVELOPMENT REGULATIONS. Provide the means to minimize future property losses from ~~natural~~ disasters such as flooding, tropical storms and hurricanes through County plans, programs, and regulations ~~By 2007, by ensuring that all development regulations will be reviewed and revised as necessary to require that the vulnerability of future development in the A Zone (as defined by the Federal Emergency Management Agency) Coastal High Hazard Area be reduced.~~ (Formerly Objective 110.1) (MODIFIED) (LDC)

Proposed Objective 1.7 is recommended to incorporate language from Former Goal 110 and to include updated terminology. The LPA again recommended deletion of “natural” for greater inclusiveness. This policy is also recommended to be edited for grammar.

POLICIES 1.7.1: Examine ~~Re~~regulations and incentives ~~will be examined~~ for additional setbacks in critical erosion areas, conservation and enhancement of dunes and vegetation, flood proofing of utilities, and appropriate requirements for structural wind resistance and floodplain management. (Formerly Policy 110.1.1) (EDITED) (LDC)

Proposed Policy 1.7.1 is recommended to be edited for grammar.

POLICY 1.7.2: ~~The County will~~ Do not permit new or expanded mobile home or recreational vehicle development on barrier islands or in ~~V Zones Coastal A Zones~~ Hurricane Evacuation Zone A as defined by the ~~Federal Emergency Management Agency~~ Lee County Storm Surge and Evacuation Map. (Formerly Policy 110.1.2) (EDITED) (LDC)

Proposed Policy 1.7.2 is recommended to include the clarification of “A Zones” noted by the LPA. The new terminology has been recommended by Emergency Management staff.

POLICY 1.7.3: Require ~~All~~ new residential development of more than 50 units ~~will be required~~ to provide continuing information to residents concerning hurricane evacuation

and shelters, through the establishment of a homeowners' or residents' association. (Formerly Policy 110.1.3) (EDITED) (LDC)

POLICY 1.7.4: ~~Require~~ Require All new residential development of more than 100 units ~~will be required~~ to formulate an emergency hurricane preparedness plan; this plan is subject to the approval of the Lee County Division of Public Safety. (Formerly Policy 110.1.4) (EDITED) (LDC)

POLICY 1.7.5: ~~The County will m~~Maintain the flood plain management plan and ~~will~~ analyze the flooding problem of the unincorporated areas of Lee County, inventory the flood hazard area, review possible activities to remedy identified flooding problems, select appropriate alternatives, and formulate a schedule for implementation. (Formerly Policy 110.1.5) (EDITED)

Proposed Policies 1.7.3, 1.7.4, and 1.7.5 are recommended to be edited for grammar.

POLICY 1.7.6: Maintain the provisions of the Flood Plain Management Ordinance that interpret the 50% improvement threshold as cumulative for any improvement, modification, addition or reconstruction project to an existing building or structure identified as part of a repetitive loss property by the Federal Emergency Management Agency (FEMA). A repetitive loss property is defined as one for which two or more National Flood Insurance Program (NFIP) losses of at least \$1000.00 each have been paid ~~since 1978~~ out within any ten-year period. (Formerly Policy 110.1.6) (EDITED) (LDC)

Proposed Policy 1.7.6 is recommended to be updated to include new terminology.

POLICY 1.7.7: Maintain ~~the current County~~ development regulations requiring that any building that is improved, modified, added on to, or reconstructed by more than ~~twenty five (25) percent~~ five (5) percent % of its replacement value and which has recorded a repetitive loss as defined by the Federal Emergency Management Agency will be brought into compliance with current regulatory standards for new construction. (Formerly Policy 110.1.7) (EDITED) (LDC)

Proposed Policy 1.7.7 is recommended to be edited for grammar.

Proposed Objective 1.8 is recommended for no changes.

POLICY 1.8.1: POST-DISASTER STRATEGIC PLAN. ~~The County will m~~Maintain post-disaster institutions and procedures to guide County actions following a natural or technological disaster. This plan will:

1. Maintain a Recovery Task Force to work with state and federal emergency officials, assess damage, review emergency actions, prepare a redevelopment plan, and recommend needed changes to the Strategic Plan and to this comprehensive plan;
2. Maintain guidelines for determining priorities for the acquisition of storm-damaged property in hazard-prone areas;
3. Establish principles for repairing, replacing, modifying, or relocating public facilities in hazard-prone areas; and
4. Be modified to comply with these policies, and will contain step-by-step details for post-disaster recovery operations
(Formerly Objective 111.1 and Policies 111.1.1, 111.1.2, 111.1.3, and 111.1.4)
(MODIFIED) (LDC)

Proposed Policy 1.8.1 is recommended to incorporate the language of former policies 111.1.1, 111.1.2, 111.1.3, and 111.1.4 and to be edited for grammar.

~~**POLICY 111.1.1:** The plan will maintain a Recovery Task Force to work with state and federal emergency officials, assess damage, review emergency actions, prepare a redevelopment plan, and recommend needed changes to the Strategic Plan and to this comprehensive plan. (Amended by Ordinance No. 94-30, 00-22) (DELETED)~~

Former Policy 111.1.1 is recommended to be deleted and its language incorporated into Proposed Policy 1.8.1.

~~**POLICY 111.1.2:** The plan will maintain guidelines for determining priorities for the acquisition of storm-damaged property in hazard-prone areas. (Amended by Ordinance No. 94-30, 00-22) (DELETED)~~

Former Policy 111.1.2 is recommended to be deleted and its language incorporated into Proposed Policy 1.8.1.

~~**POLICY 111.1.3:** The plan will establish principles for repairing, replacing, modifying, or relocating public facilities in hazard-prone areas. (Amended by Ordinance No. 00-22)~~
(DELETED)

Former Policy 111.1.3 is recommended to be deleted and its language incorporated into Proposed Policy 1.8.1.

~~**POLICY 111.1.4:** The applicable portions of the Comprehensive Emergency Management Plan will be modified to comply with these policies, and will contain step-by-step details for post-disaster recovery operations. (Amended by Ordinance No. 00-22)~~
(DELETED)

Former Policy 111.1.4 is recommended to be deleted and its language incorporated into Proposed Policy 1.8.1.

POLICY 1.8.2: POST-DISASTER ORDINANCE. Maintain an ordinance that implements (where necessary) the Post-Disaster Strategic Plan, and provides regulations that may be needed following a natural or technological disaster. The Recovery Task Force will recommend amendments as needed to the Post-Disaster Strategic Plan. This ordinance will:

1. Provide for enactment of a temporary moratorium on rebuilding not immediately needed for the public health, safety, and welfare (e.g.: to allow repairs to water, power, fire, police, and medical facilities; debris removal; stabilization or removal of structures in danger of collapsing; and minimal repairs to make dwellings habitable);
2. incorporate a redevelopment plan for hazard-prone areas where such a plan would minimize repeated exposures to life-threatening situations; and
3. implement the County build back policy (see Procedures and Administration Section). (Formerly Objective 111.2 and Policies 111.2.1, 111.2.2, and 111.2.3) (MODIFIED) (LDC)

Proposed Policy 1.8.2 is recommended to incorporate the language of Former Policies 111.2.1, 111.2.2, and 111.2.3.

~~**POLICY 111.2.1:** The ordinance will continue to provide for enactment of a temporary moratorium on rebuilding not immediately needed for the public health, safety, and welfare (e.g., to allow repairs to water, power, fire, police, and medical facilities; debris~~

~~removal; stabilization or removal of structures in danger of collapsing; and minimal repairs to make dwellings habitable). (Amended by Ordinance No. 94 30, 00 22)
(DELETED)~~

Former Policy 111.2.1 is recommended to be deleted and its language incorporated into Proposed Policy 1.8.2.

~~**POLICY 111.2.2:** The ordinance may incorporate a redevelopment plan for hazard-prone areas where such a plan would minimize repeated exposures to life-threatening situations. (DELETED)~~

Former Policy 111.2.2 is recommended to be deleted and its language incorporated into Proposed Policy 1.8.2.

~~**POLICY 111.2.3:** The ordinance will implement the County build back policy (see Procedures and Administration Section). (Amended by Ordinance No. 94 30, 00 22)
(DELETED)~~

Former Policy 111.2.3 is recommended to be deleted and its language incorporated into Proposed Policy 1.8.2.

OBJECTIVE 1.9: COMMUNICATIONS. Provide flexible and affordable communications systems to emergency responders and their affiliated organizations, ~~the County will~~ by maintaining and updating common communications plans, processes, and standards to enable the dissemination of information among emergency responders' command and support elements. (ADDED)

Proposed Objective 1.9 is recommended for adoption because effective communication systems are needed to maximize the ability of County personnel to respond to emergencies. This objective has been subsequently edited for grammar.

~~**POLICY 1.9.1:** The County will~~ Develop and maintain communication plans and procedures to insure local interoperable capability as well as connectivity with federal, state, local, and voluntary agencies during emergency incidents or planned events. (ADDED)

Proposed Policy 1.9.1 is recommended for adoption. It addresses the need for County agencies to coordinate with all levels of government during emergencies. This policy has been subsequently edited for grammar.

POLICY 1.9.2: ~~The County will m~~Maintain the necessary communications equipment and architecture to link emergency responders and support agencies. (ADDED)

Proposed Policy 1.9.2 is recommended for adoption. It addresses the need to maintain adequate infrastructure for emergency communication needs. This policy has been subsequently edited for grammar.

POLICY 1.9.3: ~~The County will u~~Utilize funds from the Government Communication Network to implement and update necessary communications systems for all agencies in the County's Government Communications Network. (ADDED) (CIP)

Proposed Policy 1.9.3 is recommended for adoption. Adequate funding is vital to ensure that necessary emergency communication systems are kept up to date. This policy has been subsequently edited for grammar.

POLICY 1.9.4: ~~The County will p~~Provide emergency dispatching services for emergency responders, including training of call taking and dispatch personnel. (ADDED)

Proposed Policy 1.9.4 is recommended for adoption. It addresses the need for adequately trained emergency communications personnel. This policy has been subsequently edited for grammar.

POLICY 1.9.5: ~~The County will m~~Maintain an affordable and sustainable information management system to coordinate and execute operational decisions and requests during emergency incidents. (ADDED)

Proposed Policy 1.9.5 is recommended for adoption. An information management system greatly increases the capabilities of communication systems to respond effectively to emergencies. This policy has been subsequently edited for grammar.

GOAL 2: ~~HAZARDOUS MATERIALS. ENVIRONMENTAL HAZARDS~~

~~To protect the public and the environment from accidental contact with hazardous materials. Prevent and mitigate the impact of environmental hazards through pre-disaster measures and respond effectively to such hazards when they occur. (Formerly Goal 103) (MODIFIED)~~

Proposed Goal 2 incorporates several former goals as objectives. Therefore, new language is being incorporated that addresses the broader topic of environmental hazards while the specific

language under Former Goal 103 addressing hazardous materials is being included under Proposed Objective 2.1.

OBJECTIVE 2.1: HAZARDOUS MATERIALS. Protect the public and the environment from accidental contact with hazardous materials, ~~The County will~~ by supporting and assisting in the creation, maintenance, and improvement of appropriate responses to hazardous material accidents, spills, or leaks. (Formerly Objective 103.1) (MODIFIED)

Proposed Objective 2.1 is recommended to incorporate the language from former Goal 103 and to be edited for grammar.

POLICY 2.1.1: ~~The County will strive to m~~Maintain a representative on the Local Emergency Planning Committee (as required by the provisions of Title III: The Federal Emergency Planning and Community Right-To-Know Act of 1986). Through this representative, the County will continue to support and implement to the extent practicable the responsibilities set forth by the Local Emergency Planning Committee until such time as the Committee is terminated. (Formerly Policy 103.1.1) (EDITED)

POLICY 2.1.2: ~~The County will a~~Assist the various fire districts and other interested parties in the development and maintenance of a hazardous material response team; ~~will~~ provide notification, resource, and logistical support to the response team and other primary agencies responding to hazardous material incidents; and ~~will~~ assist in coordinating the various resources to ensure proper containment, cleanup and disposal of hazardous materials involved in an emergency incident. (Formerly Policy 103.1.2) (EDITED)

POLICY 2.1.3: ~~The County will develop and m~~Maintain a hazardous material emergency response plan that complies with applicable federal and state regulations and guidelines. (Formerly Policy 103.1.3) (EDITED)

POLICY 2.1.4: ~~The County will a~~Assist the various fire districts and appropriate parties in the development and maintenance of a training program for hazardous material response. (Formerly Policy 103.1.4) (EDITED)

Proposed Policies 2.1.1 through 2.1.4 are recommended to be edited for grammar.

Proposed Policies 2.1.5 and 2.1.6 are recommended for no changes.

POLICY 2.1.7: ~~The County will~~ Review disaster emergency preparedness plans for all petroleum storage facilities including any petroleum port or storage facility. This review will also include an assessment of the engineering specifications of the containment dikes at the site in a 100-year storm surge. (Formerly Policy 103.1.7) (EDITED) (LDC)

Proposed Policy 2.1.7 is recommended to be edited for grammar.

OBJECTIVE 2.2: WILDFIRE. Reduce and mitigate the dangers of wildfires within Lee County. (ADDED)

Proposed Objective 2.2 is recommended to be adopted to incorporate portions of the Lee County Community Wildfire Protection Plan. The LCCWPP contains specific recommendations for Goals, Objectives, and policies. Many of these recommendations have been used to create this objective and its policies.

POLICY 2.2.1: Promote collaboration among agencies responsible for wildfire mitigation and suppression within Lee County. (ADDED)

Proposed Policy 2.2.1 is recommended for adoption to reduce redundancy and increase efficiency in wildfire responders.

POLICY 2.2.2: Provide opportunities for public awareness and education relating to wildfire mitigation. (ADDED) (LDC)

Proposed Policy 2.2.2 is recommended for adoption to reduce both the chances of human-caused wildfires and the potential impact of those wildfires on existing development.

POLICY 2.2.3: Encourage new development to incorporate fire-wise techniques. (ADDED) (LDC)

Proposed Policy 2.2.3 is recommended for adoption to further reduce the impact of wildfires on future development.

POLICY 2.2.4: Continue to improve local fire services' wildfire suppression capabilities and interagency coordination and communications. (ADDED)

Proposed Policy 2.2.4 is recommended for adoption. Continuous improvements in fire fighting capabilities are vital to maintaining an effective wildfire response.

POLICY 2.2.5: Promote coordination with water resource entities to establish groundwater and surface water levels consistent with public health to reduce wildfire risk.

The LPA recommended adoption of this policy to help Lee County and water management agencies establish a baseline set of data for water levels in relation to wildfire risk and mitigation.

~~**GOAL 69: POLLUTION CONTROL.** To ensure a safe and healthful environment for all Lee County residents. (Renumbered by Ordinance No. 08-17)-(DELETE)~~

Former Goal 69 is recommended to be changed to an objective under the Proposed Goal 2. Therefore, it is being deleted and its language incorporated under Proposed Objective 2.3.

OBJECTIVE 2.3: POLLUTION CONTROL. ~~In order to~~ Ensure a safe and healthful environment for all Lee County residents, Lee County will by continuing its the local pollution control program by educating the public on proper storage, handling, and disposal methods for hazardous waste and providing collection days for homeowners and small businesses. (Formerly Objective 69.1) (MODIFIED)

Proposed Objective 2.3 is recommended to incorporate the language from Former Goal 69 and to be edited for grammar.

POLICY 2.3.1: ~~Lee County will continue~~ Maintain mechanisms to educate and train small businesses in waste minimization and the proper storage, handling and disposal of hazardous materials, ~~through increased occupational license fees.~~ (Formerly Policy 69.1.1) (EDITED)

Proposed Policy 2.3.1 is recommended for editing to delete the language pertaining to occupational license fees and has been edited for grammar.

POLICY 2.3.2: ~~Efforts~~ Expand and improve actions to protect public health and welfare through maintaining and enhancing clean air and water requirements will be expanded and improved quality. (Formerly Policy 69.1.2) (EDITED)

Proposed Policy 2.1.6 is recommended to be edited due to concerns of the LPA. The LPA stated that the policy needed to be broader because air and water quality regulation is not just limited to public health.

POLICY 2.3.3: Identify ~~N~~atural and manmade environmental health hazards ~~should be identified.~~ (Formerly Policy 69.1.3) (EDITED)

POLICY 2.3.4: Make ~~information~~ about environmental health conditions ~~will be made~~ available to the public. (Formerly Policy 69.1.4) (EDITED)

Proposed Policies 2.3.3 and 2.3.4 are recommended to be edited for grammar.

~~**GOAL 118: AIR QUALITY.** To maintain the best possible air quality, meeting or exceeding state and federal air quality standards. (DELETED)~~

Former Goal 118 is recommended to be an objective under the Proposed Goal 2. Therefore, it is being deleted and its language incorporated under Proposed Objective 2.4.

OBJECTIVE 2.4: AIR QUALITY. ~~In order to Maintain the best possible air quality meeting or exceeding state and federal air quality standards requirements, The Lee County will~~ by preparing a plan to promote measures for preserving and improving current air quality to maintain the present attainment status. (Formerly Objective 118.1) (MODIFIED)

Proposed Objective 2.4 is recommended to incorporate the language from Former Goal 118. Additional language is recommended to address emission standards. It is also recommended to be edited for grammar. The LPA recommended changing “standards” to “requirements.” The CSAC has recommended deletion of “the best possible” from the language incorporated from Former Goal 118.

Proposed Policies 2.4.1 and 2.4.2 are recommended for no changes.

POLICY 2.4.3: ~~The County will e~~Encourage alternatives (such as composting or chipping facilities) to open burning of debris from land clearing. (Formerly Policy 118.1.3) (EDITED) (LDC)

Proposed Policy 2.4.3 is recommended to be edited for grammar.

POLICY 2.4.4: Research the use of bio-diesel and other clean fuels in public vehicles. Promote the use of reduced emissions vehicles and the infrastructure necessary to support them. (Formerly Policy 118.1.4) (MODIFIED)

Proposed Policy 2.4.4 is recommended to include additional language that will expand the County’s measures to reduce automobile emissions and provide higher air quality.

POLICY 2.4.5: Enhance the multi-mode transportation system identified in the Transportation Element to increase opportunities for walking, biking, and transit use all

modes of alternative transportation, including telecommuting, to reduce transportation emissions. (ADDED) (LDC)

Proposed Policy 2.4.5 is recommended to address the impact of private automobiles on Lee County's air quality and promote alternative modes of transportation. Reducing the amount of individual passenger cars on roadways in favor of alternative travel modes can help improve air quality within Lee County. The LPA recommended deleting the list of specific travel modes in order to create more inclusive language.

POLICY 2.4.6: ~~Lee County will~~ Consider appropriate federal and state targets, as applicable, and set desired levels of greenhouse gas emissions and set emission reduction targets based on data such as from the Lee County Greenhouse Gas Emissions Inventory completed in 2010. (ADDED) (LDC)

Proposed Policy 2.4.6 is recommended to set standards for greenhouse gas levels and provide a means to address them. The LPA recommended the additional language and the deletion of "completed in 2010." The additional language was recommended out of concern that Lee County may not have the technical expertise for greenhouse gas measures and to prevent the County from setting an arbitrary standard.

GOAL 3: FIRE PROTECTION. PUBLIC SAFETY SERVICES. ~~To assist fire districts in providing appropriate levels of high-quality cost-effective fire prevention and suppression services throughout the unincorporated County. To~~ Provide the residents of Lee County with effective fire protection, law enforcement, and emergency medical services. (Formerly Goal 65) (MODIFIED)

Proposed Goal 3 incorporates those goals, objectives, and policies that address fire protection services, law enforcement, and emergency medical services. Those separate former goals are recommended to be objectives under this proposed goal. Therefore, the language of Former Goal 65 is recommended to be incorporated into Proposed Objective 3.1 and new language addressing the broader scope of the proposed goal is recommended to be added.

OBJECTIVE 3.1: FIRE PROTECTION. ~~Improve ISO ratings of the independent fire services throughout the unincorporated County. Assist fire districts in providing appropriate levels of high-quality cost-effective fire prevention and suppression services throughout the unincorporated County in order to. Improve ISO ratings of the independent fire services, throughout the unincorporated County.~~ (Formerly Objective 65.1) (MODIFIED)

Proposed Objective 3.1 is recommended to incorporate the language of Former Goal 65 and Former Objective 65.1. The CSAC has recommended deletion of “high quality cost-“from the language incorporated from Former Goal 65.

POLICY 3.1.1: Support mutual aid and joint venture agreements between the fire districts and provide ~~certain types of~~ services which the individual districts cannot duplicate individually at similar or lower costs. (Formerly Policy 65.1.1) (EDITED)

Proposed Policy 3.1.1 is recommended to be edited for grammar.

Proposed Policy 3.1.2 is recommended for no changes.

POLICY 3.1.3: ~~When cost-effective and technically feasible,~~ Refit existing potable water systems ~~will be refitted~~ to current fire flow standards when cost-effective and technically feasible. (Formerly Policy 65.1.3) (EDITED) (LDC)

Proposed Policy 3.1.3 is recommended to be edited for grammar.

Proposed Policies 3.1.4 through 3.1.7 are recommended for no changes.

~~**OBJECTIVE 65.2**~~ **POLICY 3.1.8: AREAS OUTSIDE THE EXISTING FIRE SERVICE.** In order to ensure that County development orders outside the established fire service areas are granted only if fire service expansions or other mitigation measures are approved concurrently, all new development (excluding single-family, mobile home, duplex, and agricultural structures) should be located in an established fire district in an area provided with public water. Maintain provisions in the Land Development Code that require adequate fire protection systems in areas where no public water is available will be maintained. (Formerly Objective 65.2 and Policy 65.2.1) (MODIFIED)

Proposed Policy 3.1.8 is recommended to incorporate the language of Former Policy 65.2.1. It is also recommended to be edited for grammar.

~~**POLICY 65.2.1:** All new development (excluding single-family, mobile home, duplex, and agricultural structures) should be located in an established fire district in an area provided with public water. Provisions in the Land Development Code that require adequate fire protection systems in areas where no public water is available will be maintained.~~ (Amended by Ordinance No. 94-30, 00-22) (DELETED)

Former Policy 65.2.1 is recommended to be deleted and its language incorporated into Proposed Policy 3.1.8.

Proposed Objective 3.2 and Proposed Policies 3.2.1 and 3.2.2 are recommended for no changes.

POLICY 3.2.3: ~~The County will~~ Notify all independent fire districts of all written interpretation of fire code matters. (Formerly Policy 65.3.3) (EDITED)

Proposed Policy 3.2.3 is recommended to be edited for grammar.

~~**GOAL 70: OBJECTIVE 3.3: POLICE AND JUSTICE.** To ensure the effective and efficient provision of~~ Provide effective and efficient facilities and services in support of law enforcement and justice for the growing population of Lee the County. ~~Lee County will~~ Regularly evaluate the effects of both private development and public service provision of services on law enforcement. (Formerly Goal 70 and Objective 70.1) (MODIFIED)

Former Goal 70 is recommended to be an objective under Proposed Goal 3. Therefore, it is recommended to incorporate the language of Former Objective 70.1. The CSAC has recommended replacing “To ensure the effective and efficient” with “Improve the.” Staff has instead edited the grammar of this goal to address this concern.

~~**OBJECTIVE 70.1: PLANNING AND BUDGETING.** Regularly evaluate the effects of both private development and public service provision of services on law enforcement.~~ (Amended by Ordinance No. 94-30, 07-09; Renumbered by Ordinance No. 08-17) (DELETED)

Former Objective 70.1 is recommended to be deleted and its language incorporated into Proposed Objective 3.3.

~~**POLICY 3.3.1** The County, in collaboration~~ Collaborate with the Lee County Sheriff and the Courts Administrator, ~~will continue~~ to cooperatively examine, evaluate, and project law enforcement budget needs. (Formerly Policy 70.1.1) (EDITED)

~~**POLICY 3.3.2:** The County, in collaboration~~ Collaborate with the Lee County Sheriff, ~~will~~ to study the development of workable standards and criteria upon which to project long-range law enforcement needs. (Formerly Policy 70.1.2) (EDITED)

Proposed Policies 3.3.1 and 3.3.2 are recommended to be edited for grammar.

~~**OBJECTIVE 70.2: FACILITIES PLANNING PROGRAM.** Maintain a facilities planning program for justice and law enforcement needs.~~ (Amended by Ordinance No. 94-30; Renumbered by Ordinance No. 08-17) (DELETED)

Former Objective 70.2 is recommended to be deleted and its language incorporated into Proposed Policy 3.3.3.

~~**POLICY 3.3.3:** The County will~~ Maintain a facilities planning program for justice and law enforcement needs and with the help of the Lee County Sheriff ~~will~~ evaluate justice

and law enforcement facilities and review and revise (as necessary) plans for such facilities. (Formerly Objective 70.2 and Policy 70.2.1) (MODIFIED)

Proposed Policy 3.3.3 is recommended to incorporate the language of Former Objective 70.2 and to be edited for grammar.

POLICY 3.3.4: ~~The County will e~~Cooperate with the Sheriff to evaluate the need for substation facilities in Lee County and ~~will~~ assist in the expansion, relocation, or reduction of the number of existing substation facilities as is necessary. (Formerly Policy 70.2.2) (EDITED)

POLICY 3.3.5: ~~The County will e~~Cooperate with the Sheriff's Office to identify potential areas to share County facilities in an effort to reduce the overall cost of providing law enforcement services throughout Lee County. (Formerly Policy 70.2.3) (EDITED)

Proposed Policies 3.3.4 and 3.3.5 are recommended to be edited for grammar.

GOAL 68: SERVICE PROVISION. ~~To ensure the efficient provision of public services to health care facilities. (Renumbered by Ordinance No. 08-17) (DELETED)~~

Former Goal 68 is recommended to be an objective under Proposed Goal 3. Therefore, its language is recommended to be incorporated into Proposed Objective 3.4.

OBJECTIVE 3.4: EMERGENCY MEDICAL SERVICES. ~~In order to Ensure the efficient provision of public services to health care facilities. The Lee County will and~~ maintain and improve the Emergency Medical Services Division to keep up with new population growth and technological advancements. As part of this effort, ~~the County will~~ cooperate with and assist the independent fire districts and other units of government who operate first-provider rescue services to maintain those services in the face of new population growth and technological advancements. (Formerly Goal 68 and Objective 68.1) (MODIFIED)

Proposed Objective 3.4 is recommended to incorporate the language of Former Goal 68 and to be edited for grammar.

POLICY 3.4.1: Evaluate ~~T~~he "911" emergency telephone system and centralized dispatcher program ~~will be evaluated as to~~ for possible improvements. (Formerly Policy 68.1.1) (EDITED)

POLICY 3.4.2: ~~The County will e~~Encourage and facilitate the inclusion of other jurisdictions in cooperative service extensions of centralized communication and dispatch systems. (Formerly Policy 68.1.2) (EDITED)

Proposed Policies 3.4.1 and 3.4.2 are recommended to be edited for grammar.

GOAL 4: HEALTHY LIFESTYLES, COMMUNITY WELLNESS. Promote the health of Lee County residents and visitors through healthier urban environments, providing increased active recreational opportunities, and alternative modes of transportation. (ADDED)

Proposed Goal 4 is intended to address the lack of opportunities in Lee County for active lifestyle choices. The three objectives in this goal address this issue where it relates to urban design, recreation, and transportation. The CSAC has recommended changing the title to “Community Wellness” and to delete “urban.” The CSAC has also recommended replacing “healthy lifestyles” with “Community Wellness” throughout Proposed Goal 4. Planning staff agree with the change in the title as this goal addresses community level efforts to improve the health of residents.

OBJECTIVE 4.1: Urban Community Design. ~~The County will p~~Promote development patterns and forms that encourage healthier lifestyles for residents and visitors through the use of human-scale built environments. (ADDED) (LDC)

Proposed Objective 4.1 is recommended for adoption. It provides support for other elements of the Lee Plan such as urban form and character to ensure that future development provides for healthy lifestyle needs. The LPA recommended the change from “Urban” to “Community” as it is more appropriate. The objective has been edited for grammar.

POLICY 4.1.1: ~~The County will p~~Promote the use of the appropriate Complete Street ~~design set of designs for in~~ new development and redevelopment of existing urban areas, including that of infrastructure. (ADDED) (LDC)

Proposed Policy 4.1.1 is recommended for adoption. Complete street design increases opportunities for active lifestyle options. The LPA recommended the inclusion of “the appropriate” to the policy for flexibility, noting that Complete Street design criteria are not always the best use of capital. The policy has been edited for grammar.

POLICY 4.1.2: New development and redevelopment in locations within the Greenways Trail system will incorporate the greenways into their site design and provide pedestrian access to the system where liability issues and incentives for the use of private property can be addressed. (ADDED) (LDC)

Proposed Policy 4.1.2 is recommended for adoption. There is currently a policy in the Parks and Recreation Element that contains this requirement. It is included in this element to emphasize the

health benefits of increased pedestrian access to the Greenways system within developed areas. The LPA recommended the additional language in order to reduce potential conflict with private development. The policy has been edited for grammar.

POLICY 4.1.3: ~~The County will p~~Promote greater access to local food through measures such as the creation of community gardens within new development and redeveloped areas. (ADDED) (LDC)

Proposed Policy 4.1.3 is recommended for adoption. Not only do community gardens promote healthy outdoor activity, they also help provide healthier diet options for residents. The CSAC has recommended that this policy be broadened to include references to food deserts, expanding access to local food, and a food taskforce. Staff has included broader language to reflect this concern. The policy has been edited for grammar.

POLICY 4.1.4: ~~The County will e~~Encourage new development at a pedestrian scale and redevelopment to feature closer proximity and ~~greater~~ functional and connected pedestrian access between residential uses and commercial, retail, and employment centers. (ADDED) (LDC)

Proposed Policy 4.1.4 is recommended for adoption. Shortening the actual and perceived walking distances within developed areas encourages increased levels of walking and biking versus automobile use in residents. The LPA recommended replacing “greater” with “functional and connected.” The policy has been edited for grammar.

POLICY 4.1.5: ~~During the development review process, planning staff will consider whether the proposed new development encourages healthier lifestyle opportunities provide applicants with appropriate listings of healthier lifestyle design opportunities for consideration.~~ (ADDED) (LDC)

Proposed Policy 4.1.5 is recommended for adoption to encourage developers to include healthy lifestyle considerations as part of the development design process. The LPA recommended replacing “consider whether the proposed new development encourages healthier lifestyle opportunities” with the new language in order to address concerns over the term “healthy lifestyles” being too broad. The LPA recommended deletion of “planning” since planning staff was not involved in the development process.

POLICY 4.1.6: ~~The County will p~~Promote the use of sustainable development practices in new development and redevelopment. (ADDED) (LDC)

Proposed Policy 4.1.6 is recommended for adoption to encourage developers to include sustainable development criteria as part of the development design process. The policy has been edited for grammar.

POLICY 4.1.7: Encourage redevelopment of existing structures in built-up areas instead of Greenfield development except where such development would provide increased connectivity or be considered infill development in order to minimize environmental impacts and maximize financial, social, and health benefits. (ADDED)

Redevelopment of existing built-up areas reduces sprawl and increases walkability for residents. The LPA recommended deletion of this policy due to concerns that it was too limiting for new development. Staff finds that the policy as proposed does not discourage new development but seeks to re-use areas that are already developed.

POLICY 4.1.8: Promote the creation of outdoor activity space ~~within built-up or urban areas~~ in both public projects and private developments. (ADDED) (LDC)

Proposed Policy 4.1.8 is recommended for adoption. Increasing the amount of outdoor activity space in developed areas provides more opportunities for active lifestyles. The LPA discussed the appropriateness of including requirements for shade within developments but withdrew any recommendation on the subject. The CSAC has recommended deletion of “within built-up or urban areas” since this will be addressed in the proposed Land Use Element

OBJECTIVE 4.2: Recreational Opportunities ~~Lee County will p~~Provide greater opportunities for residents and visitors to partake in healthy recreation choices. (ADDED)

Proposed Objective 4.2 is recommended for adoption. Opportunities for outdoor, active recreation are an effective way to provide healthy opportunities for Lee County residents and visitors. The objective has been edited for grammar.

POLICY 4.2.1: ~~The County will p~~Promote hiking and biking facilities as part of County-owned properties and on privately developed and redeveloped property. (ADDED) (LDC)

Proposed Policy 4.2.1 is recommended for adoption. Increasing the amount of hiking and biking facilities creates greater opportunities for active recreation options. The policy has been edited for grammar.

POLICY 4.2.2: ~~The County will p~~Promote the Lee County Blueways system through the creation of County-owned access points and by encouraging private developments to accommodate Blueway access points where liability issues and incentives for the use of private property can be addressed. (ADDED) (LDC)

Proposed Policy 4.2.2 is recommended for adoption. The Lee County Blueways system provides a unique opportunity for outdoor activity for residents and visitors. The LPA recommended the additional language per the discussion of Proposed Policy 4.1.2. The policy has also been edited for grammar.

POLICY 4.2.3: ~~Coordinate the~~Recreational Opportunities Objective will be coordinated with the Parks and Recreation Element of the Lee Plan. (ADDED)

Proposed Policy 4.2.3 is recommended for adoption. Coordinating Proposed Policy 4.2.3 with the Parks and Recreation Element is intended to make healthy lifestyle choices part of the Parks and Recreation development process. The policy has been edited for grammar.

POLICY 4.2.4: ~~The County will s~~Support public educational programs for residents and visitors to promote active living opportunities in the Lee County Parks and Recreation system. (ADDED)

Proposed Policy 4.2.4 is recommended for adoption. Increased public awareness of the Lee County Parks and Recreation system increases the opportunity for healthy activity choices. The policy has been edited for grammar.

OBJECTIVE 4.3: Alternative Transportation ~~In order to~~Promote healthier, non-automotive modes of travel, Lee County will by encouraging a more diverse and safe selection of travel modes for residents and visitors. (ADDED) (LDC)

Proposed Objective 4.3 is recommended for adoption. Non-automotive transportation can be an effective part of a healthy lifestyle. This objective addresses the health aspects of alternative transportation. It is intended to increase the opportunities for Lee County residents and visitors to use alternative transportation modes. The LPA recommended the inclusion of “safe” within this objective and Proposed Policy 4.3.1 in order to be more explicit in their intent. The policy has been edited for grammar.

POLICY 4.3.1: ~~The County will f~~Facilitate increased safe alternative travel modes on existing and future road facilities through road design identified in the Transportation Element, future land use policies in the Form and Character Land Use Element, and educational programs for residents and visitors. (ADDED) (LDC)

Proposed Policy 4.3.1 is recommended for adoption. These measures will make development more accessible to all travels modes and conforms to the complete streets concept. The policy has been edited for grammar.

POLICY 4.3.2: ~~The County will p~~Promote through urban design increased non-
~~automotive non-motorized~~travel connections between destinations. (ADDED) (LDC)

Proposed Policy 4.3.2 is recommended for adoption. Increasing non-automotive travel options provides greater opportunities for healthy outdoor activity. The LPA recommended replacing “non-automotive” with “non-motorized” for clarity. The policy has been edited for grammar.

POLICY 4.3.3: ~~The County will i~~Increase the level of off-road non-motorized facilities
for non-automotive travel modes. (ADDED) (LDC)

Proposed Policy 4.3.2 is recommended for adoption because off-road facilities are more attractive and desirable than road facilities for many non-automotive travel modes. The LPA recommended replacing “off-road” with “non-motorized” for clarity. The policy has been edited for grammar.

POLICY 4.3.4: ~~In order to~~Encourage a lifestyle that is not dependent upon private
automobiles, Lee County willby promoting transit use as outlined in the Transportation
Element. (ADDED)

Proposed Policy 4.3.4 is recommended for adoption because transit use provides a healthier option for residents than private automotive travel. The policy has been edited for grammar.

C. STAFF RECOMMENDATION

County staff recommends that the Board of County Commissioners **transmit** the proposed Community Safety and Wellbeing Element of the Lee Plan.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: March 26, 2012

A. LOCAL PLANNING AGENCY REVIEW

Staff gave a brief presentation on the amendment and recommended that the Board of County Commissioners transmit the proposed amendment. One member of the public commented on the amendment, stating that the county needs to consider funding reserves when planning for potential natural disasters. An LPA member suggested that the term “Complete Streets” may need additional clarification.

Another member stated concern over the use of 10% for hurricane shelter capacity in Proposed Policy 1.6.1, preferring the use of a set number rather than a percentage. Staff stated that a percentage is used since the population cannot be known for sure. The member responded that an absolute number sets a more definite goal.

A member noted that proposed policies 1.3.2, 1.4.1, and 1.7.2 all use or amend the terms “A Zones” and “V Zones.” They stated that this is confusing because these terms are used on both the Flood Insurance Rate Maps and the new Storm Surge Map. They requested a clarification by staff at a future date.

One member recommended adopting a policy to reestablish surface and groundwater levels in order to address wildfire risks. Other members stated that this policy was not economically viable and possibly unachievable. Staff also stated that it could be a very expensive policy. One member suggested that the policy would simply require coordination of agencies, not a specific result. The LPA agreed to recommend a policy to establish a baseline for these water levels.

The LPA made specific recommendations on 28 goals, objectives and policies.

Objective 1.1: Change “technological” to “man made.”

Policy 1.1.6: Define Joint Unified Local Mitigation Strategy.

Policy 1.1.8: Adopt new policy on disaster related financial reserves.

Objective 1.3: Delete “natural.”

Policy 1.3.2: Clarify “V” and “A” zones.

Policy 1.4.1: Define “V” zones.

Objective 1.6: Change date to “2035.”

Policy 1.6.1: Change date to “2035”; consider using a flat number instead of a percentage for storm shelter capacity.

Policy 1.6.2: Change date to “2035.”

Objective 1.7: Delete “natural.”

Policy 1.7.2: Clarify “V” and “A” zones.

Policy 2.2.5: Adopt new policy to establish base surface and ground water levels.

Policy 2.3.2: Change “efforts” to “actions”; insert “and welfare”; replace “clean air and water requirements” with “through maintaining and enhancing air and water quality.”

Objective 2.4: Change “standards” to “requirements.”

Policy 2.4.5: Change list of specific items to broader term.

Policy 2.4.6: Remove date; insert “consider appropriate federal and state targets, as applicable” and “such as.”

Objective 4.1: Replace “urban” with “Community.”

Policy 4.1.1: Insert “appropriate,” “set of designs for,” and “including that of infrastructure.”

Policy 4.1.2: Include liability language

Policy 4.1.4: Replace “greater” with “functional and connected pedestrian access.”

Policy 4.1.5: Delete “planning”; insert “provide applicants with appropriate listings of healthier lifestyle design opportunities for consideration.”

Policy 4.1.7: Delete this policy.

Policy 4.1.8: Include language to promote shaded outdoor space.

Policy 4.2.2: Same as for 4.1.2.

Objective 4.3: Include “safe.”

Policy 4.3.1: Include “safe.”

Policy 4.3.2: Change “non-automotive” to “non-motorized.”

Policy 4.3.3: Change “off-road” to “non-motorized.”

At the April 4, 2012 meeting, the CSAC made nine recommendations on goals, objectives, and policies.

Policy 1.3.2: Consider including V Zones

Policy 1.6.2.3: Identify the “specified size threshold”

Policy 1.7.2: Consider including V Zones in the Coastal High Hazard Area

Objective 2.4: Delete “the best possible”

Objective 3.1: Delete “high quality cost”; retain “effective”

Objective 3.3: Replace “ensure the effective and efficient” with “improve the”

Goal 4: Change title to “Community Wellness”; Delete “urban”; the goal should focus on recreation and alternative travel modes; Replace “healthy lifestyles” with “community Wellness”

Policy 4.1.3: Include “expand access to local food”; Broaden to address food deserts, community gardens, a food taskforce, etc...

Policy 4.1.8: Delete “within built-up urban areas”

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION: The LPA recommended that the Board transmit the proposed amendment with the recommended changes. The LPA asked that it be allowed to review the amendment again with the recommended changes before it goes to the Board of County Commissioners.

2. BASIS AND RECOMMENDED FINDINGS OF FACT: The LPA agreed with staff on the majority of the proposed language.

C. VOTE:

NOEL ANDRESS	<u>AYE</u>
WAYNE DALTRY	<u>AYE</u>
JIM GREEN	<u>AYE</u>
MITCH HUTCHCRAFT	<u>AYE</u>
RONALD INGE	<u>AYE</u>
ANN PIERCE	<u>AYE</u>
ROGER STRELOW	<u>AYE</u>

DATE OF SECOND PUBLIC LPA HEARING: February 24, 2014

A. LOCAL PLANNING AGENCY REVIEW

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

NOEL ANDRESS	_____
DENNIS CHURCH	_____
JIM GREEN	_____
MITCH HUTCHCRAFT	_____
JAMES INK	_____
RICK JOYCE	_____
DAVID MULICKA	_____

COMMUNITY SAFETY AND WELLBEING ELEMENT

The intent of the Community Safety and Wellbeing Element is to prevent, mitigate, and reduce threats to the health and safety of the residents and visitors of Lee County. The provision of efficient and timely police, fire, and emergency medical services is a vital portion of this element. In addition to responding to hazards and dangerous situations, this element outlines measures to prevent and mitigate the negative impacts of hazardous situations through advance planning and preparedness. This element also addresses public health by encouraging healthier lifestyle choices for residents through urban design, transportation options, and increased recreational choices.

GOAL 1: EMERGENCY MANAGEMENT. Establish objectives and policies to prevent and mitigate threats from natural disasters by reducing their potential impact on future development and respond efficiently to disasters and hazards after the fact. (MODIFIED)

OBJECTIVE 1.1: PLANNING, COORDINATION AND IMPLEMENTATION. Protect the public from the effects of natural and technological hazards through County emergency plans and programs. Maintain a system that provides a reasonable opportunity for protecting the population at risk to injury or death from the natural and man-made hazards defined in the Lee County Comprehensive Emergency Management Plan. (MODIFIED)

POLICY 1.1.1: Use the Lee County Comprehensive Emergency Management Plan as the operational guide in preparing for, responding to, and recovering from those natural and technological hazards that require emergency actions by local government officials. (NO CHANGE)

POLICY 1.1.2: Maintain, in cooperation with local news media, educational institutions, public service groups, and other agencies, a program of education and information describing the risks of hazards such as hurricanes, tropical storms, severe thunderstorms, tornadoes, lightning, freezes, hazardous materials and terrorist attacks; and actions necessary to mitigate the dangers which these hazards present (EDITED)

POLICY 1.1.3: Maintain a resource management program describing facilities and sites designated to serve as local, state, and federally sponsored emergency assistance locations; examples of such facilities include disaster application centers, citizen assistance centers, joint field offices, temporary housing sites, and debris disposal locations. (EDITED)

POLICY 1.1.4: Maintain a program to coordinate the development and maintenance of emergency plans and programs among the relevant local, regional, and state governments,

districts, the administration of the Florida Gulf Coast University, or other relevant agencies. (EDITED)

POLICY 1.1.5: Maintain and update as necessary appropriate wildfire policies. (ADDED)

POLICY 1.1.6: Annually update the Joint Unified Local Mitigation Strategy for Lee County with state, regional, and municipal agencies and organizations. (ADDED)

POLICY 1.1.7: Maintain a training and exercise program designed to improve all-hazards capabilities and response at the local level by acquainting personnel with their roles and responsibilities in emergency management and incident response; and to evaluate these capabilities through performance-based exercises. (ADDED)

POLICY 1.1.8: Maintain the All Hazards Protection Fund in order to appropriately prepare for disaster mitigation and recovery.

OBJECTIVE 1.2: PEOPLE WITH SPECIAL NEEDS. Assist in the emergency preparedness requirements for people with functional access needs, such as the elderly, frail, infirmed, or handicapped (people with special needs), the County will have mechanisms in place to assist people with special needs during an emergency. (MODIFIED)

POLICY 1.2.1: New hospital, nursing home, adult congregate living facility, or developmentally disabled projects must prepare an emergency preparedness plan acceptable to the Lee County Division of Public Safety prior to receiving a final development order. (NO CHANGE)

POLICY 1.2.2: Assist, in cooperation with other public agencies and service groups, in the emergency transportation needs of residents having limited mobility who do not reside in licensed institutions serving people with special needs. (EDITED)

POLICY 1.2.3: Provide, in cooperation with other public agencies and service groups, functional and access services in emergency public shelters for people with special needs. (EDITED)

OBJECTIVE 1.3: DEVELOPMENT IN COASTAL HIGH HAZARD AREAS. Protect human life and developed property from disasters, by requiring development seaward of the Coastal Construction Control Line to acquire applicable State of Florida approval. New development on barrier islands will be limited to densities that meet required evacuation standards; new development requiring seawalls for protection from coastal erosion will not be

permitted; and allowable densities for undeveloped areas within coastal high hazard areas will be considered for reduction. (MODIFIED)

POLICY 1.3.1: Reevaluate County policy regarding development seaward of the updated Coastal Construction Control Line will as part of every Lee Plan Evaluation and Appraisal Report to assess the adequacy of policies and practices developed by the Department of Environmental Protection. (MODIFIED)

POLICY 1.3.2: Shoreline development in Hurricane Evacuation Zone A as depicted on the Lee County Storm Surge and Evacuation Map will be protected from coastal erosion, wave action, and storms by vegetation, setbacks, and/or beach renourishment, rather than by seawalls or other hardened structures which tend to hasten beach erosion (see also policies under Objective 113.2). Repairs of lawfully constructed, functional, hardened structures as defined in F.S. Chapter 161 may be allowed subject to applicable state and local review and approval. (EDITED)

POLICY 1.3.3: Consider zoning requests located in the coastal high hazard area for reduced or minimum density assignments, in accordance with their future land use category density range. Rezoning to allow higher densities will not be permitted on barrier and coastal islands or in the coastal high hazard area if the capacity of critical evacuation routes would thereby be exceeded (see Objective 1.5). (MODIFIED)

POLICY 1.3.4: Consider, through the Lee Plan amendment process, future land use designations of undeveloped areas within coastal high hazard areas for reduced density categories in order to limit the future population exposed to coastal flooding. (NO CHANGE)

OBJECTIVE 1.4: LIMITATION OF COASTAL HIGH HAZARD AREA EXPENDITURES. Public expenditures in areas particularly subject to repeated destruction by hurricanes will be limited to necessary repairs, public safety needs, services to existing residents, and recreation and open space uses. (MODIFIED)

POLICY 1.4.1: All further public expenditures made for new facilities on undeveloped barrier islands or within V zones as defined by the FIRM maps will require a finding by the County commission that such expenditures are necessary to maintain required service levels, to protect existing residents, or to provide for recreation and open space needs. (MODIFIED)

POLICY 1.4.2: No new causeways (public or private) will be constructed to any islands. (NO CHANGE)

POLICY 1.4.3: No new bridges will be constructed to undeveloped barrier islands except where needed to achieve evacuation clearance time objectives on adjoining islands connected by existing bridges. In such a case, this plan will be amended to insure that the ultimate development of all areas served by the new bridge is limited to levels which can safely be served by the new and existing bridges. (NO CHANGE)

POLICY 1.4.4: When state funding is required for the relocation or replacement of infrastructure currently within the Coastal Building Zone, the capacity of the replacement structure will be limited to maintaining required service levels, protecting existing residents, and providing for recreation and open space needs. (NO CHANGE)

OBJECTIVE 1.5: EVACUATION. In order to provide evacuation and shelter capabilities adequate to safeguard the public against the effects of hurricanes and tropical storms, by 2035 Lee County will work towards attaining a level of service for out of County hurricane evacuation for a Level D or E storm surge threat that does not exceed the timeframe recommended by the State Evacuation Study. (MODIFIED)

POLICY 1.5.1: Assess the impact of all new residential development upon the projected hurricane evacuation network and upon projected hurricane evacuation times, and require mitigation either through structural (on-site or off-site shelter) provisions or through non-structural methods or techniques. (NO CHANGE)

POLICY 1.5.2: Coordinate periodic updates of the hurricane evacuation portion of the Comprehensive Emergency Management Plan with computer transportation modeling to identify critical transportation facilities. (MODIFIED)

POLICY 1.5.3: Critical roadway links causing congestion on evacuation routes will receive high priority for capital improvement expenditures. (NO CHANGE)

POLICY 1.5.4: Design, construct, and operate new or replacement bridges on evacuation routes spanning major or marked navigable waterways to adequately accommodate the safe and timely evacuation needs of both motor vehicle and marine traffic. (NO CHANGE)

POLICY 1.5.5: Comprehensive plan amendments that increase density within coastal high hazard areas must meet one of the following criteria in accordance with Section 163.3178(9), F.S.:

1. The proposed amendment will not exceed a 16 hour out of County hurricane evacuation time for a Level D or E storm surge threat level; or

2. Maintain a 12 hour evacuation time to shelter for a Level D or E storm surge threat level and ensure shelter space is available to accommodate the additional residents of the development allowed by the proposed comprehensive plan amendment; or
3. Provide appropriate mitigation to satisfy the provisions of either of the previous two paragraphs, which may include without limitation, the payment of money, contribution of land, or construction of hurricane shelters and transportation facilities. The developer must enter into a binding agreement to memorialize the mitigation plan prior to adoption of the plan amendment. (EDITED)

OBJECTIVE 1.6: SHELTER. By 2035, adequate shelter space will be available for the population in the Hurricane Vulnerability Zone at risk under a Level C storm surge threat level. (EDITED)

POLICY 1.6.1: The percentage rate of the evacuation population to be used as the basis for in-County and on-site shelter demand will be ten (10) percent of the population at risk in the Hurricane Vulnerability Zone under a Level D or E Storm surge threat level. This rate will also be the target shelter capacity for a program to provide an emergency shelter supply within Lee County by the year 2035. (EDITED)

POLICY 1.6.2: Continue to implement a program designed to meet the level of service in Policy 1.6.1 by 2035. Components of this program may include:

1. Funding of the All-Hazards MSTU;
2. An impact fee or fee in lieu for new residential developments, with appropriate credits for the construction of on-site shelters outside of the Coastal High Hazard Areas;
3. Mandatory on-site shelters for new residential developments (including mobile home and recreational vehicle parks) over a size threshold to be specified in County regulations and outside the Coastal High Hazard Areas; and
4. Any available state funds. (EDITED)

POLICY 1.6.3: Require on-site shelters to meet standards established by the County, including provision of adequate shelter space, elevation above the Level C hurricane storm surge threat levels, adequate wind proofing, glass protection, emergency power where needed, water supplies, and other basic needs. (EDITED)

POLICY 1.6.4: On-site shelters for the general public must not be built on barrier or coastal islands. (NO CHANGE)

POLICY 1.6.5: Determine the feasibility of allowing residents to evacuate from the level A and B Storm Surge threat levels to vertical shelters within residential, commercial, and industrial sites in the Level C Storm Surge threat level of the Hurricane Vulnerability Zone. (EDITED)

OBJECTIVE 1.7: DEVELOPMENT REGULATIONS. Provide the means to minimize future property losses from disasters such as flooding, tropical storms and hurricanes through County plans, programs, and regulations by ensuring that all development regulations will be reviewed and revised as necessary to require that the vulnerability of future development in the Coastal High Hazard Area be reduced. (MODIFIED)

POLICY 1.7.1: Examine regulations and incentives for additional setbacks in critical erosion areas, conservation and enhancement of dunes and vegetation, flood proofing of utilities, and appropriate requirements for structural wind resistance and floodplain management. (EDITED)

POLICY 1.7.2: Do not permit new or expanded mobile home or recreational vehicle development on barrier islands or in Hurricane Evacuation Zone A as defined by the Lee County Storm Surge and Evacuation Map. (EDITED)

POLICY 1.7.3: Require all new residential development of more than 50 units to provide continuing information to residents concerning hurricane evacuation and shelters, through the establishment of a homeowners' or residents' association. (EDITED)

POLICY 1.7.4: Require all new residential development of more than 100 units to formulate an emergency hurricane preparedness plan; this plan is subject to the approval of the Lee County Division of Public Safety. (EDITED)

POLICY 1.7.5: Maintain the flood plain management plan and analyze the flooding problem of the unincorporated areas of Lee County, inventory the flood hazard area, review possible activities to remedy identified flooding problems, select appropriate alternatives, and formulate a schedule for implementation. (EDITED)

POLICY 1.7.6: Maintain the provisions of the Flood Plain Management Ordinance that interpret the 50% improvement threshold as cumulative for any improvement, modification, addition or reconstruction project to an existing building or structure identified as part of a repetitive loss property by the Federal Emergency Management Agency (FEMA). A repetitive loss property is defined as one for which two or more National Flood Insurance Program (NFIP) losses of at least \$1000.00 each have been paid out within any ten-year period. (EDITED)

POLICY 1.7.7: Maintain development regulations requiring that any building that is improved, modified, added on to, or reconstructed by more than 25% of its replacement value and which has recorded a repetitive loss as defined by the Federal Emergency Management Agency will be brought into compliance with current regulatory standards for new construction. (EDITED)

OBJECTIVE 1.8: POST-DISASTER REDEVELOPMENT. To provide for planning and decision-making to guide redevelopment during the response and recovery period following major emergencies, such as tropical storms and hurricanes. (NO CHANGE)

POLICY 1.8.1: POST-DISASTER STRATEGIC PLAN. Maintain post-disaster institutions and procedures to guide County actions following a natural or technological disaster. This plan will:

1. Maintain a Recovery Task Force to work with state and federal emergency officials, assess damage, review emergency actions, prepare a redevelopment plan, and recommend needed changes to the Strategic Plan and to this comprehensive plan;
2. Maintain guidelines for determining priorities for the acquisition of storm-damaged property in hazard-prone areas;
3. Establish principles for repairing, replacing, modifying, or relocating public facilities in hazard-prone areas; and
4. Be modified to comply with these policies, and will contain step-by-step details for post-disaster recovery operations. (MODIFIED)

POLICY 1.8.2: POST-DISASTER ORDINANCE. Maintain an ordinance that implements (where necessary) the Post-Disaster Strategic Plan, and provides regulations that may be needed following a natural or technological disaster. The Recovery Task Force will recommend amendments as needed to the Post-Disaster Strategic Plan. This ordinance will:

1. Provide for enactment of a temporary moratorium on rebuilding not immediately needed for the public health, safety, and welfare (e.g., to allow repairs to water, power, fire, police, and medical facilities; debris removal; stabilization or removal of structures in danger of collapsing; and minimal repairs to make dwellings habitable) ;
2. incorporate a redevelopment plan for hazard-prone areas where such a plan would minimize repeated exposures to life-threatening situations; and
3. implement the County build back policy. (see Procedures and Administration Section) (MODIFIED)

OBJECTIVE 1.9: COMMUNICATIONS. Provide flexible and affordable communications systems to emergency responders and their affiliated organizations, by maintaining and updating common communications plans, processes, and standards to enable the dissemination of information among emergency responders' command and support elements. (ADDED)

POLICY 1.9.1: Develop and maintain communication plans and procedures to insure local interoperable capability as well as connectivity with federal, state, local and voluntary agencies during emergency incidents or planned events. (ADDED)

POLICY 1.9.2: Maintain the necessary communications equipment and architecture to link emergency responders and support agencies. (ADDED)

POLICY 1.9.3: Utilize funds from the Government Communication Network to implement and update necessary communications systems for all agencies in the County's Government Communications Network. (ADDED)

POLICY 1.9.4: Provide emergency dispatching services for emergency responders, including training of call taking and dispatch personnel. (ADDED)

POLICY 1.9.5: Maintain an affordable and sustainable information management system to coordinate and execute operational decisions and requests during emergency incidents. (ADDED)

GOAL 2: ENVIRONMENTAL HAZARDS

Prevent and mitigate the impact of environmental hazards through pre-disaster measures and respond effectively to such hazards when they occur. (MODIFIED)

OBJECTIVE 2.1: HAZARDOUS MATERIALS. Protect the public and the environment from accidental contact with hazardous materials, by supporting and assisting in the creation, maintenance, and improvement of appropriate responses to hazardous material accidents, spills, or leaks. (MODIFIED)

POLICY 2.1.1: Maintain a representative on the Local Emergency Planning Committee (as required by the provisions of Title III: The Federal Emergency Planning and Community Right-To-Know Act of 1986). Through this representative, the County will continue to support and implement to the extent practicable the responsibilities set forth by the Local Emergency Planning Committee until such time as the Committee is terminated. (EDITED)

POLICY 2.1.2: Assist the various fire districts and other interested parties in the maintenance of a hazardous material response team; provide notification, resource, and logistical support to the response team and other primary agencies responding to hazardous material incidents; and assist in coordinating the various resources to ensure proper containment, cleanup and disposal of hazardous materials involved in an emergency incident. (EDITED)

POLICY 2.1.3: Maintain a hazardous material emergency response plan that complies with applicable federal and state regulations and guidelines. (EDITED)

POLICY 2.1.4: Assist the various fire districts and appropriate parties in the development and maintenance of a training program for hazardous material response. (NO CHANGE)

POLICY 2.1.5: Any new development involved in the manufacturing, production, use, application, and storage of hazardous materials or toxic substances contained on the list of extremely hazardous substances published in the Federal Register on 11/17/86 (or subsequent updates) must establish an emergency notification system in the event of a release of a listed hazardous substance. Notification information will conform to requirements set forth in Section 304 of Title III: The Federal Emergency Community Right-to-Know Act of 1986. (NO CHANGE)

POLICY 2.1.6: Any new development involved in the manufacturing, production, use, application, and storage of hazardous materials or toxic substances listed in Chapter 38F-41, Florida Administrative Code (or subsequent updates), must prepare or have available material safety data sheets (MSDS) under the Occupational Safety and Health Administration regulations and submit either copies of MSDS or a list of MSDS chemicals to the applicable fire department or district and to the Lee County Division of Public Safety. (NO CHANGE)

POLICY 2.1.7: Review emergency preparedness plans for all petroleum storage facilities including any petroleum port or storage facility. This review will also include an assessment of the engineering specifications of the containment dikes at the site in a 100-year storm surge. (EDITED)

OBJECTIVE 2.2: WILDFIRE. Reduce and mitigate the dangers of wildfires within Lee County. (ADDED)

POLICY 2.2.1: Promote collaboration among agencies responsible for wildfire mitigation and suppression within Lee County. (ADDED)

POLICY 2.2.2: Provide opportunities for public awareness and education relating to wildfire mitigation. (ADDED)

POLICY 2.2.3: Encourage new development to incorporate fire-wise techniques. (ADDED)

POLICY 2.2.4: Continue to improve local fire services' wildfire suppression capabilities and interagency coordination and communications. (ADDED)

POLICY 2.2.5: Promote coordination with water resource entities to establish groundwater and surface water levels consistent with public health to reduce wildfire risk.

OBJECTIVE 2.3: POLLUTION CONTROL. Ensure a safe and healthful environment for all Lee County residents, by continuing the local pollution control program by educating the public on proper storage, handling and disposal methods for hazardous waste and providing collection days for homeowners and small businesses. (MODIFIED)

POLICY 2.3.1: Maintain mechanisms to educate and train small businesses in waste minimization and the proper storage, handling and disposal of hazardous materials. (EDITED)

POLICY 2.3.2: Expand and improve actions to protect public health and welfare through maintaining and enhancing air and water quality. (EDITED)

POLICY 2.3.3: Identify natural and manmade environmental health hazards. (EDITED)

POLICY 2.3.4: Make information about environmental health conditions available to the public. (EDITED)

OBJECTIVE 2.4: AIR QUALITY. Maintain air quality, meeting or exceeding state and federal air quality requirements, by preparing a plan to promote measures for preserving and improving current air quality to maintain the present attainment status. (MODIFIED)

POLICY 2.4.1: Development must prevent significant emissions of air pollution. (NO CHANGE)

POLICY 2.4.2: Identify major sources of air pollution in Lee County and develop a program for reducing these emissions. (NO CHANGE)

POLICY 2.4.3: Encourage alternatives (such as composting or chipping facilities) to open burning of debris from land clearing. (EDITED)

POLICY 2.4.4: Research the use of bio diesel and other clean fuels in public vehicles. Promote the use of reduced emissions vehicles and the infrastructure necessary to support them. (MODIFY)

POLICY 2.4.5: Enhance the multi-mode transportation system identified in the Transportation Element to increase opportunities for all modes of alternative transportation, including telecommuting, to reduce transportation emissions. (ADDED)

POLICY 2.4.6: Consider appropriate federal and state targets, as applicable, and set desired levels of greenhouse gas emissions and set emission reduction targets based on data such as from the Lee County Greenhouse Gas Emissions Inventory. (ADDED)

GOAL 3: PUBLIC SAFETY SERVICES. Provide the residents of Lee County with effective fire protection, law enforcement, and emergency medical services. (MODIFIED)

OBJECTIVE 3.1: FIRE PROTECTION. Assist fire districts in providing appropriate levels of cost-effective fire prevention and suppression services throughout the unincorporated County in order to improve ISO ratings of the independent fire services. (MODIFIED)

POLICY 3.1.1: Support mutual aid and joint venture agreements between the fire districts and provide services which the individual districts cannot duplicate individually at similar or lower costs. (EDITED)

POLICY 3.1.2: Reexamine the fire flow and pressure standards for water facilities that are contained in Chapter 10 of the Land Development Code on a periodic basis to ensure that they are in compliance with recognized engineering standards. (NO CHANGE)

POLICY 3.1.3: Refit existing potable water systems to current fire flow standards when cost-effective and technically feasible. (EDITED)

POLICY 3.1.4: Refer requests for rezonings and development reviews to independent fire districts for comments and recommendations (when requested by the individual districts). (NO CHANGE)

POLICY 3.1.5: Maintain a fire and EMS impact fee program that allows for voluntary participation of the individual fire districts. (NO CHANGE)

POLICY 3.1.6: Provide technical assistance to fire districts (when requested) on site selection and continue to assist the districts in the rezoning process. (NO CHANGE)

POLICY 3.1.7: Maintain and, where feasible, enhance the “911” emergency communications system to improve communications with the fire districts. (NO CHANGE)

POLICY 3.1.8: AREAS OUTSIDE THE EXISTING FIRE SERVICE. In order to ensure that County development orders outside the established fire service areas are granted only if fire service expansions or other mitigation measures are approved concurrently, all new development (excluding single-family, mobile home, duplex, and agricultural structures) should be located in an established fire district in an area provided with public water. Maintain provisions in the Land Development Code that require adequate fire protection systems in areas where no public water is available. (MODIFIED)

OBJECTIVE 3.2: FIRE CODE ENFORCEMENT. Ensure the consistent and uniform enforcement of the Lee County Fire Code. (NO CHANGE)

POLICY 3.2.1: Maintain a uniform fire code for the unincorporated portion of Lee County and provide for its uniform and consistent interpretation and effective enforcement. (NO CHANGE)

POLICY 3.2.2: Ensure the enforcement of the fire code by the establishment of a mechanism to fund the service provided by a County Fire Marshall to any fire district that chooses not to accept the responsibility of enforcing the fire code. (NO CHANGE)

POLICY 3.2.3: Notify all independent fire districts of all written interpretation of fire code matters. (EDITED)

OBJECTIVE 3.3: POLICE AND JUSTICE. Provide effective and efficient facilities and services in support of law enforcement and justice for the growing population of the County. Regularly evaluate the effects of both private development and public service provision of services on law enforcement. (MODIFIED)

POLICY 3.3.1: Collaborate with the Lee County Sheriff and the Courts Administrator, to cooperatively examine, evaluate, and project law enforcement budget needs. (EDITED)

POLICY 3.3.2: Collaborate with the Lee County Sheriff to study the development of workable standards and criteria upon which to project long-range law enforcement needs. (EDITED)

POLICY 3.3.3: Maintain a facilities planning program for justice and law enforcement needs and with the help of the Lee County Sheriff evaluate justice and law enforcement facilities and review and revise (as necessary) plans for such facilities. (MODIFIED)

POLICY 3.3.4: Cooperate with the Sheriff to evaluate the need for substation facilities in Lee County and assist in the expansion, relocation, or reduction of the number of existing substation facilities as is necessary. (EDITED)

POLICY 3.3.5: Cooperate with the Sheriff's Office to identify potential areas to share County facilities in an effort to reduce the overall cost of providing law enforcement services throughout Lee County. (EDITED)

OBJECTIVE 3.4: EMERGENCY MEDICAL SERVICES. Ensure the efficient provision of public services to health care facilities, and maintain and improve the Emergency Medical Services Division to keep up with new population growth and technological advancements. As part of this effort, cooperate with and assist the independent fire districts and other units of government who operate first-provider rescue services to maintain those services in the face of new population growth and technological advancements. (MODIFIED)

POLICY 3.4.1: Evaluate the “911” emergency telephone system and centralized dispatcher program for possible improvements. (EDITED)

POLICY 3.4.2: Encourage and facilitate the inclusion of other jurisdictions in cooperative service extensions of centralized communication and dispatch systems. (EDITED)

GOAL 4: COMMUNITY WELLNESS. Promote the health of Lee County residents and visitors through healthier urban environments, providing increased active recreational opportunities, and alternative modes of transportation. (ADDED)

OBJECTIVE 4.1: Community Design. Promote development patterns and forms that encourage healthier lifestyles for residents and visitors through the use of human-scale built environments. (ADDED)

POLICY 4.1.1: Promote the use of the appropriate Complete Street set of designs for new development and redevelopment of existing urban areas, including that of infrastructure. (ADDED)

POLICY 4.1.2: New development and redevelopment in locations within the Greenways Trail system will incorporate the greenways into their site design and provide pedestrian access to the system where liability issues and incentives for the use of private property can be addressed. (ADDED)

POLICY 4.1.3: Promote greater access to local food through measures such as the creation of community gardens within new development and redeveloped areas. (ADDED)

POLICY 4.1.4: Encourage new development at a pedestrian scale and redevelopment to feature closer proximity and functional and connected pedestrian access between residential uses and commercial, retail, and employment centers. (ADDED)

POLICY 4.1.5: During the development review process, staff will provide applicants with the appropriate listings of healthier lifestyle design opportunities for consideration. (ADDED)

POLICY 4.1.6: Promote the use of sustainable development practices in new development and redevelopment. (ADDED)

POLICY 4.1.7: Encourage redevelopment of existing structures in built-up areas instead of Greenfield development except where such development would provide increased connectivity or be considered infill development in order to minimize environmental impacts and maximize financial, social, and health benefits. (ADDED)

POLICY 4.1.8: Promote the creation of outdoor activity space in both public projects and private developments. (ADDED)

OBJECTIVE 4.2: Recreational Opportunities Provide greater opportunities for residents and visitors to partake in healthy recreation choices. (ADDED)

POLICY 4.2.1: Promote hiking and biking facilities as part of County-owned properties and on privately developed and redeveloped property. (ADDED)

POLICY 4.2.2: Promote the Lee County Blueways system through the creation of County-owned access points and by encouraging private developments to accommodate Blueway access points where liability issues and incentives for the use of private property can be addressed. (ADDED)

POLICY 4.2.3: Coordinate the Recreational Opportunities Objective with the Parks and Recreation Element of the Lee Plan. (ADDED)

POLICY 4.2.4: Support public educational programs for residents and visitors to promote active living opportunities in the Lee County Parks and Recreation system. (ADDED)

OBJECTIVE 4.3: Alternative Transportation Promote healthier, non-automotive modes of travel, by encouraging a more diverse and safe selection of travel modes for residents and visitors. (ADDED)

POLICY 4.3.1: Facilitate increased safe alternative travel modes on existing and future road facilities through road design identified in the Transportation Element, future land use policies in the Land Use Element, and educational programs for residents and visitors. (ADDED)

POLICY 4.3.2: Promote through urban design increased non-motorized travel connections between destinations. (ADDED)

POLICY 4.3.3: Increase the level of non-motorized facilities for non-automotive travel modes. (ADDED)

POLICY 4.3.4: Encourage a lifestyle that is not dependent upon private automobiles, by promoting transit use as outlined in the Transportation Element. (ADDED)

CPA2011-02 COMMUNITIES ELEMENT

The Communities Element

INTENT & PREAMBLE

The intent of the Communities Element is to foster the unique character of the individual communities within the unincorporated areas of Lee County. The element recognizes that each community has a distinct character, needs, and vision for its future. The Communities Element promotes a unified approach to community planning through general community planning policies (Goal 1) which identify common needs and concerns that face all local community planning efforts. The element addresses specific needs within the individual communities, while ensuring community planning efforts remain consistent with the county's overall goals, objectives, and policies.

Each community plan starts with a vision statement that describes how the community envisions its future. The vision is followed by goals, objectives, and policies specific and relevant to each community. Each Community Plan has a primary goal of ensuring that desirable attributes of the county's diverse array of communities are maintained and enhanced.

The Communities, generally:

- Are distinct geographic areas within Lee County;
- Generally fall within the coastal, rural, suburban, and urban construct of this plan;
- Have unique histories, geographical features, cultures and development features;
- Have dedicated organizations that work with county staff in addressing planning issues, meet on a consistent basis, and are open to participation by all members of the public;
- Have written visions, goals, objectives and policies addressing such issues as land use, transportation, utilities, parks, housing and other topics of interest;
- Have specific identities and unifying community values;
- Have specific needs and desires not entirely addressed by the other elements of the Lee Plan;
- Desire enhanced citizen participation in development decisions, infrastructure, and expenditures of public money in their community.

The Communities Element is organized as follows:

Coastal Communities – Located on the west coast of Lee County on the Gulf of Mexico. Each is an eclectic mix of rural, small-town urban centers, some agricultural uses – including fishing - and invaluable and attractive natural resources and natural features (including coastal management), all contributing to the economic viability of Lee County.

Preserving the natural environment, historic preservation of the built environment, and public safety (i.e. hurricanes) are common concerns of most all of these communities. It is also understood that Pine Island has both coastal and rural qualities within one community.

- Captiva;
- Gasparilla Island/Boca Grande;
- North Captiva;
- Pine Island;
- San Carlos Island.
(includes Water Dependent Overlay Zone and Destination Resort Mixed Use Water Dependent (DRMUWD) land use category)

Rural Communities – Located throughout the county, including low-density areas, serene, quiet neighborhoods, limited commercial and industrial activity, and an abundance of environmentally sensitive areas, natural preserves and bona fide agricultural uses. Preserving the rural quality of life and protecting natural and historic resources are unifying themes of these communities.

- Bayshore;
- Buckingham;
- Alva;
- North Olga;
- Southeast Lee County.

Suburban Communities – These include historic platted communities challenged by rapid growth and past planning and development practices. These communities have predominantly residential uses and varying levels of intensity, employment, retail shopping, and public amenities such as parks, schools, and libraries. These communities generally seek redevelopment opportunities and innovative solutions to challenges created by urban sprawl such as traffic, infrastructure, and quality of life issues.

- Caloosahatchee Shores;
- Estero;
- Florida Gulf Coast University Community;
- Lehigh Acres;
- North Fort Myers.

Urban Communities – There are limited urban areas – proximate to the City of Fort Myers – with high densities, intensities, and aging infrastructure. Redevelopment opportunities, economic development, and historic preservation are unifying themes of the urban communities.

- Page Park;
- Tice.

The Communities Element also includes the Burnt Store Marina Village land use category, and Private Recreation Facilities in the Density Reduction/Groundwater Recharge (DR/GR) land use category.

The Communities Element:

- Defines community planning, its function within the county plan as a whole;
- Provides that the county will maintain, update, and enforce an administrative code that guides community planning efforts;
- Ensures community plans are consistent with the county's planning priorities and practices;
- Helps organize effective and inclusive local community planning efforts;
- Encourages a meaningful and open public participation process.

Community planning will be conducted in an orderly and consistent manner. New and existing communities may address the following issues in their planning efforts:

- Community Character/Land Use;
- Transportation;
- Natural Resources & Environment;
- Public Facilities & Services (i.e. Parks, Community Facilities);
- Housing/ Historic Preservation;

- Other issues of interest to each community.

OVERALL GOALS FOR PLANNING COMMUNITIES

GOAL 1: COMMUNITY PLANNING. Facilitate the development of each local community's distinct identity and vision by encouraging and supporting community planning efforts to promote the unique character of Lee County's local communities. **(New Policy)**

OBJECTIVE 1.1: Collaborate with local citizens to identify and address local needs, interests, and concerns and promote citizen involvement in the planning process through the development and implementation of local community plans and vision statements. **(New Policy)**

POLICY 1.1.1: Utilize the community planning program to ensure a continuing and cooperative effort to educate and coordinate the public regarding community planning, comprehensive planning, and sustainability principles. **(New Policy)**

POLICY 1.1.2: Assure that existing and ongoing community plans are coordinated with county-wide and regional plans addressing transportation needs, population demands, and infrastructure needs. **(New Policy)**

POLICY 1.1.3 The community planning program is a partnership between an active community planning organization, interested citizens, and the county. Community planning efforts may be initiated and managed by either local community organizations or by the county on behalf of a local community, depending on the needs and interests of the local community and the county. **(New Policy)**

POLICY 1.1.4 Community plans may be amended, by the citizens within the community, Lee County staff, or the Lee County Board of County Commissioners. Amendments may include revisions to vision statements, goals, objectives, policies, or community boundaries. The amendment process will be consistent with the Lee Plan and comply with the Lee County Administrative Code. **(New Policy)**

POLICY 1.1.4 New community plans for areas without community plans may be created at the initiative of citizens within the community, Lee County staff, and the Lee County Board of County Commissioners. **(New Policy)**

POLICY 1.1.5 New or amended community plans may be adopted by the Lee County Board of County Commissioners. The following may be considered when plans and amendments are presented for staff review and adoption by the Lee County Board of County Commissioners:

- Consistency with the Lee Plan;
- Compatibility with surrounding communities;
- Adequate land size and population;
- Public participation within the planning process. **(New Policy)**

POLICY 1.1.6 If community plans address the following issues, the plan should be organized in the following order, to the greatest extent practicable:

- Vision
- Community Character/Land Use;
- Transportation;
- Natural Resources and Environment;
- Public Facilities and Services (i.e. Parks, Community Facilities);
- Housing/ Historic Preservation;
- Public Participation
- Other issues of interest to each community. **(New Policy)**

POLICY 1.1.7 Community organizations involved with community planning should:

- a. Hold meetings on a predictable and regular basis;
- b. Ensure that members represent the community's diverse population;
- c. Encourage public participation including a diversity of opinions;
- d. Work in partnership with Lee County staff;
- e. Hold meetings that are open to the public. (New Policy)

POLICY 1.1.8 Maintain, update and enforce an administrative code with procedures to guide community planning efforts. The administrative code and procedures will include such items as terms and conditions for use of county funds, the organizational requirements for community planning groups receiving county funds for community planning efforts, the roles of staff, the public, leaders of community planning efforts, and the public participation process. (New Policy)

OBJECTIVE 1.2: PUBLIC PARTICIPATION. The public will have meaningful and appropriate opportunities to comment on development in and around their communities. (New Policy)

POLICY 1.2.1: As a courtesy, Lee County will register citizen groups and civic organizations within the community planning areas 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. Accordingly, the county's failure to mail or to timely mail the notice, or failure of a group to receive mailed notice, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (New Policy)

POLICY 1.2.2: The communities listed below will establish an online document clearing house in their community, where copies of selected zoning submittal documents, staff reports, Hearing Examiner recommendations, and resolutions will be provided for public inspection. The county's failure to provide or to timely provide documents to the online document clearing house, or failure of the online document clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled.

These communities are: Boca Grande, Caloosahatchee Shores, Captiva, North Captiva, Estero, North Olga, and North Fort Myers. (New Policy)

POLICY 1.2.3: The owner or agent applying for the following types of county approval within a community planning area must conduct one public informational session within the community where the agent will provide a general overview of the project for any interested citizens. (See Table below). Lee County encourages planning and/or 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, providing advance notice of the meeting, 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. (New Policy)

Policy 1.2.3 Table

Buckingham, Caloosahatchee Shores, Estero, Lehigh Acres, North Fort Myers, Pine Island (includes Matlacha overlay), Tice	
	Planned Developments, Rezoning, Variances, Special Exceptions
Captiva	
	Planned Developments, Rezoning, Variances, Special Exceptions, Administrative Amendments
Northeast Lee County*, Alva*, North Olga*	
	Planned Developments, Rezoning, Variances, Special Exceptions, Plan Amendments
<i>* Projects within Northeast Lee County Planning Community must have two informational sessions, one within Alva and one within North Olga</i>	
Bayshore and Page Park	
	Planned Developments, Rezoning, Variances, Special Exceptions, Plan Amendments, Administrative Amendments
North Captiva	
	Rezoning, Variances, Special Exceptions
Boca Grande, Burnt Store Marina Village, Florida Gulf Coast University, San Carlos Island, Southeast Lee	
	No Requirement

COMMUNITY PLAN CONTENTS

COASTAL

CAPTIVA

GASPARILLA ISLAND/BOCA GRANDE

NORTH CAPTIVA

PINE ISLAND*

SAN CARLOS ISLAND

RURAL

BAYSHORE

BUCKINGHAM

ALVA

NORTH OLGA

SOUTHEAST LEE

SUBURBAN

CALOOSAHTCHEE SHORES

ESTERO

FLORIDA GULF COAST UNIVERSITY COMMUNITY

LEHIGH ACRES

NORTH FORT MYERS

URBAN

PAGE PARK

TICE

*** Pine Island has attributes which are both coastal and rural.**

The Communities Element also includes the Burnt Store Marina Village land use category (Goal 20) and the Private Recreation Facilities in the Density Reduction/Groundwater Recharge (DR/GR) land use category (Goal 21).

COASTAL COMMUNITIES

CAPTIVA ISLAND

~~This community includes the major islands of Captiva Island, Upper Captiva Island, Cayo Costa Island, Useppa Island, Buck Key, and Cabbage Key and the surrounding smaller islands. Although Captiva itself is a seasonal resort community, in comparison to the other islands in this community it is the center of activity. Due to the nature of this community, residents must satisfy their major commercial and industrial needs outside of this community. Conversely, the commercial aspects of the Captiva Community are utilized by many residents and tourists from outside of the Community. The population of Captiva is not expected to greatly change by 2030. Furthermore, the area will look much as it does today in the absence of a major hurricane or other natural disaster. (Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12)~~
(Deleted from the Vision Statement)

CAPTIVA VISION

Captiva Island is a coastal barrier island with a low-density residential lifestyle supported by commercial activities to serve residents and visitors who are drawn toward a tranquil, unhurried experience in a natural setting. Captiva's natural environment is its most important attraction. Captivans regard the protection of its beaches, wildlife, flora, mangrove fringe, water quality and dark night skies as matters of paramount importance. Toward this end, the Captiva Community works together with Lee County and other regulatory bodies to preserve its unique historic character and sustain the fragile and limited resources of the island.
(New)

GOAL 2: CAPTIVA. To maintain and enhance the historic pattern of development on Captiva, consisting of unobtrusive, low-density residential use in an environment characterized by diverse and healthy native vegetation, clean offshore water with diverse and healthy marine life, and limited commercial development and traffic. The purpose of this goal is to provide policies to confirm and reinforce that historic pattern. ~~(Added by Ordinance No. 03-01)~~ **(Relocated from the Future Land Use Element) (Formerly Goal 13)**

CAPTIVA COMMUNITY CHARACTER & LAND USE

OBJECTIVE 2.1: Develop and maintain incentive and/or regulatory programs to ensure the long-term protection and enhancement of wetland habitats, water quality, natural upland habitats, community facilities, existing land use patterns, infrastructure capacity, and historically significant features on Captiva Island. ~~(Added by Ordinance No. 03-01)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 13.1)**

POLICY 2.1.1: No subdivisions of parcels that were zoned RSC-2 (Captiva Estate) on January 1, 2002, regardless of their zoning at any time thereafter, may be permitted unless all of the resulting lots comply with all of the minimum lot size and dimensional requirements in the RSC-2 district. ~~(Added by Ordinance No. 03-01)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.1)**

POLICY 2.1.2: New requests for residential re-zoning that would increase density on said property above current zoning will not be permitted. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.10)**

CAPTIVA COMMUNITY CHARACTER & LAND USE: BUILDING HEIGHT

POLICY 2.1.3: Due to the nature of a barrier island, the height of buildings and structures is dependent on conditions such as elevation of the site above sea level and mandatory flood elevation requirements. In

response to these conditions, the height of buildings and structures may not exceed the least restrictive of the two following options:

- a. 35 feet above the average grade of the lot in question or 42 feet above mean sea level measured to the peak of the roof, whichever is lower; or
- b. 28 feet above the lowest horizontal member at or below the lawful base flood elevation measured to the mean level between eaves and ridge in the case of gable, hip, and gambrel roofs. If lowest horizontal member is set above the base flood elevation the 28 foot measurement will be measured starting from the base flood elevation.

Notwithstanding the above height limitations, purely ornamental structural appurtenances and appurtenances necessary for mechanical or structural functions may extend an additional four (4) feet above the roof peak or eight (8) feet above the mean height level in the case of gable, hip, and gambrel roofs, whichever is lower, so long as these elements equal 20% or less of the total roof area. (~~Added by Ordinance No. 03-01, Amended by Ordinance No. 11-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.2)**

POLICY 2.1.4: Notwithstanding anything pertaining to Captiva Community Plan Height Restriction Policy ~~13.1.2~~ 2.1.3 above, due to the unique degree of public interest attached to it regarding emergency communications services, the existing telecommunications tower facility located in the maintenance and engineering area of South Seas Resort may be replaced in such area to a height not to exceed 170 feet, provided that said new facility makes space available to the county for adequate emergency communications service coverage for Captiva, as well as co-location within the capabilities of that tower for all wireless carriers desirous of serving Captiva. Destruction of mangroves will not be allowed in order to build or operate such a tower or related tower facilities. The telecommunication tower will be a monopole, unless public safety is compromised. (~~Added by Ordinance No. 05-19~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 13.1.14)**

CAPTIVA COMMUNITY CHARACTER & LAND USE: VARIANCE CRITERIA

POLICY 2.1.5: Variances should be limited to unique, specifically authorized circumstances and will be allowed only in situations where unnecessary hardship would otherwise occur; i.e., where all of the following are met:

- a. Where the hardship cannot be corrected by other means allowed in the ordinances;
- b. Where strict compliance of the regulations allows the property owner no reasonable use of the property;
- c. Where the variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties located on the same street and within the same Future Land Use category, unless denial of the variance would allow no reasonable use of the property;
- d. Where the applicant did not cause the need for the variance; and
- e. Where the variance is not contrary to the spirit of the ordinance.

(~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.11)**

CAPTIVA COMMUNITY CHARACTER & LAND USE: MIXED USE

POLICY 2.1.6: ~~MIXED USE DEVELOPMENT.~~ The Captiva Community seeks to preserve the island's unique neighborhood-style commercial activities and to provide islanders with reasonable access to basic goods and services without having to leave the island. Toward that end, Lee County will encourage mixed use developments in specific and appropriate areas of the Captiva Community through its regulations, policies and discretionary actions. (~~Added by Ordinance No. 07-09~~) **(Relocated and Modified from the Future Land Use Element) (Formerly Objective 13.2)**

POLICY 2.1.7: 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 on Captiva properties that were zoned C-1 or CT as of Jan. 1, 2006. Such properties may be allowed one residential unit in addition to commercial uses. Such developments will only be permitted if approved as a Commercial Planned Development. ~~(Added by Ordinance No. 07-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 13.2.2)**

CAPTIVA NATURAL RESOURCES & ENVIRONMENT

POLICY 2.1.8: Lee County will encourage and support efforts by Captivans to strengthen existing vegetation ordinances to establish a landscaping code for Captiva Island that will require all new development, including single family residences, to implement minimum landscaping requirements intended to preserve, promote, and enhance the existing native vegetation and tree canopy on the Island. New landscaping requirements will focus on areas including, but not limited to, buffering and separation between new structures and Captiva Drive, buffering between adjoining properties, preservation and enhancement of native plant communities including, but not limited to, beach dune community, tropical hardwood hammock, coastal scrub and mangroves. ~~(Added by Ordinance No. 03-01)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.3)**

POLICY 2.1.9: Lee County will continue to support the effort of the Captiva Erosion Prevention District, a beach and shore preservation authority under provisions of Florida law, to preserve, protect and maintain Captiva's beaches and inlets using environmentally responsible methods. **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 13.1.4)**

POLICY 2.1.10: Lee County will encourage and support efforts by the Captiva Community to investigate and recommend measures that will improve water quality in Pine Island Sound and the Gulf of Mexico adjacent to Captiva Island. Such measures may include sewers only if sized to limit development to that permitted by this plan. ~~(Added by Ordinance No. 03-01)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.5)**

POLICY 2.1.11: Mangroves on Captiva Island will be protected to the greatest extent possible. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.12)**

POLICY 2.1.12: ~~Within two years of the adoption of this policy Indigenous or native trees will be replanted and maintained along Captiva Drive between Blind Pass and the north end of Captiva Drive. The replanting of trees within the Captiva Drive right of way is needed to replace the loss of tree canopy following Hurricane Charley.~~ A comprehensive Captiva Drive landscape plan that addresses specific native tree species, tree placement, runoff control, public safety, access and utilities to facilitate the restoration of tree canopy will be created. The comprehensive Captiva Drive landscape plan will identify funding sources for implementing the plan and will designate the entity or entities responsible for long-term maintenance. Indigenous or native trees will be replanted and maintained along Captiva Drive between Blind Pass and the north end of Captiva Drive. **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 13.1.13)**

CAPTIVA HISTORIC PRESERVATION

POLICY 2.1.13: Lee County will encourage and support efforts by Captivans to develop and submit ordinances that will encourage the siting and building of structures consistent with the historical character of the island. ~~(Added by Ordinance No. 03-01)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.9)**

CAPTIVA COMMUNITY PLANNING

POLICY 2.1.14: Lee County will encourage and support the solicitation of the widest possible range of public input for any future Lee Plan amendments that directly apply to Captiva or the policies adopted for Captiva under this section of the Lee Plan. To that end, Lee County is committed to provide continuing assistance to the Captiva Community as part of the Evaluation and Appraisal Report process as well as ongoing technical expertise related to the functioning of the adopted policies. ~~(Added by Ordinance No. 03-01)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 13.1.8)**

~~POLICY 13.1.6:~~ The Captiva Island Community will establish a “document clearing house” on Captiva, where copies of selected zoning submittal documents, staff reports, Hearing Examiner recommendations and resolutions will be provided for public inspection. The County's failure to provide or to timely provide documents to the document clearing house, or failure of the document clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. ~~(Added by Ordinance No. 03-01)~~ **(Deleted)**

~~POLICY 13.1.7:~~ The owner or agent for any rezoning, variance, or special exception request within the Captiva Planning Community must conduct one public informational session on Captiva where the agent 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. ~~(Added by Ordinance No. 03-01)~~ **(Deleted)**

GASPARILLA ISLAND/BOCA GRANDE

GASPARILLA ISLAND/BOCA GRANDE VISION

In 1980, the Florida Legislature found that the Boca Grande Community, comprised of Gasparilla Island and nearby islands, is part of the fragile barrier island system as defined in the Presidential Directive on barrier islands dated May 23, 1977, and is an area of particular natural beauty containing abundant plant, marine, animal and bird life. The State of Florida recognized that the conservation of the natural beauty, plant, marine, animal and bird life of the islands was in the best interest of the residents and property owners of the islands, the citizens of Lee and Charlotte Counties and the State of Florida, and consequently created the Gasparilla Island Conservation District by enacting the Gasparilla Island Conservation District Act of 1980 (Ch 80-473). The Act was subsequently amended in 1983 and 1986 (Ch 83-385 and Ch 86-341) and is hereafter referred to as the GICDA. The intent of the GICDA is to limit density and development to a level which will not degrade the fragile environment or overburden the limited infrastructure of the islands.

For the purposes of this comprehensive plan, the Boca Grande Community includes Gasparilla Island, Boca Grande Isles, the Gasparilla Golf Course Island, Three Sisters Island, Hoagen's Key, Loomis Island, Cole Island, and the Gasparilla Island bridge lands and causeway islands, and includes all submerged lands, tidal lands, overflow lands and tidal ponds as described in the GICDA.

To insure that the intent of the GICDA is carried out, actions proposed in sections that follow must be undertaken to promote sound environmental policy, preserve the character and history of the community, safeguard the water supply, protect the sports fishing industry and support the essentially seasonal businesses in Boca Grande, and to ensure that residents have adequate access, law enforcement, and emergency and utility services.

The core of the Gasparilla Island/Boca Grande Community is the unincorporated village of Boca Grande, designated as a Historic District. This community is unique in that it has no direct road access to or from the rest of Lee County. All access to Boca Grande by motor vehicle is via Charlotte County, or by boat, or small seaplane. The Lee County portion of Gasparilla Island/Boca Grande is designated as Urban Community, Outer Islands, Public Facilities, Conservation Lands, and Wetlands on the Future Land Use Map. Maximum density in the Urban Community category is restricted to three dwelling units per acre.

The population is highly seasonal with peak population residency and daily visiting occurring during the months of November through May. With land vacancy of less than 15%, Gasparilla Island/Boca Grande has virtually no capacity for additional new development, while substantial population growth is expected in adjacent areas of Charlotte and Sarasota Counties. The Gasparilla Island/Boca Grande Community is dedicated to preserving its historic character and scale and its unique island residential character so that the community will look substantially as it does today through 2030, including its unique mix of vital small businesses, without fast food franchises, formula and intense retail or intense commercial tourist activities, other than the historic Gasparilla Inn.

High priorities for Gasparilla Island/Boca Grande are the preservation and conservation of its fragile environment, including recreation and open space areas, its Historic District, the residents' quality of life and right to continued enjoyment of its natural and cultural gifts, and consistent enforcement of all current and future regulations with respect to zoning, traffic, parking, law enforcement, public utilities, the GICDA and the Historic District.

To the greatest extent possible, the Community of Boca Grande, Lee County and Charlotte County should work together to jointly develop land development regulations and ordinances which are required by the policies found in this Comprehensive Plan. ~~(Added by Ordinance No. 99-15, Amended by Ordinance No. 05-19, 07-12)~~ **(Relocated from the Vision Statement)**

GOAL 3: BOCA GRANDE. The Boca Grande Community Plan seeks to preserve and conserve the surrounding fragile environment, recreation and open space areas, the Historic District, the quality of life and the continued enjoyment of its natural and cultural gifts. The plan seeks consistent enforcement of all current and future regulations with respect to zoning, traffic, parking, law enforcement, public utilities, the Gasparilla Island Conservation District Act and the Boca Grande Historic District. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Goal 22)**

BOCA GRANDE COMMUNITY CHARACTER & LAND USE: COMMERCIAL & RESIDENTIAL

OBJECTIVE 3.1: FUTURE LAND USE. To preserve the traditional character, scale, and tranquility of the historic village and residential areas of the Boca Grande Community by continuing to limit the densities and intensities of use and development to sustainable levels that will not adversely impact the natural environment, overburden the existing infrastructure, or require additions to the present infrastructure.

Lee County will continue to enforce the regulations found in the Gasparilla Island Conservation District Act, and will assist the residents of Boca Grande to further develop growth management policies and regulations to limit densities and intensities of development on Gasparilla Island, in order to maintain the historic scale and development patterns of the community. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 22.1)**

POLICY 3.1.1: Lee County will work with the Boca Grande Community to establish boating and marine facility site location standards which will help to identify appropriate locations and development regulations that are consistent with a scope and intensity that will protect the community from the potential negative impacts. Future public boat ramps and other watercraft launching facilities on Gasparilla Island will only be developed with adequate on-site parking, and should minimize impacts to traffic and pedestrian safety, the environment, neighborhoods, and consider marine safety issues. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.1.1)**

POLICY 3.1.2: In order to preserve the existing community character of Boca Grande, the Boca Grande Community will work to develop standards to regulate all commercial uses on Gasparilla Island. Development standards will identify commercial design guidelines, parking and signage standards, appropriate intensity of uses and establish location standards to ensure consistency with the existing community character. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.1.2)**

POLICY 3.1.3: The Boca Grande Community will work to develop regulations ~~within two years of the adoption of this Policy,~~ to better manage rental and tour businesses which have an impact on the neighborhoods and environment of the community. These regulations will address issues such as the number and location of operators, safety, privacy, security, liability insurance, parking facilities, property maintenance, storm water management, and compatibility. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 22.1.3)**

POLICY 3.1.4: In order to promote water conservation and better manage this important resource, the Boca Grande Community will develop standards for permit requests of new buildings to conduct a cistern feasibility study as part of the permitting process. For redevelopment projects, Lee County will seek to encourage the establishment of cisterns as a non potable water source, wherever practicable. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.1.6)**

POLICY 3.1.5: In order to maintain the traditional scale and historic patterns of development on Gasparilla Island, including areas outside the Boca Grande Historic District, the Boca Grande Community will develop regulations to preserve light, space and air around new residential dwelling construction and to discourage “mega houses” or “mansionization” of Boca Grande. New development or redevelopment will recognize that traditional setbacks, particularly front and side yard setbacks, as well as strict adherence to the Coastal Construction Control Line, within existing and proposed neighborhoods on Gasparilla Island, should be maintained. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.1.7)**

POLICY 3.1.6: Lawfully existing businesses and commercial buildings in the Boca Grande commercial areas will be deemed to be vested as related to parking, setbacks, height, and land use. Any expansion or change of use to one of higher intensity will require a review of parking impacts, setbacks, height, and uses as necessary. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.1.8)**

POLICY 3.1.7: Lee County will support the Boca Grande Community in their efforts to further investigate the need for modified development regulations applicable to Boca Grande, based upon the unique nature of the community, the location of Boca Grande on a barrier island at the mouth of Charlotte Harbor, the limited opportunities for supporting infrastructure, the seasonal nature of the demand upon public facilities, and the need for cross-county administration of growth management legislation. The Boca Grande Community may propose development regulations that address the following:

- a. The creation of the Gasparilla Island Zoning Overlay district to address inconsistencies with current zoning districts and the comprehensive plan and GICDA, implement policies adopted in this plan, and adopt modified development regulations such as, but not limited to, parking requirements, minimum setbacks, and commercial and residential design standards; and
 - b. The creation of a marine park zoning district to facilitate consistent local enforcement of existing Federal, State and County regulations in waterfront areas and new regulations to better manage coastal issues such as use and rental of personal watercrafts, abandoned vessels, live aboards, sanitation, water quality, and noise.
- ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.1.9)**

GASPARILLA ISLAND/BOCA GRANDE TRANSPORTATION

OBJECTIVE 3.2: TRANSPORTATION, PARKING AND TRAFFIC CIRCULATION. To ensure residential and commercial land use in Boca Grande that recognizes the connection between the existing transportation infrastructure and the community's desire to preserve Boca Grande's community character as a tranquil residential community, with an historic village center, and abundant open space and preservation areas. No policy in this community plan will be construed or interpreted to imply that Lee County will implement and/or enforce new traffic regulations, traffic control, or parking regulations which are determined to be significantly substandard or may cause a defined safety or operational problem.

Lee County will recognize the inherent need to limit additional impacts to the existing transportation infrastructure of Boca Grande, the varied types and limited access to the community, the need for alternate forms of transportation within the community, the need for specialized standards for parking and commercial service areas, and the seasonal nature of infrastructure demand that exists throughout the community. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 22.2)**

POLICY 3.2.1: Lee County will continue to enforce the provisions of the Gasparilla Island Conservation District Act which limit growth, limit building height and restrict advertising throughout Boca Grande. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.2.1)**

POLICY 3.2.2: Lee County will support the provision of convenient, safe bridges providing access to Gasparilla and Cole Islands and supports the highest standard of safety for vehicles, golf carts, bicycles, and pedestrians including strict enforcement of traffic laws. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.2.2)**

POLICY 3.3.3: Lee County will assist in efforts to create a Master Plan for improvements to the bike and golf cart path along Gulf Boulevard, south of the village. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.2.3)**

POLICY 3.2.4: In order to preserve the historic characteristics of the community, Lee County will support the use of all way stop intersections or other traffic control methods, rather than traffic signals, whenever possible in the Boca Grande Community. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.2.4)**

POLICY 3.2.5: Lee County will support efforts of the Boca Grande Community to beautify road right-of-ways and enhance the public realm of Boca Grande by including provisions for streetscaping in Historic Downtown Villages in the Lee Scape Master Plan. In order to maintain low traffic volumes, operating speeds, and noise levels, improvements will emphasize traffic calming techniques, and the need to preserve the aesthetic values of the community. Particular emphasis will be placed in the Historic District.

Enhancements may include village streetscaping such as additional street trees, trash receptacles, benches and burying utilities underground. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.2.5)**

POLICY 3.2.6: Lee County will continue to ensure viable hurricane evacuation options for the residents and stakeholders of Boca Grande. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.2.6)**

POLICY 3.2.7: Lee County will support improvement of pedestrian safety by establishing and marking crosswalks throughout the community, and by improving pedestrian circulation within the Historic District. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.2.7)**

POLICY 3.2.8: The Lee County Department of Transportation will continue to provide the necessary maintenance and improvements on all public rights-of-way to ensure the continued safety and efficiency of roadways, paths, and surface water management systems. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.14)**

GASPARILLA ISLAND/BOCA GRANDE TRANSPORTATION - PARKING

OBJECTIVE 3.3: Lee County will consider a funding request for the Boca Grande Community Plan implementation that provides for a parking and traffic study to identify ways to create safe and efficient parking for employees, patrons and visitors, and to determine the appropriate parking standards which will address the capacity and design needs of the Boca Grande commercial district. The parking and traffic study will address the following policies. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 22.3)**

POLICY 3.3.1: As a result of regional growth and local redevelopment, Lee County will provide assistance to develop a long-range strategy to address increased parking demand. This may result in regulations, infrastructure improvements or adoption of management practices which incorporate any number of the following:

- a. Revised traffic count thresholds
- b. Maximum development intensities
- c. Revised minimum parking requirements
- d. Traffic congestion mitigation practices
- e. Vehicle and pedestrian safety programs
- f. Shared parking agreements
- g. Public/Private partnerships to fund new or expanded parking facilities.

~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.3.1)**

POLICY 3.3.2: Lee County will seek to maximize the efficiency and the functionality of existing parking facilities by improving trailblazing signage, re-designing existing parking facilities, and creating specific facilities for golf cart and bicycle parking. Designated parking for employees, the appropriate number of parking spaces for new and expanded uses, and enforcement of existing parking restrictions and permit requirements will also be examined. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.3.2)**

POLICY 3.3.3: Parking along the beach access streets and other public rights-of-way will be regulated to allow convenient ingress and egress to residences and permit adequate emergency vehicle access at all times. Lee County will support efforts of the Boca Grande Community to analyze the appropriateness of overnight

and long term parking in the public rights-of-way, the Gilchrist median, and along beach access streets. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.3.3)**

POLICY 3.3.4: Lee County will seek to direct service vehicles and delivery vehicles to designated unloading zones. Due to the traffic congestion in the Historic District, Lee County will assist in establishing time restrictions on service and delivery trucks during peak traffic periods, such as those occurring in March and April. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.3.4)**

POLICY 3.3.5: For all new development and redevelopment, Lee County will continue to support and improve design and permitting efforts through the site plan review process that adequately address truck deliveries, emergency vehicle access, and solid waste disposal. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.3.5)**

POLICY 3.3.6: Lee County will assist in a study of traffic patterns and flow in and around the Post Office, Park Avenue, East Railroad Avenue and West Railroad Avenue, seeking to develop a plan of action that will improve the functionality of the infrastructure while preserving the aesthetics of the community. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.3.6)**

GASPARILLA ISLAND/BOCA GRANDE NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 3.4: CONSERVATION AND COASTAL MANAGEMENT. Lee County will preserve, protect, and, where possible, enhance the physical integrity, village character, ecological values, and natural beauty of Boca Grande and Gasparilla Island, focusing upon the diverse and healthy native vegetation, the clear offshore waters, and the varied and abundant native marine and wildlife resources in a manner compatible with the Gasparilla Island Conservation District Act, the promotion and preservation of the historic Boca Grande village as a thriving community, and preservation of Gasparilla Island's historic heritage.

Lee County will support the efforts of the Federal and State authorities, and the Boca Grande Community to preserve, protect, and enhance the positive environmental qualities of Gasparilla Island. Lee County will involve local community organizations in the planning process and will enforce these community plan policies through implementation in the land development regulations. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 22.4)**

POLICY 3.4.1: Lee County will support and encourage beach renourishment and other efforts to maintain the beaches and protect Gasparilla Island from tidal events. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.4.1)**

POLICY 3.4.2: Lee County will support the State's efforts to protect and preserve mangroves both on private properties as well as within public lands and easements. ~~Not later than December 31, 2005,~~ Lee County will review the State regulations regarding mangrove trimming and removal and determine whether additional protections need to be enacted on Gasparilla Island to protect its fragile environment. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and modified from the Future Land Use Element) (Formerly Policy 22.4.2)**

POLICY 3.4.3: Lee County will strictly enforce its own policies related to the preservation of the beach dune system, beach dune vegetation, and beach dune wildlife, by discouraging any construction seaward of the 1979 Coastal Construction Control Line. This policy will not apply to the placement of raised walkways intended to cross over the dune system from adjoining properties, nor will it apply to bona fide beach renourishment and shoreline protection efforts. Lee County will support the State's efforts to protect the beach dune system, beach dune vegetation, and beach dune wildlife communities on Gasparilla Island.

~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.4.3)**

POLICY 3.4.4: The Beach renourishment efforts of Lee County will include the re-establishment of a beach dune system, beach dune vegetation, and beach dune wildlife communities, including nesting birds and turtles, to the greatest extent practicable. Lee County will monitor and enforce its policies and regulations protecting dunes, dune vegetation, and dune wildlife communities on Gasparilla Island. Any rock or hard revetment will be covered with sand and planted with salt resistant native plants. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.4.4)**

POLICY 3.4.5: Except for emergency events and public purposes, Lee County will ban vehicular traffic from all beaches on Gasparilla Island and will provide enforcement of the ban. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.4.5)**

POLICY 3.4.6: Lee County will use regulatory powers to preserve, protect, and enhance the marine habitat surrounding Gasparilla Island, including sea grass beds, manatee habitat, estuarine habitat, and near shore waters of Gasparilla Island. Nothing in this policy requires Lee County to support unreasonable policies of any other regulatory agency. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.4.6)**

POLICY 3.4.7: Lee County will review and enforce all permits for new dock construction to assure the protection of sea grass beds, manatee habitat, tarpon fishing grounds, and other environmental values intrinsic to Charlotte Harbor. Copies of dock and shoreline permits are available through the online Document Clearing House. Nothing in this policy requires Lee County to support unreasonable policies of any other regulatory agency. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 22.4.7)**

POLICY 3.4.8: Lee County will assist in the enforcement of best management practices for anchorages of Gasparilla Island. The Southwest Florida Regional Planning Council and its advisory committees will be the source of such information. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 22.4.8)**

POLICY 3.4.9: Lee County will implement and maintain policies and land development code guidelines for beach clean-up during red tide and similar extraordinary tidal events. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.4.9)**

POLICY 3.4.10: ~~Within two years of the adoption of this Policy,~~ Lee County will establish a program to restore the plant diversity on county owned lands on Gasparilla Island through the removal of exotic vegetation and its replacement with native species. Such a program will be phased so that the general character of the community will be maintained during the maturation process. Exotic species which are killed in place will be removed as appropriate so as not to create a negative impact or create a hazard to the community. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 22.4.10)**

POLICY 3.4.11: Lee County will support programs that provide periodic clean-up activities in aquatic preserves, on the beaches of Gasparilla Island, and at beach access points on Gasparilla Island. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.4.11)**

POLICY 3.4.12: Lee County will work in conjunction with Charlotte County to implement a plan to stop the proliferation of iguanas and other exotic fauna on Gasparilla Island by January, 2006. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 22.4.12)**

POLICY 3.4.13: Lee County will provide financial and political support for research into the causes and control of red tide and other similar extraordinary tidal events. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element)**

POLICY 3.4.14: Lee County will manage public resources and direct public efforts to preserve, protect, and enhance the natural environments on Gasparilla Island through measures to control the risk of harm attributable to human impact. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Objective 22.5)**

POLICY 3.4.15: Lee County will support efforts to preserve, protect, and, where possible, enhance the tarpon and game fish population of Charlotte Harbor and the near shore waters of the Gulf of Mexico. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.5.1)**

GASPARILLA ISLAND/BOCA GRANDE PUBLIC (COMMUNITY) FACILITIES & SERVICES

OBJECTIVE 3.5: COMMUNITY FACILITIES AND SERVICES. Lee County will seek to ensure the continued delivery of high quality, accessible community facilities and services that meet the educational, recreational, informational, and public safety, health and welfare needs of the residents, visitors and stakeholders of Boca Grande.

Through the administration of county services, the Land Development and Administrative Codes, and the cooperative efforts of interagency and intergovernmental agreements, Lee County will continue to provide utilities and infrastructure; emergency, law enforcement and fire protection services; education, information resource and recreation services; and mosquito and animal control services, in a safe and efficient manner. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Objective 22.6)**

POLICY 3.5.1: Lee County will seek to maintain and enhance the public/ private partnership for the operation and enhancement of the Boca Grande Community Center and other county operated facilities open to the public in the Community of Boca Grande. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.1)**

POLICY 3.5.2: Lee County will cooperate with the Gasparilla Island Water Association (GIWA) to ensure the continued provision of potable water and sanitary sewer service to the Community of Boca Grande. Lee County will continue to support the Wellhead Protection regulations adopted by the GIWA and Charlotte County to protect and preserve the sources upon which the Community of Boca Grande relies for its potable water. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.1)**

POLICY 3.5.3: Lee County will facilitate and provide for the disposal of solid waste, including refuse, recyclables, and horticultural waste. Lee County will enter into an inter-governmental agreement with Charlotte County, if necessary, to ensure that the Community of Boca Grande will have access to Charlotte County's solid waste disposal area located on Environmental Way in Charlotte County. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.3)**

POLICY 3.5.4: Lee County will support the operation and enhancement of a reference library facility, including the provision and improvement of adequate electronic based equipment, internet access, and software, in cooperation with local community organizations. Professionally trained library personnel will manage and operate the facility. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.6)**

POLICY 3.5.5: So long as local interest exists in the Community of Boca Grande to maintain an Island School to serve the population of the Community of Boca Grande, Lee County will support the Lee County School Board, if necessary, with an inter-local agreement, in maintaining a viable school site and educational programs. Such support may include, but is not limited to, facilitation of land use regulations, joint use of community resources, funding assistance, joint utilization of staffing, or other applicable coordination efforts. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.7)**

GASPARILLA ISLAND/BOCA GRANDE PUBLIC (COMMUNITY) FACILITIES & SERVICES:
POLICE, FIRE & EMS

POLICY 3.5.6: Lee County will cooperate with the Boca Grande Fire Control District (BGFCDD) in the provision of fire protection services to the Community of Boca Grande. Such cooperation will include, but will not be limited to, recognition that the Fire Chief of the BGFCDD has the authority for interpretation and enforcement of fire codes in the Community of Boca Grande. All homes will be required to have the address clearly posted on the property. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.8)**

POLICY 3.5.7: Lee County will provide the necessary communications infrastructure as required to manage and dispatch all 911 calls affecting the Community of Boca Grande, entering into agreements as necessary with the BGFCDD and Charlotte County. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.9)**

POLICY 3.5.8: Lee County will cooperate in the establishment of inter-local agreements between and among all necessary parties to provide for: 1) the appropriate handling of hazardous materials incidents; 2) mutual aid agreements with the Englewood Fire Control District and Charlotte County Fire and EMS; 3) advanced life support emergency medical services; and 4) back-up EMS response as may be required by the Community of Boca Grande. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.10)**

POLICY 3.5.9: Lee County will cooperate as necessary in the provision of communications, information distribution, public service meetings, educational efforts, and a local liaison for emergency situations affecting the Community of Boca Grande. Lee County will maintain an up-to-date list of first-in team contacts, cooperate as necessary with applicable jurisdictions and service providers for communication of evacuation status, shelter locations, and re-entry information in the event of an emergency situation. The issuance of evacuation notices will be coordinated with Charlotte County. Lee County will work with other local, State, and Federal authorities as necessary to assist in the provision of adequate means by which the Community of Boca Grande can be evacuated through the Cape Haze Peninsula in the event of an emergency situation. It is acknowledged that the appropriate Emergency Operations Center (EOC) is determined by the Boca Grande Fire Control District. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.11)**

POLICY 3.5.10: Lee County Emergency Medical Services will provide land or air transportation to the most appropriate facility based on the patient's medical history and will maintain a liaison with the Boca Grande Health Clinic to keep the clinic fully informed of all Emergency Medical protocols and procedures for operations and any changes that may be implemented whether temporary or permanent. The Boca Grande Health Clinic will be informed relating to any public health issues or public county health problems. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.12)**

POLICY 3.5.11: Lee County will promote and assist as necessary in the provision of a full-time police and law enforcement presence for the Community of Boca Grande. Cooperative arrangements in the form of inter-local agreements, or other mechanisms as may be applicable, between Lee and Charlotte County will be

supported if necessary. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.13)**

GASPARILLA ISLAND/BOCA GRANDE PUBLIC (COMMUNITY) FACILITIES & SERVICES: MOSQUITO CONTROL

POLICY 3.5.12: Lee County will facilitate and cooperate with the applicable mosquito control district to control the health risk that mosquitoes represent. Lee County will continue to support the utilization of safe, effective, and environmentally responsible measures for mosquito control, recognizing the need to preserve local flora and fauna, including marine life. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.4)**

POLICY 3.5.13: Lee County will work with the applicable mosquito control district to facilitate the dissemination of aerial spraying schedules, as well as any threat to the public health, to the Community of Boca Grande, the Boca Grande Health Clinic, and the newspapers that serve the Community of Boca Grande. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.6.5)**

GASPARILLA ISLAND/BOCA GRANDE OPEN SPACE, RECREATION & BEAUTIFICATION

OBJECTIVE 3.6: OPEN SPACE, RECREATION AND BEAUTIFICATION. Lee County will seek to promote, protect, and enhance existing and potential open space, recreational facilities, and the quality of life for the residents and stakeholders of Boca Grande. These efforts will enhance the aesthetic qualities of Boca Grande and benefit its residents while preserving the characteristics of its fragile barrier island system.

Lee County recognizes that Boca Grande represents a unique cross-jurisdictional, barrier island community with distinct physical attributes that govern the preservation of open space and recreational opportunities. Lee County will seek to enhance and protect the quality of life for residents, visitors, and stakeholders through the preservation of functional open space and recreational opportunities while seeking to limit demands upon a restricted infrastructure and enhance the aesthetic qualities of Gasparilla Island. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 22.7)**

GASPARILLA ISLAND/BOCA GRANDE OPEN SPACE, RECREATION & BEAUTIFICATION: ROADS & GOLF CART PATHS

POLICY 3.6.1: Lee County will support efforts to protect and enhance the functionality of the eight-mile long pedestrian-bike-electric golf cart path on Gasparilla Island. Lee County recognizes that this eight-mile long linear park and path serves a recreational purpose, a transportation purpose, and an aesthetic purpose for the residents, visitors and stakeholders of the Island. ~~Not later than December 31, 2005,~~ Lee County will undertake efforts to improve the pedestrian/bike/electric golf cart path along the southerly end of the path similar to those improvements located in the northerly, GICIA owned portion of the path. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 22.7.1)**

POLICY 3.6.2: Lee County will coordinate public works projects, such as street resurfacing, repairs, maintenance, drainage swales, and other surface water management systems, with the Boca Grande Community so that they include landscaping and aesthetic options that are in keeping with the concept of promoting, preserving, and enhancing the ecological and aesthetic values of Gasparilla Island. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.7.2)**

POLICY 3.6.3: ~~Not later than December 31, 2005,~~ Lee County will investigate the feasibility of converting Banyan Street to a one-way facility and reducing the pavement width in order to better preserve and protect the banyan trees. Lee County will assist in establishing an historic, scenic, or similar type of designation, as recommended in the Banyan Tree Assessment Report, Banyan Street-Boca Grande, Florida, prepared by the Lee County Division of Environmental Sciences, to further provide for the protection and preservation of this unique street area. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 22.7.3)**

POLICY 3.6.4: Upon adoption of this policy, Lee County will prohibit automobile parking on 5th Street from Park to Gilchrist, known as Mahogany and Veterans Park, in order to protect the unique aesthetic features of this roadway. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.7.4)**

GASPARILLA ISLAND/BOCA GRANDE OPEN SPACE, RECREATION & BEAUTIFICATION: NATURAL ENVIRONMENT

POLICY 3.6.5: Lee County will continue to support the designation of Gasparilla Island as a bird and wildlife sanctuary, as adopted in Lee County Ordinance 83-16. Lee County will support the efforts of Charlotte County for the designation of Cole Island, Live Oak Key, Peekins Ranch Cove and Key, the fishing pier at the old 400 foot railroad bridge, and the peninsula located north of the Lee County line, (as identified in the Open Space Inventory) and all remaining land zoned Environmentally Sensitive, as well as the Charlotte County portion of Gasparilla Island, as a bird and wildlife sanctuary. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.7.5)**

POLICY 3.6.6: Lee County will support and promote the preservation of environmentally sensitive lands, and will continue to support, promote, and investigate additional funding sources for the Gasparilla Island Conservation and Improvement Association Land Conservancy Stewardship Program and other preservation programs. Element V of the Boca Grande Community Plan includes the inventory of existing community open space and sensitive lands. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.7.6)**

GASPARILLA ISLAND/BOCA GRANDE OPEN SPACE, RECREATION & BEAUTIFICATION: RECREATIONAL FACILITIES

OBJECTIVE 3.7: Lee County will preserve and maintain the functionality of the existing recreational facilities currently available on the Island. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 22.8)**

POLICY 3.7.1: Lee County will maintain the existing recreational facilities on Gasparilla Island, including two tennis courts, a basketball court, a volleyball court, the baseball field on Wheeler Street, the various beach access locations, a community playground, the picnic areas, and fishing sites, including one on the Bayou. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 28.8.1)**

GASPARILLA ISLAND/BOCA GRANDE FLORIDA POWER & LIGHT PROPERTY

POLICY 3.7.2: Lee County will assist private and public efforts to acquire the approximately 9.19-acre F. P. & L./Belcher Oil owned property located at the south end of Gasparilla Island. If the Florida Power & Light property on Gasparilla Island is acquired in whole or in part with public funds, Lee County will support a community planning workshop before recommending appropriate uses for that property. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 28.8.2)**

GASPARILLA ISLAND/BOCA GRANDE HISTORIC PRESERVATION

OBJECTIVE 3.8: HISTORIC PRESERVATION. To protect, preserve, and enhance the historic resources and heritage of the Boca Grande Community.

Lee County will seek to preserve the historic resources of Boca Grande through the adoption of policies and regulations that recognize the unique community characteristics, a tranquil residential community, with an historic village center, and abundant open space and preservation areas, and that also recognize the local sensitivity of the community's architecture, history and legacy as an old railroad town. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 22.9)**

POLICY 3.8.1: Lee County will maintain a Boca Grande Historic Preservation Board with the powers and duties found in Lee County Land Development Code Chapter 22, Section 22-74, which includes the ability to designate historic resources and to approve or deny applications for Special Certificates of Appropriateness. The Boca Grande Historic Preservation Board will be comprised of seven members from the categories found in the Lee County Land Development Code, Section 22-72, except that whenever possible the members will be residents of the Lee County portion of the Boca Grande Community. Members will serve as described in Section 22-72 and will be appointed by the Lee County Board of County Commissioners. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.1)**

POLICY 3.8.2: Lee County will provide copies of applications for historic designations and of all Special Certificates of Appropriateness, as well as administrative variances, to the Document Clearing House, and will send notices to all surrounding property owners, in order that the community may be better informed and have the opportunity to participate in the process to preserve its historic resources. ~~(Added by Ordinance No. 05-19)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 22.9.2)**

POLICY 3.8.3: Lee County will work with the Community of Boca Grande in updating its inventory of contributing and non-contributing structures as part of its efforts to preserve the historic resources of Gasparilla Island. Lee County will assist in efforts to create a record of the historic features of the Island in order to sustain a legacy for future generations. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.3)**

POLICY 3.8.4: Lee County will work with the Boca Grande Historic Preservation Board and the Community of Boca Grande in reviewing the design parameters applicable to the Historic District of Boca Grande to ascertain whether additions, modifications, or deletions need to be considered. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.4)**

POLICY 3.8.5: Lee County will investigate the designation of Banyan Street as an historic resource and assist with the implementation of additional recommendations found in the Banyan Tree Assessment Report, Banyan Street-Boca Grande, Florida, completed by the Lee County Division of Environmental Sciences, as recommended by the Boca Grande Historic Preservation Board. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.5)**

POLICY 3.8.6: Lee County will investigate additional fiscal and tax incentives to preserve the economic viability of the Historic District of Boca Grande. ~~(Added by Ordinance No. 05-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.6)**

POLICY 3.8.7: Lee County will preserve the historic village character of the commercial sector of Boca Grande by adhering to the criteria of the Design Guidelines Manual for the Boca Grande Historic District in Lee County, Florida. Lee County will support efforts of the Boca Grande Community to modify site and design regulation within the Boca Grande Historic District to include commercial signage and other design components or uses that are not in keeping with the historic elements of the existing community character on

Gasparilla Island. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.7)**

POLICY 3.8.8: Lee County will work with the Boca Grande Historic Preservation Board and the community to review the build-back regulations to ascertain whether modifications need to be undertaken in order to restore historic features in the event of catastrophe. If necessary, regulations to allow designated historic resources to be reconstructed will be adopted. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.8)**

POLICY 3.8.9: Lee County will support efforts in the Historic District to install and maintain additional native landscaping, especially along Park Avenue and Fourth Street, to provide greater community aesthetics, safer pedestrian movement, landscaped parking areas for automobiles and golf carts, and more efficient traffic flow. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 28.8.3)**

GASPARILLA ISLAND/BOCA GRANDE ECONOMIC HEALTH

OBJECTIVE 3.9: ECONOMICS. To identify and preserve the elements of the Gasparilla Island economy that contribute to the quality of life for the residents and stakeholders, including the restaurants, shops, fishing guides, art galleries, real estate companies, and existing commercial businesses which combine to make Boca Grande a unique village economy.

Lee County will work with all of the interests that make up the economy of Boca Grande to preserve and promote the economic health of the Boca Grande Community while not expanding the amount of commercial property on the Island in accordance with the Gasparilla Island Conservation District Act (GICDA). (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Objective 22.10)**

POLICY 3.9.1: Lee County will support efforts by the Gasparilla Island Bridge Authority (GIBA) to secure funding for the repair and maintenance of the bridges connecting Gasparilla Island to the mainland. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.10.1)**

POLICY 3.9.2: Lee County will support efforts to preserve, maintain, and enhance the beaches of Gasparilla Island. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.2)**

POLICY 3.9.3: Lee County will work with the Boca Grande Community to review and ensure adopted levels of service for the provision of water, sewer, roadway capacity, and parks and recreation are consistent with the goals, objectives, and policies adopted in the Comprehensive Plan. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.3)**

POLICY 3.9.4: To ensure the continued economic health of Boca Grande, Lee County will seek to maximize the efficiency and the functionality of existing parking facilities and review existing parking standards for their consistency with the historic and environmental constraints found in the community. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.4)**

POLICY 3.9.5: Lee County will coordinate with the Lee County School District to ensure adequate educational opportunities are available to the residents and stakeholders of Boca Grande. (~~Added by Ordinance No. 05-19~~) **(Relocated from the Future Land Use Element) (Formerly Policy 22.9.5)**

POLICY 3.9.6: To ensure Boca Grande's economic health, Lee County will support the preservation of historic businesses and commercial structures. Support may include historic preservation grants and development regulations which will encourage mixed use buildings. The Gasparilla Inn is an example.

~~(Added by Ordinance No. 05-19) (Relocated from the Future Land Use Element) (Formerly Policy 22.9.6)~~

~~POLICY 22.1.4: Lee County will work with the Boca Grande community to establish a Document Clearing House in Boca Grande, where copies of selected documents from permit applications, variance requests, staff reports, Hearing Examiner recommendations and resolutions, Historic District Special Certificates of Appropriateness, and Administrative Variances and for any development on Gasparilla Island will be kept for public inspection. The County's failure to provide or to timely provide documents to the Document Clearing House, or failure of the Document Clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 05-19)(Deleted)~~

~~POLICY 22.1.5: The owner or agent for any rezoning, variance or special exception request must conduct one public informational meeting in Boca Grande where the owner or agent will provide a general overview of the project for any interested citizens. The applicant is fully responsible for providing the meeting space and providing security measures as needed.~~

~~Lee County encourages zoning staff to participate in such public informational meetings. This meeting must be conducted before the application can be found sufficient. Subsequent to this meeting, the applicant must provide county staff with a meeting summary document that contains the following information: the date, time, and location of the meeting; a list of attendees; a summary of the concerns or issues that were raised at the meeting; and a proposal for how the applicant will respond to any issues that were raised. (Added by Ordinance No. 05-19)(Deleted)~~

NORTH CAPTIVA

NORTH CAPTIVA VISION

Upper Captiva is a small residential community on a 650-acre bridgeless barrier-island, North Captiva, in the Gulf of Mexico. Half of the Island is an unimproved state preserve under the jurisdiction of Cayo Costa State Park, located on the next island north. Upper Captiva is distinguished by its diversity, beauty, uniqueness, character and stewardship of the island's way of life, wildlife and natural habitats.

The remarkable proximity of private homes to the adjacent natural Florida lands and wildlife sanctuaries guides the community's vision of a unique interface: attractive neighborhoods that are in every way compatible with preserving the island's natural character and advantages. The community strives to balance owner-resident preference for open, undisturbed space and commercial urges for increased services.

The island will resist pressures from local, state, or national jurisdictions to accommodate activity adversely inconsistent with the Lee Plan. This includes actions that could harm the island's sensitive habitats or surrounding aquatic ecosystems.

Upper Captiva will work with and have the assistance of Lee County to achieve this vision and the Upper Captiva Community planning goal. (New)

GOAL 4: NORTH CAPTIVA (Upper Captiva). The North Captiva Community is committed to preserve its character, scale, fragile environment, and way of life by guiding future land use; transportation and roads; conservation and coastal management; Safety Harbor; shore and water quality, water and waste management; open space, recreation, and quality of life; and citizen participation and community education. ~~(Added by Ordinance No. 09-09) (Relocated and edited from the Future Land Use Element) (Formerly Goal 25)~~

NORTH CAPTIVA COMMUNITY CHARACTER & LAND USE

OBJECTIVE 4.1: FUTURE LAND USE: Preserve the traditional character, scale, and tranquility of the North Captiva Community by continuing to limit the densities and intensities of use and development to sustainable levels that will not adversely impact the natural environment or overburden the existing infrastructure. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 25.1)**

POLICY 4.1.1: ~~By the end of 2013,~~ The North Captiva Community will draft and submit Land Development Code regulations applicable to North Captiva for Lee County to review and consider, based upon the unique nature of the community, its status as a bridgeless barrier island, the limitations on supporting infrastructure, and the seasonal nature of the demand upon public facilities. ~~(Added by Ordinance No. 09-09)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 25.1.3)**

POLICY 4.1.2: The location of North Captiva provides a view of the night sky that is virtually unparalleled in Lee County. ~~By the end of 2013,~~ The North Captiva Community will develop land development regulations for the county to review and consider that are applicable to exterior residential and commercial lighting as a means to limit light pollution, light trespass and its potential detrimental effects on wildlife to the greatest extent possible. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.1.4)**

NORTH CAPTIVA COMMUNITY CHARACTER & LAND USE: VARIANCE CRITERIA

POLICY 4.1.3: Variances should be limited to unique, specifically authorized circumstances and be allowed only in situations where unnecessary hardship would otherwise occur; i.e., where all of the following criteria are met:

- a. The hardship cannot be corrected by other means allowed in the land development regulations;
- b. Strict compliance with the applicable regulations allows the property owner no reasonable use of the property;
- c. The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties located on the same street and within the same Future Land Use category, unless denial of the variance would allow no reasonable use of the property;
- d. The applicant did not cause the need for the variance; and
- e. The variance is not contrary to the spirit of the Land Development Code and Lee Plan Future Land Use standards. ~~(Added by Ordinance No. 09-09)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 25.1.2)**

NORTH CAPTIVA TRANSPORTATION

OBJECTIVE 4.2 TRANSPORTATION AND PATHWAYS. Ensure that the character of North Captiva is retained while providing adequate facilities for ingress, egress, and intra-island transportation consistent with property rights. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 25.2)**

POLICY 4.2.1: Lee County will cooperate with the North Captiva Community in the location and provision of public boat ramps, access facilities, and parking for the purpose of providing access to North Captiva. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.2.1)**

POLICY 4.2.2: The North Captiva Community may collaborate with and seek technical advice from Lee County from time to time on procedures necessary to accomplish pathway maintenance and safety. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.2.2)**

POLICY 4.2.3: Except for emergency events, public purposes, approved community needs, and permitted heavy construction equipment, internal combustion powered vehicles and vehicles capable of exceeding 25 MPH and/or weigh in excess of 1,800 pounds are banned from all pathways on North Captiva. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.2.3)**

NORTH CAPTIVA NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 4.3: CONSERVATION AND COASTAL MANAGEMENT. Preserve, protect and enhance the natural resources, wildlife habitat, and natural beauty of North Captiva, by maintaining diverse and healthy native vegetation, clear offshore waters, diverse and abundant native marine life, wildlife resources, and by minimizing harm resulting from human activity. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 25.3)**

POLICY 4.3.1: The North Captiva Community will work with Lee County to support the efforts of the Federal, State and County authorities to preserve, protect, and enhance its positive environmental qualities. Lee County will notice and involve the North Captiva Community organizations in the planning process and will enforce these policies through land development regulations, if necessary. ~~(Added by Ordinance No. 09-09)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 25.3.1)**

POLICY 4.3.2: The North Captiva Community and Lee County will support the State of Florida and Lee County's efforts to protect and preserve the distinct environmental resources on and around North Captiva to the greatest extent possible, while addressing the other defined needs and objectives of the community. These resources include but are not limited to:

- a. Mangroves;
- b. The beach dune system, beach dune vegetation, and beach dune wildlife;
- c. Coastal dunes, beaches, and coastal scrub vegetation;
- d. Beach dune wildlife, including shorebird nesting habitat and sea turtle habitat; and
- e. The marine habitat, including sea grass beds and fisheries.

~~(Added by Ordinance No. 09-09)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 25.3.2)**

POLICY 4.3.3: It is the intent of the North Captiva Community that, except for emergency events, public purposes, and human powered vehicles, vehicular traffic be banned from all beaches on North Captiva. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.3.3)**

POLICY 4.3.4: The North Captiva Community and Lee County will cooperate to stop the proliferation of nuisance pests and invasive exotic vegetation ~~and nuisance pests~~ as identified by the Exotic Pest and Plant Council of Florida incentives, disincentives and regulations as may be developed to accomplish this policy. ~~(Added by Ordinance No. 09-09)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 25.3.4)**

NORTH CAPTIVA PUBLIC FACILITIES & SERVICES: WATER & WASTE MANAGEMENT

OBJECTIVE 4.4: WATER AND WASTE MANAGEMENT. Ensure a high quality of living by managing natural resources and waste products in a way that is sustainable, cost effective, and agreeable to island residents and island taxpayers. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 25.4)**

POLICY 4.4.1: The North Captiva Community may conduct a feasibility study of cisterns and other water conservation systems, the long-term development of an island-wide potable water system, and the development of an island-wide wastewater treatment system. The feasibility study will include, but not be limited to, costs estimates, new or innovative technologies, grant funding assistance and other funding opportunities. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.4.1)**

POLICY 4.4.2: The North Captiva Community may conduct a potable water hydrology study to support potable water planning. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.4.2)**

POLICY 4.4.3: Lee County Solid Waste Division will review, document, and compile a report on existing solid waste management practices and future options for the North Captiva Community. ~~This~~ These reports will focus on residential, commercial, construction, horticulture, and special waste. Following ~~this~~ these reports, Lee County will present programmatic options that could be implemented to provide the North Captiva island community with a more comprehensive and uniform solid waste management system to be updated periodically. ~~(Added by Ordinance No. 09-09)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 25.4.3)**

NORTH CAPTIVA PUBLIC FACILITIES & SERVICES: OPEN SPACE, RECREATION & QUALITY OF LIFE

OBJECTIVE 4.5: OPEN SPACE, RECREATION, AND QUALITY OF LIFE. Lee County will seek to promote, protect, and enhance existing and potential open space, minimal recreational facilities and the quality of life for residents and visitors to North Captiva. The intent of these efforts is to enrich the island's aesthetic qualities while preserving its fragile barrier island character. At the same time, Lee County will consider the demands on the island's limited infrastructure. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 25.5)**

POLICY 4.5.1: The North Captiva Community and Lee County cooperate to preserve, protect, and enhance open space, passive recreation areas, and beach access points, regardless of size on North Captiva. This may be accomplished by Lee County acquiring property or conservation easements on private lands or vacant lots. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.5.1)**

POLICY 4.5.2: The North Captiva Community and Lee County will cooperate in the community's efforts to obtain an accessible community facility and library for the purposes of meeting, recreation, and community education. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.5.2)**

POLICY 4.5.3: The North Captiva Community will work with Lee County, the State of Florida, ~~and the National Parks Service~~ and other agencies to provide appropriate new or enhanced greenways, ecological corridors, or recreational trail systems. These opportunities may include passive parks or nature and pedestrian trails, and may be developed through public/private partnerships. ~~(Added by Ordinance No. 09-09)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 25.5.3)**

NORTH CAPTIVA PUBLIC FACILITIES & SERVICES: PUBLIC SAFETY

OBJECTIVE 4.6: PUBLIC SAFETY. Preserve the character of North Captiva by providing for a law enforcement presence on North Captiva island. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 25.7)**

POLICY 4.6.1: The North Captiva Community will encourage the Lee County Sheriff's Office to be present during special events and during periods of high occupancy on North Captiva. The North Captiva Community will work to identify housing and other resources as necessary in support of enforcement activities. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.7.1)**

POLICY 4.6.2: Lee County will continue to ensure viable ~~hurricane~~ evacuation for hurricanes and other emergencies as well as emergency communication options for the residents and other affected persons. ~~(Added by Ordinance No. 09-09)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 25.7.2)**

NORTH CAPTIVA CITIZEN PARTICIPATION & COMMUNITY EDUCATION

OBJECTIVE 4.7: CITIZEN PARTICIPATION AND COMMUNITY EDUCATION. The North Captiva Community will seek to enhance the community character, sustain natural resources, and involve the public in decisions that affect them, by providing educational and participation opportunities. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 25.6)**

POLICY 4.7.1: Lee County will involve the North Captiva Community in planning processes that relate specifically to North Captiva and generally to barrier islands, island ingress and egress, and other changes that may affect the island and its environment. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.6.2)**

POLICY 4.7.2: Upon request, Lee County will collaborate with the North Captiva island community to develop an understanding of natural resources by providing educational programs on energy conservation, solid waste management, hazardous waste, surface water runoff, septic maintenance, water conservation, xeriscaping, green building, harbor management, cultural resources, and history. The site for these programs will be located on North Captiva. ~~(Added by Ordinance No. 09-09)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 25.6.4)**

~~POLICY 25.1.1: The owner or agent for any rezoning, variance or special exception request within the North Captiva community must conduct at least one duly noticed public informational meeting on North Captiva where the owner or agent will provide a general overview of the project and answer questions from 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. A minimum of ten days written notice of the public meeting must be given. 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. (Added by Ordinance No. 09-09) (Deleted)~~

~~POLICY 25.6.1: Lee County will work with the North Captiva community to establish an electronic Document Clearing House, where copies of selected documents will be available. These documents will include permit applications, variance requests, staff reports, Hearing Examiner recommendations and resolutions, administrative variances, and changes to the Lee Plan and Land Development Code for any~~

~~development on North Captiva, barrier islands, and Pine Island Sound. The county's failure to provide or to provide in a timely manner a document to the Document Clearing House, or failure of the Document Clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 09-09) (Deleted)~~

~~POLICY 25.6.3: Through the Document Clearinghouse Lee County will provide notice to the North Captiva island community of proposed actions (i.e. zoning, construction projects) to be considered or undertaken by Lee County that will impact the island. (Added by Ordinance No. 09-09) (Deleted)~~

PINE ISLAND

PINE ISLAND VISION

This community includes Greater Pine Island as described under Goal 4 5 along with surrounding smaller islands and some unincorporated enclaves near the City of Cape Coral. Its future, as seen by Pine Islanders, will be a matter of maintaining an equilibrium between modest growth, a fragile ecology, and a viable and productive agricultural community. Pine Island will continue to be a haven between urban sprawl approaching from the mainland and the wealth of the outer islands; a quiet place of family businesses, school children, farmers, and retirees enjoying the bounties of nature; a place devoid of high-rises, strip malls, and gated communities. Traffic constraints caused by the narrow road link to the mainland will limit future development, allowing the islands to evacuate from storms and protecting natural lands from unsustainable development. Wildlife and native vegetation will be protected; loss of wildlife habitat will be reversed; sidewalks and bike paths will connect neighborhoods for young and old alike. Architectural standards for commercial buildings will encourage "Old Florida" styles, and historic buildings will be treasured. Pine Island will continue to be a place where people, nature and agriculture exist in harmony, a place not very different from what it is today, an island as state-of-mind as much as a physical entity, its best features preserved and enhanced. Pine Islanders are historically vigilant about protecting their community and will work to ensure that their plans are carried out. ~~(Added by Ordinance No. 99-15, Amended by Ordinance No. 03-03, 05-21) (Relocated and Edited from Vision Statement)~~

GOAL 5: GREATER PINE ISLAND. To manage future growth on and around Greater Pine Island so as to maintain the island's unique natural resources, character and its viable and productive agricultural community and to insure that island residents and visitors have a reasonable opportunity to evacuate when a hurricane strike is imminent. For the purposes of this plan, the boundaries of Greater Pine Island are indicated on ~~the Future Land Use Map ____ (Amended by Ordinance No. 94-30, 05-21) (Relocated from the Future Land Use Element) (Formerly Goal 14)~~

PINE ISLAND COMMUNITY CHARACTER & LAND USE: RESIDENTIAL

OBJECTIVE 5.1: RESIDENTIAL LAND USES. County regulations, policies, and discretionary actions will recognize certain unique characteristics of Greater Pine Island which justify different treatment of existing and future residential areas than in mainland Lee County, as described in the following policies. ~~(Amended by Ordinance No. 94-30, 00-22) (Relocated from the Future Land Use Element) (Formerly Objective 14.3)~~

POLICY 5.1.1: Due to the constraints on future development posed by the limited road connections to mainland Lee County, bonus densities of any kind are not permitted in Greater Pine Island. This prohibition includes housing density bonuses, off-site transfers from environmentally critical areas, and transfer from on-site wetlands at rates above the standard density rates for environmentally critical areas. **(Relocated from the Future Land Use Element) (Formerly Policy 14.3.1)**

POLICY 5.1.2: When warranted by actual construction and occupancy of homes, existing substandard subdivisions may become subject to Municipal Service Taxing or Benefit Districts to provide roads, drainage, and other public facilities. **(Relocated from the Future Land Use Element) (Formerly Policy 14.3.2)**

POLICY 5.1.3: The county's Land Development Code will continue to state that no building or structure on Greater Pine Island will be erected or altered so that the peak of the roof exceeds thirty-eight (38) feet above the average grade of the lot in question, or forty-five (45) feet above mean sea level, whichever is the lower. No deviations from these height restrictions may be granted through the planned development process. These height restrictions will not be measured from minimum flood elevations nor will increases in building height be allowed in exchange for increased setbacks. Industrial buildings must also comply with these height restrictions. ~~(Amended by Ordinance No. 94-30, 00-22, 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.3.3)**

POLICY 5.1.4: The county Zoning Regulations will continue to allow storage of commercial fishing equipment at a fisherman's private residence as a permitted use in residential districts on Pine Island. Reasonable restrictions not having the effect of prohibiting such storage may be developed. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.3.4)**

POLICY 5.1.5: The county will amend its land development code to provide specific regulations for neighborhood connectivity and walls and gates on Greater Pine Island if an acceptable proposal is submitted by the Greater Pine Island Community. These regulations would require interconnections between adjoining neighborhoods wherever feasible and would no longer allow perimeter walls around larger developments. ~~(Added by Ordinance No. 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.3.5)**

PINE ISLAND COMMUNITY CHARACTER & LAND USE: COMMERCIAL

OBJECTIVE 5.2: COMMERCIAL LAND USES. County regulations, policies, and discretionary actions will recognize certain unique characteristics of Greater Pine Island which justify different treatment of existing and future commercial areas than in mainland Lee County, as described in the following policies. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 14.4)**

POLICY 5.2.1: The designated Future Urban Area at Pine Island Center is targeted for most future commercial and industrial uses, as permitted by other portions of this plan. **(Relocated from the Future Land Use Element) (Formerly Policy 14.4.1)**

POLICY 5.2.2: Commercial development at other locations on Greater Pine Island (such as Bokeelia, Pineland, Matlacha, and St. James City) should be limited to marinas, fish houses, and commercial uses to serve the day to day needs of local residents and island visitors. Such development must be sited and designed to minimize disruptive influences to the greatest degree possible. ~~(Amended by Ordinance No. 94-30, 00-22, 10-17)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.4.2)**

POLICY 5.2.3: The county will expand the commercial design standards in its land development code to provide specific architectural and site design standards for Greater Pine Island if an acceptable proposal is submitted by the Greater Pine Island Community. These standards would promote but not mandate rehabilitation over demolition; require smaller rather than larger buildings; avoid standardized franchise buildings; preserve mature trees wherever possible; place most parking to the side and rear; require large windows and forbid most blank walls; and encourage metal roofs and other features of traditional "Old Florida" styles. The new commercial design standards will reflect the different characteristics of Bokeelia, Pineland, Matlacha, and St. James City. ~~(Added by Ordinance No. 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.4.3)**

POLICY 5.2.4: The county will expand its current sign regulations to include specific standards for Greater Pine Island if an acceptable proposal is submitted by the Greater Pine Island Community. These standards would reduce the size of ground-mounted signs, discourage or disallow internally lit box signs, allow wall signs on buildings near the right-of-way, and allow small directional signs on Stringfellow Road for businesses not visible from the road. ~~(Added by Ordinance No. 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.4.4)**

POLICY 5.2.5: The county will establish a prioritized schedule for an effort to rezone land to zoning districts that properly reflect its development potential under the Lee Plan. ~~(Added by Ordinance No. 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.4.5)**

PINE ISLAND COMMUNITY CHARACTER & LAND USE: COASTAL RURAL

POLICY 5.2.6: In the Coastal Rural future land use category, non-residential development is limited to minor commercial development. New commercial zoning requests must utilize the Planned Development rezoning process. All commercial development in this category must be consistent with the following limitations:

- a. Total building floor area is limited to 5,000 square feet;
- b. Development must not exceed two acres of impervious area;
- c. Uses are limited to those that reflect the Coastal Rural character and unique culture of Greater Pine Island such as animal clinics, bait and tackle shops, ecotourism, farm and feed supply stores, food stores, lawn and garden supply stores, restaurants (excluding fast food), roadside/produce stands, specialty retail, and plant nurseries; and
- d. Buildings exceeding 5,000 square feet that are lawfully existing or approved as of October 1, 2009 will be deemed vested for the approved and existing square footage for the life of the structure despite a change in use.

~~(Added by Ordinance No. 10-17)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.4.6)**

POLICY 5.2.7: During the Comprehensive Plan Evaluation and Appraisal Report process the county will analyze commercial rezoning and commercial development in the Coastal Rural areas and assess their impacts to the Greater Pine Island Community and identify any needed policy modifications. ~~(Added by Ordinance No. 10-17)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.4.7)**

PINE ISLAND COMMUNITY CHARACTER & LAND USE: AGRICULTURAL

OBJECTIVE 5.3: AGRICULTURAL USES. To promote and preserve the rural character of Pine Island, Lee County will strive to foster a viable and productive agricultural community on the island. Lee County will incorporate several land use “tools” such as purchase and transfer of development rights programs into the Lee County Land Development Code to preserve agricultural uses on Pine Island. ~~(Added by Ordinance No. 05-21)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 11.6)**

POLICY 5.3.1: Lee County will maintain a map ~~(Map 21)~~ of all existing farmland on Pine Island. These mapped existing farmlands and Pine Island lands containing indigenous vegetation are the primary targeted sending areas for the creation of transfer of development rights (TDR) on Pine Island. ~~(Added by Ordinance No. 05-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 14.6.1)**

PINE ISLAND COMMUNITY CHARACTER & LAND USE: TRANSFER OF DEVELOPMENT RIGHTS

POLICY 5.3.2: Lee County, by ~~2009~~ 2016 will evaluate creating a Purchase of Development Rights Program with the objective of preserving Pine Island agricultural uses. ~~(Added by Ordinance No. 05-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 14.6.2)**

POLICY 5.3.3: By ~~2007~~ 2015 Lee County will amend the Lee County Land Development Code to establish a Pine Island Transfer of Development Rights (TDR) program to supplement the existing wetland TDR program. The program will be encouraged for properties depicted on Map 24 ____ as well as other Pine Island lands as promoting reduced densities in the Coastal High Hazard Area. ~~(Added by Ordinance No. 05-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 14.6.3)**

POLICY 5.3.4: The property owners of lands designated Intensive Development, Central Urban, or Urban Community are eligible to receive Pine Island TDRs. The property owners of lands designated Suburban and Outlying Suburban are eligible to receive Pine Island TDRs consistent with the Lee Plan's definition of Density and if approved through the planned development rezoning process. The land development code will maintain several approval processes such as by right, administrative and planned development approval. Developments receiving TDR units will be evaluated for the following criteria: compact site design, innovative open space design, well designed pedestrian/bicycle connections to commercial and employment areas, locations on or a walkable distance to mass transit service, and mixed use buildings. Utilization of in-fill and brownfield sites are encouraged. Land Development Code incentives will be given to projects that incorporate concepts from traditional neighborhood design, transit oriented development, and new urbanism principles. ~~(Added by Ordinance No. 05-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.6.4)**

POLICY 5.3.5: Participation in the Pine Island TDR by right and administrative approval processes for receiving sites requires that the subject property be already conventionally zoned in a zoning district that would permit the proposed development consistent with allowable densities and with the zoning district's lot size, setback, open space and height requirements. The by right process will be limited to adding one additional dwelling unit to a receiving parcel that is one acre or less in size. If the receiving parcel is larger than one acre, TDR units may be used to add one dwelling unit per acre by right. The resulting density may not exceed the maximum total density range for the land use category of the subject site. ~~(Added by Ordinance No. 05-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.6.5)**

POLICY 5.3.6: Adding Pine Island TDR units in excess of one dwelling unit per acre in conventional zoning districts requires administrative approval. The Lee County Department of Community Development director may administratively approve the use of TDR units to increase the density of a proposed development provided that the proposed development is: in compliance with the Lee Plan; zoned for the type and number of dwelling units proposed to be constructed; designed so that the resulting development does not have substantially increased intensities of land uses along its perimeter, unless adjacent to existing or approved development of a similar intensity; in a location where the additional traffic will not be required to travel through areas with significantly lower densities before reaching the nearest collector or arterial road; in a location outside of the Category 1 Storm Surge Zone for a land-falling storm as defined by the October 1991 Hurricane Storm Tide Atlas for Lee County prepared by the Southwest Florida Regional Planning Council; not in a location where existing and committed public facilities are so overwhelmed that a density increase would be contrary to the overall public interest, and; will not decrease required open space, buffering, landscaping and preservation areas or cause adverse impacts on surrounding land uses. ~~(Added by Ordinance No. 05-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.6.6)**

POLICY 5.3.7: The Land Development Code will be amended to specify that Pine Island TDRs may be utilized through the Planned Development approval and amendment rezoning processes for land owners seeking to add additional dwelling units utilizing TDR units. The Code will specify that the application for the rezoning and the request to utilize TDR units may be submitted at the same time for concurrent review. ~~(Added by Ordinance No. 05-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 14.6.7)**

POLICY 5.3.8: The generation rate for Pine Island TDRs will be limited by the Land Development Code to two Transfer of Development Rights per acre for the Coastal Rural land use category, to six Transfer of Development Rights per acre for the Future Urban land use categories, and one Transfer of Development Right per five acres of wetland. The Land Development Code will be amended to establish a creation of development rights process as well as a receiving process. ~~(Added by Ordinance No. 05-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.6.8)**

PINE ISLAND TRANSPORTATION

OBJECTIVE 5.4: ROAD IMPROVEMENTS. The county will continually monitor traffic levels on Pine Island Road to insure that the sum of the current population plus development on previously approved land plus new development approvals will not exceed the capacity of existing and committed roadways between Pine Island and mainland Lee County. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 14.2)**

POLICY 5.4.1: The minimum acceptable level-of-service standard for Pine Island Road between Burnt Store Road and Stringfellow Boulevard is hereby established as LOS “D” on an annual average peak hour basis and LOS “E” on a peak season, peak hour basis. This standard will be measured at the county's permanent count station on Little Pine Island and using the methodology described in the 1985 Highway Capacity Manual, Special Report 209. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.2.1)**

POLICY 5.4.2: The county will make every effort to continue extending the bicycle path to run the entire length of Stringfellow Road. Wherever possible, this path should be designed as a major public amenity similar to the high-quality design used for the bicycle path north of Pineland that was completed in 2001. ~~(Added by Ordinance No. 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.2.4)**

POLICY 5.4.3: Lee County will investigate the merits of creating a concurrency exception area for a portion of Pine Island Center. The concurrency exception area will promote the expansion of public transportation to and from the Greater Pine Island area. ~~(Added by Ordinance No. 05-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.2.5)**

PINE ISLAND TRANSPORTATION: “810-910” RULE

POLICY 5.4.4: In order to recognize and give priority to the property rights previously granted by Lee County for about 6,675 additional dwelling units, the county will keep in force effective development regulations which address growth on Pine Island and which implement measures to gradually limit future development approvals. These regulations will reduce certain types of approvals at established thresholds prior to the capacity of Pine Island Road being reached, measured as follows at the permanent count station on Little Pine Island at the western edge of Matlacha:

- a. When traffic on Pine Island Road reaches 810 peak hour, annual average two-way trips, the regulations will restrict further rezonings which would increase traffic on Pine Island Road through Matlacha. These regulations shall provide reasonable exceptions for minor rezonings on infill properties surrounded by

development at similar intensities and those with inconsequential or positive effects on peak traffic flows through Matlacha, and may give preference to rezonings for small enterprises that promote the nature and heritage of Greater Pine Island; and

- b. When traffic on Pine Island Road reaches 910 peak hour, annual average two-way trips, the regulations will provide restrictions on the further issuance of residential development orders (pursuant to Chapter 10 of the Land Development Code), or other measures to maintain the adopted level of service, until improvements can be made in accordance with this plan. The effect of these restrictions on residential densities must not be more severe than restricting densities to one-third of the maximum density otherwise allowed on that property.

The 810 and 910 thresholds were based on 80% and 90% of level-of-service “D” capacity calculated using the 1965 Highway Capacity Manual, as documented in the 2001 Greater Pine Island Community Plan Update. These development regulations may provide exceptions for legitimate ongoing developments to protect previously approved densities for final phases that have a Chapter 177 plat or site-plan approval under Ordinance 86-36. ~~(Amended by Ordinance No. 00-22, 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.2.2)**

POLICY 5.4.5: In addition to enforcing the restrictions in Policy ~~14.2.2-5.4.4.~~ of the Communities Element the county will take whatever additional actions are feasible to increase the capacity of Pine Island Road. The following measures will be evaluated:

- a. The construction of left-turn lanes at intersections with local roads in Matlacha; and
- b. Improvements to Burnt Store Road and Pine Island Road to the east of Burnt Store that will prevent premature closure of those roads during an evacuation, closures which now limit the number of Greater Pine Island and Cape Coral residents able to evacuate.

~~(Amended by Ordinance No. 94-30, 00-22, 03-03)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 14.2.3)**

PINE ISLAND NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 5.5: NATURAL RESOURCES. County regulations, policies, and discretionary actions affecting Greater Pine Island will permit no further degradation of estuarine and wetland resources and no unnecessary loss of native upland vegetation and wildlife habitat. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 14.1)**

POLICY 5.5.1: The county will not approve or support any new canals on Greater Pine Island or any new artificial channels in natural waters within one mile of Pine Island. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.1.1)**

POLICY 5.5.2: Lee County will map the seagrass beds around Greater Pine Island, and will regulate boating activities around Greater Pine Island and marina siting on Greater Pine Island in such a way as to prevent the net loss of seagrasses due to “prop dredging.” ~~(Added by Ordinance No. 94-30, Amended by Ordinance No. 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.1.2)**

POLICY 5.5.3: Lee County will, ~~by 1996,~~ explore the possibility of estimating the aerial extent and maturity of mangroves in Greater Pine Island for the purpose of providing baseline data necessary to ensure that the cumulative impact of mangrove alteration does not decrease the combination of aerial extent and maturity of mangroves relative to the baseline data. ~~(Added by Ordinance No. 94-30, Amended by Ordinance No. 00-22)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 14.1.3)**

POLICY 5.5.4: Maintenance dredging of old channels and canals may be permitted in those cases where the original channel (or canal) depth and width can be accurately determined. **(Relocated from the Future Land Use Element) (Formerly Policy 14.1.4)**

POLICY 5.5.5: The county will continue to purchase environmentally sensitive areas, rare and unique uplands, eagle nesting areas, and archaeological and historic sites on Greater Pine Island in accordance with the priorities set out in this plan. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.1.6)**

POLICY 5.5.6: Lee County will design a program ~~within one year~~ to assess the condition of septic tank drainfields along saltwater canals in St. James City, Bokeelia, and Flamingo Bay if grant funding can be obtained and if property owners are willing to cooperate with the study. This program would analyze whether current soil conditions or the density, age, or condition of drainfields are likely to be degrading tidal water in the canals. If serious degradation is taking place, Lee County will assess the feasibility of various corrective measures. ~~(Amended by Ordinance No. 94-30, 00-22, 03-03)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 14.1.7)**

POLICY 5.5.7: The county reclassified all uplands on Pine Island previously designated as Rural to a new Coastal Rural designation on the Future Land Use Map. The purposes of this redesignation was to provide a clearer separation between rural and urban uses on Pine Island, to discourage the unnecessary destruction of native upland habitats, and to avoid placing more dwelling units on Pine Island that can be served by the limited road capacity to the mainland. The Coastal Rural designation is designed to provide land owners with maximum flexibility while accomplishing these public purposes. ~~(Added by Ordinance No. 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.1.8)**

PINE ISLAND NATURAL RESOURCES & ENVIRONMENT: 50-FOOT BUFFER RULE

POLICY 5.5.8: New development, including “planned development” rezoning approvals, new subdivisions, and agriculture, that adjoin state-designated aquatic preserves and associated wetlands and natural tributaries must preserve or create a 50-foot-wide native vegetated buffer area between the development and the waterbody or associated wetlands. This requirement will not apply to existing subdivided lots. For agriculture, this requirement:

- a. Will be implemented through the notice-of-clearing process in Chapter 14 of the Land Development Code;
- b. Will include a requirement to use this area as a riparian forest buffer with an adjoining filter strip wherever farmland abuts wetlands; and
- c. If native vegetation does not currently exist, native tree cover will be established within three years of issuance of the notice of clearing.

The placement and width of the 50 foot vegetated buffer can be modified to accommodate development; however, the development must meet all of the following criteria:

- a. Impact less than 1.5 acres of the associated wetlands;
- b. The impacted area must consist primarily of exotic vegetation;
- c. Avoid all impacts to mangrove swamps and tidal flats (FLUCCS Code 612 and 651); and,
- d. Be in the Urban Community Future Land Use Category; and
- e. Be a Planned Development.

In addition to the listed criteria, the development must create an onsite wetland area. The created wetland area must meet the following:

- a. Must be a minimum of 1.5 square feet for each square foot of impacted associated wetlands;
- b. Consist of 100 % native wetland species;
- c. Consist of 6' wetland trees to be planted 15' on center and 3 gallon wetland shrubs planted 3' on center;
- d. Maintain a hydrologic connection with the remaining preserved associated wetlands;
- e. The wetland creation area may be comprised of planted dry detention, filter marsh or other similar green infrastructure techniques; and,
- f. The created wetlands are not intended to replace any state or federal required offsite mitigation for permitted impacts to wetlands.

~~(Amended by Ordinance No. 00-22, 03-03, 11-30)~~ **(Relocated from the Future Land Use Element)**
(Formerly Policy 14.1.5)

PINE ISLAND HISTORIC PRESERVATION

OBJECTIVE 5.6: HISTORIC RESOURCES. Lee County will continue to formally designate historic resources and archaeological sites on and around Greater Pine Island. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 14.5)**

POLICY 5.6.1: The county will continue to recognize Matlacha as an historic district, with an emphasis upon preserving the historic commercial fishing uses that give the community its unique character. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.5.1)**

POLICY 5.6.2: Public acquisition of historic structures and archaeological sites will be considered in conjunction with other public purposes such as parks or preservation of environmentally sensitive lands. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.5.2)**

POLICY 5.6.3: The county will evaluate the effects of county regulations (such as zoning, road setbacks, and other development regulations) on designated historic districts and other districts of local concern, and will modify such regulations where necessary to protect both the interests of owners of historic structures and the health, safety, and welfare of the general public. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.5.3)**

POLICY 5.6.4: The county will update its historic sites survey of Greater Pine Island if an update is determined to be needed. The county will consider formal local designation of additional historic buildings, especially in St. James City, Pineland, and Bokeelia, and will identify potential buildings or districts for the National Register of Historic Places. ~~(Added by Ordinance No. 03-03)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 14.5.4)**

~~**OBJECTIVE 14.7: 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. (Added by Ordinance No. 10-17) **(Deleted)**~~

~~**POLICY 14.7.1:** The owner or agent of a requested zoning action (planned development, conventional rezoning, special exception, or variance requests) within the Greater Pine Island community must conduct one public informational meeting within the community where the agent will provide a general overview of the project for any interested citizens. This meeting must be conducted before the application can be found sufficient. The applicant is fully responsible for advertising, providing the meeting space, and security measures as needed. Subsequent to this meeting, the applicant must provide staff with a summary 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. (Added by Ordinance No. 10-17) ~~(Deleted)~~

SAN CARLOS ISLAND

GOAL 6: SAN CARLOS ISLAND All development approvals on San Carlos Island must be consistent with following objective and policy in addition to other provisions of this plan. **(Relocated From the Future Land Use Element) (Formerly Goal 12)**

SAN CARLOS ISLAND COMMUNITY CHARACTER & LAND USE: WATER-DEPENDENT USES

OBJECTIVE 6.1: SAN CARLOS ISLAND WATER-DEPENDENT OVERLAY ZONE. To protect marine-orientated land uses on San Carlos Island from incompatible or pre-emptive land uses all development must be consistent with the following policies in addition to other provisions of this plan. ~~(Added by Ordinance No. 99-15)~~ **(Relocated From the Future Land Use Element) (Formerly Objective 12.1)**

POLICY 6.1.1. The density ranges on San Carlos Island are from 6 dwelling units per acre to 9.36 dwelling units per acre. Residential densities in developments that include commercial and residential uses in the same project or same building may be developed as provided for through mixed-use development practices. The category must be developed with a mix of uses not to exceed:

- a. Residential (Maximum of 271 dwelling units)
- b. Lodging (Maximum of 450 hotel rooms)
- c. Office (Maximum of 10,000 square feet)
- d. Retail (Maximum of 98,000 square feet)
- e. Marina (Maximum of 850 wet or dry boat slips)
- f. Civic (Maximum of 10,000 square feet) **(New Policy)**

POLICY 6.1.2: New development and substantial redevelopment within the Industrial Development and the Destination Resort Mixed Use Water Dependant land use categories on San Carlos Island will be permitted only in accordance with the following criteria. (See glossary for definitions and Map 2 ___ for map boundaries.) However, in no event will Lee County permit new or expanded petroleum facilities which would serve uses other than marine-related uses. ~~(Amended by Ordinance No. 10-38)~~

- a. At the foot of the Matanzas Pass Bridge - Within the water-dependent overlay zone which is defined as land within 150 feet of the shoreline: water-dependent marine industrial uses and water-dependent functions of recreational marinas.
 - 1. Landward of the overlay zone (150-foot line): marine industrial uses, in addition to water-related accessory uses which may be permitted to occupy up to 50% of that portion of a parcel lying landward of the 150-foot line.
- b. North of Main Street - Within the water-dependent overlay zone, which is defined as land within 150 feet of the shoreline: water-dependent marine industrial uses and recreational marinas.

1. Landward of the overlay zone (150-foot line): marine industrial uses, in addition to commercial or marine industrial uses which support the major industrial activities and recreational marinas.
- c. South of Main Street - Within the water-dependent overlay zone which is defined as land within 300 feet of the shoreline: water-dependent marine industrial uses as well as those uses described under ~~Goal 31~~ Objective 6.3 and Policy ~~31.3.4~~ 6.5.4.
1. Landward of the overlay zone (300-foot line): marine industrial uses; in addition, dry-storage recreational marinas may also be permitted through the “planned development” rezoning process, provided the following is clearly demonstrated:
 - a) Water access can be provided with only minimal interference to the waterfront industrial uses; and
 - b) Adequate road access is provided for the waterfront industrial uses; and
 - c) Any other commercial uses (such as food service or retail space) must be clearly ancillary to the recreational marina or industrial uses and comprise no more than five percent (5%) of the site, unless located within the Destination Resort Mixed Use Water Dependant future land use category.
(Amended by Ordinance No. 10-38)
- d. Water-Dependent Overlay Zones in General - The water-dependent overlay zones will be included in the Lee County Zoning Regulations and may be the subject of deviation requests during the “planned development” rezoning process. This provision is particularly intended to encourage joint use of parking, access easements, and stormwater retention facilities where such joint use does not negate the essential purpose of the overlay zones. (This also applies to the water-dependent overlay zones elsewhere on San Carlos Island as described in Policy ~~12.1.1~~ 6.1. 2)
- e. Ancillary Commercial Uses - Wherever water-dependent, marine industrial uses are permitted, water-related ancillary commercial uses may also be permitted, provided they are clearly subordinate to the parcel's principal use and their total development area (building, parking, required buffers, water retention, etc.) does not exceed fifteen (15) percent of the parcel's total area. However, at the foot of the Matanzas Pass Bridge, this percentage may be increased to twenty-five (25) percent so long as the resulting commercial use of land lying in the Industrial Development land use category does not exceed fifty (50) percent of all land in that category that is under unified ownership or control as of March 1, 1988. (Amended by Ordinance No. 94-30, 99-15, 00-22)

Destination Resort Mixed Use Water Dependant Future Land Use Category - Development within this land use category must be consistent with the requirements of ~~Goal 31~~ Objective 6.3.

(Added by Ordinance No. 10-38) **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 12.1.1)**

POLICY 6.1.3: New development and substantial redevelopment within a portion of the Urban Community land use category on San Carlos Island will be subject to the additional requirement that within a water-dependent overlay zone, wet or dry storage recreational marinas and other water-dependent uses only will be permitted. This water-dependent overlay zone affects two separate areas, both lying south of Main Street and east of San Carlos Boulevard, as depicted on Map 2 _____ and described as follows:

- a. Land within 150 feet of the shoreline along the inlet (between other lands designated as Industrial Development but exempting the Gulf Cove Trailer Park); and

b. Land within 300 feet of the shoreline and lying east of, and within 930 feet of, the main Industrial Development area.
~~(Relocated by Ordinance No. 99-15, Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 12.1.2)**

SAN CARLOS ISLAND QUALITY OF LIFE/INFRASTRUCTURE

OBJECTIVE 6.2: To manage growth, development, and redevelopment on San Carlos Island. To maintain and enhance the area's quality of life and public and private infrastructure. ~~(Added by Ordinance No. 98-09)~~ **(Relocated From the Future Land Use Element) (Formerly Objective 12.2)**

POLICY 6.2.1: As part of the transit design process, the county will consider ways to establish pull-overs and turn-offs for the pick-up and discharge of passengers from all trolley and mass transit vehicles and requiring that such pick-up and discharge be done only at specified transit stops. ~~(Relocated by Ordinance No. 98-09, Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 12.2.1)**

POLICY 6.2.2: Prior to the expenditure of public funds for the construction of new parking facilities within San Carlos Island, an analysis of the relationship of the facility to the level-of-service on constrained and backlogged roads will be undertaken, in order to determine if the location, size and function of the facility is appropriate and consistent with the adopted CRA plan and the Transportation Element of the Lee Plan. ~~(Relocated by Ordinance No. 98-09, Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 12.2.2)**

POLICY 6.2.3: Recreation areas must have a minimum of impervious surfaces. ~~(Relocated by Ordinance No. 98-09, Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 12.2.3)**

POLICY 6.2.4: Sidewalks, bike paths, and mass transit routes must be designed to provide convenient and safe access to all recreational facilities in the area. ~~(Relocated by Ordinance No. 98-09, Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 12.2.4)**

SAN CARLOS ISLAND DESTINATION RESORT MIXED USE WATER DEPENDANT (DRUMD) CATEGORY

OBJECTIVE 6.3: To Establish a Destination Resort Mixed Use Water Dependiant (DRUMD) land-use category that considers the uniqueness of water dependiant land, with existing antiquated zoning, and outdated uses that will provide a mechanism to create an attractive, functioning mixed use destination resort through well planned redevelopment and ensure that Destination Resort Mixed Use Water Dependiant (DRUMD) categories are located in the most appropriate areas. ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Goal 31 and Objective 31.1)**

POLICY 6.3.1: These areas can best be characterized by their proximity to the water and need for redevelopment due to changes in the market and outdated development patterns. By virtue of their proximity to navigable water and availability of public services, these locations are suited to accommodate a mixture of uses that range between residential, resort, commercial and industrial type activities that benefit from access to the water front. As Lee County moves toward being a larger metropolitan area and a world class destination, these types of developments can offer a diverse living, working and vacationing experience that benefit the entire area while being environmentally friendly and economically viable. The density ranges from 6 dwelling units per acre to 9.36 dwelling units per acre. Residential densities in developments that include commercial and residential uses in the same project or same building may be developed as provided

for under the Glossary terms: “Mixed Use,” “Mixed Use Building,” and “Density.” ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.1.1)**

POLICY 6.3.2: Destination Resort Mixed Use Water Dependent (DRMUWD) location criteria:

1. Areas characterized by predominantly outdated RV type living facilities meant for temporary habitation without individual type land ownership and depressed/underutilized water dependent waterfronts.
2. Located in Areas characterized as predominantly impacted by a declining water dependant industry like commercial fishing or other and with a minimum of 8 acres of contiguous lands under unified control.
3. Areas within costal wind zones depicted as 100 Year Flood Plains, as illustrated on Map ___ of the Lee Plan.
4. Areas with direct access to existing roadways and navigable bodies of water.
5. Areas with multiple zoning districts that may not be compatible with each other.

~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.1.2)**

POLICY 6.3.3: Destination Resort Mixed Use Water Dependant (DRMUWD) land use category will only be allowed, subject to the other requirements of these Goals, Objectives and Policies and in the areas as defined by the location criteria. ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.1.3)**

OBJECTIVE 6.4: GROWTH MANAGEMENT. Destination Resort Mixed Use Water Dependent (DRMUWD) land use category must be consistent with the growth management principles and practices provided in the following policies. ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Objective 31.2)**

POLICY 6.4.1: All new development in this land use category must be reviewed and rezoned as a Planned Development. ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.2.1)**

POLICY 6.4.2: Destination Resort Mixed Use Water Dependant (DRMUWD) land use location must have adequate fire protection, transportation facilities, wastewater treatment and water supply, and have no adverse effects such as noise, lighting, or odor on surrounding land uses and natural resources. ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.2.2)**

POLICY 6.4.3: Adjacent contiguous properties on San Carlos Island may be added to the category with an amendment to the ~~Future~~ Land Use Map and text. All existing and new developments must be under unified control for common areas. ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.2.3)**

POLICY 6.4.4: Applications for Destination Resort Mixed Use Water Dependant (DRMUWD) development will be reviewed and evaluated as to their impacts on, and may not negatively affect, adjacent, existing residential, commercial or conservation activities. ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.2.4)**

POLICY 6.4.5: The Lee County Land Development Code (LDC) must be amended to include specific property development regulations for this category. The LDC provisions will encourage joint use of parking, access easements, and storm-water retention facilities where appropriate. ~~(Added by Ordinance No. 09-15)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.2.5)**

POLICY 6.4.6: The maximum height for buildings is 180 feet. Buildings that utilize multiple stories of enclosed parking under the residential or hotel use may add up to an additional 50 feet of building height, up to a maximum of 230 feet. ~~(Added by Ordinance No. 09-15, Scrivener's Error Corrected by Ordinance No. 09-27)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 31.2.6)**

OBJECTIVE 6.5: COMMERCIAL LAND USES. Ensure that new development areas create a unified and pleasing aesthetic/visual quality through landscaping, architecture, lighting and signage, while providing additional employment opportunities, and eliminating uses that are not compatible with the adjacent uses. Existing and future county regulations, land use interpretations, policies, zoning approvals, and administrative actions should be undertaken in an effort to promote the goal of redevelopment for the areas with increased mixed use opportunities to service the needs of the community and surrounding areas. Commercial land uses must be designed to be compatible Old Florida or other Florida Vernacular styles of architecture and the historic identity of the area. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Objective 31.3)**

POLICY 6.5.1: The property owners of lands designated DRMUWD will utilize innovative open space design, mixed use concept that integrate well designed pedestrian/bicycle connections to commercial and, locations on or a walk-able distance to mass transit service. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.3.1)**

POLICY 6.5.2: The cost for the provision and expansion of facilities for potable water and sanitary sewer that benefits development in the DRMUWD area will be borne by those who benefit. Funding may include (but is not limited to), impact fees, special taxing or benefit districts, or Uniform Community Development Districts. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.3.2)**

POLICY 6.5.3: The DRMUWD is an area which provides the associated support development and synergism to create a viable mixed use destination type development with water dependant uses as part of the mix. This land use category allows a mixture of land uses related to and justified by the development of a destination resort. Predominant land uses within this area are expected to be residential, commercial, transitory lodging, office, public, recreation, and development all with a water related uses. The following is a list of water dependant uses that will be allowed in this category.

Water related Permitted Uses:

1. Aids to navigation
2. Bait and tackle shops
3. Boat launch and or moorage facilities, Marina, and boat charter services
4. Communication facilities essential to service water dependant uses.
5. Facilities for refueling and providing other services for boats, ships and related marine equipment

6. Laboratory research on marine/estuarine products and resources and physical and biological characteristics of the estuary.
7. Marine related specialty shop
8. Office in conjunction with a permitted or conditionally permitted use
9. Public waterfront access
10. Research and education observation
11. Storage of Marine equipment
12. Stores for sale and rental of marine supplies and equipment
13. Utilities
14. Wholesale and retail markets for marine estuarine products
15. Grocery store/ships store
16. Restaurants
17. Processing of seafood in conjunction with retail sales operation
18. Boat repair and building
19. Boat terminal facilities
20. Uses not listed as permitted but shown to be water dependent or water related by the applicant and approve by the Director of Community Development. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.3.3)**

POLICY 6.5.4: The following uses are prohibited within the DRMUWD:

- Drive thru facilitates
- Big box retailers and single free standing retail facilities greater than 20,000 square feet. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.3.4)**

POLICY 6.5.5: Commercial developments must provide interconnection opportunities with adjacent uses to minimize access points onto primary road corridors; and residential developments to provide interconnect opportunities with commercial areas, including but not limited to, bike paths and pedestrian access ways. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.3.5)**

POLICY 6.5.6: The category must be developed with a mix of uses not to exceed:

- Residential (Maximum of 271 dwelling units)
- Lodging (Maximum of 450 hotel rooms)
- Office (Maximum of 10,000 square feet)
- Retail (Maximum of 98,000 square feet)

- Marina (Maximum of 850 wet or dry boat slips)
- Civic (Maximum of 10,000 square feet) ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.3.6)**

POLICY 6.5.7: To reduce the impact on wildlife such as sea turtles and migrating birds, projects must be designed to minimize light pollution, sky glow and light trespass beyond the property lines by using appropriate light fixtures and other light management techniques. Techniques may include:

1. Utilizing fully shielded, full cut off luminaries; down style canisters with interior baffles on the balconies; pole lights less than 15 feet in height; bollard type fixtures with louvers; and other techniques acceptable to the Division of Environmental Sciences.
2. Up-lighting is prohibited. Mercury vapor or metal halide lamps are also prohibited.
3. Glass windows and doors must be treated to achieve an industry-approved, inside-to-outside light transmittance value of 45 percent or less. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.3.7)**

OBJECTIVE 6.6: RESIDENTIAL USES. This land use category will enhance the character of the area by evaluating adjacent uses, natural resources, access and recreational or open space, and requiring compliance with enhanced buffering requirements. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Objective 31.4)**

POLICY 6.6.1: This land use category will provide opportunities for public access to the water and will include provisions for bicyclists/pedestrians. At a minimum, one public access easement must be provided to the waterfront per development. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.4.1)**

POLICY 6.6.2: Road capacity improvements necessary to serve demands generated outside the community will be designed to minimize the impacts on the community. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.4.2)**

OBJECTIVE 6.7: COMMUNITY CHARACTER. Land Development Code provisions will incorporate regulations, policies and actions affecting the character and aesthetic appearance of the development to help create a visually attractive community. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Objective 31.5)**

POLICY 6.7.1: In order to maintain a Marine identity for the community, commercial developments must use vernacular Florida architectural styles for all buildings. The use of Mediterranean styles of architecture is discouraged. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.5.1)**

POLICY 6.7.2: In order to preserve/enhance/restore the heritage and natural beauty of the area, this land use category will provide an educational component with the objective of educating the public on its unique quality and rich history and how to protect the area. This will be done with descriptive display, multimedia presentations and other proven means to educate and inform. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.5.2)**

OBJECTIVE 6.8: COORDINATION OF MASS TRANSIT. The developer(s) will coordinate with Lee County to ensure consistency with the TDP (Transit Development Plan). ~~(Added by Ordinance No. 09-15)~~ **(Formerly Objective 31.6)**

POLICY 6.8.1: Mixed-use developments, as defined in the Lee Land Development Code containing both commercial and residential uses within the same development will provide for an interconnection of commercial with residential uses with pedestrian linkages. Mixed-use developments will be limited to an overall density of 9.36 dwelling units per acre at these locations. Mixed use Developments that include commercial and residential uses within the same development will be allowed to use the entire site for density calculation. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.6.1)**

POLICY 6.8.2: Bicycle & Pedestrian facilities will be provided throughout the development. Connections between all uses are required to facilitate alternative modes of transportation. When possible, connections to adjacent developments must be provided. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.6.2)**

POLICY 6.8.3: Vehicular connections between residential and non-residential uses will be provided to facilitate the internal capture of trips. When possible, vehicular connections to adjacent developments will be made to provide alternative access to the non-residential and mixed use components of the development. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.6.3)**

POLICY 6.8.4: Water access-Each development must provide at a minimum one designated public access easement point to the water. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.6.4)**

OBJECTIVE 6.9: INCORPORATION AND UTILIZATION OF MULTIMODAL AND ALTERNATIVE MODES OF TRANSIT. The development will establish a comprehensive approach to multimodal and alternative modes of transportation for its residents and guests. These will include, but will not be limited to, mass transits stops (minimum of one), or shuttle service to a stop, bicycle rental, integrated network of sidewalks and board walks, airport shuttle services and water-taxi transportation facilities. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Objective 31.7)**

POLICY 6.9.1: Each development will establish a water taxi /shuttle service to and from the property. The shuttle will be open to guests, residents and outsiders wanting an alternative access to the water. Hours of operation will be determined based on market conditions, but will at a minimum provide three (3) round trips daily. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.7.1)**

POLICY 6.9.2: Each development will establish or participate in an airport shuttle service to and from the Southwest Florida International Airport and the development. The shuttle services hours of operation will be determined based on market conditions and can be a fixed route shuttle or a point of demand service type or combination of both. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.7.2)**

POLICY 6.9.3: Where Projects are intersected by public roadways a grade separation may be provided for safe pedestrian and bicycle access between the properties. The purpose of this policy is to safely move pedestrian and bicycles across the road. Examples of grade separation would involve taking the bicycle/pedestrian facilities up and over the road or involve in taking the road over the pedestrian/bicycles paths. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.7.3)**

POLICY 6.9.4: As part of any rezoning action, the existing roadways that are adjacent to or run through the project, particularly Main Street, will be evaluated with a cross-sectional analysis to identify needed upgrades of driver and bicycle/pedestrian safety and bus access to and from the property. At a minimum, one bus stop will be provided along Main Street meeting Lee Tran standards or better. Improvements to bring Main Street

up to Class A road standards, subject to deviations where appropriate, will be provided by the developer. Where bicycle/pedestrian upgrades or additions are determined by Lee County to be desirable along Main Street or other area streets, those improvements will be eligible for road impact fee credits in accordance with the Lee County Land Development Code. ~~(Added by Ordinance No. 09-15, Amended by Ordinance No. 10-38)~~ **(Formerly Policy 31.7.4)**

OBJECTIVE 6.10: SERVICE AREA AND EQUIPMENT. Ensure that service and function areas are planned and designed to have the least amount of impact on the general public and adjacent neighbors. This can be accomplished by providing adequate space and incorporating these elements into the project at an early stage. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Objective 31.8)**

POLICY 6.10.1: Materials, supplies, or equipment must be stored inside a closed building or behind a suitable barrier so as not to be visible to the general public or to an adjoining site. Loading doors and service areas must be screened, or buffered by landscaping, so as not to be visible from any street or from any adjoining residential site. Adequate area must be provided on site for loading and maneuvering of trucks and other vehicles so that operations will not be carried out in the street. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.8.1)**

POLICY 6.10.2: Screening devices must be of a height at least equal to that of the material or equipment screened. The design, material, textures, and colors of screening devices must be architecturally compatible with those of the building and with the landscaping. The design of these elements will appear seamless with the building and/or landscaping. Frequently, planting material can provide an effective screen offering the same opaqueness of a wall. Plantings should be considered to soften the “hardness” of man-made screens. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.8.2)**

OBJECTIVE 6.11: INTERGOVERNMENTAL COORDINATION WITH THE TOWN OF FORT MYERS BEACH. Due to the unique location and proximity to the town of Fort Myers Beach the development will commit to working with the town to propose and resolve concerns. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Objective 31.9)**

POLICY 6.11.1: The developer will establish a dialogue with the town to review parking and access issue during the Development order process. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.9.1)**

POLICY 6.11.2: The developer will provide a liaison and resources to any harbor planning committee to coordinate activities in and around the Harbor. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.9.2)**

OBJECTIVE 6.12: Development and Redevelopment in the Destination Resort Mixed Use Water Dependent category in the Coastal High Hazard Areas must mitigate hurricane sheltering and evacuation impacts consistent with the following policy. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Objective 31.10)**

POLICY 6.12.1: An agreement must be executed between the County and the property owner to mitigate the project’s hurricane sheltering and evacuation impacts. The agreement will include provisions to construct on site shelter to withstand Category 5 hurricane force winds and storm surge to accommodate residents in compliance with the following requirements:

1. On-site shelters and all required equipment and supplies for these facilities must comply with the following standards:

- a. Elevation to the anticipated storm surge from a land falling Category 5 storm.
 - b. Construction to withstand winds of 200 mph in accordance with the Florida Building Code.
 - c. Construction with minimum exterior glass with all glazed openings provided with impact protection in accordance with the Florida Building Code.
 - d. Equipped with emergency power and potable water supplies to last up to five days.
 - e. Protected with adequate ventilation, sanitary facilities, and first aid medical equipment.
2. Developer/operator must conduct annual training of the on-site shelter managers. The training is to be conducted by the Red Cross and approved by Lee County Emergency Management.
 3. Developer/operator must submit a post storm recovery plan including post storm evacuation plan for review and approval by Lee County Emergency Management. ~~(Added by Ordinance No. 09-15)~~ **(Formerly Policy 31.10.1)**

RURAL COMMUNITIES

BAYSHORE

BAYSHORE VISION

The Bayshore Community, bounded by I-75, State Road (SR) 31, the Caloosahatchee River and Charlotte County, is predominantly a rural residential area of single family homes on large acreages, small horse farms, citrus groves, and plant nurseries, interspersed by some larger cattle grazing operations. There are also scattered single-family subdivisions and mobile homes on smaller lots, ~~which provide for a~~ A full wide range of housing prices exists within the community with ~~There is limited urban infrastructure and commercial uses.~~ commercial activity and minimal urban infrastructure. ~~By and large, the residents of Bayshore want to see this land use pattern maintained.~~

The Bayshore Community shares a firm desire to live in a rural community, and take meaningful actions to preserve and enhance the rural quality of life residents and visitors seek. Primary elements of a rural quality of life include low-density residential uses, limited commercial uses focused on serving the local community, and homesteads where residents can keep horses, livestock and pets.

Rural quality of life includes conservation of rural and environmentally-sensitive lands, removal of invasive exotic species, preservation of heritage trees, and protection of the natural environment including wildlife, habitats, natural resources, clean water, and other natural systems.

Rural quality of life is characterized by family farms, other agricultural uses, and equestrian activities.

Rural quality of life means limited infrastructure such as two-laned paved and unpaved local roads, with public facilities such as blueways and greenways appropriate for a rural way of life.

In order to maintain the community's rural quality of life, new roads and urban levels of commercial activity are strongly discouraged.

Rural quality of life is rural living as a lifestyle - not just a look - in a place that is quiet, peaceful, out of the way, removed from urban conveniences, and is distinctly different from urban and suburban living.

The vision of the future ~~would~~ includes slow ~~but steady~~ growth with the building of ~~larger~~ single family homes - preferably on tracts 2 ½ to 5 acres ~~tracts and larger, as well as some higher density development in the Outlying Suburban category (i.e. up to two units per acre with proper zoning)~~, and continued support for the infrastructure necessary for the owners and breeders of horses.

The protection of environmental resources and the preservation of the rural quality of life as defined above ~~maintenance of a wholesome family atmosphere is~~ are desired, as well as the protection of existing agricultural and equestrian activities. ~~One~~ Community projects that could serve these ends ~~would be~~ include the development of additional equestrian park opportunities in the community, the establishment of bridle paths, greenways, blueways, and multimodal trails.

The Bayshore Community is prone to sheet flow and flooding events. Due to the flood prone nature of the Community and the domestic wells necessary to insure adequate water supply for a rural community, only low residential densities and limited commercial activity are appropriate. The depth, duration, and frequency of the flooding has increased over the years due to human activity, including unpermitted activity, altering the natural sheetflow condition by diverting, blocking and in cases concentrating flows, thus creating hazardous conditions and impacting the rural quality of life in some areas. Future Neighborhood Improvement Projects, such as the installation of high capacity culverts in appropriate places on dirt roads, are encouraged to reverse this trend. Continued county maintenance of the creeks and flowways wherever and whenever possible is desired to reduce flooding potential. Cooperation by property owners is encouraged. New development shall not interrupt natural flowways, exacerbate flooding, or reduce basin storage within the watershed. (Added by Ordinance No. 03-02) **(Relocated and Modified from the Vision Statement)**

GOAL 7: BAYSHORE COMMUNITY. ~~To p~~-Protect the existing rural residential, agricultural and equestrian-oriented quality of life as defined in the Bayshore Vision statement ~~character of the community~~ by maintaining low residential densities and minimal commercial activities, while excluding incompatible uses that are destructive to the ~~character~~ rural lifestyle and natural environment ~~of within~~ this rural residential ~~environment~~-community. A reduction in total allowable density is needed to achieve this goal utilizing various methods such as those provided in Policy 7.1.5 below.

For the purposes of this goal and related objectives and policies, the boundaries of the Bayshore Community ~~will be~~ are I-75 on the west, SR 31 on the east, the Caloosahatchee River on the south and the Charlotte County ~~line~~ boundary on the north. (Added by Ordinance No. 03-02). **(Relocated and Modified from the Future Land Use Element) (Formerly Goal 20)**

BAYSHORE COMMUNITY: COMMUNITY CHARACTER & LAND USE

OBJECTIVE 7.1: LAND USE. ~~The existing land use designations of the Lee Plan (as of September 30, 2001) are appropriate to achieving the goal of the Bayshore Plan. No land use map amendments to a more intensive will be permitted after March 11, 2003, unless a finding of overriding public necessity is made by three members of the Board of County Commissioners.~~ (Added by Ordinance No. 03-02)

Land use amendments that increase density within the Bayshore Community are strongly discouraged. Land use amendments that decrease the density of the Bayshore Community are strongly encouraged. Land use amendments to a more intensive category will only be permitted if a finding of overriding public necessity is made by a supermajority of the full Board of County Commissioners. (Relocated and Modified from the Future Land Use Element) (Formerly Objective 20.1)

POLICY 7.1.1: ~~Commercial activity will be limited to the Interstate Interchange designation at Bayshore and I-75, plus minor commercial uses at the intersections of Nalle Road and Bayshore, SR 31 and Bayshore, and SR 31 and Old Bayshore. Non-retail commercial uses, are permitted consistent with the Lee Plan and the Land Development Code.~~ In the Bayshore Community commercial uses will be limited to properties within the Interchange Land Use Category; properties already zoned for commercial use; and, properties within one quarter mile on arterial roads and 330 feet on collector and local roads at the intersections of Nalle Road and Bayshore Road, SR 31 and Bayshore Road, and SR 31 and Old Bayshore Road. For commercial properties that are located outside of the Interchange Land Use Category the total building floor area is limited to 20,000 square feet, and the development must not exceed two acres of impervious area.

Commercial uses, allowed by special exception utilizing Agricultural zoning, are permitted in other locations if consistent with the Land Development Code and the size limitations of this policy. All commercial uses should be conditioned appropriately, limited in size and scope per the Bayshore Vision, and compatible with surrounding uses. **(Rewritten from the Future Land Use Element) (Formerly Policy 20.1.1)**

POLICY 7.1.2: ~~Commercial stables or tack and feed stores are exempt from meeting commercial site location standards, per Policy 7.1.1. of this element. The existing 7.1 acre +/- retail commercial center at 10440 Bayshore Road, the 0.66 acre +/- retail commercial property at 19451 SR 31, the 0.83 +/- acre retail commercial property at 17270 Durrance Road, and the 0.36 +/- acre retail commercial property described in resolution Z 72-93, which is part of the property at 6600 Nalle Grade Road, will also be deemed consistent with Policy 20.1.1. 7.1.1 of this element. (Added by Ordinance No. 03-02) (Relocated and Modified from the Future Land Use Element) (Formerly Policy 20.1.2)~~

POLICY 7.1.32: ~~No new industrial activities or industrial rezonings are permitted. (Added by Ordinance No. 03-02) (Relocated from the Future Land Use Element) (Formerly Policy 20.1.3)~~

POLICY 7.1.43: ~~No new mining uses or commercial excavations are permitted. (Added by Ordinance No. 03-02) (Relocated from the Future Land Use Element) (Formerly Policy 20.1.4)~~

POLICY 7.1.4: Evaluate a variety of methodologies and pursue implementation strategies to reduce total allowable density in the Bayshore Community such as: transfer of development rights (TDRs), purchase of development rights (PDRs), conservation and agricultural easements, and public acquisition of conservation lands. (New Policy)

POLICY 7.1.5: Where buffers are required by the Land Development Code, natural vegetative buffers - not walls and berms - are encouraged. (New Policy)

POLICY 7.1.6: Berms only for the purpose of visual screening are prohibited. Berms required for surface water management by an authorized state agency shall not obstruct off-site surface water that could exacerbate flooding and should be no higher than the minimum required. New development must submit a

storm water management plan to Lee County that demonstrates the proposal will not exacerbate flooding. (New Policy.)

POLICY 7.1.7: Mixed-use places as described in the Lee Plan, such as the Future Land Use Element, are not appropriate in the Bayshore Community. (New Policy)

POLICY 7.1.8: Due to historic flooding in the Bayshore Community, Lee County shall review new planned developments to ensure that proposed developments will not adversely affect the depth or duration of flooding events, or in any way adversely affect the hydrology of surrounding properties. Lee County shall provide a complete hydraulic and hydrologic review and analysis of submitted plans. Historic peak flow rates, peak stages, and durations for the 10-year 24-hour, 25-year, 72-hour, and 100-year and 72-hour storm events will be considered (New Policy)

POLICY 7.1.9: The Bayshore Planning Community may be a sending area for any Transfer of Development Rights program that is created, but cannot be a receiving area. (New Policy)

BAYSHORE TRANSPORTATION

OBJECTIVE 7.2: TRANSPORTATION. All road improvements within the Bayshore Community considered by the county will address the community's goal to maintain its rural ~~character~~, quality of life, and give preference to alternatives that allow existing roads to function at their current capacity. (~~Added by Ordinance No. 03-02~~) **(Relocated and Modified from the Future Land Use Element) (Formerly Objective 20.2)**

POLICY 7.2.1: Any expansion of the state arterial roadways should include physically separated provisions for bicyclists/pedestrians and equestrians. Paved shoulders for bicyclists and pedestrians, and physically separated bridle paths are encouraged as improvements on all roadways – including county-maintained roadways. (~~Added by Ordinance No. 03-02~~) **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 20.2.1)**

POLICY 7.2.2: Road capacity improvements needed within the Bayshore Community to serve demands generated outside the community will be designed to minimize the impacts on the community and its rural ~~character~~ quality of life. (~~Added by Ordinance No. 03-02~~) **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 20.2.2)**

POLICY 7.2.3: If a need to extend Del Prado Boulevard east of I-75 through the Bayshore Community is demonstrated, the corridor evaluation must include alternatives to using the existing Nalle Grade Road alignment. The evaluation will address (but not be limited to) access, safety and ~~community character~~ quality of life issues. Alternatives will be presented at evening public workshops within the Bayshore community. (~~Added by Ordinance No. 03-02~~) **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 20.2.3)**

POLICY 7.2.4: If new arterial or collector roads are determined to be needed within the Bayshore Community, alternatives will be presented at evening public workshops within the Bayshore Community. As a courtesy, Lee County will notify local civic associations at the initial planning stage for any new road. (New Policy)

POLICY 7.2.5: Roadway designs in the Bayshore Community are encouraged to utilize open drainage with swales, and utilization of native trees and plants in any installed landscaping. (New Policy)

POLICY 7.2.6: Lee County and the Bayshore Community will work together to determine the appropriate signage and design standards for established and future equestrian trails and crossings. (New Policy)

BAYSHORE NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 7.3: NATURAL RESOURCES AND ENVIRONMENTAL SYSTEMS. Enhance, preserve, protect, and restore the physical integrity, ecological standards, and natural beauty of Bayshore. (New Policy)

POLICY 7.3.1: The Bayshore Community supports planning policies and development practices that:

- a. Protect the integrity, stability, and beauty of the natural environment;
- b. Maintain wildlife habitat and habitat travel corridors;
- c. Conserve critical habitats of protected, endangered, and threatened species, and species of special concern;
- d. Include increased development setbacks from natural areas and surface waters;
- e. Establish natural buffers from parcel lines to development areas;
- f. Enhance connectivity to maintain uninterrupted wildlife corridors among, between, and within parcels;
- g. Develop surface water management system design standards that incorporate natural flowway corridors, cypress heads, natural lakes, and restore impacted natural wetland systems; and
- h. Utilize a natural systems based surface water management plan. (New Policy)

POLICY 7.3.2: The Bayshore Community will work with Lee County to identify and evaluate land conservation funding opportunities and acquisition priorities to protect vital natural resources, ecosystems, and habitats from the impacts of clear cutting for residential or agricultural purposes. (New Policy)

POLICY 7.3.3: As a minimum standard, Lee County will require all new development and redevelopment to comply with State of Florida mandated Total Maximum Daily Load (TMDL) requirement for designated water bodies. (New Policy)

POLICY 7.3.4: New development and redevelopment in or near existing and potential wellfields must be designed to minimize the possibility of contaminating groundwater during construction and operation, and comply with the Lee County Wellfield Protection Ordinance. (New Policy)

BAYSHORE PUBLIC FACILITIES & SERVICES: SEWER & WATER

OBJECTIVE 7.4: SEWER AND WATER. Given the desire to maintain a low residential density, new central sewage service is not economically feasible and is discouraged north of Bayshore Road within the future non-urban land use categories. Central water service for enhanced fire protection will be encouraged where economically feasible. ~~(Added by Ordinance No. 03-02)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 20.3)**

POLICY 7.4.1: Central sewage service will be encouraged for existing and future high density and intensity developments south of Bayshore Road within the future urban land use categories and for new developments that are required to provide such service under the provisions of ~~Standard 11.2~~ Policy 3.1.6. of the Future Land Use Element of the Lee Plan. ~~(Added by Ordinance No. 03-02)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 20.3.1)**

POLICY 7.4.2: No landowner will be required to connect to central sewer or water utilities or be assessed for same unless a threat to public health can be documented, or if a new development proposes an intensity that exceeds the thresholds in Policy 3.1.4 and Policy 3.1.5 of the Future Land Use Element of the Lee Plan. ~~(Added by Ordinance No. 03-02)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 20.3.2)**

BAYSHORE PUBLIC FACILITIES & SERVICES: PARKS & RECREATION

OBJECTIVE 7.5: PARKS AND RECREATION. The county will explore, with the participation and support of the residents of the Bayshore Community, the feasibility of establishing additional equestrian opportunities including an equestrian park as the primary recreation facility for this community, bridle paths, and open riding areas. Improved access to waterbodies for fishing and kayaking, plus other low-impact activities (hiking trails, bird watching) will be explored. ~~(Added by Ordinance No. 03-02)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Objective 20.4)**

POLICY 7.5.1: The support of the Bayshore residents may include assistance with development and maintenance of such a recreation facility facilities. ~~(Added by Ordinance No. 03-02)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 20.4.1)**

POLICY 7.5.2 Lee County will solicit public input and participation in pre-design planning for parks and recreation facilities, including Conservation 20/20 lands, greenways and blueways in the Bayshore Community. **(New Policy)**

BUCKINGHAM

BUCKINGHAM VISION

The Buckingham Community is located between Lehigh Acres and the City of Fort Myers and Buckingham Road and the Orange River. It is considered the Buckingham Rural Community Preserve. The property in this community is predominantly designated Rural Community Preserve with some pockets of Public Facilities, and Rural. The residents will continue to work to maintain the rural nature of this area of the county. The residents have limited the commercial activity within the community to a node focused around the intersections of Buckingham Road and Cemetery Road and Buckingham Road and Orange River Road. It is their preference that the majority of the communities commercial needs be met outside of their community. They also have concerns with any transportation projects which increase the volume of traffic through their

community. The population of Buckingham will not change substantially during the life of this plan. (~~Added by Ordinance No. 99-15~~) **(Relocated from the Vision Statement)**

GOAL 8: BUCKINGHAM. To manage the future growth in the Buckingham Community; to preserve the existing rural and agricultural land use pattern; to diversify the choice of housing for Lee County by maintaining and enhancing the historic and rural character; and to protect the unique historical and environmental values of the Buckingham Community. For the purposes of this plan, the precise boundaries of the Buckingham Community are indicated on the Future Land Use Map _____ Series, Map 1, Page 2 of 8, ~~Special Treatment Areas.~~ To help maintain the rural and historic character, and create a visually attractive community, the Buckingham Community will draft and submit amendments to the Lee County Land Development Code to implement the intent of the Buckingham Community objectives and policies for Lee County to review and consider for adoption. (~~Added by Ordinance No. 91-19, Amended by Ordinance No. 93-25, 94-30, 10-15~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Goal 17)**

BUCKINGHAM COMMUNITY CHARACTER & LAND USE: RURAL COMMUNITY PRESERVE

OBJECTIVE 8.1: LAND USE. The primary land use designation for the Buckingham area Community is “Rural Community Preserve.” Other land use designations exist within the Buckingham Community, such as Rural, Conservation Lands, and Wetlands. Public Facilities have also been designated as appropriate. No land in the Buckingham Community will be changed to a land use category more intense than Rural Community Preserve (including Public Facilities) unless a finding of overriding public necessity is determined by three members of the Board of County Commissioners. Land use decisions will be guided by preserving the rural and agricultural land use pattern. (~~Amended by Ordinance No. 00-22, 10-15~~) **(Relocated from the Future Land Use Element) (Formerly Objective 17.1)**

POLICY 8.1.1: No property within the Buckingham Community will be rezoned to RVPD. (~~Amended by Ordinance No. 00-22, 10-15~~) **(Relocated from the Future Land Use Element) (Formerly Policy 17.1.1)**

POLICY 8.1.2: The southeast and northeast quadrants of the intersection of Orange River Boulevard and Buckingham Road is designated as the commercial node for the Buckingham Community. With the exception of the uses and the property identified in this policy, no new commercial development will be located outside of this commercial node. All new commercial developments in the node are required to provide a minimum of 30% open space. This commercial node is described as those lands 300 feet eastward from the easterly right-of-way of Buckingham Road and lying between Cemetery Road and a point 300 feet north of the intersection of Buckingham Road and Orange River Boulevard. Commercial uses permitted in agricultural zoning districts, such as Feed and Tack stores, are allowed outside of the commercial node if appropriate zoning approval is granted. Commercial boarding stables throughout the Rural Community Preserve will be allowed to give lessons and clinics if lawfully existing or appropriate zoning approval is granted. Commercial uses are permitted on the property zoned C-1 located at 9140 Buckingham Road. (~~Amended by Ordinance No. 94-30, 98-09, 00-22, 10-15~~) **(Relocated from the Future Land Use Element) (Formerly Policy 17.1.2)**

POLICY 8.1.3: Except for those clustered areas approved in accordance with Policy 8.1.5, all lots created in the Rural Community Preserve land use category must have a minimum area of 43,560 square feet, unless a Minimum Use Determination has been issued. Calculation of lot size must exclude any road right-of-way or easement areas, water management areas, and natural water bodies. (~~Amended by Ordinance No. 00-22, 10-15~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 17.1.3)**

POLICY 8.1.4: Bonus density is prohibited in the Rural Community Preserve. (~~Added by Ordinance No. 10-15~~) **(Relocated from the Future Land Use Element) (Formerly Policy 17.1.4)**

POLICY 8.1.5: Clustering of residential development in the Rural Community Preserve requires residential planned development (RPD) zoning. Density in clustered developments will be based on upland acreage. Dwelling units must be located away from the property boundaries. Clustering of residential development is limited in the following fashion:

a. Buildings must be set back a minimum of 100 feet from the RPD boundary; and

b. The RPD must have a minimum of 10 acres in order to cluster homesites.

~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.1.5)**

POLICY 8.1.6: When possible, residential development adjacent to the Rural Community Preserve boundary should make appropriate transitions to the community with a graduated increase in density as development moves away from the Rural Community Preserve boundaries. Appropriate buffers will be established for projects adjacent to the Rural Community Preserve. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.1.6)**

POLICY 8.1.7: To preserve the shoreline, a 50-foot setback is required from the Orange River. The setback will be measured from the mean high water line or from the top of bank of the Orange River, whichever is further landward. Docks are exempt from this setback requirement. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.1.7)**

POLICY 8.1.8: The removal of invasive exotic plants, as defined by the state or county, is required for all new development within the Rural Community Preserve. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.5.3)**

BUCKINGHAM COMMUNITY CHARACTER & LAND USE: LANDSCAPING & BUFFERING

OBJECTIVE 8.2: LANDSCAPING, BUFFERING, COMMUNITY AESTHETICS, AND QUALITY OF LIFE. Adequate and appropriate landscaping, open space, and buffering must be provided as a means of protecting and enhancing the Buckingham Community's historic rural character and environmental values from developments, utilities, public services, roads, and land use changes or other improvements. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 17.4)**

POLICY 8.2.1: Essential Service and Community Facilities must provide an appropriate native vegetative buffer to address compatibility issues and to enhance the Buckingham Community's rural and low density residential character. Buffering materials must be designed to enhance and protect the aesthetic values inherent to the Buckingham Community. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.4.1)**

POLICY 8.2.2: Lee County will continue, through Lee County Solid Waste Collection Agreements, to require all current and future solid waste collection contractors to perform weekly litter collection along approximately one and one half miles of Buckingham Road, in the vicinity of the Resource Recovery Facility. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.4.1)**

POLICY 8.2.3: Within the Buckingham Community, residential walls are prohibited as boundaries for housing subdivisions or large residential developments. Berms are allowed in accordance with the Lee County Land Development Code, but must be designed to be undulating. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.4.3)**

POLICY 8.2.4: Residential and commercial lighting must be designed to reduce light pollution and light trespass in the Buckingham Community. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.4.4)**

POLICY 8.2.5: Lee County is discouraged from approving any deviation that would result in a reduction of landscaping, buffering, or signage guidelines. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.4.5)**

BUCKINGHAM TRANSPORTATION

OBJECTIVE 8.3: TRANSPORTATION. Lee County supports the community desire to protect the rural character of the Buckingham Community by keeping the majority of the roadways within the community to two lanes. For purposes of this objective, improvements related to bicycle, pedestrian, and equestrian facilities or safety improvements, including but not limited to intersection and turn lane additions or improvements, will not be deemed an expansion of the roadway. ~~(Amended by Ordinance No. 94-30, 99-15, 00-22, 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 17.2)**

POLICY 8.3.1: Future multi-lane expansions within the Buckingham Community will be limited to the four-laning of Buckingham Road (except for the portion of Buckingham Road that is encompassed by the Lockett Road Extension). All other existing roadways within the boundaries of the Buckingham Community will remain in their two-lane configuration. This policy does not include bicycle, pedestrian, and equestrian facilities or safety improvements on roadways within the boundaries of the Buckingham Community that may be deemed necessary by the Lee County Department of Transportation. As part of any future expansions of Buckingham Road or segments of Buckingham Road within the boundaries of the Buckingham Community, the Lee County Department of Transportation must have at least one public meeting within the community, and the Lee County Board of County Commissioners must have at least one public meeting after 5:00 p.m. regarding the proposed road expansion. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.2.1)**

POLICY 8.3.2: Future extensions of roadways into or through the boundaries of the Buckingham Community will be limited to the Lockett Road Extension on the alignment and in the configuration as adopted by the Board of County Commissioners on June 3, 2008. During the June 3rd meeting the Board recognized the potential to avoid bisecting the Heritage Lakes parcel by shifting the alignment to the east, and that this could be accomplished if the Heritage Lakes parcel is ultimately acquired through the Conservation 20/20 program. If the Heritage Lakes parcel is acquired, a revision in the alignment will be coordinated with CLASAC. Any proposal to further change the adopted alignment of the Lockett Road Extension within the Buckingham Community (beyond the one discussed above) will require analysis and public input. The Lee County Department of Transportation must have at least one public meeting within the community, and the Lee County Board of County Commissioners must have at least on public meeting after 5:00 p.m. regarding the proposed road changes. The analysis must consider the community's desire to have this alignment as far south as possible, starting east of Pangola, in order to skirt the Buckingham Community. In addition, specific roadway extensions are prohibited as follows:

- a. The extension of State Road 31 south of the Orange River is prohibited;
- b. The extension of Ellis Road is prohibited;
- c. The extension of Staley Road to State Road 82 is prohibited;
- d. The extension and connection of Long Road to Ellis Road is prohibited; and
- e. No new east/west collector roadways will be planned or built within the Rural Community Preserve.

~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.2.2)**

POLICY 8.3.3: The Lee County Department of Transportation will work with the Buckingham Community to identify issues, propose options, and develop a plan directed at improving safety on roads, limiting the negative effects of traffic, and improving the overall functionality of roads within the Buckingham Community to the extent practicable and consistent with the balance of applicable policies. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.2.3)**

BUCKINGHAM PUBLIC FACILITIES & SERVICES

OBJECTIVE 8.4: PUBLIC FACILITIES AND UTILITIES. To protect the rural character of the Buckingham Community, public facilities and utilities will be designed to maintain or enhance the overall rural character of the community. ~~(Amended by Ordinance No. 00-22, 03-19, 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 17.3)**

BUCKINGHAM PUBLIC FACILITIES & SERVICES: CENTRAL SEWER

POLICY 8.4.1: In order to discourage unwanted urban development, central sewer lines will not be extended into the Rural Community Preserve, except to the areas identified by Lee Plan Map ____7 as Future Sanitary Sewer Service Areas, the existing Resource Recovery Facility, the adjacent Lee County Parks and Recreation Facility, and any future public facility. Sewer lines may be extended to future public facilities after one or more public meetings are held in the community and a public hearing is held before the Board of County Commissioners. The county may also extend transmission/force mains through the Rural Community Preserve, if necessary. Under no circumstances will the availability of central sewer lines be accepted as justification for a density or intensity increase, or reduction of lot size requirements (except as provided in Policy 47-8.1.5), within the Rural Community Preserve. The county will consider waivers to Lee County Utility's central sewer mandatory connection requirement in the Buckingham Community. A waiver may not be granted unless the landowner has the approval of the Health Department, and the request is in accordance with section 381.00655(2)(b), F.S. ~~(Added by Ordinance No. 10-15)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 17.3.1)**

POLICY 8.4.2: Central water lines may be extended along roads of the Rural Community Preserve upon request of property owners, with extension and connection fees paid by the person(s) receiving the water service. The county may also extend central water lines through the Rural Community Preserve, if necessary. Extension of public central water lines will require the Lee County Board of County Commissioners to hold at least one public meeting after 5:00 p.m. Connection to this expanded water service network will be on a voluntary basis. Under no circumstances will the availability of central water be accepted as justification for a density or intensity increase, or reduction of lot size requirements (except as provided in Policy 8.1.5), within the Rural Community Preserve. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.3.2)**

BUCKINGHAM PUBLIC FACILITIES & SERVICES: UTILITIES, FLOOD CONTROL & OTHER FACILITIES

POLICY 8.4.3: All new large developments (as defined in Chapter 10 of the Land Development Code) must install utilities underground. Utilities include, but are not limited to, electricity, telephone, and cable lines. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.3.3)**

POLICY 8.4.4: East County Water Control District is encouraged to continue to develop and maintain its infrastructure to minimize flooding, manage flows down the Orange River, and improve water quality. In addition, ECWCD is encouraged to work with the Lee County Emergency Operations Center to develop a system to warn residents in advance of large releases of water. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.3.4)**

POLICY 8.4.5: Any development or redevelopment of ~~the~~ property for public services and utilities must be developed in a manner that does not adversely impact the rural community. Any use must provide appropriate separation, buffering, traffic mitigation and control, and environmental protection. ~~(Added by Ordinance No. 10-15)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 17.3.5)**

BUCKINGHAM PUBLIC FACILITIES & SERVICES: SPECIFIC USES

POLICY 8.4.6: Detention and correctional facilities are prohibited within the Buckingham Community boundaries. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.3.6)**

POLICY 8.4.7: No new landfills or resource recovery facilities are permitted in the Buckingham Community. Expansion of the Resource Recovery facilities located on the county property is permitted, including the introduction of new operations and facilities to address solid waste needs. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.3.7)**

POLICY 8.4.8: Lee County staff will continue to participate in the selection of proper locations and routes for electrical and natural gas transmission lines, and utilities facilities, such as electrical substations and power plants, by facilitating public input from the affected communities. However, the final determination of location and transmission line routes is determined by the State of Florida. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.3.8)**

BUCKINGHAM PUBLIC FACILITIES & SERVICES: ENVIRONMENT, OPEN SPACE & PARKS

OBJECTIVE 8.5: ENVIRONMENT, OPEN SPACE AND PARKS. The Buckingham Community values its rural environment and has a goal of protecting open space for the present and future generations. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 17.5)**

POLICY 8.5.1: Lee County will work with the Buckingham Community to develop a plan for an interconnected system of parks, hiking, and horse riding trails within the Buckingham Community. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.5.1)**

POLICY 8.5.2: The Orange River has areas where it is narrow, with fluctuating levels of water flow and surrounding low density residential uses. Any access to the Orange River, except for single family docks, will be reviewed through the Planned Development zoning process to insure consistency with surrounding areas. Docks, except for single family docks, approved prior to March 3, 2010 may remain but may not be expanded unless the expansion complies with this policy. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.5.2)**

BUCKINGHAM AGRICULTURE

OBJECTIVE 8.6: It is the policy of Lee County to protect the historical agricultural uses within the Buckingham Community. These uses include a variety of agricultural applications such as tree farms, citrus farms, stables, cattle, cows, goats, and other livestock and crops of varying sizes. Lee County will accommodate existing agriculture uses into the future. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 17.6)**

POLICY 8.6.1: Lee County will, when asked by the Property Appraiser, advise the Property Appraiser that it is the intent of the Lee Plan to protect and maintain agriculture in the Buckingham Community. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.6.1)**

POLICY 8.6.2: Growing of crops for alternative energy sources on an experimental basis, such as *Jatropha curcas*, will be considered an agricultural use. ~~(Added by Ordinance No. 10-15)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 17.6.2)**

~~OBJECTIVE 17.7: 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 that affect the Buckingham Community. (Added by Ordinance No. 10-15) (Deleted)~~

~~POLICY 17.7.1: As a courtesy, Lee County will register citizen groups and civic organizations within the Buckingham 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 through mail, email, or other electronic means. This notice is a courtesy only and is not jurisdictional. Accordingly, the County's failure to mail/email or to timely provide the notice, or failure of a group to receive notice, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 10-15) (Deleted)~~

~~POLICY 17.7.2: The owner or agent of a requested zoning action (planned development, conventional rezoning, special exception, or variance requests) within or adjacent to the Buckingham Planning Community, or with access to Buckingham Road must conduct one public informational session within the Buckingham Community where the agent 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, providing notice of the meeting, 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. (Added by Ordinance No. 10-15) (Deleted)~~

NORTHEAST LEE

NORTHEAST LEE COUNTY VISION

This Community Planning Area Planning Community is located generally in the northeast corner of the county, east of State Road SR 31 and north of Lehigh Acres. The vision for this Community Planning Area Planning Community is a safe and friendly community where people want to live, work and recreate. The citizens desire a healthy local economy, balanced with environmental stewardship, and maintenance and enhancement of the area's heritage and rural character. The Community Planning Area Planning Community currently contains two identifiable areas: Alva and North Olga.

The Alva area is located in the northeast corner of the county, west of the Hendry County line and south of the Charlotte County line. Alva is further identified with its mixed-use rural village located around the intersections of Broadway Street with North River Road and with State Road 80. Infill development in the rural village produces a compatible mix of residential, professional office, small retail shops, cafes, and bed and breakfast lodging.

The North Olga area is located south of the Charlotte County line, north of the Caloosahatchee River, west of the Caloosahatchee Regional Park, Bob Janes Preserve and Telegraph Creek Preserve to State Road SR 31. The North Olga Community is further identified by the W.P. Franklin North Campground, also known as the "Franklin Locks" and the Owl Creek Boat Works facility in the western end of the area. ~~(Added by Ordinance No. 11-14)~~ **(Relocated and Edited from the Vision Statement)**

ALSO SEE GOAL 10 ALVA & GOAL 11 NORTH OLGA.

GOAL 9: NORTHEAST LEE COUNTY ~~COMMUNITY PLANNING AREA~~ PLANNING COMMUNITY. Maintain, enhance, and support the heritage and rural character, natural resources, and agricultural lands within the ~~Community Planning Area~~ Planning Community. ~~The boundaries for North Olga and Alva are delineated on Map 1, Page 2 of 8.~~ Alva and North Olga will work cooperatively toward this goal for the entire ~~Community Planning Area~~ Planning Community through the objectives and policies that follow, and through their individual/local planning efforts. ~~(Added by Ordinance No. 11-14)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Goal 34)**

NORTHEAST LEE COMMUNITY CHARACTER & LAND USE: AGRICULTURAL & RURAL

OBJECTIVE 9.1: AGRICULTURAL AND RURAL CHARACTER. Maintain and enhance the viability of the existing and evolving commercial agricultural operations, preserve open space, and retain the rural character of Northeast Lee County. For the purposes of this objective, rural character is defined as those characteristics that convey a sense of rural lifestyle such as large lots or clustered development, ample views of wooded areas, open spaces, and river fronts, working farms and productive agricultural uses, and the protection of environmentally sensitive lands. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 34.1)**

POLICY 9.1.1: Support the agricultural and rural character within Northeast Lee County by encouraging continued commercial agricultural operations and encourage new development to be clustered to conserve large areas of open lands. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.1.1)**

POLICY 9.1.2: Work with residents and property owners of Alva and North Olga to develop standards and guidelines for clustering future development and conserving large areas of open lands to promote compatibility with adjacent residential and agricultural areas. These standards and guidelines are intended to give clear and meaningful direction for future amendments to the Land Development Code. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.1.2)**

POLICY 9.1.3: Work with residents and property owners of Alva and North Olga to amend the Land Development Code to provide opportunities for rural mixed-uses that are connected to and compatible with adjacent areas. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.1.3)**

POLICY 9.1.4: Work with the residents and property owners of Alva and North Olga to establish amendments to the Land Development Code that will foster agricultural operations and support rural uses. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.1.4)**

POLICY 9.1.5: In all discretionary actions, consider the effect on Northeast Lee County's commercial agricultural operations and rural character. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.1.5)**

NORTHEAST LEE COMMUNITY CHARACTER & LAND USE: RURAL PLANNING TOOLBOX

OBJECTIVE 9.2: RURAL PLANNING TOOLBOX. To develop and further the use of a rural toolbox of incentives, programs, and regulations that enhance and maintain Northeast Lee County's sense of place and provide for the long-term preservation of large tracts of contiguous natural resource and open space areas, while providing the regulatory flexibility needed to support commercial agricultural operations. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 34.2)**

POLICY 9.2.1: Work with Alva and North Olga to develop and refine rural planning tools including but not limited to: Transfer of Development Rights (TDR) and Purchase of Development Rights (PDR) programs, conservation and agricultural easements, farmland trusts, and Land Development Code regulations. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.2.1)**

POLICY 9.2.2: The Alva and North Olga Communities will coordinate their planning activities to maintain and enhance the rural character, natural resources, agriculture, and connectivity of Northeast Lee County. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.5.1)**

POLICY 9.2.3: The Northeast Lee County ~~Community Planning Area~~ Planning Community may be a sending area for county-wide TDRs, but may only receive TDRs from within the Northeast Lee County ~~Community Planning Area~~ Planning Community. ~~(Added by Ordinance No. 11-14)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 34.2.2)**

NORTHEAST LEE COUNTY TRANSPORTATION: CONNECTIVITY

OBJECTIVE 9.3: CONNECTIVITY. Enhance and maintain high levels of connectivity across the Northeast Lee County ~~Community Planning Area~~ Planning Community. ~~(Added by Ordinance No. 11-14)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 34.4)**

POLICY 9.3.1: Work to preserve the rural character and scenic qualities of North River Road, and support multiple modes of travel for residents, businesses, visitors, and commercial agriculture within Northeast Lee County. Implementation of this policy will not impact the function or operation of agricultural lands within the ~~Community Planning Area~~ Planning Community for the purposes of scenic preservation. ~~(Added by Ordinance No. 11-14)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 34.4.1)**

POLICY 9.3.2: Plan and implement alternatives to roadways - e.g., greenways, blueways, equestrian trails, and other pedestrian pathways - within Northeast Lee County connecting people to public lands, recreation areas, public facilities, and the rural mixed-use villages. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.4.2)**

POLICY 9.3.3: Proactively plan for wildlife connections within Northeast Lee County that support habitat needs of native animals on public lands and waters. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.4.3)**

POLICY 9.3.4: Work with Alva and North Olga to evaluate funding opportunities and feasibility of creating a multipurpose path to run the entire length of North River Road through the community. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.4.4)**

NORTHEAST LEE COUNTY NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 9.4: NATURAL RESOURCES. To enhance, preserve and protect the physical integrity, ecological standards, and rural character of Northeast Lee County by focusing on:

- a. Water Basins;
- b. Native vegetation;
- c. Wildlife habitat and resources; and
- d. Areas designated for long-term conservation.

~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 10.3)**

POLICY 9.4.1: Identify opportunities for appropriate limited public access to and passive recreational use of the Bob Janes Preserve. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 34.3.1)**

POLICY 9.4.2: Identify, maintain, and enhance appropriate public access to Northeast Lee County's public lands and surface waters, balanced with new and ongoing efforts to protect and enhance the Planning Community's water quality and natural resources. ~~(Added by Ordinance No. 11-14)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 34.3.2)**

POLICY 9.4.3: Lee County will work to identify areas suitable for public water-dependent/water-related recreation, such as canoe/kayak launches, boardwalks, jogging paths, fishing platforms, and waterside parks within Northeast Lee County. **(Relocated from the Future Land Use Element) (Formerly Policy 34.3.3)**

~~OBJECTIVE 10.5: PUBLIC PARTICIPATION. To encourage and solicit public input and participation within Northeast Lee County per Objective 1.2 of this element, on proposed amendments to county regulations, including the Land Development Code, Lee Plan, and zoning applications affecting the Northeast Planning Community. (Added by Ordinance No. 11-14) (Deleted)~~

~~POLICY 34.5.1: As a courtesy, register citizen groups, civic organizations, and interested individuals within Northeast Lee County who desire notification of pending amendments to the LDC, zoning actions, and Lee Plan amendments within Northeast Lee County. Upon registration, provide registrants with documentation regarding pending amendments. This notification is not jurisdictional. The county's failure to notify, or a registrant to receive notification, will not constitute a defect in the jurisdictional notice requirements or bar public hearings on an application. (Added by Ordinance No. 11-14) (Deleted)~~

~~POLICY 34.5.2: The owner or agent of a requested zoning action (planned development, conventional rezoning, special exception, or variance requests) or Lee Plan Amendment within the Northeast Lee County Planning Community must conduct public informational meetings with both the Alva and North Olga Communities where the agent will provide a general overview of the project for any interested citizens. This meeting must be conducted before the application can be found sufficient. The applicant is fully responsible for advertising, providing the meeting space, and security measures as needed. Subsequent to this meeting, the applicant must provide staff with a summary 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. (Added by Ordinance No. 11-14) (Deleted)~~

ALSO SEE GOAL 10 ALVA & GOAL 11 NORTH OLGA.

ALVA

ALVA VISION

The mission of the people of the community called Alva, Florida, is to preserve and protect its unique historical, rural, agricultural, flavor. Alva is the oldest settlement in Lee County. With its huge oaks and cypress trees, the Caloosahatchee River, surrounding citrus groves, cattle ranches, natural environment, and natural resource areas, centered around its rural village, Alva has a unique country ambiance that is rapidly becoming hard to find in Florida. The recent history of Southwest Florida has been one of extremely rapid development. It will take a concerted effort to ensure that development change in Alva occurs in a manner that maintains the rural character and lifestyle of this area. As the Alva rural village improves to accommodate the foreseeable population growth within the greater rural area, we will work together to make sure Alva continues to be the place we want to live in and call home.

The Guiding Statements for the Alva Rural Village and Community Character of the Alva area follow.

The Caloosahatchee River and its watershed, lined with huge oaks and cypress, flows westward to the Gulf of Mexico 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 rural river village, originally a center of trade and transport, has been protected and revitalized, strengthening its function as a center of social interaction and civic, commercial, educational, and recreational activity.

The Alva rural village, including the area 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. Interconnecting streets, the addition of pedestrian and bicycle pathways, and centralized park-once parking areas make 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 historic core and now provides a pedestrian walkway and bicycle lane—the essential links in the network of pathway systems connecting the Alva rural village to the agriculture, conservation, and recreational areas within the rural area.

Residents and visitors can walk or bicycle from the Franklin Locks on to Caloosahatchee Regional Park, arriving at the Alva rural village, 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 the Alva rural village to school and the recreational facilities in the village. 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 Palm Beach Boulevard is compact and concentrated within the rural village rather than lining the highway with strip commercial structures. New neighborhood-scale developments combine community-serving commercial uses with mixed uses (office and 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 Palm Beach Boulevard has been designed to signal entry into the Alva rural village area with curbed medians, a traffic signal at the Broadway intersection, and generous plantings.

Strategically located median breaks and access streets allow safe entry into adjacent commercial mixed-use 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 developed in cooperation with Lee County and other partnering agencies and organizations.

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. Street graphics are limited to directional and safety signs.

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 native wildlife 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 ongoing opportunities 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, Alva has enhanced the rural village and its surrounding natural amenities, preserved its heritage, and ensured it's the long-term quality of life for the entire Alva area.

~~(Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12, 09-07, 11-21)~~ **(Relocated from the Vision Statement)**

ALSO SEE GOAL 9 NORTHEAST LEE COUNTY AND GOAL 11 NORTH OLGA

GOAL 10: ALVA. To support and enhance Alva's unique rural, historic, agricultural character and natural environment and resources, including the rural village and surrounding area, ~~the boundaries of which are depicted on Map 1, page 2 of 8.~~ ~~(Added by Ordinance No. 11-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Goal 26)**

ALVA COMMUNITY CHARACTER & LAND USE: RURAL CHARACTER

OBJECTIVE 10.1: RURAL CHARACTER. Maintain and enhance the rural character and environment of Alva through planning practices that:

- a. Manage growth and protect Alva's rural nature;
- b. Maintain agricultural lands and rural land use patterns;
- c. Provide needed community facilities, transportation systems, and infrastructure capacity;
- d. Protect and enhance native species, ecosystems, habitats, natural resources, and water systems; and
- e. Preserve Alva's historic places and archaeological sites.

~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 26.1)**

POLICY 10.1.1: By 2015, Alva will work with Lee County to evaluate and identify appropriate commercial areas with a focus on the rural village area described under Goal ~~26~~ 10 of this element. ~~and as identified on Map 1, page 6 of 8.~~ ~~(Added by Ordinance No. 11-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 26.1.1)**

POLICY 10.1.2: Alva will work with Lee County to develop sustainable land use practices through which transportation and infrastructure systems, public services, and parks are provided consistent with Alva's rural character. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.1.2)**

POLICY 10.1.3: Alva will work with Lee County to identify appropriate locations for and promote the establishment of community gardens. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.1.3)**

POLICY 10.1.4: New industrial activities or changes of land use that allow future industrial activities, not directly associated with Alva's commercial agriculture, are prohibited in Alva. By 2015, Alva will work with Lee County to establish regulations in the land development code to further this policy. (~~Added by Ordinance No. 11-21~~) **(Relocated from the Future Land Use Element) (Formerly Policy 26.1.4)**

POLICY 10.1.5: New natural resource extraction mining activities are prohibited in Alva. By 2015, Alva will work with Lee County to establish regulations in the land development code to further implement this policy. (~~Added by Ordinance No. 11-21~~) **(Relocated from the Future Land Use Element) (Formerly Policy 16.1.5)**

POLICY 10.1.6: Outdoor display in excess of one (1) acre and commercial uses that require outdoor display to such an extent are prohibited. (~~Added by Ordinance No. 11-21~~) **(Relocated from the Future Land Use Element) (Formerly Policy 26.1.6)**

ALVA COMMUNITY CHARACTER & LAND USE: PLANNING FRAMEWORK

OBJECTIVE 10.2: RURAL LANDS FRAMEWORK. Provide for the varied residential, commercial, and natural resource needs of Alva's rural lands by establishing a planning framework that serves the area's different users. (~~Added by Ordinance No. 11-21~~) **(Relocated from the Future Land Use Element) (Formerly Objective 26.2)**

POLICY 10.2.1: Alva will work with Lee County to ensure that future development projects maintain or enhance Alva's rural character by establishing planning policies and land development code standards that are compatible with Alva's vision and guiding principles. (~~Added by Ordinance No. 11-21~~) **(Relocated from the Future Land Use Element) (Formerly Policy 26.2.1)**

POLICY 10.2.2: Land use amendments that would increase the allowable total density of Alva are discouraged. Land use amendments that would decrease the allowable total density of the area and that are otherwise consistent with the objectives and policies of this goal are encouraged in Alva. No land use amendments to a more intensive category will be permitted unless a finding of overriding public necessity is made by a supermajority of the members of the full Board of County Commissioners. (~~Added by Ordinance No. 11-21~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 26.2.2)**

ALVA COMMUNITY CHARACTER & LAND USE: DESIGN STANDARDS

POLICY 10.2.3: By 2015, Alva will work with Lee County to promote sustainable residential development patterns and promote Alva's rural character by utilizing rural planning practices to establish land development code requirements that:

- a. Limit new residential development clustered in compact, interconnected neighborhoods situated in appropriate locations;
- b. Designate appropriate allowed uses;
- c. Establish compatible parcel sizes, density, and intensity standards;
- d. Conserve natural resources;
- e. Provide standards for adequate open space;
- f. Maintain commercial agricultural uses;
- g. Incorporate green building standards; and
- h. Identify locations suitable for public services.

(~~Added by Ordinance No. 11-21~~) **(Relocated from the Future Land Use Element) (Formerly Policy 26.2.3)**

POLICY 10.2.4: By 2015, utilize the land development code to establish architectural standards that support and enhance Alva's historic rural character and quality of life by:

- a. Featuring architectural and design themes consistent with Alva's historic architectural styles; and
 - b. Including street graphic standards that address size, location, style, and lighting.
- ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.2.4)**

POLICY 10.2.5: By 2015, Alva will work with Lee County to establish standards in the land development code that promote economic opportunities, including ecotourism, commercial agriculture, and associated businesses that contribute to Alva's rural character. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.2.5)**

POLICY 10.2.6: By 2015, Alva will work with Lee County to establish design standards in the land development code that:

- a. Foster a unique landscape theme for the rights-of-way for North River Road and other county-maintained roads;
- b. Address connectivity and separation among differing uses;
- c. Preserve native plant communities, including subtropical and tropical hardwood hammock, scrub, and wetlands, to enhance the existing native vegetation and tree canopy; and
- d. Encourage the removal of exotic species.

~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.2.6)**

POLICY 10.2.7: By 2015, Alva will work with Lee County to establish planning policies and development standards in the land development code that promote Alva's commercial agriculture including programs that address:

- a. Farm to market demands on the area's roadway infrastructure;
- b. Storage of commercial agricultural equipment at a private residence of an individual employed or engaged in an agricultural operation as a permitted use in residential zoning districts in Alva;
- c. Maintaining land in commercial agriculture through programs such as farmland trusts and easements; and
- d. Location of associated packaging, processing, warehousing, and other value-added activities.

~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.2.7)**

POLICY 10.2.8: Promote Alva's historic character by utilizing the land development code to:

- a. Consider formal local designation of additional historic buildings and districts;
- b. Identify potential national or state registered history buildings and districts;
- c. Evaluate the effects of county regulations on designated historic districts; and
- d. Modify regulations, as necessary, to protect both the interests of the historic structures owners and Alva.

~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.2.8)**

POLICY 10.2.9: By 2015, Alva will work with Lee County to develop and promote innovative rural planning tools, such as purchase and transfer of development rights, to:

- a. Maintain commercial agriculture;
- b. Conserve and restore agricultural lands, open lands, native vegetated uplands and wetlands; and
- c. Sustain the rural character of Alva.

~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.2.9)**

ALVA COMMUNITY CHARACTER & LAND USE: RURAL VILLAGE FRAMEWORK

OBJECTIVE 10.3: RURAL VILLAGE FRAMEWORK. Through cooperative efforts among Alva and Lee County, establish the appropriate regulatory and incentive framework to implement Alva's vision for a mixed-use rural village center. ~~in the area depicted on Map 1, page 6 of 8. (Added by Ordinance No. 11-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 26.3)**

POLICY 10.3.1: Alva will work with Lee County to evaluate and amend the Compact Communities Code, Land Development Code Chapter 32, to establish standards for a mixed-use rural village center that provides for walkable residential areas, appropriately located commercial and professional services, and public resources that meet the area's needs consistent with the Alva vision and guiding statements. Through this code, Alva will describe the form, function, street layout, streetscape, and public spaces of the historic core and sub-areas 1 through 4 (including Charleston Park) of the rural village. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.3.1)**

POLICY 10.3.2: Alva will work with Lee County to consider designating the rural village and areas therein as historic districts. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.3.2)**

POLICY 10.3.3: By 2015, Alva will work with Lee County to establish a maximum height standard in the land development code for the historic core as ~~depicted on Map 1, Page 6a of 8,~~ _____ that supports the Alva Methodist Church and the Alva School buildings position as dominant features and landmarks of the rural village. ~~(Added by Ordinance No. 11-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 26.3.3)**

POLICY 10.3.4: By 2015, Alva will work with Lee County Parks and Recreation Department to explore the feasibility and potential funding for developing and implementing a site improvement plan for the existing boat launch area and facilities on Pearl Street and the Alva Heritage Park on Palm Beach Boulevard and the right-of-way for High Street. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.3.4)**

POLICY 10.3.5: To prevent strip development along Palm Beach Boulevard, the majority of acreage available for commercial development will be located within the rural village, particularly the village center (sub areas 2 and 3). By 2015, Alva will work with Lee County to amend the land development code to accomplish this policy. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.3.5)**

POLICY 10.3.6: Any new development on parcels within the rural village area currently zoned commercial will be evaluated for consistency with the design and use standards of the rural village through the development review process in order to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.3.6)**

ALVA TRANSPORTATION: CONNECTIVITY

OBJECTIVE 10.4: CONNECTIVITY. Provide appropriate and reasonable access and linkages throughout Alva, while supporting the area's rural character. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 26.4)**

POLICY 10.4.1: Alva will work with Lee County to utilize the Compact Communities Code, Land Development Code Chapter 32, to establish a walkable mixed-use rural village center that provides for the needs of pedestrians, cyclists, equestrian riders, and drivers. Through this code, Alva will describe the form, function, layout, streetscape, and public spaces of roadways and pathways within the historic core and sub-areas 1 through 4 (including Charleston Park) of the rural village. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.4.1)**

POLICY 10.4.2: By 2015, Alva will work with Lee County to provide for multiple connections to the existing transportation network by establishing land development practices and regulations through which new streets and roads — particularly those in residential areas or rural centers — will be required to interconnect with adjacent land uses. Additionally, the regulations will prohibit entry gates and perimeter walls around residential development. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.4.2)**

POLICY 10.4.3: During all phases of transportation planning and review, Alva will work with Lee County to address roadway transportation needs in a manner that ensures the rural character of the area including:

- a. Evaluating the capacity and level of service standards for rural roads;
 - b. Monitoring traffic levels in coordination with Hendry County;
 - c. Designating North River Road and other qualifying roads as county scenic roads and obtaining Florida Scenic Highway designation from the State; and
 - d. Farm-to-market functions of rural roadways including North River Road and Palm Beach Boulevard.
- ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.4.3)**

POLICY 10.4.4: By 2015, Alva will work with Lee County to evaluate funding opportunities and feasibility of creating a multipurpose path to run the entire length of North River Road through Alva. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.4.4)**

ALVA NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 10.5: NATURAL RESOURCES AND ENVIRONMENTAL SYSTEMS. Enhance, preserve, protect, and restore the physical integrity, ecological standards, and natural beauty of Alva. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 26.5)**

POLICY 10.5.1: By 2015, Alva will work with Lee County to establish planning policies and development standards that:

- a. Promote developments that protect the integrity, stability, and beauty of the natural environment;
- b. Maintain wildlife habitat and habitat travel corridors;
- c. Require new development and redevelopment to be designed and operated to conserve critical habitats of protected, endangered, and threatened species, and species of special concern;
- d. Increase development setbacks from natural areas and surface waters;
- e. Establish requirements for natural buffers from parcel lines to development areas;
- f. Prohibit developments that would harm protected, endangered, and threatened species, or species of special concern;
- g. Enhance connectivity to maintain uninterrupted wildlife corridors among, between, and within parcels;
- h. Develop surface water management system design standards that incorporate natural flowway corridors, cypress heads, natural lakes, and restore impacted natural surface waters; and
- i. Evaluate the feasibility and opportunities for an overall surface water management plan.

~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.5.1)**

POLICY 10.5.2: Alva will work with Lee County to identify and evaluate land conservation funding opportunities and acquisition priorities to protect vital natural resources, ecosystems, and habitats from the impacts of clear cutting for residential or agricultural purposes. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.5.2)**

POLICY 10.5.3: As a minimum standard, Lee County will require all new development and redevelopment to comply with State of Florida mandated Total Maximum Daily Load (TMDL) requirement for designated water bodies. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.5.3)**

POLICY 10.5.4: New development and redevelopment in or near existing and potential wellfields must:

- a. Be designed to minimize the possibility of contaminating groundwater during construction and operation; and
- b. Comply with the Lee County Wellfield Protection Ordinance.

~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.5.4)**

ALVA PUBLIC FACILITIES & SERVICES

OBJECTIVE 10.6: PUBLIC RESOURCE ACCESS. Increase the opportunity for public access to and enjoyment of the scenic, historic, recreational, and natural resources in Alva. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 26.6)**

POLICY 10.6.1: Alva will work with Lee County to identify opportunities to link public lands, facilities, and recreation areas that minimize disturbance of natural systems and wildlife habitat and incorporate these links into the Greenways Master Plan. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.6.1)**

POLICY 10.6.2: By 2015, Alva will work with Lee County to identify potential public uses for significant historic structures and archaeological sites. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.6.2)**

POLICY 10.6.3: Alva will work with Lee County to identify areas suitable for passive water-dependent/water-related recreational uses and activities, such as canoe and kayak launch areas, boardwalks, jogging paths, fishing platforms, and waterside parks. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.6.3)**

POLICY 10.6.4: Alva will continue to work with Lee County to evaluate appropriate access and use of Conservation 20/20 lands to support kayaking and canoeing, bird watching, hiking, and other passive recreation related to eco-tourism. Recreational opportunities will be balanced with the protection of natural resources and will comply with the Land Stewardship Plan prepared by the Conservation 20/20 Land Program. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.6.4)**

ALVA CITIZEN PARTICIPATION & COMMUNITY EDUCATION

OBJECTIVE 10.7: CITIZEN PARTICIPATION AND COMMUNITY EDUCATION. Alva will encourage and solicit public input and active community participation in the community's planning process. Also see Objective 1.2 of the Communities Element "Public Participation". ~~prior to and during the review~~

~~and adoption of county regulations, land development code provisions, Lee Plan provisions, and zoning approvals. (Added by Ordinance No. 11-21) **(Relocated and Modified from the Future Land Use Element) (Formerly Objective 26.7)**~~

~~POLICY 26.7.1: As a courtesy, Lee County will register individuals, citizen groups, and civic organizations within Alva who 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. Accordingly, the county's failure to mail, email, or to timely mail the notice, or failure of a group to receive mailed notice, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 11-21) **(Deleted)**~~

~~POLICY 26.7.2: As a courtesy, Lee County will notify Alva about public hearings, workshops, and hearings for land development decisions in Alva for the purpose of enabling Alva to participate in and pursue the applicability of the guiding statements for Alva's rural character. (Added by Ordinance No. 11-21) **(Deleted)**~~

~~POLICY 26.7.3: Alva will work with Lee County to establish a document clearing house in Alva where copies of selected zoning submittal documents, staff reports, hearing examiner recommendations and resolutions will be provided for public inspection. The county's failure to provide or to timely provide documents to the document clearing house, or failure of the document clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 11-21) **(Deleted)**~~

~~POLICY 26.7.4: The owner or agent for any Planned Development of a requested Lee Plan amendment or zoning action (planned development, conventional rezoning, special exception, or variance requests) within Alva must conduct one public informational session where the agent will provide a general overview of the project for any interested citizens. Lee County encourages zoning staff to participate in such the public workshops information session. This meeting must be conducted before the application can be found sufficient. The applicant is fully responsible for providing the meeting space, providing notice of the meeting in Alva, 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 public information session; and a proposal for how the applicant will respond to any issues that were raised. (Added by Ordinance No. 11-21) **(Deleted)**~~

POLICY 10.7.1: Alva will work with Lee County to improve its citizens' understanding of natural resources through educational programs on energy conservation, energy efficiency, greenhouse gas emission reductions, solid waste management, hazardous waste, surface water runoff, septic maintenance, water conservation, xeriscaping, green building, cultural resources, history, etc. The site for these programs will be located in Alva. ~~(Added by Ordinance No. 11-21) **(Relocated from the Future Land Use Element) (Formerly Policy 26.7.5)**~~

POLICY 10.7.2: Alva will work in coordination and partnership with North Olga to implement and achieve the Northeast Lee County vision, goal, objectives, and policies. As part of this effort, Alva will coordinate with North Olga on the review of development efforts that impact the Northeast Lee ~~Community Planning Area~~ County Planning Community. ~~(Added by Ordinance No. 11-21) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 26.7.6)**~~

POLICY 10.7.3: Alva will work in coordination and partnership with the other planning communities in the East Lee County area in order to ensure effective collaboration and coordinated planning efforts. ~~(Added by Ordinance No. 11-21) **(Relocated from the Future Land Use Element) (Formerly Policy 26.7.7)**~~

POLICY 10.7.4: Alva will work with Lee County to coordinate planning efforts with the adjacent counties, and other local, regional, state, and federal agencies to maintain the rural character of Alva. ~~(Added by Ordinance No. 11-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 26.7.8)**

ALSO SEE GOAL 8 NORTEAST LEE COUNTY & GOAL 11 NORTH OLGA

NORTH OLGA

NORTH OLGA VISION

To establish a community plan in order to preserve and promote the unique rural character, historic heritage and quality of life in North Olga, as well as proactively and appropriately plan for future growth within the area. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Vision Statement)**

ALSO SEE GOAL 9 NORTHEAST LEE COUNTY & GOAL 10 ALVA.

GOAL 11: NORTH OLGA COMMUNITY. To promote and support North Olga's unique rural character, heritage, economy, and quality of life by establishing a participatory community planning effort to guide North Olga's future. ~~For the purpose of this Goal, the North Olga Community boundaries are defined by Map 1, Page 2 of 8 of the Lee Plan. (Added by Ordinance No. 11-14)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Goal 35)**

NORTH OLGA COMMUNITY CHARACTER & LAND USE

OBJECTIVE 11.1: COMMUNITY CHARACTER. By 2015, the North Olga Community will work with Lee County to establish comprehensive plan policies, land development regulations, and other planning and development tools to manage future community development in a manner that protects and enhances North Olga's rural character and aesthetic appearance, while supporting the continued viability of commercial agricultural businesses. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 35.1)**

POLICY 11.1.1: Protect the community's rural aesthetic qualities, preserve the natural and historic resources, and support a diverse rural economy by promoting compact or clustered development areas that maintain large, contiguous tracts of open space, while supporting commercial agricultural businesses. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.1.1)**

POLICY 11.1.2: In partnership with Lee County, the North Olga Community will develop a rural planning toolbox to promote a compact development pattern within the community. Planning tools will include but are not limited to a Transfer of Development Rights (TDR) program, Purchase of Development Rights (PDR) program, conservation and agricultural easements, farm land trusts, and land development code regulations. The North Olga Community may be a sending area for county-wide TDRs, but may only receive TDRs from within the Northeast Lee County ~~Community Planning Area~~ **Planning Community.** ~~(Added by Ordinance No. 11-14)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 35.1.2)**

POLICY 11.1.3: The North Olga Community will work in conjunction with Lee County, public agencies, land owners, and community service providers to examine the need for a rural mixed-use village center that provides for public meeting space, institutional uses, recreational opportunities and local goods and services. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.1.3)**

POLICY 11.1.4: In partnership with Lee County, the North Olga Community will amend Chapter 33 of the LDC to establish enhanced design, landscaping, signage, and architectural standards to promote the

community's rural character. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.1.4)**

POLICY 11.1.5: Following the adoption of North Olga Community LDC amendments, discourage the approval of deviations or variances from standards that would result in a degradation of landscaping, signage guidelines, or compliance with applicable architectural standards. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.1.5)**

POLICY 11.1.6: Work with the North Olga Community to improve the safety and accessibility of roadways, trails, and pathways through the implementation of the rural complete streets program. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.1.6)**

POLICY 11.1.7: Lee County will support the North Olga Community's rural character by ensuring that any proposed Future Land Use Map amendments within the community are determined to be consistent with the goals, objectives and policies of the Lee Plan by at least three members of the Board of County Commissioners in a decision that is entered in a public meeting after the opportunity for public input. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.1.7)**

POLICY 11.1.8: The North Olga Community will work with the Alva Community to implement and achieve the Northeast Lee County vision, goal, objectives, and policies. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.10.4)**

POLICY 11.1.9: The North Olga Community is responsible for the ongoing, long-term implementation of the community's adopted goal, objectives, and policies in coordination with the county. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.10.5)**

NORTH OLGA COMMUNITY CHARACTER & LAND USE: RESIDENTIAL

OBJECTIVE 11.2: RESIDENTIAL LAND USES. Protect and enhance the rural character of the North Olga Community by evaluating residential development proposals for consistency with the community's rural character and sense of community. Rural character is defined as those characteristics that convey the rural lifestyle such as: large lots or clustered development, ample view of wooded areas, open spaces, and river fronts, working farms, productive agricultural uses, and the protection of environmentally sensitive lands. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Objective 35.2)**

POLICY 11.2.1: Proposed Planned Developments will be encouraged to provide a mix of unit types and flexible lot sizes to allow for clustering, affordability preservation of open space, natural assets, and diversity of choice within the community. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.2.1)**

POLICY 11.2.2: Proposed residential development adjacent to an existing large lot residential area or commercial agriculture business will provide appropriate separation, such as a minimum lot size of one (1) unit per acre for lots abutting the perimeter of property line(s). For the purposes of this policy, large lot residential uses are defined as those residential uses with lot sizes equal to or greater than one (1) acre. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.2.2)**

POLICY 11.2.3: Encourage proposed Planned Developments to provide community gardens to allow for social, recreational and education activities for the residents of the Planned Development. (~~Added by Ordinance No. 11-14~~) **(Relocated from the Future Land Use Category) (Formerly Policy 35.1.5)**

NORTH OLGA COMMUNITY CHARACTER & LAND USE: COMMERCIAL

OBJECTIVE 11.3: COMMERCIAL LAND USES. Existing and future county regulations, land use interpretations, policies, zoning approvals, and administrative actions should promote the rural character within the North Olga Community boundaries and allow for non-residential land uses that serve and support the rural community, County regulations will support a unified and attractive rural-oriented design theme in terms of landscaping architecture, lighting and signage. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 35.3)**

POLICY 11.3.1: Continue to support the long-term viability of commercial agriculture industry through the development and implementation of incentives and tools including, but not limited to: TDR programs; farmland trusts; agricultural easements; and development practices that promote compact development patterns and the preservation of productive agricultural lands. For the purposes of this policy, commercial agriculture is defined as the production of crops and livestock for sale, specifically for widespread distribution to wholesalers and /or retail outlets. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.3.1)**

POLICY 11.3.2: Support ancillary commercial throughout the Rural designated areas that promote the rural and agricultural character of the community, if appropriate zoning approval is granted. For the purposes of this policy, ancillary commercial uses are defined as non-residential uses that support the local, rural-based economy. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.3.2)**

POLICY 11.3.3: In order to maintain the rural and aesthetic value of the community, proposed new commercial development will utilize a consistent landscaping and architectural style for all buildings within proposed commercial developments, and will comply with the applicable design standards within LDC Chapter 33 as part of the development review process. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.3.3)**

NORTH OLGA COMMUNITY CHARACTER & LAND USE: AGRICULTURE

OBJECTIVE 11.4: AGRICULTURE. The North Olga Community will support small and large-scale farming operations and alternative, agriculturally-based enterprises to sustain economically-viable commercial agriculture in order to foster a diverse local economy while maintaining the community's agricultural heritage. For the purposes of this objective, alternative, agriculturally-based enterprises including but are not limited to the production of biofuel crops, niche farming activities, agri-tourism, and carbon offset farming. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 35.6)**

POLICY 11.4.1: Support the use of public and private lands for community gardens. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.6.1)**

POLICY 11.4.2: Evaluate future development proposals, not including lot splits, for compatibility with adjacent, existing small- and large-scale farming operations, including buffers, setbacks, and site design standards to ensure that those activities do not unduly impact the viability of the community's agricultural businesses. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.6.2)**

NORTH OLGA COMMUNITY CHARACTER & LAND USE: WATER-DEPENDENT USES

OBJECTIVE 11.5: WATER DEPENDENT OVERLAY. Protect marine-oriented land uses within North Olga from incompatible or pre-emptive land uses. The water dependent overlay within the community

applies to the Owl Creek Boat Works as described on Lee Plan Map 12, Page 3 of 12. ~~(Added by Ordinance No. 11-14)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Objective 35.9)**

POLICY 11.5.1: Prior to the redevelopment of the Owl Creek Boat Works facility, the owner will be required to conduct a cultural resource assessment of the property to determine the existence of historical structures, archaeological resources and other cultural resources. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.9.1)**

NORTH OLGA TRANSPORTATION

OBJECTIVE 11.6: TRANSPORTATION. Road improvements within the North Olga Community considered by the county will promote the community's goal to maintain its rural character and provide for safe access, and appropriate transportation resources including roadways and pedestrian, bike, and equestrian trails and pathways. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 35.5)**

POLICY 11.6.1: Future improvements to North River Road or other public roadways within the North Olga Community should be pursued only after careful analysis of safety, need, community and environmental impact. Public roadways improvements should incorporate rural design treatments. Public participation in planning and design processes for these road improvements should provide opportunities for involvement of the North Olga Community. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.5.1)**

POLICY 11.6.2: Work with the North Olga Community to allow for the use of roadways in a manner that supports local commercial agriculture businesses and their continued viability. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.5.2)**

POLICY 11.6.3: Work with the North Olga Community to evaluate funding opportunities and feasibility of creating a multipurpose path to run the entire length of North River Road through the community. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.5.3)**

NORTH OLGA NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 11.7: CONSERVATION. Preserve, protect, and, where possible, enhance the physical integrity, rural character, ecological values, and natural beauty of the North Olga Community, focusing upon the Caloosahatchee River, native vegetation, wildlife resources, and areas designated for long-term conservation. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 35.8)**

POLICY 11.7.1: Balance public access to the Caloosahatchee River with protection and rehabilitation efforts, in order to preserve the River's natural features and function. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.8.1)**

POLICY 11.7.2: Encourage future development to maintain on-site native vegetation communities. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.8.2)**

POLICY 11.7.3: Proposed Planned Developments will consider the incorporation of "Firewise" Principles in site design, including building orientation, access management, landscaping type and placement. For the purposes of this policy, Firewise principles are those guidelines developed by the National Fire Protection Association to mitigate the risk of wildland fire to homes in the wildland/urban interface. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.8.3)**

NORTH OLGA PUBLIC FACILITIES & SERVICES

OBJECTIVE 11.8: OPEN SPACE, RECREATION AND COMMUNITY FACILITIES. Facilitate public access to and the enjoyment of scenic, historic, recreational, and natural resources in the North Olga Community. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 35.7)**

POLICY 11.8.1: Incorporate key linkages within the North Olga Community into the Greenway Master Plan, such as connection between the North River Road Greenway and the Franklin Locks. These linkages will serve the purpose of providing a meaningful trail network, which will include connections to public recreational areas and minimize disturbances to wildlife habitats and natural systems. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.7.1)**

POLICY 11.8.2: Work with the North Olga Community and private landowners to identify opportunities to maintain and enhance public access to the Caloosahatchee River. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.7.2)**

POLICY 11.8.3: Proposed Planned Developments adjacent to the Caloosahatchee River will be encouraged to provide public access to the river. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.7.3)**

POLICY 11.8.4: Work in coordination with the North Olga Community to identify and expand water-dependent/water-related uses and activities, including but not limited to canoe/kayak launch areas, boardwalks, fishing platforms and waterside parks. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.7.4)**

POLICY 11.8.5: Evaluate the need for community facilities within North Olga to provide public meeting space. This evaluation will include the identification of funding sources and the facility's appropriate location and scale. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.7.5)**

NORTH OLGA ECONOMIC DEVELOPMENT

OBJECTIVE 11.9: ECONOMIC DEVELOPMENT. Encourage future economic development opportunities in the North Olga Community that identify and promote the rural and agricultural-based quality of life for the residents and surrounding communities. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 35.4)**

POLICY 11.9.1: Continue to protect and support the long-term viability of commercial agricultural businesses within the community. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.4.1)**

POLICY 11.9.2: Support the development of nature and agriculturally-based tourism where appropriate throughout the community. Opportunities for nature and agriculturally-based tourism include but are not limited to bird watching, equestrian facilities, kayaking/canoeing, and bed and breakfast establishments. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.4.2)**

POLICY 11.9.3: Facilitate appropriate access and use of Conservation 20/20 lands to support kayaking/canoeing, bird watching, hiking and other passive recreational uses related to nature-based tourism. Recreational opportunities will be balanced with the protection of natural resources and will comply with the Land Stewardship Plan prepared by the Conservation 20/20 Land Program. ~~(Added by Ordinance No. 11-14)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 35.4.3)**

~~OBJECTIVE 35.10: PUBLIC PARTICIPATION. 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 per Objective 1.2 of this element. (Added by Ordinance No. 11-14) (Deleted)~~

~~POLICY 35.10.1: As a courtesy, register citizen groups and civic organizations within the community that desire notification of pending review of LDC amendments and Lee Plan amendments. Upon registration, Lee County will provide registrants with documentation regarding pending amendments. This notice is a courtesy only and is not jurisdictional. The County's failure to mail the notice, or failure of a group to receive mailed notice, will not constitute a defect in the jurisdictional notice requirements or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 11-14) (Deleted)~~

~~POLICY 35.10.2: Work with the North Olga Community to establish a Document Clearing House, where copies of selected documents from permit applications, variance requests, staff reports and Lee Plan status updates made available to the public. Hearing Examiner recommendations, decisions, Administrative Variances and Board resolutions for development in the community will be kept for public inspection. The County's failure to provide documents to the Document Clearing House, or failure of the Document Clearing house to receive documents, will not constitute a defect in the jurisdictional notice requirements or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 11-14) (Deleted)~~

~~POLICY 35.10.3: The owner or agent of a requested zoning action (planned development, conventional rezoning, special exception, or variance requests) or Lee Plan Amendments within the North Olga Community, as identified on Map 1, page 2 of 8, must conduct one public informational meeting where the agent provides a general overview of the project for interested citizens. This meeting must be conducted before the application can be found sufficient by County Staff. The applicant is responsible for advertising, providing the meeting space, and security measures as needed. Subsequent to this meeting, the applicant must provide staff with a summary that contains the following information: the date, time, and location of the meeting; a list of attendees; a summary of the concerns or issues raised at the meeting; and a proposal for how the applicant will respond to those issues. (Added by Ordinance No. 11-14) (Deleted)~~

ALSO SEE GOAL 9 NORTHEAST LEE & GOAL 10 ALVA

SOUTHEAST LEE

SOUTHEAST LEE COUNTY VISION

As the name implies, this community is located in the southeast area of Lee County, south of SR 82, north of Bonita Beach Road, east of I-75 (excluding areas in the San Carlos Park/Island Park/Estero Corkscrew Road and Gateway/Southwest Florida International Airport Communities), and west of the county line. With very minor exceptions, this community is designated as Density Reduction/Groundwater Resource, Conservation Lands (both upland and wetlands), and Wetlands on the Future Land Use Map. This community consists of regional mining operations, active and passive agricultural uses, public wellfields and water treatment plants, significant contiguous tracts set aside for preservation, a private golf course, and very large lot residential home sites. Through the year 2035, Southeast Lee County will change dramatically. Mining pits will double in size as the northwest portion serves as the major supplier of limerock aggregate for southwest Florida, an activity that continues to generate significant truck traffic especially on Alico Road. The remainder of Southeast Lee County will continue as the county's primary agricultural region and home to its largest (and still expanding) natural preserves. Residential and commercial development will not be significantly increased except in very limited areas where development rights are concentrated by this plan. Some existing farmland will be restored to natural conditions to increase the natural storage of water and to improve wildlife habitat. (Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12; 10-20) **(Relocated from the Vision Statement)**

GOAL 12: SOUTHEAST LEE COUNTY. To protect natural resources in accordance with the county's 1990 designation of Southeast Lee County as a groundwater resource area, augmented through a comprehensive planning process that culminated in the 2008 report, "*Prospects for Southeast Lee County.*" To achieve this goal, it is necessary to address the inherent conflict between retaining shallow aquifers for long-term water storage and extracting the aquifer's limestone for processing into construction aggregate. The best overall balance between these demands will be achieved through a pair of complementary strategies: consolidating future mining in the traditional Alico Road industrial corridor while initiating a long-term restoration program to the east and south to benefit water resources and protect natural habitat. Residential and commercial development will not be significantly increased except where development rights are being explicitly concentrated by this plan. Agriculture uses may continue, and environmental restoration may begin. This goal and subsequent objectives and policies apply to Southeast Lee County. ~~as depicted on Map 1, Page 2. (Added by Ordinance No. 10-20)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Goal 33)**

SOUTHEAST LEE COMMUNITY CHARACTER & LAND USE: LIMEROCK MINING

OBJECTIVE 12.1: LIMEROCK MINING. Designate on a Future Land Use Map overlay sufficient land near the traditional Alico Road industrial corridor for continued limerock mining to meet regional demands through this plan's horizon. ~~(currently 2030). (Added by Ordinance No. 10-20)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Objective 33.1)**

POLICY 12.1.1: Limerock mining is a high-disturbance activity whose effects on the surrounding area cannot be completely mitigated. To minimize the impacts of mining on valuable water resources, natural systems, residential areas, and the road system, Map ~~14~~ ___ identifies Future Limerock Mining areas that will concentrate limerock mining activity in the traditional Alico Road industrial corridor east of I-75. By formally identifying such areas in this plan and allowing rezonings for new and expanded limerock mines only in the areas identified in Map ~~14~~ ___ limerock resources in or near existing disturbed areas will be more fully utilized and the spread of limerock mining impacts into less disturbed environments will be precluded until such time as there is a clear necessity to do so (and Map ~~14~~ ___ is amended accordingly). Inclusion of land on Map ~~14~~ ___ does not restrict the rights of landowners to use their land for other allowable purposes. ~~(Added by Ordinance No. 10-20)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 33.1.1)**

POLICY 12.1.2: Most land identified on Map ~~14~~ ___ is in the Density Reduction/Groundwater Resource land use category (see Policy ~~14.5~~ 1.5.6 of the Future Land Use Element) and will also be subject to those special requirements. Future Limerock Mining land outside the DR/GR area will also be subject to requirements of the appropriate designation on Map ~~14~~ ___. ~~Goal 10 Objective 3.8 of the Future Land Use Element~~ and its ~~objectives and~~ policies contain additional guidance on mining. The Land Development Code will continue to provide additional details on mining approvals and operations. ~~(Added by Ordinance No. 10-20)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 33.1.2)**

POLICY 12.1.3: Concurrent with the update of Map ~~14~~ ___ in 2010, the Lee Plan was amended to improve the ability to efficiently mine in Future Limerock Mining areas. An exception was made to the requirement in Policy ~~14.5~~ 1.5.6 of the Future Land Use Element that DR/GR land uses must demonstrate compatibility with maintaining surface and groundwater levels at their historic levels. Under this exception, land in Future Limerock Mining areas may be rezoned for mining when the impacts to natural resources including water levels and wetlands are offset through appropriate mitigation within Southeast Lee County. The Land Development Code will be amended and maintained to include provisions for assessing and mitigating mining impacts and for transferring residential development rights from land zoned for limerock mining pits. Appropriate mitigation for water levels will be based upon site-specific data and modeling acceptable to the Division of Natural Resources. Appropriate wetland mitigation may be provided by preservation of high

quality indigenous habitat, restoration or reconnection of historic flowways, connectivity to public conservation lands, restoration of historic ecosystems or other mitigation measures as deemed sufficient by the Division of Environmental Sciences. It is recommended that, whenever possible, wetland mitigation be located within Southeast Lee County. The Land Development Code will be revised to include provisions to implement this policy. ~~(Added by Ordinance No. 10-20)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 33.1.3)**

POLICY 12.1.4: Table ~~4(b)~~ ___ contains industrial acreage in Southeast Lee County that reflects the acreage of limerock mining pits needed to meet local and regional demand through the year 2035. The parcel-based database of existing land uses described in Policy ~~4.7.6~~ 2.2.6 of the Future Land Use Element will be updated at least every seven years to reflect additional data about limerock mining in Southeast Lee County, including mining acreage zoned (project acres and mining pit acreage), pit acreage with active mine operation permits, acreage actually mined, and acreage remaining to be mined. Current totals are based on data compiled in Prospects for Southeast Lee County for the year 2006. Future amendments will reflect any additional data that becomes available through routine monitoring reports and bathymetric surveys or other credible sources. The industrial acreage totals for Southeast Lee County that are found in Table ~~4(b)~~ ___ for Planning District #18 ___ will be used for the following purposes:

- a. In accordance with Policies 1.1.1 and ~~4.7.6~~ 2.2.6 of the Future Land Use Element, new mine development orders and mine development order amendments may be issued provided that the industrial acreage totals in Table ~~4(b)~~ ___ are not exceeded. For purposes of this computation, the proposed additional limerock pit acreage, when added to the acreage of limerock pits already dug, cannot exceed the acreage limitation established in Table ~~4(b)~~ ___ for Planning District #18 ___.
- b. By monitoring the remaining acreage of land rezoned for mining but not yet mined, Lee County will have critical information to use in determining whether and to what extent the Future Limerock Mining areas in Map 14 ___ may need to be expanded in the future to meet local and regional demands.

~~(Added by Ordinance No. 10-20)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 33.1.4)**

POLICY 12.1.5: The sale of overburden from approved limerock mines is encouraged because converting overburden into fill material avoids additional mining at other locations. However, shallow mines that produce primarily fill dirt should be sited as close as possible to locations of high demand to minimize the distance that fill material must be trucked to likely destinations (see also Policy ~~4.1.1~~ 3.8.2 of the Future Land Use Element). In Southeast Lee County shallow mines are generally unnecessary because fill dirt is available as a byproduct of limerock mines; however, shallow mines may be permitted on sites immediately adjoining areas of high demand for fill dirt such as Lehigh Acres. ~~(Added by Ordinance No. 10-20)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 33.1.5)**

POLICY 12.1.6: Asphalt and concrete can be recycled to produce aggregate that is comparable to the products of limerock mines. Lee County should be a leader in using recycled aggregate in its construction projects and in encouraging privately operated recycling facilities in appropriate locations to minimize the need to mine or import additional aggregate. ~~(Added by Ordinance No. 10-20)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 33.1.6)**

POLICY 12.1.7: Protect agricultural activities on lands designated as Agricultural on the agricultural overlay (see Map ~~20~~ ___) from the impacts of new natural resource extraction operations, recreational uses, and residential developments. However, in Future Limerock Mining areas (see Map 14 ___), agricultural activities may be limited to the interim period prior to mining or may need to coexist with adjoining mining activities and mining pits. ~~(Added by Ordinance No. 10-20)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 33.1.7)**

SOUTHEAST LEE COUNTY NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 12.2: WATER, HABITAT, AND OTHER NATURAL RESOURCES. Designate on a Future Land Use Map overlay the land in Southeast Lee County that is most critical toward restoring historic surface and groundwater levels and for improving the protection of other natural resources such as wetlands and wildlife habitat. (~~Added by Ordinance No. 10-19~~) **(Relocated from the Future Land Use Element) (Formerly Objective 33.2)**

POLICY 12.2.1: Large-scale ecosystem integrity in Southeast Lee County should be maintained and restored. Protection and/or restoration of land is of even higher value when it connects existing corridors and conservation areas. Restoration is also highly desirable when it can be achieved in conjunction with other uses on privately owned land including agriculture. Lee County Natural Resources, Conservation 20/20, and Environmental Sciences staff will work with landowners who are interested in voluntarily restoring native habitats and landowners who are required to conduct restoration based upon land use changes. The parameters for the required restoration will be established in the Land Development Code by ~~2012~~ 2015. (~~Added by Ordinance No. 10-19~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.2.1)**

POLICY 12.2.2: The DR/GR Priority Restoration overlay depicts land where protection and/or restoration would be most critical to restore historic surface and groundwater levels and to connect existing corridors or conservation areas (see ~~Policy 1.7.7 and Map _____-1, Page 4~~) This overlay identifies seven tiers of land potentially eligible for protection and restoration, with Tier 1 and Tier 2 being the highest priority for protection from irreversible land-use changes. Lee County will evaluate this overlay map every 7 years to determine if changes in public ownership, land use, new scientific data, and/or demands on natural resources justify updating this map. This overlay does not restrict the use of the land in and of itself. It will be utilized as the basis for incentives and for informational purposes since this map will represent a composite of potential restoration and acquisition activities in the county. (~~Added by Ordinance No. 10-19~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.2.2)**

POLICY 12.2.3: It is in southwest Florida's interest for public and nonprofit agencies to actively pursue acquisition of partial or full interest in land within the Tier 1 areas in this overlay through direct purchase; partnerships with other government agencies; long-term purchase agreements; right of first refusal contracts; land swaps; and other appropriate means. These lands would provide critical connections to other conservation lands that serve as the backbone for water resource management and wildlife movement within the DR/GR. Tier 2 lands are of equal ecological and water resource importance as Tier 1 but have better potential to remain in productive agricultural use as described in Policies ~~3312.2.5~~ and ~~3312.2.6~~. Tier 3 lands and the southern two miles of Tiers 5, 6, and 7 can provide an important wildlife connection to conservation lands in Collier County and an anticipated regional habitat link to the Okaloacoochee Slough State Forest.

- a. The county will consider incentives for private landowners to maintain and improve water resources and natural ecosystems on properties within Tier 2 through Tier 7, including but not limited to acquiring agricultural or conservation easements; compensation for water storage that is in the public interest; and providing matching funds to secure federal and state funds/grants for improving agricultural best management practices or protection/restoration of wetlands on existing agricultural operations;
- b. Tiers 1, 2, 3, and the southern two miles of Tiers 5, 6, and 7 will qualify for incentives when development rights are transferred to less sensitive sites in accordance with Policies ~~33-12.3.4~~ and ~~3312.3.5~~; and
- c. Permanent protection of land within all tiers may also occur through:
 1. Using resource extraction mitigation fees to acquire land;

2. Establishing a Regional Offsite Mitigation Area (ROMA); or
3. Concentrating development as depicted in the Rural Residential overlay (~~Map 17~~) _____ as detailed in Policies ~~33-12.3.2~~, ~~12.3.3~~ and ~~12.3.5~~.

~~(Added by Ordinance No. 10-19)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.2.3)**

POLICY 12.2.4: Restoration of critical lands in Southeast Lee County is a long-term program that will progress in phases based on available funding, land ownership, and natural resource priority. On individual sites, restoration can be carried out in stages:

- a. Initial restoration efforts would include techniques such as filling agricultural ditches and/or establishing control structures to restore the historic water levels as much as possible without adversely impacting nearby properties; and
- b. Future restoration efforts would include the eradication of invasive exotic vegetation and the reestablishment of appropriate native ecosystems based upon the restored hydrology.

~~(Added by Ordinance No. 10-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 33.2.4)**

POLICY 12.2.5: Lee County recognizes the importance of maintaining agricultural lands within Southeast Lee County for local food production, water conservation and storage, land conservation, wildlife habitat, and wetland restoration. The continued use of ever evolving agricultural best management practices will protect native soils and potentially improve the quantity and quality of water resources, allowing sustainable agriculture to be integrated into restoration planning for Southeast Lee County. ~~(Added by Ordinance No. 10-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 33.2.5)**

POLICY 12.2.6: On existing farmland, the county will offer incentives to encourage the continuation of agricultural operations. Incentives will include the ability to concentrate all existing development rights while farming continues on the remainder of the tract; and, the ability to sever and sell all development rights while farming continues on the entire tract. Other incentives may be provided to agricultural operations that implement and maintain best management practices. Continued agricultural use may be a desirable long-term use even within land designated on the priority restoration overlay as potentially eligible for protection (see Policy ~~9-1.7~~ 3.6.4 of the Future Land Use Element). ~~(Added by Ordinance No. 10-19)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.2.6)**

POLICY 12.2.7: Impacts of proposed land disturbances on surface and groundwater resources will be analyzed using integrated surface and groundwater models that utilize site-specific data to assess potential adverse impacts on water resources and natural systems within Southeast Lee County. Lee County Division of Natural Resources will determine if the appropriate model or models are being utilized, and assess the design and outputs of the modeling to ensure protection of Lee County's natural resources. ~~(Added by Ordinance No. 10-19)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 33.2.7)**

SOUTHEAST LEE COUNTY RESIDENTIAL & MIXED-USE DEVELOPMENT

OBJECTIVE 12.3: RESIDENTIAL AND MIXED-USE DEVELOPMENT. Designate on a Future Land Use Map overlay ~~existing acreage subdivision areas~~ that should be protected from adverse impacts of mining (Existing Acreage Subdivisions), and specific locations for concentrating existing development rights on large tracts (Mixed-Use Communities), and vacant properties with existing residential approvals that are inconsistent with the density Reduction/Groundwater Resource future land use category (Improved Residential Communities). **(Amended per Ordinance 12-24)** **(Relocated from the Future Land Use Element) (Formerly Objective 33.3)**

POLICY 12.3.1: Existing acreage subdivisions are shown on Map 47 _____. These subdivisions should be protected from adverse external impacts such as natural resource extraction. (~~Added by Ordinance No. 10-43~~)
(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.3.1)

POLICY 12.3.2: Unsubdivided land is too valuable to be consumed by inefficient land-use patterns. Although additional acreage or ranchette subdivisions may be needed in the future, the preferred pattern for using existing residential development rights from large tracts is to concentrate them as compact internally connected Mixed-Use Communities along existing roads and away from Future Limerock Mining areas. Map 47 _____ identifies future locations for Mixed-Use Communities where development rights can be concentrated from major DR/GR tracts into traditional neighborhood developments (see glossary).

- a. Mixed-Use Communities must be concentrated from contiguous property owned under single ownership or control. Allowable residential development without the benefit of TDR credits is limited to the existing allowable dwelling units from the upland and wetland acreage of the entire contiguous DR/GR tract. The only net increases in dwelling units will be through incentives as specified in the LDC for permanent protection of indigenous native uplands on the contiguous tract (up to one extra dwelling unit allowed for each five acres of preserved or restored indigenous native uplands) and through the acquisition of TDR credits from TDR sending areas as provided in Policies 12.3.4 and 12.3.5.;
 1. When expanded with transferred development rights, the maximum gross density is 5 dwelling units per acre of total land designated as a Mixed-Use Community as shown on Map 47 _____;
 2. The maximum basic intensity of non-residential development is 75 square feet, per by right clustered dwelling unit;
 3. The additional intensity that can be created using TDR credits may not exceed 300,000 square feet of non-residential floor area in any Mixed-Use Community; and
 4. These limits on dwelling units and non-residential floor area do not apply to any land in a Mixed-Use Community that is designated Central Urban rather than DR/GR. Numerical limits for Central Urban land are as provided elsewhere in the Lee Plan
- b. Contiguous property under the same ownership may be developed as part of a Mixed-Use Community provided the property under contiguous ownership does not extend more than 400 feet beyond the perimeter of the Mixed-Use Community as designated on Map 47 _____;
- c. In 2010 an exception was made to the requirement in Policy 1.5.6 of the Future Land Use Element that DR/GR land uses must demonstrate compatibility with maintaining surface and groundwater levels at their historic levels. Under this exception, construction may occur on land designated as a Mixed-Use Community on Map 47 _____ provided the impacts to natural resources, including water levels and wetlands, are offset through appropriate mitigation within Southeast Lee County. Appropriate mitigation for water levels will be based upon site-specific data and modeling acceptable to the Division of Natural Resources. Appropriate wetland mitigation may be provided by preservation of high quality indigenous habitat, restoration or reconnection of historic flowways, connectivity to public conservation lands, restoration of historic ecosystems or other mitigation measures as deemed sufficient by the Division of Environmental Sciences. When possible, it is recommended that wetland mitigation be located within Southeast Lee County. The Land Development Code will be revised to include provisions to implement this policy; and
- d. To create walkable neighborhoods that reduce automobile usage and minimize the amount of DR/GR land consumed by development, the Land Development Code will specify how each Mixed-Use Community will provide:

1. A compact physical form with identifiable centers and edges, with opportunities for shopping and workplaces near residential neighborhoods;
2. A highly interconnected street network, to disperse traffic and provide convenient routes for pedestrians and bicyclists;
3. High-quality public spaces, with building facades having windows and doors facing tree-lined streets, plazas, squares, or parks;
4. Diversity not homogeneity, with a variety of building types, street types, open spaces, and land uses providing for people of all ages and every form of mobility; and
5. Resiliency and sustainability, allowing adaptation over time to changing economic conditions and broader transportation options.

(Added by Ordinance No. 10-43) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.3.2)**

POLICY 12.3.3: Properties within the DR/GR that have existing approvals for residential development inconsistent with the current DR/GR density requirements, may damage surface and sub-surface water resources, impact habitat, and encroach on environmentally important land if developed consistent with the vested approvals. As an incentive to reduce these potential impacts additional densities may be granted if strict criteria improving the adverse impacts are followed.

1. These properties may be designated on Map _____ as “Improved Residential Communities,” provided they meet all of the following requirements:
 - a. Abut lands designated as future urban areas;
 - b. Adjacent to and eligible for public water and sewer services;
 - c. Can provide two (2) direct accesses to an arterial roadway, and;
 - d. Is not already designated on Lee Plan Map _____ as an Existing Acreage Subdivision or a Mixed Use Community.
2. In order to request an increase in density, the property must be rezoned to a Residential Planned Development (RPD) that demonstrates and is conditioned to provide the following:
 - a. Reduced stress to the onsite potable aquifers and is more consistent with water resource goals of Lee County in the DR/GR than the existing development approvals.
 - b. Increased conservation areas, relative to the existing approvals, with a restoration plan and long term maintenance commitment.
 - c. Active and passive recreational amenities to promote a healthy lifestyle.
 - d. Demonstrates a net benefit for water resources, relative to the existing approvals that demonstrates the following.
 - (1) Lower irrigation demand.
 - (2) Eliminates private irrigation wells
 - (3) Protects Public wells by meeting or exceeding the requirements of the Well Field Protection Ordinance.
 - (4) Uses Florida Friendly Plantings with low irrigation requirements in Common Elements.
 - (5) Connects to public water and sewer service, and must connect to reclaimed water when available.
 - (6) Reduces impervious area relative to existing approvals improving opportunities for groundwater recharge.
 - (7) Designed to accommodate existing or historic flowways.
 - e. Includes an enhanced lake management plan, that addresses at a minimum the following issues:
 - (1) Best management practices for fertilizers and pesticides

- (2) Erosion control and bank stabilization
 - (3) Lake maintenance requirements
 - (4) Public well field protection
 - f. Indigenous Management Plans must address human-wildlife coexistence.
3. Properties meeting the above criteria and requirements may be permitted additional residential dwelling units in addition to the already existing approvals, but in no case in excess of three (3) dwelling units per DR/GR upland acre. The application for Residential Planned Development must identify the source of the additional residential dwelling units from the criteria below. Approval of the rezoning will be conditioned to reflect the source of additional dwelling units:
- a. 2 dwelling units for every acre of offsite DR/GR property acquired for conservation purposes with the possibility of passive recreation activities.
 - b. 2 dwelling units for every additional acre of offsite DR/GR property put under a conservation easement dedicated to Lee County.
 - c. 1.5 dwelling units for every additional acre of onsite property put under a conservation easement.
 - d. 1 dwelling unit for every acre of onsite restoration, subject to restoration plan approval as part of the Planned Development rezoning process.
 - e. 2 dwelling units for every acre of non-isolated DR/GR preserved primary and secondary panther habitat.
 - f. 2 dwelling units for every acre of protected onsite wetlands connected to a regionally significant flowway identified in the Lee Plan.
 - g. 1 dwelling unit for every \$8,500 (the current estimated cost to purchase an acre of Southeast DR/GR land) the applicant provides to the county to extinguish density on other Southeast DR/GR parcels.
 - h. 1 dwelling unit for every \$8,500 the applicant provides to the county to construct a planned large mammal roadway crossing in the Southeast DR/GR area.

The improvements or acquisition of properties serve to mitigate impacts of the increased density. Future "Improved Residential Communities" proposed to be added to Map ___ must provide a reanalysis of the cost to purchase one acre of DR/GR property if criteria (g.) or (h.) are used to account for the increased density. (New Policy per Ordinance 12-24)

POLICY 12.3.4: Owners of major DR/GR tracts without the ability to construct a Mixed-Use Community on their own land are encouraged to transfer their residential development rights to Future Urban Areas (see Objective 1.2 of the Future Land Use Element), specifically the Mixed-Use Overlay, the Lehigh Acres Specialized Mixed-Use Nodes, and any Lee Plan designation that allows bonus density (see Table 4(a) ___), or to future Mixed-Use Communities, Rural Golf Course Communities, or Improved Residential Communities on land so designated on Map 47 _____. These transfers would avoid unnecessary travel for future residents, increase housing diversity and commercial opportunities for nearby Lehigh Acres, protect existing agricultural or natural lands, and allow the conservation of larger contiguous tracts of land.

- a. To these ends, Lee County will establish a program that will allow and encourage the transfer of upland and wetland development rights (TDR) to designated TDR receiving areas. This program will also allow limited development in accordance with Policy 4621.2.6 and 4621.2.7;
- b. Within the Mixed-Use Communities shown on Map 47 ____, significant commercial and civic uses are required. Each Mixed-Use Community adjoining S.R.82 must be designed to include non-residential uses not only to serve its residents but also to begin offsetting the shortage of non-residential uses in adjoining

Lehigh Acres. At a minimum, each community adjoining S.R. 82 must designate at least 10% of its developable land into zones for non-residential uses. Specific requirements for incorporating these uses into Mixed-Use Communities are set forth in the Land Development Code;

- c. Mixed-Use Communities must be served by central water and wastewater services. All Mixed-Use Communities were added to the future water and sewer service areas for Lee County Utilities (~~Lee Plan Maps 6 and 7~~) in 2010. Development approvals for each community are contingent on availability of adequate capacity at the central plants and on developer-provided upgrades to distribution and collection systems to connect to the existing systems. Lee County Utilities has the plant capacity at this time to serve full build-out of all Mixed-Use Communities. Lee County acknowledges that the Three Oaks wastewater treatment plant does not have sufficient capacity to serve all anticipated growth within its future service area through the year 2035. Lee County commits to expand that facility or build an additional facility to meet wastewater demands. One of these improvements will be included in a future capital improvements program to ensure that sufficient capacity will be available to serve the Mixed-Use Communities and the additional development anticipated through the year 2035;
- d. Development approvals for Mixed-Use Communities are contingent on adequate capacity in the public school system (see Goal 3 of the Community Facilities and Services Element);
- e. The state has designated S.R.82 as an “emerging component” of Florida’s Strategic Intermodal System, a designation that establishes the levels of service Lee County must adopt for S.R.82. Lee County will seek to include the Mixed-Use Communities and appropriate adjacent urban areas in a multimodal transportation district to mitigate regulatory barriers these levels of service would impose on Lee County’s ability to accomplish Objective ~~33~~12.3 and its policies. As an alternative, Lee County may pursue a comparable mechanism, such as a transportation concurrency exception area, transportation concurrency management area, transportation concurrency backlog area/plan, long-term concurrency management system, or FDOT level-of-service variance, that would achieve similar results. Lee County’s planning will include the following steps:
 1. Actively seek advice, technical assistance, and support from Florida DOT and DCA while formulating the scope of a technical evaluation of a potential multimodal transportation district that includes the four Mixed-Use Communities adjoining S.R. 82 and appropriate adjacent urban areas;
 2. Conduct the necessary technical studies to determine the potential for substantial trip diversion from Lehigh Acres residents, the viability of transit service to these Mixed-Use Communities and appropriate adjacent urban areas, and the practicality of maintaining the adopted level-of-service standards on S.R. 82;and
 3. Adopt a Lee Plan amendment establishing a multimodal transportation district (or comparable mechanism).
- f. Lee County will complete these three steps by 2016. Until step 5.c is adopted, TDR credits may not be redeemed in the Mixed-Use Communities located along S.R. 82. No redemption of TDR credits that will increase dwelling units or non-residential floor area will be permitted, if these increases would cause the adopted level of service for S.R. 82 to be exceeded (see Goal ~~37~~2 of the Transportation Element). This restriction applies unless a Mixed-Use Community addresses its transportation impacts through the DRI process consistent with F.S. 163.3180(12).
 1. This temporary restriction does not prohibit landowners from concentrating development rights from contiguous DR/GR property under common ownership or control; and

2. Lee County encourages the creation of TDR credits from Southeast DR/GR lands and the transfer of those credits to all other designated receiving areas, including:

- a) Other Mixed-Use Communities;
- b) Rural Golf Course Communities;
- c) Improved Residential Communities;
- d) Future Urban Area (see Objective 1.2 of the Future Land Use Element)
- e) Mixed-Use Overlay;
- f) Lehigh Acres Specialized Mixed-Use Nodes;
- g) Lee Plan designation that allow bonus density (see Table ~~4(a)~~); and,
- h) Incorporated municipalities that have formally agreed to accept TDR credits.

(Added by Ordinance No. 10-43) (New Policy per Ordinance 12-24) (Formerly Policy 33.3.3)

POLICY 12.3.5: The new TDR program will have the following characteristics:

- a. This program will be in addition to the existing wetland TDR program described in Article IV of Chapter 2 of the Land Development Code.
- b. The preferred receiving locations for the transfer of TDRs are within designated Future Urban Areas due to their proximity to public infrastructure and urban amenities (see Objective 1.1 of the Future Land Use Element), specifically the Mixed Use Overlay, the Lehigh Acres Specialized Mixed Use Nodes, and the future urban land use categories that allow bonus density (see Table ~~4(a)~~). The only sites in the DR/GR area permitted to receive transferred development rights are Mixed-Use Communities, Improved Residential Communities or Rural Golf Course Communities as shown on Map ~~47~~.
- c. TDR credits will be available from sending areas as follows:
 1. One TDR credit may be created for each allowable dwelling unit attributable to sending parcels within the Southeast DR/GR area. As an incentive for permanently protecting indigenous native uplands, one extra dwelling unit will be allowed for each five acres of preserved or restored indigenous native uplands; and
 2. As an additional incentive for protecting certain priority restoration lands (see Policy ~~33~~12.2.3.2), each TDR credit created pursuant to the preceding subsection will qualify for up to two additional TDR credits if the credits are created from land in Tiers 1, 2, 3 or the southern two miles of Tiers 5, 6 or 7, as shown on the DR/GR Priority Restoration overlay.
- d. The maximum number of TDR credits that can be created from the Southeast DR/GR lands is 9,000.
- e. No more than 2,000 dwelling units can be placed on receiving parcels within the Southeast DR/GR Mixed-Use Communities through the TDR credit program.
- f. TDR Credits may be redeemed in designated TDR receiving areas as follows:
 1. In Mixed-Use Communities in DR/GR areas, each TDR credit may be redeemed for a maximum of one dwelling unit plus a maximum of 800 square feet of non-residential floor area;
 2. In Rural Golf Course Communities, see Policy 21.2.7;
 3. In the Future Urban Areas described in paragraph 2. above, each TDR credit may be redeemed for a maximum of two dwelling units. In these Future Urban Areas, the redemption of TDR credits cannot allow densities to exceed the maximum bonus density specified in Table ~~4(a)~~. TDR credits may not be redeemed for non-residential floor area in these Future Urban Areas; and
 4. Redemption of TDR credits within incorporated municipalities may be allowed where interlocal agreements set forth the specific terms of any allowable transfers and where the redemption allows

development that is consistent with the municipality's comprehensive plan. As in the county's Future Urban Areas, each TDR credit may be redeemed for a maximum of two dwelling units.

- g. When severing development rights from a tract of land in anticipation of transfer to another tract, a landowner must execute a perpetual conservation easement on the tract that acknowledges the severance of development rights and explicitly states one of the following options:
1. Continued agricultural uses will be permitted;
 2. Conservation uses only;
 3. Conservation use and restoration of the property; or
 4. Some combination of the above options.

~~(Added by Ordinance No. 10-43)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.3.4)**

POLICY 12.3.6: The Land Development Code will be amended within one year to specify procedures for concentrating existing development rights on large tracts, for transferring development rights between landowners, for seeking approval of additional acreage subdivisions, and for incorporating commercial and civic uses into Mixed-Use Communities as designated on Map 47 ____. ~~(Added by Ordinance No. 10-19)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.3.5)**

POLICY 12.3.7: By ~~2012~~ 2015 Lee County will evaluate the establishment and funding of a DR/GR TDR bank that will offer to purchase development rights for resale in the TDR system. The purpose of this program is to give potential sellers the opportunity to sell rights even if no developer is ready to use them and to give potential development applicants the opportunity to obtain the necessary rights without seeking them on the open market. ~~(Added by Ordinance No. 10-19)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 33.3.6)**

SUBURBAN COMMUNITIES

CALOOSAHATCHEE SHORES

CALOOSAHATCHEE SHORES VISION

This community is located south of the Caloosahatchee River, west of Hickey's Creek, and north of the Orange River; and along I-75 east to the Buckingham Rural Community Preserve, north of State Road SR 82 and west to I-75. This community contains three neighborhoods: Fort Myers Shores, Olga, and the Riverdale neighborhood around the intersection of Buckingham Road and State Road SR 80. The Caloosahatchee Shores community has a more rural character, but is anticipated to grow substantially over the life of this plan. This area also has a mixture of future land use designations. The majority of land use designations are Suburban, Outlying Suburban, Rural or Urban Community; however, there are some lands designated public facility and industrial interchange.

Due to the rapid rise in population and limitations on commercial development in surrounding communities, the amount of commercial buildings will more than double by 2035. Currently, this community contains commercial outlets which accommodate the needs of its residents as well as those from neighboring communities such as Alva, Bayshore and Buckingham. Shopping areas in this community are concentrated along the State Road SR 80 corridor with specific commercial nodes for higher intensity development to satisfy resident's primary commercial needs. During the life of this plan, Fort Myers Shores will continue to develop a commercial-employment center for the adjacent communities. **(Relocated and Edited from the Vision Statement)**

GOAL 13: CALOOSAHATCHEE SHORES: To protect the existing character, natural resources and quality of life in Caloosahatchee Shores, while promoting new development, redevelopment and maintaining a more rural identity for the neighborhoods east of I-75 by establishing minimum aesthetic requirements, planning the location and intensity of future commercial and residential uses, and providing incentives for redevelopment, mixed use development and pedestrian safe environments. This goal and subsequent objectives and policies apply to the Caloosahatchee Shores boundaries. ~~as depicted on Map 1, page 2 of 8 in the Appendix. (Added by Ordinance No. 03-21) (Relocated and Edited from the Future Land Use Element) (Formerly Goal 21)~~

CALOOSAHATCHEE SHORES COMMUNITY CHARACTER & LAND USE

OBJECTIVE 13.1: COMMUNITY CHARACTER. The Caloosahatchee Shores Community will continue to draft and submit new regulations, policies, and discretionary actions affecting the character and aesthetic appearance of the Caloosahatchee Shores for Lee County to consider for adoption and enforcement to help create a visually attractive community. ~~(Added by Ordinance No. 03-21) (Relocated and Modified from the Future Land Use Element) (Formerly Objective 21.1)~~

POLICY 13.1.1: ~~By the end of 2007, The Caloosahatchee Shores Community will draft and submit implement, improve, and refine regulations for Lee County to review and consider for amendment or adoption as Land Development Code regulations that provide for enhanced landscaping, signage, and architectural standards consistent with the Caloosahatchee Shores Community Vision. (Added by Ordinance No. 03-21, Amended by Ordinance No. 07-12) (Relocated and Modified from the Future Land Use Element) (Formerly Policy 23.1.1)~~

POLICY 13.1.2: In order to maintain the Old Florida rural identity for the Caloosahatchee Shores Community, commercial developments are encouraged to use vernacular Florida architectural styles for all buildings. The use of Mediterranean styles of architecture is discouraged. ~~(Added by Ordinance No. 03-21) (Relocated from the Future Land Use Element) (Formerly Policy 23.1.2)~~

POLICY 13.1.3: Lee County is discouraged from approving any deviation that would result in a reduction of landscaping, buffering, and signage guidelines or compliance with architectural standards. ~~(Added by Ordinance No. 03-21) (Relocated from the Future Land Use Element) (Formerly Policy 23.1.3)~~

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

POLICY 13.1.4: One important aspect of the Caloosahatchee Shores Community Plan goal is to retain its' rural character and rural land use where it currently exists. Therefore, after May 15, 2009 no land use map amendments to the remaining rural lands category are permitted, unless a finding of overriding public necessity is made by three members of the Board of County Commissioners. ~~(Added by Ordinance No. 09-06) (Relocated from the Future Land Use Element) (Formerly Policy 23.1.5)~~

CALOOSAHATCHEE SHORES COMMUNITY CHARACTER & LAND USE: COMMERCIAL

OBJECTIVE 13.2: COMMERCIAL LAND USES. New commercial uses will be limited to properties already zoned for commercial uses as well as commercial centers designated on Map ___ 19, the intersection of I-75 and State Road SR 80, the intersection of State Road SR 31 and State Road SR 80, properties located in the State Route 80 Corridor Overlay District, the Verandah Boulevard commercial node, lands with the Commercial Future Land Use designation, and Future Urban Areas including the central urban and suburban categories adjacent to State Road SR. 80. New commercial zoning must be approved through the Planned Development rezoning process. Existing and future county regulations, land use interpretations, policies,

zoning approvals, and administrative actions should be undertaken in an effort to promote the goal of commercial redevelopment along State Road SR 80 and increased commercial opportunities to service the needs of the Caloosahatchee Shores Community and surrounding areas. County regulations should attempt to ensure that commercial areas maintain a unified and pleasing aesthetic/visual quality in landscaping, architecture, lighting, and signage. Commercial land uses must be designed to be compatible with and further the historic character and identity of existing rural Old Florida and Florida Vernacular styles of architecture and the historic identity of Olga. ~~(Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 21.2)**

POLICY 13.2.1: To service the retail needs of Caloosahatchee Shores and the surrounding rural communities, the intersection of State Road SR 80 and State Road SR 31, north of State Road SR 80 and east and west of State Road SR 31 are designated as commercial nodes to allow for greater commercial intensity. Commercial nodes are intended for new commercial development or redevelopment. ~~at Community Commercial levels as defined in Policy 6.1.2 of the Lee Plan.~~

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

~~(Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 21.2.1)**

POLICY 13.2.2: In order to protect the rural residential character of Buckingham Road, new retail uses along Buckingham Road outside the commercial nodes identified on Map 49___, will be prohibited. ~~(Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 21.2.2)**

POLICY 13.2.3: The Olga Mall property, 2319 S. Olga Drive, may continue to provide ~~minor~~ commercial retail services for the Olga Community. ~~(Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 21.2.3)**

POLICY 13.2.4: Commercial developments within the Caloosahatchee Shores Community must provide interconnect opportunities with adjacent commercial uses in order to minimize access points onto primary road corridors; and residential developments should provide interconnect opportunities with commercial areas, including but not limited to bike paths, pedestrian access ways, and equestrian trails. ~~(Added by Ordinance No. 03-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 21.2.4)**

POLICY 13.2.5: To promote the redevelopment of commercial uses along State Road SR 80, Commercial uses are encouraged to increase lot depth and size by extending north of State Road SR 80 to First Street. Lee County will encourage the use of First Street as a reverse frontage Road to provide access. This policy hereby adopts *Exhibit 1* _____ as a conceptual redevelopment plan for this corridor. ~~(Added by Ordinance No. 03-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 21.2.5)**

POLICY 13.2.6 Parcel located in the State Road 80 corridor overlay district are not subject to the commercial site location standards of the Lee Plan and have been determined to meet the requirements of commercial infill.

CALOOSAHATCHEE SHORES COMMUNITY CHARACTER & LAND USE: RESIDENTIAL

OBJECTIVE 13.3: RESIDENTIAL USES: Lee County will protect and enhance the residential character of the Caloosahatchee Shores Community by strictly evaluating adjacent uses, natural resources, access and

recreational or open space. ~~(Added by Ordinance No. 03-21)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 21.3)**

POLICY 13.3.1: ~~By the end of 2007, The Caloosahatchee Shores Community will draft and submit implement, improve, and refine regulations for Lee County to review and consider for amendment or adoption as Land Development Code regulations to provide for greater buffering between distinctly different adjacent commercial and residential properties, modified when a project is of mixed use nature. (Added by Ordinance No. 03-21, Amended by Ordinance No. 07-12)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 21.3.1)**

OBJECTIVE 13.4: MIXED USE DEVELOPMENT. Lee County will encourage mixed-use developments in specific areas of the Caloosahatchee Shores planning area through a variety of incentives. ~~(Added by Ordinance No. 03-21)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 21.4)**

POLICY 13.4.1: With the exception of mixed-use projects, residential uses fronting State Road SR 80 and Buckingham Road are limited to no more than four dwelling units per acre. ~~(Added by Ordinance No. 03-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 21.4.1)**

POLICY 13.4.2: Mixed-use developments, as defined in the Lee Plan, and mixed-use developments containing both commercial and residential uses within the same structure and that provide for an integration of commercial with residential uses with pedestrian linkages are strongly encouraged at the commercial nodes of State Road SR 80 and State Road SR 31 and State Road SR 80 and Buckingham Road, as well as the commercial strip between First Street and State Road SR 80 in Fort Myers Shores. With the exception of State Road SR 80 and State Road SR 31, which will be allowed densities consistent with the Urban Community future land use designation, mixed-use developments will be limited to six dwelling units per acre at those locations.

- a. Bicycle & Pedestrian facilities will be provided throughout the mixed-use development. Connections between all uses are required to facilitate these alternative modes of transportation. When possible, connections to adjacent developments will be provided.
- b. Vehicular connections between residential and non-residential uses will be provided to facilitate the internal capture of trips. When possible, connections to adjacent developments will be made to provide alternative access to the non-residential components of this development other than the arterial interchange of State Road SR 80 and State Road SR 31. Non-residential components at State Road SR 80 and Buckingham Road should, when possible, provide alternative access off of Buckingham Road and Non-residential components at State Road SR 80 and First Street should, when possible, provide alternative access off of First Street.

~~(Added by Ordinance No. 03-21)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 21.4.2)**

POLICY 13.4.3: Any existing or future regulation in the Land Development Code that is shown by the applicant of a planned development to inhibit the development of a mixed-use project will be given strong consideration for a waiver. ~~By the end of 2007, The Caloosahatchee Shores Community will draft and submit implement, improve, and refine regulations for Lee County to review and consider for amendment or adoption as Land Development Code regulations that encourage mixed-use developments. (Added by Ordinance No. 03-21, Amended by Ordinance No. 07-12)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 21.4.3)**

CALOOSAHATCHEE SHORES PUBLIC FACILITIES & SERVICES

OBJECTIVE 13.5: COMMUNITY FACILITIES/PARKS. Lee County will work with the Caloosahatchee Shores Community to provide and facilitate the provision of a broad mix of community facilities. ~~(Added by Ordinance No. 03-21)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 21.5)**

POLICY 13.5.1: The Caloosahatchee Shores Community will work with Lee County, the State of Florida, and the National Parks Service to provide appropriate passive recreational opportunities, parks, nature, pedestrian, and equestrian trails, potentially enhanced by public/private partnerships. This may include easy access, parking, trails, and other non-intrusive uses. ~~(Added by Ordinance No. 03-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 21.5.1)**

POLICY 13.5.2: Lee County will work with the community and private landowners to identify opportunities to maintain and enhance public access to the Caloosahatchee River, including access through the Florida Power and Light Plant. All new development of commercial, industrial or public facility properties along the Caloosahatchee River are strongly encouraged to provide for public access to the riverfront. ~~(Added by Ordinance No. 03-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 21.5.2)**

POLICY 13.5.3: Lee County will work with the community to ensure that the development of new parks or enhancement of existing parks meets the recreational needs of the community and are integrated into the surrounding developments and open space areas. The concept would be for a park to act as a hub, connected to other open space and recreational opportunities through pedestrian bicycle or equestrian linkages, either along public rights of way or through adjacent developments. ~~(Added by Ordinance No. 03-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 21.5.3)**

POLICY 13.5.4: Lee County Department of Parks and Recreation will work with the residents of the Caloosahatchee Shores to publicize and increase the usage of existing public parks and recreation facilities. ~~(Added by Ordinance No. 03-21)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 21.5.4)**

~~OBJECTIVE 21.6: 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. (Added by Ordinance No. 03-21) (Deleted)~~

~~POLICY 21.6.1: As a courtesy, Lee County will register citizen groups and civic organizations within the Caloosahatchee Shores 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. Accordingly, the county's failure to mail or to timely mail the notice, or failure of a group to receive mailed notice, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 03-21) (Deleted)~~

~~POLICY 21.6.2: The Caloosahatchee Shores Community will establish a "document clearing house," where copies of selected zoning submittal documents, staff reports, Hearing Examiner recommendations and resolutions will be provided for public inspection. The County's failure to provide or to timely provide documents to the document clearing house, or failure of the document clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 03-21) (Deleted)~~

~~POLICY 21.6.3: The owner or agent of a requested Lee Plan amendment or zoning action (planned development, conventional rezoning, special exception, or variance requests) within the Caloosahatchee~~

~~Shores Community must conduct one public informational session where the agent will provide a general overview of the project for any interested citizens. Lee County encourages zoning staff to participate in the public information session. This meeting must be conducted before the application can be found sufficient. The applicant is fully responsible for providing the meeting space, providing notice of the meeting, 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 public information session; and a proposal for how the applicant will respond to any issues that were raised. (Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24) (Deleted)~~

ESTERO

ESTERO VISION

To establish a community that embraces its historic heritage, while carefully planning for future growth resulting from Florida Gulf Coast University, the Southwest Florida International Airport, growing population and a unique natural environment. Estero's growth will be planned as a village, establishing defined areas for tasteful shopping, service, and entertainment, while protecting and encouraging residential neighborhoods that ~~encourage~~ foster a sense of belonging. Weaving the community together will be carefully crafted limitations on strip commercial uses, inappropriate signage, and certain undesired commercial uses, while additional design guidelines will be established to ensure attractive landscaping, streetscaping, lighting, signage, architectural standards, and unified access points. The implementation of this vision will help reduce the conflict between residential and commercial areas, as well as allow Estero to emerge as a vibrant Lee County Village. **(Relocated and Modified from the Vision Statement)**

GOAL 14: ESTERO. To protect the character, natural resources, and quality of life in Estero by establishing minimum aesthetic requirements, managing the location and intensity of future commercial and residential uses, and providing greater opportunities for public participation in the land development approval process. This goal and subsequent objectives and policies apply to the Estero ~~Planning~~ Community as depicted on Map 16. **(Added by Ordinance No. 02-05) (Relocated and Edited from the Future Land Use Element) (Formerly Goal 19)**

ESTERO COMMUNITY CHARACTER & LAND USE

OBJECTIVE 14.1: COMMUNITY CHARACTER. The Estero Community will continue to draft and submit updated regulations, policies, and discretionary actions affecting the character and aesthetic appearance of Estero for Lee County to adopt and enforce to help create a visually attractive community. **(Added by Ordinance No. 02-05) (Relocated and Edited from the Future Land Use Category) (Formerly Objective 19.1)**

POLICY 14.1.1: ~~By the end of 2002,~~ The Estero Community will continue to draft and submit updated regulations or policies for Lee County to review, amend, or establish as Land Development Code regulations that provide for enhanced landscaping along roadway corridors, greater buffering, shading of parking areas, signage and lighting consistent with the Estero Community Vision, and architectural standards. **(Added by Ordinance No. 02-05) (Relocated and Edited from the Future Land Use Category) (Formerly Objective 19.1)**

POLICY 14.1.2: Lee County is discouraged from approving any deviation that would result in a reduction of landscaping, buffering, and signage guidelines or compliance with architectural standards. **(Added by Ordinance No. 02-05) (Relocated from the Future Land Use Category) (Formerly Policy 19.1.2)**

POLICY 14.1.3: Lee County will work, through the permitting process, with private property owners to establish incentives for voluntarily bringing ~~older pre-existing~~ projects into compliance with the regulations adopted as a result of the Estero Community Plan. ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 19.1.3)**

POLICY 14.1.4: The Estero Community will work in conjunction with private developers, public agencies, and community service providers to establish one or several town ~~commons~~ centers that encourage the location of a post office, public meeting hall, outdoor plaza, governmental offices, medical providers, and recreational opportunities. Lee County will encourage the location of public facilities within these mixed-use town centers. ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Modified from the Future Land Use Category) (Formerly Policy 19.1.4)**

POLICY 14.1.5: The Estero Community will continue to work ~~on a corridor management plan for the Estero~~ to revise design guidelines for the US 41, Corkscrew Road and Sandy Lane corridors ~~during the five year update to their community plan~~ to advance development in a manner that promotes a safe, high quality urban environment. The design guidelines will address roadway and median landscape standards, residential buffering standards, access management guidelines, street lighting, and sidewalks, to ensure safe and effective pedestrian crossings within the context of a comprehensive pedestrian and bikeway system. ~~(Added by Ordinance No. 02-05, Amended by Ordinance No. 07-12)~~ **(Relocated and Modified from the Future Land Use Category) (Formerly Policy 19.1.5)**

POLICY 14.1.6: Lee County will continue to evaluate historic resources and, as necessary, draft proposals for their designation the Land Development Code. ~~(Added by Ordinance No. 02-05, Amended by Ordinance No. 07-12)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 19.1.6)**

ESTERO COMMUNITY CHARACTER & LAND USE: COMMERCIAL

OBJECTIVE 14.2: COMMERCIAL LAND USES. Existing and future county regulations, land use interpretations, policies, zoning approvals, and administrative actions must recognize the unique conditions and preferences of the Estero Community to ensure that commercial areas maintain a unified and pleasing aesthetic/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 natural resources. ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 19.2)**

POLICY 14.2.1: All new commercial development that requires rezoning within the Estero Community must be reviewed as a Commercial, Mixed Use, or Compact Communities Planned Development. ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Modified from the Future Land Use Category) (Formerly Policy 19.2.1)**

POLICY 14.2.2: All retail uses must be in compliance with the Commercial Site Location Standards. A finding of a "Special Case" must demonstrate a community benefit in addition to the requirements outlined in the Lee Plan Policy 6.12(8) ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 19.2.2)**

POLICY 14.2.3: ~~By the end of 2002~~ The Estero Community will continue to submit and update regulations that encourage mixed use developments along Corkscrew Road and within designated mixed use areas. ~~for Lee County to review, amend or adopt.~~ ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Modified from the Future Land Use Category) (Formerly Policy 19.2.3)**

POLICY 14.2.4: With the exception of the Commercial Nodes identified on Map 49 ____, Lee County will discourage new retail uses along Three Oaks Parkway, in favor of office and residential uses. ~~(Added by~~

~~Ordinance No. 02-05~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 19.2.4)**

POLICY 14.2.5: The following uses are prohibited within the Estero Community: “detrimental uses” (as defined in the Land Development Code); nightclubs or bar and cocktail lounges not associated with a Group III Restaurant; and retail uses that require outdoor display in excess of one acre. Outdoor display in excess of one acre is permitted within the property located ~~in the General Interchange Future Land Use Category~~ on the west side of the of I-75 interchange, south of Corkscrew Road, and east of Corkscrew Woodlands Boulevard. ~~(Added by Ordinance No. 02-05, Amended by Ordinance No. 05-19)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 19.2.5)**

POLICY 14.2.6: Lee County encourages commercial developments within the Estero Community to provide interconnect opportunities with adjacent commercial uses in order to minimize access points onto primary road corridors; and residential developments to provide interconnect opportunities with commercial areas, including but not limited to bike paths and pedestrian access ways. ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 19.2.6)**

ESTERO COMMUNITY CHARACTER & LAND USE: RESIDENTIAL

OBJECTIVE 14.3: RESIDENTIAL USES. Lee County must protect and enhance the residential character of the Estero Community by strictly evaluating adjacent uses, natural resources, access and recreational or open space, and requiring compliance with enhanced buffering requirements. ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 14.3)**

POLICY 14.3.1: In order to meet the future needs of Florida Gulf Coast University, Lee County encourages higher density residential developments, with a mix of unit types, including affordable housing, in close proximity to Florida Gulf Coast University, between Three Oaks Parkway and I-75. ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 19.3.1)**

POLICY 14.3.2: ~~By the end of 2002,~~ The Estero Community will continue to draft and submit modified regulations and policies for Lee County to review, amend or adopt as regulations in the Land Development Code to provide for greater buffering between distinctly different adjacent commercial and residential properties, modified however when a project is of mixed use nature. ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 19.3.2)**

POLICY 14.3.3: Lee County will protect the large lot residential areas between ~~Koreshan~~ Estero Parkway and Corkscrew Road by requiring significant buffers between existing lots and higher density residential developments, and/or the placement of transitional density to adjacent units between the uses. ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 19.3.3)**

ESTERO NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 14.4: NATURAL RESOURCES. County regulations, policies, and discretionary actions affecting Estero must protect or enhance key wetland or native upland habitats. ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 19.4)**

POLICY 14.4.1: ~~By the end of 2003,~~ Lee County will continue to review, amend or adopt Lee Plan or Land Development Code regulations to provide the following:

- a. All future development proposals adjacent to the Estero River or its tributaries must include floodplain protection plans prior to zoning approval.

- b. All new developments adjacent to the Estero River or its tributaries must provide an additional buffer which preserves all of the native vegetation within that buffer, adjacent to the top of bank, with the exception of passive recreational uses. This is intended to prevent degradation of water quality within these natural water bodies.
- c. Lee County will encourage on-site preservation of indigenous plant communities and listed species habitat. ~~When site constraints are such that off-site mitigation of indigenous areas is deemed necessary, the mitigation will be of similar habitat, provided whenever possible, within one mile of the Estero Fire District Boundary.~~
- d. Lee County will provide significant incentives (for example increased density, Transfer of Development Rights, etc) for the protection of wetlands, historic flow ways, native habitat or other significant natural resources within the Estero Community.

~~(Added by Ordinance No. 02-05)~~ **(Relocated and Modified from the Future Land Use Category) (Formerly Policy 19.4.1)**

POLICY 14.4.2: Lee County, or another authorized agency, will work to provide alternative irrigation sources (re-use, Aquifer Storage and Recovery Water, or mixed-non-potable) or financial incentives to provide non-potable water to uses within the Estero Community. This is desired to discourage the proliferation of private, single user wells. ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 19.4.2)**

POLICY 14.4.3: Lee County will continue to enforce wellfield protection requirements, monitoring, and other applicable provisions to ensure that future wellfield drawdown zones are protected. ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Policy 19.4.3)**

ESTERO PUBLIC FACILITIES & SERVICES

OBJECTIVE 14.6: COMMUNITY FACILITIES. Lee County will work with the Estero Community to provide or facilitate the provision of a broad mix of community facilities. ~~(Added by Ordinance No. 02-05)~~ **(Relocated from the Future Land Use Category) (Formerly Objective 19.6)**

POLICY 14.6.1: The Estero Community will continue to work with the State of Florida and Lee County to provide appropriate passive recreational opportunities within the Estero ~~Scrub~~ State Buffer Preserve, potentially enhanced by a public/private partnership. This should include easy access, parking, trails, and other non-intrusive uses. ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 19.6.1)**

POLICY 14.6.2: The Estero Community will continue to work with the State of Florida and Lee County to encourage the integration of the Koreshan State Historic Site into the fabric of the community. This may include landscaping, aesthetically pleasing archways along US 41, the provision of a “gateway” at US 41 and Corkscrew Road, enhanced pedestrian and bicycle access, or programmed activities for the community. ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 19.6.2)**

POLICY 14.6.3: Lee County will work with the community and private landowners to identify opportunities to increase and maintain existing public access points to the Estero River and Estero Bay. ~~(Added by Ordinance No. 02-05)~~ **(Relocated and Edited from the Future Land Use Category) (Formerly Policy 19.6.3)**

POLICY 14.6.4: Lee County will work with the community to ensure that the continued development of the Estero ~~Bonita Springs~~ Community Park is integrated into the surrounding development and open space areas. The concept would be for the park to act as a hub, connected to other open space/recreational opportunities through pedestrian or bicycle linkages, either along public rights of way or through adjacent developments.

~~(Added by Ordinance No. 02-05) (Relocated and Edited From the Future Land Use Element) (Formerly Policy 19.6.4)~~

~~**OBJECTIVE 19.5: 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. (Added by Ordinance No. 02-05) (Deleted)~~

~~**POLICY 19.5.1:** As a courtesy, Lee County will register citizen groups and civic organizations within the Estero 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. Accordingly, the County's failure to mail or to timely mail the notice, or failure of a group to receive mailed notice, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 02-05) (Deleted)~~

~~**POLICY 19.5.2:** The Estero Community will establish a "document clearing house" in Estero, where copies of selected zoning submittal documents, staff reports, Hearing Examiner recommendations and resolutions will be provided for public inspection. The County's failure to provide or to timely provide documents to the document clearing house, or failure of the document clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 02-05) (Deleted)~~

~~**POLICY 19.5.3:** The owner or agent for any Planned Development request within the Estero Planning Community must conduct one public informational session where the agent 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. (Added by Ordinance No. 02-05) (Deleted)~~

FLORIDA GULF COAST UNIVERSITY COMMUNITY

FLORIDA GULF COAST UNIVERSITY VISION

GOAL 15: UNIVERSITY COMMUNITY. In order to ensure that development within the University Community land use category protects and enhances the ability of Florida's tenth university to provide secondary education as described in the Mission Statement of that institution and to assure that land uses or development activities do not interfere with, disrupt, or impede the efficient operation of that institution the following Objectives and Policies will apply to all development within the University Community land use category. The Application (Volume 1 of 2) (1992) and the Support Document (Volume 2 of 2) (1992) to the Amendment to the Lee County Comprehensive Plan for the University Community is incorporated by reference herein as a resource and information document. ~~(Added by Ordinance No. 92-47, Amended by Ordinance No. 94-30, 00-22) (Relocated and Edited From the Future Land Use Element) (Formerly Goal 18)~~

FLORIDA GULF COAST UNIVERSITY COMMUNITY CHARACTER & LAND USE

OBJECTIVE 15.1: FUTURE LAND USE. In order to ensure that the location and timing of development within the University Community is coordinated with the development of the University and the provision of necessary infrastructure; and, that all associated support development within the University Community is

designed to enhance the University; all development within the University Community will be subject to cooperative master planning which must conform to the following policies. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Objective 18.1)**

POLICY 15.1.1: Lee County will, through public and private economic and business development initiatives, promote the University Community as a catalyst for economic diversification and the promotion of employment throughout Lee County and the Region. Within the University Community land use category the focus of this endeavor (the emphasis) will be on university related scientific research and high technology development activities. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.1)**

POLICY 15.1.2: The University Community will provide a mix of housing types with densities sufficient to meet the needs of and designed to accommodate the varying lifestyles of students, faculty, administration, other university personnel and employees of the associated support development. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.2)**

POLICY 15.1.3: Lee County will maintain and as necessary adopt appropriate regulations providing for university housing, including student dormitories and boarding houses. ~~(Amended by Ordinance No. 00-22, 07-12)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.3)**

POLICY 15.1.4: Lee County will maintain and as necessary adopt regulations further defining how densities for individual parcels within the University Community will be determined. The regulations will address how the total number of units will be tallied to ensure that the overall total number of residential units within the University Village do not exceed 6,510 dwelling units. The regulations will provide a mechanism for clustering densities within the University Community. ~~(Amended by Ordinance No. 00-22, 07-12, 10-40)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.4)**

POLICY 15.1.5: In order to create a cohesive community, site design within the University Community must utilize alternative modes of transportation such as pedestrian networks, mass transit opportunities, sidewalks, bike paths and similar facilities. Site design must link related land uses through the use of alternative modes of transportation thus reducing automobile traffic within the University Community. The county will work cooperatively with the University on these matters as the University proceeds through the Campus Master Plan Process.

Prior to local Development Order approval on property within Area 9, the University Community, the developer must demonstrate that the proposed plan of development supports pedestrian, bicycle and transit opportunities. A multi-modal interconnection between the property and the FGCU campus must be provided at no cost to Lee County. The owner/developers must dedicate the right of way for the 951 extension between Alico Road and Corkscrew Road to Lee County prior to Development of Regional Impact Development Order approval. The value of the right of way on the date of dedication must not reflect the added value of the lands changed from DR/GR to University Community by virtue of CPA 2009-01. The county will issue road impact fee credits for the dedication. ~~(Amended by Ordinance No. 94-30, 00-22, 10-40)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.5)**

POLICY 15.1.6: Lee County will facilitate mass transit opportunities connecting the University Community to other parts of the county, in accordance with the goals, objectives, and policies of the Mass Transit element. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.6)**

POLICY 15.1.7: A diverse mixture of land uses will be encouraged within the University Community. Compatibility will be addressed through project design, including adequate buffering or other performance

measures, therefore allowing adjacent appropriate industrial, residential and commercial land uses where such locations represent good planning. In reviewing zoning requests within the University Community, Lee County will consider noise, odor, visual, security and traffic impacts in determining land use compatibility. Because of the required cooperative master planning with and approval by the Board of Regents, the required compatibility review and the requirement that commercial land uses within the University Village be related to the University, development within the University Community will not be subject to the site location standards set forth in Goal 6 of the Lee Plan. ~~(Amended by Ordinance No. 94-30, 00-22)~~ **(Relocated and Modified From the Future Land Use Element) (Formerly Policy 18.1.7)**

POLICY 15.1.8: All currently permitted mining activities within the University Community area will be allowed to continue until such time as the university opens. Agricultural activity including but not limited to tree farms, nurseries, or agricultural research facilities will be permitted within the University Community. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.8)**

POLICY 15.1.9: Prior to the commencement of development within the University Community land use category, an area-wide Conceptual Water Management Master Plan must be submitted to and approved by Lee County and South Florida Water Management District staff. This water management plan will be integrated with the Conceptual Master Plan and be prepared through a cooperative effort between the property owner, Lee County, and South Florida Water Management District. This master plan will ensure that the water management design of any development within the University Community will maintain or improve the currently existing quality and quantity of groundwater recharge. This plan must be consistent with the drainage basin studies that were prepared by Johnson Engineering, and approved by the SFWMD. Lee County will amend the county land development regulations to require all new development to be consistent with the appropriate basin study. Development of Regional Impact, zoning and Development Order approvals within the University Community Area 9 must provide an environmental assessment that includes a fines relocation/disposal plan to be implemented at the time of development of the property. Prior to zoning or Development Order approval on any portion of Area 9, the developer must demonstrate through modeling, accepted by Lee County staff, that the proposed development will not create significant impacts on present or future water resources. ~~(Amended by Ordinance No. 94-30, 00-22, 10-40)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.9)**

POLICY 15.1.10: Development within the University Community land use category will be consistent with the Generalized Land Use Map and the eight area descriptions contained on or between pages 6 through 10 of the University Community Conceptual Master Plan, dated April 1994. The University Community Conceptual Master Plan is hereby amended to include a new Area 9 which is east and north of areas 5 and 8 and bounded on the east side by the Florida Power and Light easement and the north by Alico Road. ~~(Amended by Ordinance No. 94-30, 10-40)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.10)**

POLICY 15.1.11: If not otherwise addressed by the Conceptual Master Plan, the landowner(s) within the University Village will coordinate infrastructure connections and interconnections, including but not limited to roadways, utilities and water management, with the University Campus through the established Board of Regents' master planning, review and approval process. (Amended by Ordinance No. 00-22, Relocated by Ordinance No. 07-12) **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.11)**

POLICY 15.1.12: To encourage a variety of wildlife habitats and university study sites, special consideration will be given in the Conceptual Master Plan to the preservation of portions of the most pristine and diverse wildlife habitat areas (such as, pine flatwoods, palmetto prairies, and major cypress slough systems) as an incentive to reduce, on a one-for-one basis, open space requirements in other developments within the University Community. The implementation of this policy will occur at the time of zoning and

development review. The development of the lands in Area 9, at the county's request, may include the construction of a rookery island, funded by the developer, within the existing mining lake that separates the Area 9 property from the Miromar Lakes residential community. The rookery island would provide wildlife habitat and would be made available to FGCU for use as an environmental study site. ~~(Amended by Ordinance No. 94-30, 00-22, Relocated by Ordinance No. 07-12, Amended by Ordinance No. 10-40)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.12)**

POLICY 15.1.13: The use of septic tanks will be prohibited except for temporary septic tanks for model homes, construction trailers, and temporary sales offices. Permanent septic tanks will be limited to rest room facilities in golf courses, existing agricultural operations, or any agricultural operation of twenty five acres or more. ~~(Amended by Ordinance No. 00-22, Relocated by Ordinance No. 07-12)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.13)**

POLICY 15.1.14: The cost for the provision and expansion of facilities for potable water and sanitary sewer that benefits development in the University Community will be borne by those who benefit. Such funding may include (but is not limited to) outright construction by the developer, special taxing or benefit districts, or Uniform Community Development Districts (Chapter 190, F.S.). The cost for these types of improvements will not be borne by the county. ~~(Added by Ordinance No. 94-30, Amended by Ordinance No. 00-22, Relocated by Ordinance No. 07-12)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.14)**

POLICY 18.1.15: The cost for the provision and expansion of facilities necessary to comply with the recommendations of the Estero Basin that benefits development in the University Community will be borne by those who benefit. Such funding may include (but is not limited to) outright construction by the developer, special taxing or benefit districts, or Uniform Community Development Districts (Chapter 190, F.S.). The cost for these types of improvements will not be borne by the county. ~~(Added by Ordinance No. 94-30, Amended by Ordinance No. 00-22, Relocated by Ordinance No. 07-12)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.15)**

POLICY 15.1.16: For those lands in Area 9, all development must be designed to enhance and support the University. All rezonings in this area must include a specific finding that the proposed uses qualify as Associated Support Development, as that term is defined in the glossary. The final design and components will be determined as part of the DRI/rezoning process and must be consistent with the following development standards:

- 1. Mixed Use:** Development must be in the Traditional Neighborhood Development form, as defined in the Glossary section of the Lee Plan, and consistent with the intent of Goal 4: Sustainable Development Design of the Lee Plan. Development on Alico West, Area 9, must be rezoned to a Compact Planned Development as specified by the Lee County Land Development Code, recognizing there may be significant deviations to accommodate the proposed development. The following minimum and maximum development parameters per use are approved for Area 9, subject to transportation mitigation requirements:

Residential: Minimum 800 units, maximum 1,950 units;

Retail: Minimum 200,000 square feet, maximum 543,000 square feet (Retail maximum may be reduced, to no less than the 200,000 square feet, to allow additional Office or Research and Development square feet at a 1 to 1 rate.);

Office/Research/Development: Minimum 400,000 square feet, maximum of 918,000 square feet (additional Office/Research/Development square feet may be added to the maximum if the maximum retail is reduced as described in the Retail parameters above);

Donation Site to University: Minimum 40,000 square feet, maximum 400,000 square feet; and

Hotel: Minimum 0 rooms, maximum 250 rooms.

- 2. Main Street Town Center:** The development must provide an area for a main street town center that is supportive of FGCU, with mixed use development employing the Traditional Neighborhood Development (TND) form as defined in the glossary of the Plan. This portion of the development must contain mixed use buildings but may also contain some single use buildings. The Town Center must be a minimum of 25 Gross Acres. The minimum Residential Units within the area defined as the Town Center will be 200. Commercial Uses, including retail, office, employment, institutional or civic uses within the Town Center must provide a minimum total of 125,000 square feet. Coupled with the applicable Policy Framework, the required minimum percentage of non-residential land uses in the Town Center will be as follows:

Retail /Commercial:	50% MIN
Office / Employment:	25% MIN
Public, Institutional & Civic:	5% MIN

- 3. Density:** To ensure the creation of a development that has sufficient residential mass to support the proposed main street town center while providing a mixture of housing types to meet the needs and accommodate the varying lifestyles of persons related directly and indirectly to the University as required by policy 15.1.2, the total project net density within the residential component area of Area 9 must be a minimum of 5 units per acre, but not to exceed a total of 1,950 dwelling units.
- 4. Retail Uses:** The total retail floor area for Area 9 will not exceed a maximum of 543,000 square feet. Retail uses should be appropriately sized to enhance FGCU and private residential development in the area. While individual structures may be larger in size, the maximum floor area limitations for single user retail stores are as follows:
- One (1) grocery store may be constructed to a maximum of 45,000 square feet;
 - Up to two (2) retail stores may be constructed not exceeding a total of 60,000 square feet per store, with no more than 30,000 square feet per floor;
 - Up to three (3) retail stores may be constructed not exceeding 30,000 square feet per store; and,

- d. At build out, at least 50 % of all finished retail square footage must be utilized by retail stores smaller than 10,000 square feet but may be contained in multi-use buildings.

The Site Location Standards described in ~~Goal 6~~ of the Lee Plan are not applicable to University Community Area 9.

- 5. Research and Development Facilities:** Research and development facilities and office buildings are encouraged which will attract the targeted industries as established by the State of Florida and by Lee County to create economic diversity and to create synergy between FGCU and private facilities. As required by policy 15.1.1, the emphasis will be on University related scientific research and high technology development activities but may also include and allow a diversity of activities that support the University and private development within Area 9 in keeping with the predominant land uses as established by Policy 15.2.2.
- 6. Development Acreage:** The previous mining and crushing operations in Area 9 have rendered a large portion of the property unsuitable for development. Some areas that were previously mined have been filled with materials left over from the crushing operations known as fines. These and other activities have left an area of approximately 350 acres that has never been mined that remains suitable for development of structures and other site improvements. Development is therefore limited to this area. The previously impacted areas may only be used for reclamations and development as unoccupied open space. Property may be designated for residential use, non-residential use, or a combination of uses classified as mixed use. Out of the 350 acres available for development, 40 acres of developable land, not including right-of-way which is intended to serve as the connection between Area 9 and FGCU, will be dedicated to FGCU concurrent with DRI approval. The 40 acres dedicated to FGCU will become part of the FGCU campus and development there will not be calculated against the maximum residential unit count, nor maximum commercial square footage otherwise allowed.
- 7. Connectivity to FGCU:** To further implement Policy 15.1.5 relative to alternative modes of transportation, Area 9 will be designed with a connection to the easterly portion of FGCU. This connection will be a pedestrian-friendly multi-modal facility, with traffic calming, multi use paths, and student safety features. Prior to vertical development on Area 9 this connection must be in place.
- 8. Pedestrian Friendly Design:** The development will be designed as a pedestrian-friendly community with student safety features, including traffic calming, sidewalks on both sides of the road system, safety call boxes, and facilities to accommodate the FGCU Eagle Express and other alternative modes of transportation.
- 9. Golf Course Prohibited:** In order to facilitate a compact design, maximize the use of the developable area within Area 9, and to accomplish the goals established in Policy 15.2.2 to develop and support a viable University Community, Area 9 is prohibited from having a golf course facility.
- 10. Parking:** Parking in Area 9 should be minimized to the furthest extent possible in order to create a walkable community that considers the needs of pedestrians and recognizes the possibility for

internal trip capture. Parking may be minimized by using on-street parking, shared parking, or structured parking. All parking must be consistent with the requirements identified below:

- A. Within the Town Center/Core Area of Area 9 parking requirements are as follows:
1. A minimum of 50% of the required parking will be contained in parking structures.
 2. A maximum of 25% of the parking required for the Town Center/Core Area may be surface parking lots, in an area no greater than 10 acres. The 10 acres will not include any water management features of the development.
 3. A minimum of 25% of the required parking would be on street parking in a TND design.
 4. Off-street surface parking must be located to minimize the presence of the surface parking facility by shielding the parking areas with liner buildings, courtyards and buffers. Further, the developer is encouraged to reduce the amount of surface parking by designing the development in a manner that promotes shared parking agreements, mixed uses, internal trip capture, and alternative modes of transportation such as transit, biking and walking, whenever possible.
- B. Within the remainder of the Area 9 on-street parking may be provided to offset off-street parking requirements. Off-street parking must be located to minimize the presence of any surface parking facilities by shielding such parking with liner buildings, courtyards and buffers. Further the developer is encouraged to reduce the amount of surface parking by designing the development in a manner that promotes shared parking agreements, use of on-street parking, mixed uses, internal trip capture, and alternative modes of transportation such as transit, biking and walking, whenever possible.
- C. Deviations from the number of parking spaces required by the Land Development Code may be appropriate in Area 9.
- 11. Residential Uses:** Single-family residential units and zero lot line units, as defined in the Land Development Code, will each be limited to 195 units. All single-family residential units and zero lot line units must be constructed on lots smaller than 6,500 square feet.
- 12. Entertainment District:** Area 9 may contain public and private entertainment venues, including but not limited to facilities such as amphitheaters, theaters, bars and cocktail lounges, restaurants, bowling alleys, batting cages, arcades, as well as passive recreation facilities.
- 13. Landscaping:** All plantings used in buffers and landscaping must be installed using xeriscape principles. Xeriscape principles include water conservation through drought-tolerant landscaping, the use of appropriate plant material, mulching, and the reduction of turf areas. All development must hook-up to water re-use lines when they become available. At least 75 percent of all landscaping must be native landscaping.
- 14. Reclamation:** Development within Area 9 must include reclamation of the adjacent mine pit, including installation of appropriate littoral zones.

- 15. Florida Gulf Coast University Participation:** The owner or agent for Development of Regional Impact or Planned Development rezoning requests must conduct two meetings with the President of FGCU or his designees and will provide detailed information to such representatives at those meetings relating to the Site Plan and Master Concept Plan for any proposed development within Area 9. The developer must invite Lee County zoning and planning staff to participate in such meetings. These meetings 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 meetings, list of attendees; a summary of the concerns or issues that were raised at the meetings; and a proposal of how the applicant will respond to any issues that were raised.
- 16. Stormwater Retention for adjacent transportation facilities:** Area 9 will accommodate stormwater detention/retention requirements for the Alico Road widening and County Road 951 extension adjacent to the property, if constructed.
- 17. Development Within Five Years of Comprehensive Plan Amendment approval:** Development in Area 9, including the 40 acre parcel to be donated to FGCU, will be limited as follows: 105,000 square feet of commercial-retail development, 45,000 square feet of general office development, 200 residential units of which a maximum of 100 units may be either single family or zero lot line or a combination thereof and 40,000 square feet of development on the University parcel. Approval of Development Orders are prohibited beyond these limitations until the necessary infrastructure is included in the first three years of the Capital Improvement Program. ~~(Added by Ordinance No. 10-40)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 18.1.16)**

OBJECTIVE 15.2: UNIVERSITY COMMUNITY SUB-CATEGORIES. The University Community meets an educational infrastructure need for the Southwest Florida five county area by providing the necessary and appropriate land uses to carry out the mission of Florida's 10th University as stated by the Board of Regents. Within the University Community land use category there are two distinct sub-categories: University Campus and the University Village. The University Window overlay is also a part of the University Community land use category. ~~(Amended by Ordinance No. 94-30)~~ **(Relocated From the Future Land Use Element) (Formerly Objective 18.2)**

POLICY 15.2.1: The University Campus area provides for the land uses of the University and its related functions. Development within the University Campus will be in accordance with provisions of any development agreement(s) between the Department of Community Affairs and the Board of Regents under the provisions of Chapter 380 F.S. and any other applicable state law. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.1)**

POLICY 15.2.2: The University Village is an area which provides the associated support development and synergism to create a viable University Community. This sub-category allows a mix of land uses related to and justified by the University and its development. Predominant land uses within this area are expected to be residential, commercial, office, public and quasi-public, recreation, and research and development parks. In addition to complying with the Conceptual Master Plan required by Policy 15.1.10, all property within the

University Village must undergo a Development of Regional Impact review. ~~(Amended by Ordinance No. 00-22)~~ **(Relocated and Edited From the Future Land Use Element) (Formerly Policy 18.1.2)**

POLICY 15.2.3: The University Window Overlay includes the area within 100 feet on both sides of the right-of-way of the following roadway segments:

Treeline Avenue	From Alico Road to Corkscrew Road
Alico Road	From I-75 to Future Extension of County Road 951
Corkscrew Road	From I-75 to Treeline Avenue
Koreshan Boulevard	From I-75 to Treeline Avenue

With input from affected property owners, Lee County and the Florida Gulf Coast University Board of Trustees will develop mutually agreed upon standards for the University Window addressing landscaping, signage and architectural features visible from the designated roadway segments. ~~(Amended by Ordinance No. 00-22, 07-12, 10-40)~~ **(Relocated From the Future Land Use Element) (Formerly Policy 18.1.3)**

LEHIGH ACRES

LEHIGH ACRES VISION

A “sustainable community of choice” is comprised of a collection of unique and inviting neighborhoods with involved citizens, a healthy environment, housing and employment opportunities, a full range of public services, and an efficient multi-modal transportation network connecting adjacent uses and neighboring communities. Residents will be encouraged to live a healthy and active lifestyle and will be provided opportunities to connect to the natural environment and their neighbors. This is the community vision of Lehigh Acres. Achieving the vision in the Lehigh Acres ~~Planning~~ Community will require improving the pattern of development to reduce dependence on neighboring communities for employment, recreation, and public services. Accomplishing this vision will reduce transportation impacts in neighboring communities and provide benefits to all of Lee County. ~~(Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12, 10-16)~~ **(Relocated and Edited from the Vision Statement)**

GOAL 16: LEHIGH ACRES. To ensure that continued development and redevelopment within the Lehigh Acres ~~Planning~~ Community converts this largely single use, antiquated pre-platted area into a vibrant residential and commercial community consisting of: safe and secure single family and multi-family neighborhoods; vibrant commercial and employment centers; pedestrian friendly mixed-use activity centers, and neighborhood nodes; with adequate green space and recreational opportunities. ~~, as depicted on Map 1.~~ ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Goal 32)**

LEHIGH ACRES COMMUNITY CHARACTER & LAND USE

OBJECTIVE 16.1: ESTABLISH A SUSTAINABLE COMMUNITY OF CHOICE. To ensure that development and redevelopment within the Lehigh Acres ~~Planning~~ Community evolves into a sustainable community containing a broad mix of residential types and non-residential uses served by efficient infrastructure. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 32.1)**

POLICY 16.1.1: The county will incentivize the development of specialized mixed use nodes within the Lehigh Acres ~~Planning~~ Community in a sustainable pattern that will provide opportunities for open space, civic space, employment, housing, recreation, goods, and services. Incentives may include, but not be limited to, transfer of development rights, expedited reviews, special land development regulations ~~within the Lehigh Acres Planning Community~~, and public private partnerships to utilize alternative funding methods including Municipal Service Taxing Units (MSTUs) and Municipal Service Benefit Units (MSBUs). ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.1.1)**

POLICY 16.1.2: ~~Establish~~ Support, enhance, and develop a series of specialized mixed use nodes throughout the Lehigh Acres Community to provide opportunities to diversify employment, vary housing types, reduce the need for future roadway expansions, and reduce the need for commuting. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.1.2)**

POLICY 16.1.3: The Lee County Board of Commissioners acknowledges that there is an over abundance of single-family home sites available to construct detached single-family homes, and encourages a wide range of housing options within the Lehigh Acres Planning Community by supporting the development of a variety of housing types. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 32.1.3)**

~~**POLICY 32.1.4:** Encourages a wide range of housing options within the Lehigh Acres Planning Community by supporting the development of a variety of housing types. (Added by Ordinance No. 10-16) (Deleted)~~

POLICY 16.1.4: Identify, preserve, protect, and, where possible, restore and preserve the remaining natural and historic resources of the community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.1.5)**

POLICY 16.1.5: Encourage pedestrian friendly development with an emphasis on human scale design. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.1.6)**

POLICY 16.1.6: Encourage connectivity between all land uses through an efficient multi-modal transportation network. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.1.7)**

POLICY 16.1.7: Lee County will work with Lee Tran to improve the mass transit system within the Lehigh Acres ~~Planning~~ Community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.1.8)**

POLICY 16.1.8: Developers are encouraged to utilize sustainable development design and practices, as outlined in ~~Goal 4, the Character and Form Element of the Lee Plan and the county's Vision Statement~~. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.1.9)**

POLICY 16.1.9: ~~By the end of 2011, Lee County will amend the Land Development Code to incorporate:~~ maintain, enhance, and enforce Land Development Code regulations, specific to Lehigh Acres, which create:

- a. Land development and urban design standards for each of the specialized mixed use nodes ~~sub-categories~~.
- b. Land development and urban design standards for Lee Boulevard and State Road (SR) 82.
- c. Design and development standards for duplex and two-family attached structures ~~within Lee County~~.

~~(Added by Ordinance No. 10-16)~~ **(Relocated and Modified from the Future Land Use Element)**
(Formerly Policy 32.1.11)

POLICY 16.1.10: The Lehigh Acres Community Plan Overlays Map, ~~Future Land Use Map 1, Page 8 of 8,~~
 _____ subdivides the Lehigh Acres Community into 3 Tiers:

- a. Tier 1 consists of ~~the older urbanized core of Lehigh Acres that is largely served by an existing array of public services and facilities, including a well developed road network, water and sewer facilities, schools, and the bulk of Lehigh Acres' commercial development~~ the identified mixed-use community centers, transportation corridors, and other commercial areas that as located on MapXXX.
- b. Tier 2 consists of those areas ~~immediately adjacent to Tier 1 where public facilities such as water and sewer are not fully available today, but where the provision of these public facilities should be prioritized in the second decade of the planning horizon, 10 to 20 years from adoption of the plan.~~ that surround and connect the mixed-use community centers, transportation corridors, and other commercial areas as located Map XXX.
- c. Tier 3 consists of ~~the extreme northern and eastern fringe of Lehigh Acres. This area is the least developed and is the lowest in zoned density due to the preponderance of one acre and half acre lots. This area has virtually no public services and facilities, little commercial uses and many roads that are in poor or very poor condition.~~ the northern and eastern areas of Lehigh Acres as identified on Map XXXX. This area is the least developed and is lower in density due to the preponderance of one-acre and half-acre residential single-family lots. This area has virtually no public services and facilities, little commercial uses, and many roads are in poor or very poor condition. While future mixed-use centers have been identified in these areas, since the areas around them are not ready for development they are not a current priority for the community.
- d. For the purpose of Capital Improvement Programming Tier 1 and 2 are the priority areas to receive capital improvements, community planning funding, and other county planning activities and programs.
- e. This policy does not prevent or discourage Lee County from performing activities to address health, safety and welfare issues – such as road maintenance and repair - within any portion of the Lehigh Acres Planning Community. This includes areas within Tier 3.

~~(Added by Ordinance No. 10-16)~~ **(Modified from the Future Land Use Element)** **(Formerly Policy 32.1.10)**

POLICY 32.14.3: Lee County will use Tier 1 and Tier 2 as capital improvement priority areas for public facilities and services that are under the control of Lee County, and will work with Florida Governmental Utilities Authority to prioritize areas for the expansion of utilities. ~~(Added by Ordinance No. 10-16) (Deleted from the Future Land Use Element)~~ **(Formerly Policy 32.14.3)**

LEHIGH ACRES COMMUNITY CHARACTER & LAND USE: SPECIALIZED MIXED USE NODES

OBJECTIVE 16.2: SPECIALIZED MIXED USE NODES. Are areas that will help to contribute the uses needed to support the Lehigh Acres Planning Community in an integrated and sustainable approach. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element)** **(Formerly Objective 32.2)**

POLICY 16.2.1: Specialized mixed use nodes will be classified in three sub-categories. These sub-categories are identified on Map 1, ~~Page 8 of 8~~ _____ of the Lee Plan as Downtown Lehigh Acres,

Community Mixed-Use Activity Centers, and Neighborhood Mixed-Use Activity Centers. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.2.1)**

POLICY 16.2.2: All rezoning in these areas must be reviewed as a Planned Development ~~(or Compact Communities)~~, except for the Density Reduction/Groundwater Recharge (DR/GR) Mixed-Use Community node shown on Map 47 ____ south of State Road SR 82 at Daniels Parkway. The proposed development must include a design that integrates a mixture of at least two or more varied uses, such as retail, office, residential, or public, as well as integrating the surrounding neighborhoods. Stand-alone residential planned developments are prohibited. Residential uses may only be permitted in conjunction with a mixed use planned development. All developments within the Specialized Mixed Use Nodes must be consistent with Table 4(e) ____ of the Lee Plan. The Community Mixed-Use Activity Center located south of State Road SR 82 at Daniels Parkway is also designated as a Density Reduction/Groundwater Recharge (DR/GR) Mixed-Use Community on Map 47 ____ of the Lee Plan, and development approvals may follow any of the procedures established for DR/GR Mixed-Use Communities instead of being reviewed as a Planned Development. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.2.2)**

POLICY 16.2.3: In order to promote a sustainable urban form, these areas are expected to develop at the higher end of the density and intensity ranges, including bonus density. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.2.3)**

POLICY 32.2.4: The site location standards described in ~~the Lee Plan Policy 6.1.2~~ do not apply within areas designated as specialized mixed use nodes. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.2.4)**

POLICY 16.2.5: Within the boundaries of the Specialized Mixed-Use Nodes, on-street parking ~~as provided for in Section 4 of Lee County Ordinance No. 91-29 and meeting the dimensional requirements of Section 34-2016(1) of the Land Development Code,~~ may be provided as a one-to-one substitute for required on-site parking. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.2.5)**

POLICY 16.2.6: Developments in these areas are encouraged to share required features such as parking, stormwater detention and management areas, open space, and other civic areas. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.2.6)**

POLICY 16.2.7: Within these nodes, promote the establishment of pedestrian-friendly mixed use development:

- a. Buffer walls between commercial and residential uses are not required;
- b. Bicycle and pedestrian facilities will be provided throughout these developments;
- c. Connections between all uses are required to facilitate alternative modes of transportation;
- d. Connections to adjacent developments will be provided;
- e. Vehicular connections between different uses will be provided to facilitate the internal capture of trips.

~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.2.7)**

POLICY 16.2.8: Existing or future regulations that inhibit the development of these mixed-use projects will be given strong consideration for deviations. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.2.8)**

POLICY 16.2.8: Additional Specialized Mixed Use Nodes may be appropriate at the following intersections following the construction of the Lockett Road Extension:

- a. W 12th Street and Sunshine Boulevard;
- b. W 12th Street and Williams Avenue;
- c. W 12th Street and Richmond Avenue;
- d. W 12th Street and Joel Boulevard.

~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.2.9)**

LEHIGH ACRES COMMUNITY CHARACTER & LAND USE: DOWNTOWN

OBJECTIVE 16.3: DOWNTOWN LEHIGH ACRES. Is an area expected to redevelop as a vibrant, intensely developed mixed-use gathering place to serve area residents. It will provide opportunities for multi-family residential, public and private education, live-work, retail, office, medical, entertainment, arts, commercial and public parking, parks, other civic uses, and public amenities. The potential mixture of jobs, living, and cultural and recreation opportunities allows the greatest efficiency in the use of infrastructure and other public expenditures of any development style envisioned by this Plan. Downtown Lehigh Acres is an appropriate receiving area for transferred development rights. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 16.3)**

POLICY 16.3.1: The Downtown Lehigh Acres area offers a mix of opportunities to live and work in a vibrant, well designed urban environment. Land use is focused on providing residential or office uses on upper floors, with retail uses at the street level to energize the urban experience. Parking should be in structures, not in surface lots. Street trees, well designed public gathering areas, and lighting should be employed to create a safe, inviting experience at the street level both day and night. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.3.1)**

POLICY 16.3.2: The downtown provides a living environment to a growing segment of society that no longer desires the suburban lifestyle. It provides housing for a wide variety of income levels, in an environment that allows less reliance on the automobile. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.3.2)**

POLICY 16.3.3: Create and revitalize the downtown as the premier urban center of Lehigh Acres, providing jobs, residential opportunities, and cultural and economic activities. Residents should find not only access to employment, transportation, and basic amenities, but a concentration of restaurants, galleries, and unique shopping experiences. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.3.3)**

POLICY 16.3.4: Downtown Lehigh Acres will be viewed as a receiving area for any transfer of development rights program that is established in Lee County. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.3.4)**

POLICY 16.3.5: Bonus density greater than 15 units per acre in the Intensive Development Future Land Use Category must be achieved through the transfer of development rights program. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.3.5)**

LEHIGH ACRES COMMUNITY CHARACTER & LAND USE: COMMUNITY MIXED-USE ACTIVITY CENTERS

OBJECTIVE 16.4.: COMMUNITY MIXED-USE ACTIVITY CENTERS. Are areas of sufficient size and location that will help to contribute the uses needed to support all of the Lehigh Acres ~~Planning~~

Community including: residential; public and private education; live-work; retail; office; medical; entertainment; light industrial; commercial/public parking; parks; and, other civic uses. These locations are identified on Map 4 _____. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 32.4)**

POLICY 16.4.1: Identify those areas within Lehigh Acres that have sufficient vacant or undeveloped land to accommodate the community-scale development that will balance the land uses and provide opportunities to diversify the economic base of the community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.4.1)**

POLICY 16.4.2: These areas provide the best opportunity for resolving many of the problems inherent in a single use platted community that lacks a diversity of uses. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.4.2)**

POLICY 16.4.3: The emphasis of the future development of these areas is to provide employment opportunities mixed with facilities offering goods and services that support the wider community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.4.3)**

LEHIGH ACRES COMMUNITY CHARACTER & LAND USE: NEIGHBORHOOD MIXED-USE ACTIVITY CENTERS

OBJECTIVE 16.5.: NEIGHBORHOOD MIXED-USE ACTIVITY CENTER. Are areas of sufficient size and location that will help to contribute the uses needed to support large portions of the Lehigh Acres ~~Planning~~ Community including: residential; public and private education; live-work; retail; office; medical; entertainment; light industrial; commercial/public parking; parks; and, other civic uses. These locations are identified on Map 4 _____. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 32.5)**

POLICY 16.5.1: The emphasis of the future development of these areas is to provide mixed use facilities offering goods and services that support the surrounding neighborhoods as well as local employment opportunities and alternate housing types. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.5.1)**

POLICY 16.5.2: In addition to adhering to the policies under Objective ~~32.2~~, 16.2 Specialized Mixed Use Nodes, these areas are intended to provide a strong link to the existing single family areas. Interconnections utilizing all modes of transportation are highly encouraged. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.5.2)**

POLICY 16.5.3: In areas that are already platted, the utilization of the existing street network and block design is strongly encouraged. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.5.3)**

LEHIGH ACRES COMMUNITY CHARACTER & LAND USE: LOCAL MIXED-USE ACTIVITY CENTERS

OBJECTIVE 16.6: LOCAL MIXED-USE ACTIVITY CENTERS. Areas located within existing and emerging residential neighborhoods that are intended to support the local daily commercial needs of the neighborhood. Local Activity Centers are envisioned as floating designations that may be applied for as part of a rezoning. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 32.6)**

POLICY 16.6.1: To assure neighborhoods have local access to commercial services that support the daily needs of the neighborhood, Local Mixed Use Activity Centers will not be assumed to be an encroachment

into the neighborhood. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.6.1)**

POLICY 16.6.2: These areas are intended to provide a strong link to the existing single family neighborhood. Interconnections utilizing all modes of transportation are highly encouraged. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.6.2)**

POLICY 16.6.3: Buffer walls between commercial and residential uses are not required. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.6.3)**

POLICY 16.6.4: Local Mixed-Use Activity Centers may be located on property as small as one lot, but are limited to a maximum of one platted block. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.6.4)**

POLICY 16.6.5: Connections between the commercial use and the immediate neighborhood are required. These connections should include pedestrian and bicycle facilities. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.6.5)**

POLICY 16.6.6: Within the boundaries of Local Mixed-Use Activity Centers on-street parking, ~~as provided for in Section 24 of the Lee County Code of Laws and Ordinances,~~ may be provided as a one-to-one substitute for required on-site parking. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.6.6)**

POLICY 16.6.7: To receive the Local Mixed-Use Activity Center designation, the center should be located approximately ½ mile or more from the edge of any area identified in Objective ~~32.2~~ 16.2, Specialized Mixed Use Nodes, and must meet the following locational and access criteria

- a. Must initially have frontage on two publicly maintained streets;
 - b. Local Mixed-Use Activity Center will be designated through the zoning process; and
 - c. May be expanded to an area that is adjacent to a previously designated Local Mixed-Use Activity Center.
- ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.6.7)**

LEHIGH ACRES COMMUNITY CHARACTER & LAND USE: COMMERCIAL OVERLAY ZONES

OBJECTIVE 16.7: COMMERCIAL OVERLAY ZONES. Designate additional overlay zones on the Future Land Use Map to establish potential commercial land uses in the Lehigh Acres Community. The Commercial Overlay Zones are identified on Map ~~1, page 8 of 8~~ _____ of the Lee Plan. ~~The distinction in Policy 6.1.2(7) _____ of the Future Land Use Element between the two major types of commercial uses does not apply in Lehigh Acres.~~ ~~(Added by Ordinance No. 98-09; Renumbered and Amended by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 32.7)**

POLICY 16.7.1: Commercial uses are permitted on lands in the Lehigh Commercial overlay once commercial zoning has been approved in accordance with this plan. Land in the Lehigh Commercial Overlay may also be used for schools, parks, and other public facilities; churches and synagogues; and residential uses that provide housing alternatives to the typical ¼- to ½-acre subdivision lots. Creation of new single-family lots smaller than one acre is not permitted due to the oversupply of standard subdivision lots. If cumulative new residential development takes place on more than 1% of this land per year, Lee County will take steps to provide additional commercial land in Lehigh Acres to offset the loss. ~~Lee County will take steps to reduce any emerging surplus of commercial land in Lehigh Acres if cumulative new commercial development exceeds an average floor area ratio of 1.0 (the ratio of interior floor space to total lot area).~~ ~~(Added by~~

~~Ordinance No. 98-09, Amended by Ordinance No. 00-22; Renumbered and Amended by Ordinance No. 10-16) (Relocated and Modified from the Future Land Use Element) (Formerly Policy 32.7.1)~~

POLICY 16.7.2: Because of the shortage of suitable undivided tracts in the Lehigh Acres ~~Planning~~ Community, commercial uses may also be appropriate on certain other lands that might otherwise be used for residential lots.

- a. Many such lands are designated as part of the Lot Assembly overlay. These lands are platted for single-family lots and are under multiple ownerships. Commercial uses on individual lots or small assemblies of lots would generally be intrusive to existing or emerging neighborhoods. However, the assembly of entire blocks would provide suitable commercial parcels. Major lot assemblies could qualify for commercial zoning whether assembled by government action, private sector purchases, cooperative arrangements between individual lot-owners, or similar arrangements.
- b. Other tracts or combinations of platted lots in Lehigh Acres may also be considered for commercial rezoning (even if they are outside any of the three overlays) through the compact communities, planned development zoning processes or by requesting the Commercial Neighborhood (CN-3) conventional commercial zoning district that was created to address Lehigh Acres conditions. Lands suitable for such rezoning would include:
 1. Tracts that are assembled from vacant lots at the intersection of future collector or arterial roads in sparsely developed areas where there are very limited or no suitable commercial locations in any of the commercial overlays; or
 2. Tracts that separate existing commercial and residential land uses where some commercial uses may be appropriate if they provide a substantial buffer and reasonably protect the privacy of existing dwellings. Land-owners seeking commercial zoning under this subsection should expect a minimal level of commercial uses and/or to provide extra levels of buffering.

~~(Added by Ordinance No. 98-09, Amended by Ordinance No. 00-22; Renumbered and Amended by Ordinance No. 10-16) (Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.7.2)~~

LEHIGH ACRES TRANSPORTATION

OBJECTIVE 16.8: TRANSPORTATION, PARKING, AND TRAFFIC CIRCULATION. Lee County will work to improve transportation, parking, and circulation within the Lehigh Acres ~~Planning~~ Community. ~~(Added by Ordinance No. 10-16) (Relocated and Edited from the Future Land Use Element) (Formerly Objective 32.9)~~

POLICY 16.8.1: Whenever possible, all new commercial development adjacent to Lee Boulevard right-of-way must provide access to either 5th Street West, 4th Street West, or other local, collector or arterial roadway. Direct access to Lee Boulevard is discouraged. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.9.1)**

POLICY 16.8.2: All connections to State Road SR 82 must be consistent with the Florida Department of Transportation Corridor Access Management Plan for State Road SR 82. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.9.2)**

POLICY 16.8.3: All connections to Gunnery Road must be consistent with the Gunnery Road Access Management Plan. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.9.3)**

POLICY 16.8.4: All new commercial development must provide parking lot interconnections to adjacent properties and must not prevent pedestrian or vehicular access from adjacent residential areas. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.9.4)**

POLICY 16.8.5: Lee County will identify possible locations of new bridges to improve the continuity of the street network and connect neighborhoods. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.9.5)**

POLICY 16.8.6: Lee Tran will continue to identify opportunities to improve service, frequency, routes, and bus stop amenities in the Lehigh Acres Community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.9.6)**

POLICY 16.8.7: New Single-Family Model Homes are prohibited within 300 feet of Arterial and Collector Roads. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.9.7)**

LEHIGH ACRES NATURAL RESOURCES & ENVIRONMENT

OBJECTIVE 16.9: NATURAL RESOURCES. Lee County will preserve, protect, and, where possible, enhance the physical integrity, ecological values, and natural beauty of Lehigh Acres, by maintaining the diverse and healthy native vegetation, and wildlife resources. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 16.11)**

POLICY 16.9.1: Lee County will encourage on-site preservation of indigenous plant communities and listed species habitat. Any required mitigation will be of similar habitat, and provided, whenever possible, within the Lehigh Acres ~~Planning~~ Community boundary. Development must also be consistent with the Parks and Recreation Element. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.11.1)**

POLICY 16.9.2: Lee County will work with various agencies to identify existing wetlands that are worth saving or restoring within the Lehigh Acres ~~Planning~~ Community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.11.2)**

POLICY 16.9.3: Lee County will provide incentives (for example increased density, Transfer of Development Rights, etc.) for the protection of wetlands, historic flow ways, native habitat, or other significant natural resources within the Lehigh Acres ~~Planning~~ Community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.11.3)**

POLICY 16.9.4: Where ~~not inconsistent~~ with the South Florida Water Management District design criteria, natural habitat restoration is preferred to open water systems for treating stormwater. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.11.4)**

LEHIGH ACRES PUBLIC FACILITIES & SERVICES: PARKS, RECREATION, OPEN SPACE

OBJECTIVE 16.10: PARKS, RECREATION, OPEN SPACE AND PUBLIC FACILITIES. Lee County will explore opportunities to create a coherent network of parks, greenways, water amenities, open space, and other public facilities in the Lehigh Acres Community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 32.8)**

POLICY 16.10.1: Lee County Parks and Recreation will work with the East County Water Control District to identify rights-of-way or easements that can be incorporated into the county's greenway plan. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.8.1)**

POLICY 16.10.2: Lee County, the East Lee County Water Control District, the Lee County School District, and other agencies will work together to identify areas that can be acquired for possible co-location of parks, water retention and other water amenities, school sites, and other public facilities. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.8.2)**

POLICY 16.10.3: New development and redevelopment in areas containing a component of the greenways trail system, as identified by the Greenways Master Trail Plan, must incorporate the greenway trail into their development design. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.8.3)**

POLICY 16.10.4: Lee County will work with the Lee County School District and other agencies that operate within the Lehigh Acres ~~Planning~~ Community to identify adequate land to develop additional public facilities needed to accommodate the expected growth of Lehigh Acres. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.8.4)**

LEHIGH ACRES PUBLIC FACILITIES & SERVICES: SEWER & WATER

OBJECTIVE 16.11: SEWER AND WATER. Expedite the staged extension of water and sewer systems, connect lots previously served by on-site septic and wells, and discourage additional development that is reliant upon on-site well and septic systems. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 32.10)**

POLICY 16.11.1: The availability of sewer and water to serve uses within the Specialized Mixed-Use Nodes and the Commercial Overlay Zones is not a requirement for zoning approval. However, sewer and water must be available to the property in accordance with ~~Standard 11.1 and 11.2~~ Policy 3.1.5 and Policy 3.1.6 of the Future Land Use Element of this Plan before a development order will be issued. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.10.1)**

POLICY 16.11.2: Direct new development and redevelopment in Lehigh Acres to areas that can be reasonably expected to receive urban services and infrastructure during the planning horizon of the Lee Plan. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.10.2)**

POLICY 16.11.3: Lee County will work with Florida Governmental Utilities Authority (FGUA) to prioritize areas for the expansion of utilities. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.10.3)**

LEHIGH ACRES INTERGOVERNMENTAL COORDINATION

OBJECTIVE 16.12: INTERGOVERNMENTAL COORDINATION. The Lehigh Acres ~~Planning~~ Community depends on agencies that are external to Lee County for certain services, such as the East County Water Control District, Lee County Health Department, Florida Governmental Utilities Authority, and Hendry County. Lee County will work with these organizations on matters under their jurisdiction. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 32.13)**

POLICY 16.12.1: Explore cost-effective land acquisition opportunities that may present themselves through the escheatment process. Where these opportunities exist and can be capitalized on, plan for the aggregation of land for needed community facilities or to incentivize private development of commercial or employment uses. Coordinate “tax forgiveness” efforts with the School Board, Fire District, Southwest Florida Water Management District, and East County Water Control District. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.13.1)**

POLICY 16.12.2: Lee County will work with Hendry County to coordinate trail connections at the counties' boundaries in order to promote a regional trail system. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.13.2)**

POLICY 16.12.3: Lee County will work with the Lehigh Acres Fire District to identify locations for new facilities that will assure adequate and uniform fire protection throughout the Lehigh Acres Planning Community. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.13.3)**

POLICY 16.12.4: Lee County will work with the East County Water Control District to identify existing wetlands and opportunities for stormwater detention areas. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.13.4)**

POLICY 16.12.5: Lee County will work with Florida Governmental Utilities Authority to prioritize areas for the expansion of utilities. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.13.5)**

POLICY 16.13.6: Lee County will work with the Lee County Health Department to discourage the approval of septic tank variances and to address regulations that allow two septic systems on one small lot. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.13.6)**

LEHIGH ACRES OVERSIGHT & COORDINATION

OBJECTIVE 16.14: OVERSIGHT AND COORDINATION BY LEE COUNTY. The Lehigh Acres Planning Community is entirely within unincorporated Lee County, as such Lee County can perform activities that will help guide and accommodate attractive development; plan for and construct capital improvements; and establish policies to concentrate development within appropriate areas and provide protection of natural features. These activities will help to assure that the Lehigh Acres Planning Community develops in a way that is consistent with its vision. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 32.14)**

POLICY 16.14.1: Lee County will assist in establishing comprehensive stormwater management areas within the Specialized Mixed Use Nodes to achieve an efficient use of property for stormwater management purposes. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.14.1)**

POLICY 16.14.2: Lee County will explore cost-effective land acquisition opportunities that may present themselves through the escheatment process. Where these opportunities exist and can be capitalized on, plan for the aggregation of land for needed community facilities or to incentivize private development of commercial or employment uses. ~~(Added by Ordinance No. 10-16)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 32.14.2)**

POLICY 16.14.4: Lee County will not permit mine truck traffic from mines established in Hendry County to utilize Lee County maintained roads within the Lehigh Acres Planning Community as a primary access. Mines within Hendry County may establish secondary access points to Lee County maintained roads for emergency access purposes only. ~~(Added by Ordinance No. 10-16)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 32.14.4)**

POLICY 16.14.5: ~~By the end of 2011, Lee County will complete the following activities~~ maintain, enhance and enforce Land Development Code regulations, specific to Lehigh Acres, which:

- a. ~~Amend the Land Development Code to~~ Incorporate land development and urban design standards for each of the specialized mixed use node sub-categories;

- ~~b. Amend the Land Development Code to Incorporate land development and urban design standards for Lee Boulevard and State Road SR 82; and~~
 - ~~e. Amend the Land Development Code to Incorporate design and development standards for duplex and two-family attached structures within Lee County.~~
 - d. Explore the establishment of a Land Swap Program, where parcels gained through the escheatment process in Tier 1 or Tier 2 could be swapped for undeveloped parcels in Tier 3.
 - e. Define appropriate sending and receiving areas for a Transfer of Development Rights program.
- ~~(Added by Ordinance No. 10-16) – (Relocated and Modified from the Future Land Use Element) (Formerly Policy 32.14.5)~~

~~OBJECTIVE 32.12: 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. (Added by Ordinance No. 10-16) (Deleted)~~

~~POLICY 32.12.1:~~ ~~As a courtesy, Lee County will register citizen groups and civic organizations within the Lehigh Acres 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 through mail, email or other electronic means. This notice is a courtesy only and is not jurisdictional. Accordingly, the County's failure to mail, email or to timely provide the notice, or failure of a group to receive notice, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 10-16) (Deleted)~~

~~POLICY 32.12.2:~~ ~~The owner or agent of a requested zoning action (planned development, conventional rezoning, special exception, or variance requests) within the Lehigh Acres Planning Community must conduct one public informational session where the agent 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, providing notice of the meeting, 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. (Added by Ordinance No. 10-16) (Deleted)~~

NORTH FORT MYERS

NORTH FORT MYERS VISION

~~Over the course~~ As the result of the current planning effort, a new vision for the future of North Fort Myers has emerged and come into sharper focus. The following phrases, describing a brighter future for the community, capture the essence of the vision and provide a foundation for the plan's goals, objectives, and policies.

The Town Center developments along the Caloosahatchee River ~~and on Bayshore Road at I-75~~ will offer a new destinations for living, shopping, working, and socializing. Designed with walkable streets and streetscapes, ground level shops and restaurants, high quality housing, and connections to nearby parks, waterfronts, and natural areas, these the new Town Centers are becoming signposts for will become a centerpiece for positive changes throughout the community.

New retail and mixed use development ~~cluster~~ will evolve in Neighborhood Centers and along revitalized commercial corridors. Unlike the auto-oriented development that used to line major roadways, North Fort Myer's new neighborhood centers and commercial corridors ~~are~~ will be pedestrian-friendly, with attractive landscaping and quality architecture.

Older neighborhoods ~~are experiencing~~ will undergo a quiet renaissance. First-time homebuyers, recent retirees, and new investors ~~are will~~ continue to make improvements - fixing up modernizing older housing stock, building compatible infill housing, sprucing up yards, and working together to ensure properties and public rights-of-way are well-maintained, ~~safe,~~ and attractive.

New buildings ~~are will be~~ designed to fit the area's ~~early design~~ "Old Florida" character. Simple, sturdy building forms, high quality materials, protection from the elements, and generous native vegetation will create a distinctive local ~~vernacular~~ appeal.

Opportunities for improvements – such a new community hospital, regional library, and other new places to live, work and play – are also on the horizon.

Landscape gateways, extensive streetscape and landscape improvements, and new pedestrian and bicycle facilities will reinforce the North Fort Myers' reputation as a great place to live, work, and visit.

Greenways, blueways, and trail systems will offer unique recreational amenities, linking together North Fort Myers' neighborhoods with the region's parks and recreational facilities, conservation lands, and new points of access to the Caloosahatchee River and its tributaries. (~~Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12, 09-11~~) **(Relocated and Modified from the Vision Statement)**

GOAL 17: NORTH FORT MYERS. North Fort Myers seeks to improve the community's livability and economic vitality by promoting compact, mixed-use development in the form of new town and neighborhood centers; attracting appropriate investment to revitalize older neighborhoods and commercial corridors; stabilizing and enhancing existing neighborhoods; preserving natural resources; and providing greater opportunities for public participation in the land development approval process. (~~Added by Ordinance No. 09-11~~) **(Relocated from the Future Land Use Element and Edited) (Formerly Goal 28)**

NORTH FORT MYERS COMMUNITY CHARACTER & LAND USE: NEIGHBORHOODS & HOUSING

OBJECTIVE 17.1: LAND USE: NEIGHBORHOODS AND HOUSING. The North Fort Myers Community will focus attention on its housing needs to identify means to revitalize neighborhoods and improve the quality of life for its citizens and future residents. **(New Objective)**

POLICY 17.1.1 ~~By 2012~~ A land use and housing review will be completed for each neighborhood and corridor by the North Fort Myers Community. (~~Added by Ordinance No. 09-11~~) **(Relocated and edited from the Future Land Use Element) (Formerly Objective 28.1)**

POLICY 17.1.2: Code Enforcement. The North Fort Myers Community supports the continuation of the initiatives of Lee County Code Enforcement and Department of Human Services targeting North Fort Myers neighborhoods with high incidences of code violations. The county will provide periodic reports of enforcement activities to the North Fort Myers Community. (~~Added by Ordinance No. 09-11~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.1.1)**

POLICY 16.1.3: Neighborhood District Planning. The North Fort Myers Community will continue working with the Department of Human Services to implement Neighborhood District Revitalization Plans. (~~Added by Ordinance No. 09-11~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.1.2)**

POLICY 17.1.4: Housing Maintenance and Repair. The North Fort Myers Community will work with the county to explore opportunities to expand Department of Human Service programs designed to help maintain, repair, and improve existing owner-occupied housing. (~~Added by Ordinance No. 09-11~~) **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.1.3)**

POLICY 17.1.5: ~~To~~ The North Fort Myers Community ~~will~~ supports the diversity of housing types available, ~~the North Fort Myers Community supports~~ utilizing the Mixed-Use Overlay to apply to small-scale mixed-use projects with residential above or adjacent to retail and service uses. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.1.4)**

~~**POLICY 28.1.5:** Consider revision to the Land Development Code to establish buffers between existing large lot residential subdivision and emerging adjacent higher density and intensity uses. (Added by Ordinance No. 09-11) (Deleted)~~

POLICY 17.1.6: Collaboration. ~~The North Fort Myers Community will~~ encourages the active participation of existing neighborhood associations, homeowners, landlords, and tenants in North Fort Myers Community's programs and planning initiatives. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.1.6)**

POLICY 17.1.7: Fair Share Projections. Using the current estimate of affordable housing construction need projected to ~~2030~~ 2035 as a starting point, the Department of Community Development will prepare an estimate of North Fort Myers' fair share of need by housing type for low-income, workforce, and affordable housing and establish five-year planning targets for the delivery of units. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.1.7)**

POLICY 17.1.8: Site Assessment and Pilot Projects. Working with the Department of Community Development, Department of Human Services, Lee County Housing Development Corp, Community Land Trust, non-profit housing providers, and ~~representatives~~ residents from nearby neighborhoods, the North Fort Myers Community will prepare a study identifying potential sites for affordable housing and prepare preliminary studies for design and financial analyses for potential pilot or demonstration projects. The study will also identify neighborhoods where single family housing units can include remodeling to incorporate Mother-In-Law housing additions.

The evaluation should focus on sites with the following general characteristics:

- a. Located within the Intensive Development, Central Urban, and Urban - Community on the Lee Plan's Future Land Use Map;
- b. Located where central water/sewer service is available;
- c. Located within comfortable walking distance of mass transit, commercial and personal services, and parks and recreation facilities; and
- d. Located on land previously converted for urban purposes.

~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.1.8)**

POLICY 17.1.9: Technical Assistance and Public Education. The North Fort Myers Community will explore opportunities to expand ~~the~~ technical assistance and public education initiatives provided by the Departments of Community Development, and Human Services. ~~and Smart Growth Department for the North Fort Myers community.~~ ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.1.9)**

POLICY 17.1.10: The North Fort Myers Community supports incorporating into the Mixed Use Overlay the addition of single-person apartment types of 500 square feet or less and the evaluation of flexibility for all types of fees associated with the development of those units. ~~(Added by Ordinance No. 09-11)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 28.1.10)**

~~**POLICY 28.1.11:** Accessory apartments, such as mother in law or student housing units, will be considered affordable units, allowing those units to be considered bonus density when calculating allowable density. (Added by Ordinance No. 09-11) (Deleted)~~

NORTH FORT MYERS COMMUNITY CHARACTER & LAND USE: CENTER & CORRIDORS

~~**OBJECTIVE 17.2: LAND USE: CENTERS AND CORRIDORS.** Identify and pursue Implement, improve, and refine the Town Center overlay districts, road corridor overlay districts, and other potential redevelopment areas. (Added by Ordinance No. 09-11) **(Relocated and Modified from the Future Land Use Element) (Formerly Objective 28.2)**~~

~~**POLICY 28.2.1: Market Assessment and Planning Targets.** The North Fort Myers community will work with the Department of Community Development to complete an analysis of the market support for retail, office, hospitality, and moderate to high density residential uses in the North Fort Myers submarket. The Assessment will be designed to consider the following:~~

- ~~• recommendations from the recently completed Commercial/Industrial Land Use Analysis;~~
- ~~• existing and proposed competitive supply, including planned development in Cape Coral, the City of Fort Myers, and Babcock Ranch; and~~
- ~~• local and regional projections of population and employment growth.~~

~~Information from the assessment will be used to guide planning decisions for the Town Center sector plans and requests to increase the inventory of lands planned and zoned for commercial and moderate to high density residential use. (Added by Ordinance No. 09-11) **(Deleted)**~~

NORTH FORT MYERS COMMUNITY CHARACTER & LAND USE: TOWN CENTER

~~**POLICY 17.2.1: Preliminary Designation of the Town Centers.** The North Fort Myers Community Plan designates East of U.S. 41 (North Tamiami Trail) extending to “Old 41” – South of Pondella Road extending to the Caloosahatchee River as the Town Centers appropriate for moderate to high intensity, pedestrian-oriented, mixed use development and redevelopment.~~

- ~~• North Cleveland Avenue and Hancock Bridge Parkway.~~
- ~~• North Tamiami Trail – Pondella Road to the Caloosahatchee River.~~
- ~~• Bayshore and I 75.~~

~~(Added by Ordinance No. 09-11) **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 28.2.2)**~~

~~**POLICY 17.2.2: Town Center Sector Planning and Overlay Districts.** For the areas preliminarily identified as the Town Centers, the North Fort Myers Community, and Department of Community Development, and Smart Growth Department will work together to prepare sector plans, development regulations (zoning overlay districts and design standards), and implementation plans to ensure development is consistent with the community’s vision. The sector plans, development regulations, and implementation plans should be prepared consistent with the following general principles of smart growth and new urbanism:~~

- ~~a. A mix of uses are encouraged to promote walking; allow for shared parking; support transit; and minimize disturbance of natural areas, wildlife corridors, and drainage ways;~~
- ~~b. Buildings should be designed to frame the public realm, enliven streetscapes, and provide for the informal surveillance of public spaces, primary entries, windows, storefronts, porches, and stoops should open onto streets, sidewalks, and public spaces;~~
- ~~c. Parks, squares, plazas, and promenades should be designed to promote community life and provide a variety of outdoor public space for informal gatherings, public events, and community activities;~~

- d. Streets should be designed in interconnected networks with generous sidewalks, shade trees, well-marked crossings, and amenities like pedestrian-scaled lighting, benches, trash receptacles, bike racks, and transit shelters. To dispense traffic, promote walking, and provide convenient routes for vehicles and pedestrians; and
- e. Parking areas (except for on-street spaces), loading docks, and service entries should be screened from public view and accessed from alleys, service courts, and side streets.

~~(Added by Ordinance No. 09-11) (Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.2.3)~~

~~**POLICY 28.2.4: Provision Allowing Increased Development Intensity in the Town Centers.** To achieve the community's goals for Town Center Development, the County should adopt provisions allowing for greater minimum, maximum based, and maximum total densities and building heights than are currently allowed under the Lee Plan. These provisions should only be applicable to projects in areas designated as Town Centers, addressed in an adopted sector plan, and regulated by the Town Center Overlay District. (Added by Ordinance No. 09-11) (Deleted)~~

NORTH FORT MYERS COMMUNITY CHARACTER & LAND USE: NEIGHBORHOOD CENTERS

~~**POLICY 17.2.3: Designation of Neighborhood Centers.** The North Fort Myers Community Plan designates the following areas as Neighborhood Centers appropriate for moderate intensity, pedestrian-oriented, mixed use development:~~

- a. Littleton and North Cleveland Avenue;
- b. North Tamiami Trail and Del Prado Boulevard/Mellow Drive;
- c. North Tamiami Trail and ~~Nalle Grade Road~~ Tara Boulevard;
- d. Hancock Bridge Parkway and Orange Grove Boulevard;
- e. North Tamiami Trail and Pine Island/Bayshore Roads;
- f. Bayshore Road and Slater Road/Coon Road; and
- g. Bayshore Road and Hart Road.

For these areas, the community favors neighborhood-serving mixed use development pedestrian-friendly street, site, and building designs; the incorporation of live-work, multi-family, and attached housing; and sidewalk and path connections to nearby neighborhoods, parks, and public uses. ~~These Neighborhood Center designations are intended to replace the designations show on Commercial Site Location Standards Map (Lee Plan Map 19). (Added by Ordinance No. 09-11) (Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.2.5)~~

~~**POLICY 17.2.4: Neighborhood Center Overlay District.** For areas preliminarily identified as Neighborhood Centers, the North Fort Myers Community, and Department of Community Development, and Smart Growth Department will work together to prepare implement the a Neighborhood Centers Overlay District providing the following:~~

~~• Permitted and prohibited uses;~~

- a. Standards for building, site, landscape, and sign design;
- b. Standards for pedestrian and bicycle facilities;
- c. Building setbacks and build-to lines;
- d. Conservation of natural features and native vegetation;
- e. Requirements for shared access and side and rear yard parking;
- f. Incentives (e.g. regulatory relief, increased height, density, and others) for the redevelopment of obsolete and poorly performing commercial centers; and

g. Incentives for projects incorporating mixed uses, public amenities, and affordable housing. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.2.6)**

NORTH FORT MYERS COMMUNITY CHARACTER & LAND USE: COMMERCIAL CORRIDORS

POLICY 17.2.5: ~~Corridor Overlay District.~~ For areas along major road corridors outside the designated Town Centers and Neighborhood Centers, the North Fort Myers Community, and Department of Community Development ~~and Smart Growth Department~~ will work together to ~~prepare a~~ implement the Commercial Corridors Overlay District as part of the Land Development Code requiring enhanced landscaping, greater buffering and shading of parking areas, improved commercial signage, enhanced standards to ensure architectural quality and compatibility, and incentives for quality development. At minimum, the Corridors ~~Overlay District~~ will provide the following:

- ~~Permitted and prohibited uses;~~
- a. Standards for building, site, landscape, and sign design;
- b. Standards for pedestrian and bicycle facilities;
- c. Building setbacks and build-to-lines;
- d. Conservation of natural features and native vegetation;
- e. Buffers to adjacent residential neighborhoods;
- f. Requirements for shared access and side and rear yard parking;
- g. Incentives (e.g. regulatory relief, increased density, etc.) for the redevelopment of obsolete and poorly performing commercial centers;
- h. Incentives for projects incorporating mixed uses, public amenities, and affordable housing; and
- i. Shared parking.

Once adopted, deviations that would result in a reduction of landscaping, buffering, signage, or deviation from design standards will not be supported. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.2.7)**

POLICY 17.2.6: ~~Improving Older Commercial Properties.~~ The North Fort Myers Community will work with the Department of Community Development, the North Fort Myers Chamber of Commerce, and private property owners to develop incentives for bringing older development into compliance with regulations adopted as a result of the North Fort Myers Community Plan including but not limited to private public partnerships. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.2.8)**

~~**POLICY 28.2.9:** The following uses are prohibited within the North Fort Myers Planning community: “detrimental use” as defined in the Land Development Code. (Added by Ordinance No. 09-11) (Deleted)~~

POLICY 17.2.7: The North Fort Myers Community supports ~~a review of~~ county codes that address the provision of interconnection between existing land uses to minimize access onto primary road corridors and to improve the safety for non-motor transportation. ~~(Added by Ordinance No. 09-11)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 28.2.10)**

POLICY 17.2.8: Floor Area Ratio (FAR) maximums in the Commercial Future Land Use Category located south of Pine Island Road between Orchid Road and Barrett Road will be 0.26. ~~(Added by Ordinance No. 10-34)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 28.2.11)**

NORTH FORT MYERS TRANSPORTATION

OBJECTIVE 17.3: TRANSPORTATION. The North Fort Myers Community will have neighborhood, corridors, and community interface improvements identified. ~~(Added by Ordinance No. 09-11)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 28.3)**

POLICY 17.3.1: ~~Transportation Corridors.~~ ~~By 2009~~ The North Fort Myers Community will review the Metropolitan Planning Organization and Lee County Department of Transportation ~~2030~~ 2035 plan for recommendations and improvements applicable to the North Fort Myers Community. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.3.1)**

POLICY 17.3.2: ~~Gateways, Streetscape, and Landscape Improvements.~~ The North Fort Myers Community will work with the Lee County Roadway Landscape Advisory Committee to review plans for streetscape and landscape improvements in gateway locations and along major roadways consistent with the general provisions of the LeeScape Master Plan, including Bayshore and Pine Island Roads, North Cleveland Avenue, North Tamiami Trail, Pondella Road, Hancock Bridge Parkway, and Del Prado Boulevard. Before finalization, plans should be presented for review to the North Fort Myers Community. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.3.2)**

POLICY 17.3.3: ~~Planning and Design of Arterials and Collectors.~~ Decisions regarding future improvements or extension of Littleton Road, Hancock Bridge Parkway, Hart Road, Slater Road, and other roadways not currently shown on the ~~Future Functional Classification~~ Transportation Map Series (Map ~~3B~~) should be based on a careful analysis of need, community and environmental impact, and the potential for incorporation of context-sensitive design treatments. Public participation in planning and design processes for these and other road improvements should provide opportunities for involvement of the North Fort Myers Community and North Fort Myers stakeholders. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.3.3)**

POLICY 17.3.4: ~~Standards for Walkable Urban Thoroughfares.~~ The Department of Public Works is encouraged to develop alternative design standards for arterials and collectors serving the Town Center or Neighborhood Center. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.3.4)**

POLICY 17.3.5: ~~Bus Transit Enhancements.~~ The North Fort Myers Community will work with Lee Tran to identify opportunities to improve service, frequency, routes, and stop amenities in the community. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.3.5)**

POLICY 17.3.6: ~~Improvements for Regional Benefit.~~ Road capacity improvements needed within North Fort Myers to serve demand generated outside the community should be designed to minimize impacts, improve visual character, and improve local access and mobility. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.3.6)**

NORTH FORT MYERS PUBLIC FACILITIES & SERVICES

OBJECTIVE 17.4: COMMUNITY FACILITIES and SERVICES. Recommendations for the community facilities and services needed to meet the needs of the Town Centers, Neighborhood Centers, and corridors will be identified and recommendations to address those needs will be considered in the capital improvement planning programs of operational departments. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 28.4)**

POLICY 17.4.1: ~~Effectiveness of Existing Plan Objectives and Policies.~~ County objectives and policies in Chapter IV of the Lee Plan regarding the provisions of community facilities and services, including those addressing adequate levels of service and extension of service, will be maintained and evaluated for effectiveness on an on-going basis. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.4.1)**

POLICY 17.4.2: The North Fort Myers Community supports a collaborative effort (hospital board, private providers, public health, and economic agencies) to complete an analysis of the feasibility to provide supportive medical services and facilities in one or more centers identified in the North Fort Myers vision. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.4.2)**

POLICY 17.4.3: ~~Septic Tanks and Waste Water Treatment.~~ The North Fort Myers Community supports the concept of a single source of sewage service within the North Fort Myers Community. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.4.3)**

NORTH FORT MYERS PUBLIC FACILITIES & SERVICES: PARKS, RECREATION & CONSERVATION

OBJECTIVE 17.5: PARKS, RECREATION and CONSERVATION. The North Fort Myers Community will identify and pursue remedies to park, recreation, open space, and environmental needs and deficiencies. ~~(Added by Ordinance No. 09-11)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 28.5)**

POLICY 17.5.1: ~~Level of Services Standards for Community Parks.~~ To ensure parks and recreation facilities are reasonably accessible and adequate to meet the needs of residents, the North Fort Myers Community will work with the Department of Parks and Recreation to evaluate the Lee Plan ~~non-regulatory, desired level of service standards~~ for community parks and generalized service area boundaries. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.5.1)**

POLICY 17.5.2: ~~North Fort Myers Community Park.~~ The county will work with the North Fort Myers Community to ensure that the ~~development of the North Fort Myers Community Park~~ is integrated into the surrounding development and open space areas, ~~including incorporation of the development of a community park facility.~~ The concept would be for the park will to act as a hub, connected to other open space/recreational opportunities through pedestrian or bicycle linkages, either along public rights of way or through adjacent developments. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.5.2)**

POLICY 17.5.3: ~~Recreational Programming and Access.~~ Lee County will work with the North Fort Myers Community and North Fort Myers stakeholders to protect and conserve natural resources, expand recreation opportunities and accessibility to existing waterways, and provide a broad mix of parks, trails, and water recreation areas that support the lifestyle preferences, livability, sustainability, recreational interest, and economic vitality of the community. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.5.3)**

POLICY 17.5.4: ~~Stewardship and Management of Conservation 20/20 Lands.~~ The North Fort Myers Community will work with the Department of Parks and Recreation to finalize and refine stewardship and management plans for 20/20 Conservation Lands within North Fort Myers. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.5.4)**

POLICY 17.5.5: ~~Assessment of Lands for Acquisition.~~ The North Fort Myers Community will work to identify sites and corridors for nomination to the Lee County Conservation 20/20 program. Sites along planned trails, wildlife corridors, greenways, and major creeks should be carefully considered, as should those providing access to the Caloosahatchee River. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.5.5)**

POLICY 17.5.6: ~~Greenway Plan Implementation.~~ The North Fort Myers Community will work with the Department of Parks and Recreation to implement recommendations for the Greenways Master Plan. As a first priority, the community supports development of the Tamiami Trail North segment of the Charlotte-Lee Collier Greenway and water access and signage improvements to access the Blueways designated along Yellow Fever Creek and along the Caloosahatchee River at Caloosahatchee Creeks Preserve. The North Fort Myers Community will also assist in the identification of trails connecting neighborhoods, conservation areas, parks, recreation facilities and areas, and the water access points. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.5.6)**

POLICY 17.5.7: ~~Conservation Policy Refinements.~~ The North Fort Myers Community will work with the Department of Community Development and Public Works (Environmental Science and Natural Resource Divisions) to pursue the Lee Master Mitigation Plan and to explore the adoption of the following conservation policies:

- a. Development proposals adjacent to the Caloosahatchee River and its tributaries will include floodplain protection plans prior to zoning approval;
- b. The off-site mitigation of impacts to indigenous areas, wetlands, or wildlife habitat; and for
- c. Participate in the Lee County water quality programs that are being developed to address required Total Maximum Daily Loads.

~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.5.7)**

POLICY 17.5.8: ~~Wildlife Movement Corridors.~~ For development within the Planning area the ~~Department~~ Division of Environmental Science will work with the North Fort Myers Community to identify opportunities for the establishment and protection of wildlife movement corridors and interconnection of conservation easements to facilitate wildlife movement through the county. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.5.8)**

NORTH FORT MYERS PUBLIC PARTICIPATION

OBJECTIVE 17.6: PUBLIC PARTICIPATION. ~~Beginning in 2008~~ The North Fort Myers Community will promote with Lee County enhanced community participation in the planning of capital improvements and decisions made in the North Fort Myers Community Planned area. ~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Objective 28.6)**

POLICY 17.6.1: The North Fort Myers Community will conduct an annual “Town Hall Meeting.” The community will invite the participation of the North Fort Myers District Commissioners, and appropriate county staff who can provide an update on public works needs in North Fort Myers and progress in addressing those needs. This progress report is intended to include topics such as:

- a. Congestion or capacity problems on existing facilities;
- b. Changes in the scope or timing of planned improvements; and
- c. Successes and failures in meeting levels of service.

~~(Added by Ordinance No. 09-11)~~ **(Relocated and Edited from the Future Land Use Element) (Formerly Policy 28.6.3)**

~~**POLICY 28.6.1: Notice of Land Development Code and Lee Plan Amendments.** As a courtesy, Lee County will register citizen groups and civic organizations that desire notification of pending review of Land Development Code or Lee Plan amendments. Upon registration, Lee County will provide registered groups with electronic documentation regarding pending amendments. This notice is a courtesy only and is not jurisdictional. Accordingly, the county's failure to provide timely notice will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 09-11) (Deleted)~~

~~**POLICY 28.6.2: Document Clearinghouse.** Lee County will work with the North Fort Myers community to establish a Document Clearing House, where copies of selected documents from permit applications, variance requests, staff reports and Lee Plan status updates. Hearing Examiner recommendations, decisions, Administrative Variances and Board resolutions for any development in the community will be kept for public inspection. The County's failure to provide or to timely provide documents to the Document Clearing House, or failure of the Document Clearing house to receive documents, will not constitute a defect in notice or bar a public hearing from occurring as scheduled. (Added by Ordinance No. 09-11) (Deleted)~~

OBJECTIVE 17.7: The North Fort Myers community supports the creation of a project specific, time specific, cost specific redevelopment plan for the North Fort Myers Downtown Waterfront area. ~~(Added by Ordinance No. 09-11)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 28.7)**

POLICY 17.7.1: The North Fort Myers community supports the integration of the redevelopment plan for waterfront downtown with the planning for the alignment, functional classification, and location of any Hancock Bridge Parkway expansion. ~~(Added by Ordinance No. 09-11)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 28.7.1)**

POLICY 17.7.2: The redevelopment plan will consider the stormwater needs and water and sewer needs that result from the transportation and land use changes of Downtown Waterfront. ~~(Added by Ordinance No. 09-11)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 28.7.2)**

POLICY 17.7.3: The land use component of Downtown Waterfront will include land uses that assist in completing North Fort Myers employment base, and broaden housing base for those who will be employed by the new center. ~~(Added by Ordinance No. 09-11)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 28.7.3)**

URBAN COMMUNITIES

PAGE PARK

PAGE PARK VISION

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. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Vision Statement)**

GOAL 18: 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. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Goal 27)**

PAGE PARK COMMUNITY CHARACTER & LAND USE

OBJECTIVE 18.1: Enhance the existing physical appearance of Page Park while maintaining the historic character of the community. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 27.1)**

~~POLICY 19.1.1:~~ ~~By the end of 2009, 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. (Added by Ordinance No. 09-08) (Delete)~~

POLICY 18.1.1 With the support of the Page Park Planning Panel, Lee County will enforce, implement and improve 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. (New Policy)

POLICY 18.1.2: Lee County is discouraged from approving deviations and variances that would result in a reduction of adopted landscaping, buffering, and signage guidelines, or compliance with the property appearance standards and architectural standards. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.1.2)**

~~POLICY 18.1.3:~~ ~~By the end of 2009 Lee County will continue to evaluate historic resources, if any, and draft a proposal for their designation under Chapter 22 of the Land Development Code. (Added by Ordinance No. 09-08) (Relocated from the Future Land Use Element) (Formerly Policy 27.1.3)~~

PAGE PARK COMMUNITY CHARACTER & LAND USE: MIXED USE OVERLAY

OBJECTIVE 18.2: MIXED USE OVERLAY. Encourage mixed use developments throughout Page Park in a manner that is consistent with the Page Park Vision Statement, ~~Goal 27,~~ and the Page Park Overlay Map. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 27.2)**

~~POLICY 19.2.1:~~ ~~By the end of 2009, 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. (Added by Ordinance No. 09-08) (Delete)~~

~~POLICY 19.2.2:~~ ~~By the end of 2009, The Page Park Planning Panel will propose regulations that encourage and allow mixed use developments within the Page Park Mixed Use Overlay, as depicted on Map 1 of the Lee Plan, page 6 of 8, Mixed Use Overlay Map. (Added by Ordinance No. 09-08) (Delete)~~

POLICY 18.2.1 With the support of the Page Park Planning Panel, Lee County will enforce, implement and improve Land Development Code regulations that encourage and allow mixed use developments within the Page Park Mixed Use Overlay. **(New Policy)**

POLICY 18.2.2: 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 the mixed use areas of Page Park. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.2.4)**

PAGE PARK COMMUNITY CHARACTER & LAND USE: RESIDENTIAL

OBJECTIVE 18.3: RESIDENTIAL USE. Lee County must protect and enhance the residential properties of the Page Park Community by strictly evaluating adjacent uses and access. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 27.3)**

POLICY 18.3.1: 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 Residential Planned Development (RPD). ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.3.1)**

PAGE PARK COMMUNITY CHARACTER & LAND USE: COMMERCIAL

OBJECTIVE 18.4: 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. ~~(Added by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Objective 27.4)**

POLICY 18.4.1: New stand-alone commercial activity and uses will be limited to Danley Drive and within the Commercial and Mixed Use areas shown in Red and Orange on the Page Park Overlay Map. 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. This policy does not apply to existing commercial uses and property currently zoned for commercial uses. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.4.1)**

POLICY 18.4.2: The following uses are prohibited within the Page Park Community: “detrimental uses” (as defined in the Land Development Code); nightclubs or bar and cocktail lounges not associated with a Group III Restaurant; and retail uses that require outdoor display over one acre. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.4.2)**

POLICY 18.4.3: ~~By the end of 2009,~~ Lee County will evaluate the Industrial Development Future Land Use designation to determine if an amendment to change the Industrial Development designation to the Central Urban Future Land Use designation should be considered to accommodate all existing industrial uses as well as the transition to mixed-use development and redevelopment. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.4.3)**

POLICY 18.4.4: New stand-alone industrial development that requires rezoning within the Page Park Community must be rezoned as an Industrial Planned Development (IPD). ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.4.4)**

PAGE PARK COMMUNITY CHARACTER & LAND USE: DESIGN GUIDELINES

OBJECTIVE 18.5: DESIGN GUIDELINES. To enhance the visual appeal of new development, the Page Park Community will propose architectural guidelines that will address the character and aesthetic appearance of the Page Park Community. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 27.9)**

POLICY 18.5.1: ~~By the end of 2009 The Page Park Planning Panel will propose~~ With the support of the Page Park Community, Lee County will enforce, implement, and improve regulations for architectural design guidelines. ~~(Added by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 27.9.1)**

POLICY 18.5.2: 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. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.9.2)**

PAGE PARK TRANSPORTATION

OBJECTIVE 18.6: TRANSPORTATION. All ~~road~~ transportation facility improvements within the Page Park Community considered by the county will address the community's goal to maintain its small town character and provide a walkable neighborhood with safe and accessible streets ~~give preference to alternatives that allow existing roads to function at their current capacity.~~ ~~(Added by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Objective 27.6)**

~~**POLICY 27.6.1:** To mitigate or curtail cut through and speeding traffic on local residential streets within the Page Park Community, the Page Park Planning Panel with assistance and guidance from the Lee County Department of Transportation, will prepare a traffic calming plan for local residential streets within the Page Park Community, consistent with Administrative Code AC 11-14, for residential streets that are determined by Lee County Department of Transportation to have discernible through traffic problems and/or experience 85th percentile speeds above the norm for the character of the local residential streets. Upon approval and receipt of funding, appropriate 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 that utilizes these techniques within the plan. (Added by Ordinance No. 09-08) (Deleted)~~

POLICY 18.6.1 Provide a walkable neighborhood with a pedestrian-friendly environment within the Page Park Community while utilizing input from stakeholders and working within the framework of current policies and procedures for traffic calming. **(New Policy)**

~~**POLICY 26.6.2:** As part of development of the traffic calming plan, the County may review and evaluate traffic control devices in the Page Park community, including one-way streets and stop controls, and remove or revise traffic control devices found to be obsolete for traffic routing. (Added by Ordinance No. 09-08) (Deleted)~~

POLICY 18.6.2: Improvements to South Road and Danley Drive must be consistent with the function and adopted level of service standard of the Lee Plan's Transportation Element. Expansion, reconstruction or realignment of Danley Drive or South Road should include engineering and financial feasibility analysis for physically separated provisions for bicyclists/pedestrians transit, bicycle, and pedestrian facilities to provide for connection to the Ten Mile John Yarborough Linear Park, Jerry Brooks Park, and US 41 corridors facilities. Paved shoulders and sidewalks may be considered where a separated path is not feasible. ~~(Added~~

~~by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 27.6.3)**

POLICY 18.6.3: Mixed-use, ~~and~~ commercial, and proposed residential developments within the Page Park Community are required to provide interconnect opportunities with adjacent mixed-use ~~and~~ commercial and residential uses in order to minimize access points onto ~~primary roads~~ Danley Drive and South Road, and improve connectivity and walkability to all streets. Existing residential developments are also encouraged to provide pedestrian interconnections ~~opportunities~~ with commercial and mixed-use areas, ~~including but not limited to bike paths and pedestrian paths.~~ ~~(Added by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 27.6.4)**

PAGE PARK PUBLIC FACILITIES & SERVICES: WATER & SEWER

OBJECTIVE 18.7: 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. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 27.7)**

POLICY 18.7.1: Central sewer service is strongly recommended for future higher density and intensity developments proposed within the Page Park Community. Any new developments that meet the criteria outlined in Lee Plan Sewer Standard (Policy 3.1.6 of the Future Land Use Element) are required to connect to a central sewer system. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.7.1)**

PAGE PARK PUBLIC FACILITIES & SERVICES: PARKS & RECREATION

OBJECTIVE 18.8: PARKS AND RECREATION. Lee County will work with the Page Park Community to ensure that recreation for the Page Park Community is provided. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 27.8)**

POLICY 18.8.1: Lee County Department of Parks and Recreation will work with surrounding property owners to evaluate options for code compliant parking and increased pedestrian safety for the users of Jerry Brooks Park, including the potential future realignment of South Road in accordance with the Board and Federal Aviation Administration adopted Page Field Airport Master Plan. ~~(Added by Ordinance No. 09-08)~~

POLICY 18.8.2: Lee County Department of Parks and Recreation will work with the Page Park Community to ensure that all enhancements of Jerry Brooks Park meet the recreational needs of the Page Park Community and are integrated into the existing park areas. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Policy 27.8.2)**

PAGE PARK: HOUSING

OBJECTIVE 18.9: HOUSING. The county will explore ways to assure decent, workforce housing to meet the needs of present and future residents of the Page Park Community. ~~(Added by Ordinance No. 09-08)~~ **(Relocated from the Future Land Use Element) (Formerly Objective 26.5)**

POLICY 18.9.1: ~~By the end of 2009 The Page Park Planning Panel will submit~~ With the support of the Page Park Community, Lee County will enforce, implement, and improve regulations that will provide standards for “live-work” housing within Page Park for Lee County to review, amend or adopt. ~~(Added by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 27.5.1)**

POLICY 18.9.2: The county will continue to 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. ~~(Added by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 27.5.2)**

POLICY 18.9.3: The county will continue to enforce minimum standards of housing and sanitation and require prompt action after the identification of abandoned or dilapidated property that may need to be demolished in accord with the Lee County Land Development Code. ~~(Added by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 27.5.3)**

POLICY 18.9.4: Upon request, 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. ~~(Added by Ordinance No. 09-08)~~ **(Relocated and Modified from the Future Land Use Element) (Formerly Policy 27.5.4)**

~~OBJECTIVE 27.10: 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. (Added by Ordinance No. 09-08)~~

~~POLICY 27.10.1: 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. (Added by Ordinance No. 09-08)~~

~~POLICY 27.10.2: The applicant for any Planned Development or Lee Plan amendment 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 citizen. 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. (Added by Ordinance No. 09-08)~~

TICE HISTORIC COMMUNITY

THE TICE HISTORIC COMMUNITY VISION

The Tice Historic Community is one of the oldest urban areas of Lee County, and has experienced significant demographic and economic change. The future vision for the Tice Historic Community is of an attractive, walkable, sustainable, mixed-use, and civically engaged community with a unique identity and an abundance of diverse employment and shopping opportunities. The Tice Historic Community will be improved by designating historic structures and neighborhoods; enhancing access to natural open spaces; creating attractive, safe and expanded pedestrian and bicycle facilities; and implementing a mixed use urban vision for the community. Through this vision, the community will focus on efforts to renovate and beautify aging commercial centers and neighborhoods, enhance multimodal utility and connectivity, identify and pursue opportunities for mixed use developments, and upgrade and diversify housing stock options.

(New Vision, Goals, Objectives and Policies. Formerly Palm Beach Boulevard Community Goal 23)

GOAL 19: THE TICE HISTORIC COMMUNITY. Incorporating the community's unique historic identity, redevelop the Tice Historic Community into vibrant commercial and residential neighborhoods, with mixed-use nodes, landscaping, safe pedestrian and bicycle facilities, improved transit service, with an array of public space and recreational areas.

TICE HISTORIC COMMUNITY CHARACTER & LAND USE: COMMUNITY PRINCIPLES

OBJECTIVE 19.1: DEVELOPMENT PRACTICES. Promote the redevelopment of the Tice Historic Community and support the community's history, urban character, riverfront location, multicultural population, interconnected neighborhoods, and convenient proximity to the region's economic, cultural, and recreational hub through development practices that address the following community concerns:

- a. Appearance, form, maintenance, use, and interconnectivity of private and public buildings;
- b. Expansion of multimodal transportation facilities;
- c. Extension of the community's road and street grid;
- d. Improvement of public facilities and infrastructure systems;
- e. Preservation and support of the area's historic structures and properties; and
- f. Develop mixed use centers.

POLICY 19.1.1: The Tice Historic Community will work with Lee County to improve the connectivity of the areas residential neighborhoods, business centers, educational and public resources, and parks through the development of three primary mixed-use centers as follows:

- a. **Tice Gateway** is located at the gateway to the community along Palm Beach Boulevard and I-75. This center will focus the redevelopment of the commercial plazas in front of the Morse Shores neighborhood and will provide a defined community center.
- b. **Tice Historic Center** is located where the Tice Historic Community connects to the City of Fort Myers at the intersection of Tice Street and Palm Beach Boulevard. This center contains businesses and community services such as the Tice Elementary School, several churches, and residential neighborhoods.
- c. **Tice Billy's Creek Commerce Center** encompasses the primary industrial and employment areas at the intersection of Lockett Road and I-75 and south along Ortiz Avenue to Ballard Road. This center provides strong linkages between the area's industrial and commercial employment and residential neighborhoods.

POLICY 19.1.2: The Tice Historic Community will work with Lee County to expand the linkages between the area's three mixed-use centers—Tice Gateway, Tice Historic Center, and Tice Billy's Creek Commerce Center—and its surrounding neighborhoods, employment areas, schools, public resources, and parks through the development of mixed-use, multimodal transportation corridors along Palm Beach Boulevard, Ortiz Avenue, Lexington Avenue, and Tice Street.

POLICY 19.1.3: Facilitate the redevelopment of the Tice Historic Community by maintaining incentives that encourage reinvestment in the community and its historic buildings such as:

- a. Relief from LDC regulations and development standards;
- b. Grants;
- c. Technical assistance; and

d. Tax credits.

POLICY 19.1.4: Improve the overall connectivity, increase the functionality the street grid, and expand the multimodal connectivity the Tice Historic Community by improving the linkages between the community's neighborhoods, economic centers, civic spaces, and public resources through the incorporation of:

- a. Connector roads and neighborhood streets;
- b. Courtyards, public plazas and gathering places;
- c. Greenway trails and sidewalks;
- d. Parks and recreational facilities;
- e. Blueways; and
- f. Natural open spaces.

POLICY 19.1.5: Evaluate creating a historic district pursuant to Chapter 22 that identifies and protects the Tice Historic Community's historic resources through historic designations. The intent of the historic district designation is to preserve and highlight the historic resources and ensure that new development is compatible with the historic character of the area.

POLICY 19.1.6: Lee County will encourage the preservation and reuse of historic and other structures in the Tice Historic Community by:

- a. Promoting redevelopment of the area;
- b. Enabling non-conforming structure, lots, and properties to be utilized;
- c. Integrating them into the fabric of the community;
- d. Promoting the form and development pattern of the community; and
- e. Supporting and defining the community's character and architectural features.

POLICY 19.1.7: The Tice Historic Community will explore funding sources and options for signage to identify key community entrances, neighborhoods, and historic structures.

POLICY 19.1.8: The Tice Historic Community will work with Lee County to explore local funding mechanisms to implement the community plan and achieve its adopted vision. These mechanisms may include establishment of a municipal service benefit/taxing unit.

TICE HISTORIC COMMUNITY CHARACTER & LAND USE: COMMERCIAL AND ECONOMIC CENTERS

OBJECTIVE 19.2: COMMERCIAL AND ECONOMIC LAND USES. Provide commercial, economic, and employment opportunities within the Tice Historic Community by establishing active economic corridors centered along Palm Beach Boulevard, Ortiz Avenue, Lexington Avenue, and Tice Street that feature high quality, distinct, and visually appealing commercial developments.

POLICY 19.2.1: Maintain and implement commercial and mixed-use land use policies and development regulations that provide for diverse and prosperous employment areas and promote the economic viability of the Tice Historic Community by addressing the following concerns:

- a. Underutilized buildings, shopping centers, and lots;
- b. Uses (e.g.: car lot, pawn shops, and package stores) that are not consistent with the community vision or those that have significant adverse impacts on community character or natural resources;

- c. Lots that have irregular size, depth, building placement, and lack parking, landscaping, and infrastructure facilities;
- d. Landscaping, hardscaping, streetscaping, and lighting features that help unify and add visual appeal to the community;
- e. Transportation resources that connect the Tice Community to the surrounding neighborhoods and greater Lee County region and provide opportunities to walk, bike, ride transit, and drive within and through the Tice Historic Community; and
- f. Transit facilities that link the community's three primary centers—Tice Gateway, Tice Historic Center, and Tice Billy's Creek Commerce Center— and provide for the specific needs of the area's workforce.

POLICY 19.2.2: Commercial developments within the Tice Historic Community, particularly those located within the three mixed-use centers—Tice Gateway, Tice Historic Center, and Tice Billy's Creek Commerce Center—, will be designed as to support a walkable, multimodal community with transportation facilities that provide for the needs of pedestrians, cyclists, transit riders, and drivers by providing:

- a. Interconnection of adjacent commercial uses in order to minimize vehicular access points on primary road corridors;
- b. Locating parking to the rear of the developments;
- c. Landscape and hardscape features that provide appropriate screening and buffering;
- d. Pedestrian connections such as sidewalks, trails, crosswalks, walkways and entrances, signalized and or lighted crossings, shade, and other pedestrian elements;
- e. Bike facilities such as bike racks, bike lanes, and bike ways; and
- f. Transit resources such as shelters, well serviced transit lines, and intermodal connection facilities.
- g. Improved network connections to Tice Street. Evaluate street extensions connecting Billy's Creek Commerce Center, Alta Vista Lane and Miramar Road.
- h. Intersection improvements along Palm Beach Boulevard, Ortiz Avenue, Lexington Avenue, and Tice Street.

POLICY 18.2.3: Incentivize the development of the area's three mixed-use centers and corridors by implementing regulating plans in accordance with Chapter 32 Compact Communities Code. Features of the regulating plans should include reduced parking standards, decreased open space and set-back requirements, and increased lot coverage.

OBJECTIVE 19.3: TRANSITIONAL USES. To establish transitional use areas between commercial corridors and single family residential neighborhoods.

POLICY 19.3.1: Transitional uses include pedestrian oriented retail uses, commercial offices, day care centers, mid-rise multifamily buildings, live-work units, and accessory apartments.

POLICY 19.3.2: Allow the conversion of single family uses abutting commercial uses that are located along commercial corridors into transitional uses.

POLICY 19.3.3: It is anticipated that transitional uses will coexist with existing single family residences in the transitional use area. Buffer walls are discouraged as vegetative buffers are preferred.

TICE HISTORIC COMMUNITY CHARACTER & LAND USE: RESIDENTIAL

OBJECTIVE 19.4: RESIDENTIAL USES. Support and enhance the residential character of the Tice Historic Community by preserving the historic character of the neighborhoods and improving the quality of life through increased access to parks and open spaces, public and civic facilities, commercial services, and employment centers.

POLICY 19.4.1: Expand multimodal connections as well as the street grid from the Tice Historic Community's residential neighborhoods (including: Morse Shores, Russell Park, South Tice, and Alabama Groves) to the area's commercial and economic areas, mixed use centers, parks, and schools.

POLICY 19.4.2: Provide for an integration of residential, commercial, employment, and public uses and expand the community's housing opportunities through the development of mixed-use plans for the Tice Gateway, Tice-Historic Center, and Tice Billy's Creek Commerce Center. Such plans are to be developed consistent with Chapter 32, Compact Communities Code and other established mixed use guidelines.

POLICY 19.4.3: The Tice Historic Community will work with Lee County to continually improve the overall maintenance of the housing stock through continued code and law enforcement.

TICE HISTORIC COMMUNITY PUBLIC FACILITIES & SERVICES

OBJECTIVE 19.5: COMMUNITY FACILITIES. Lee County will work with the Tice Historic Community to provide or facilitate the provision of a broad mix of community facilities including parks, utilities and infrastructure, and transportation.

POLICY 19.5.1: Community facilities in the Tice Historic Community will be located and designed to promote an economically vibrant, mixed use, and interconnected multimodal urban community. Public facilities, such as stormwater, transportation facilities, public spaces, and other utilities, in the community's mixed use centers will be developed to meet the unique needs and demands of such areas.

POLICY 19.5.2: The Tice Historic Community will work with Lee County to ensure that the development of parks and open spaces are integrated into the surrounding neighborhoods. The concept would be for parks to act as anchors for neighborhoods, and connect to other open space and recreational opportunities through pedestrian and bicycle linkages, either along public rights of way or through adjacent neighborhoods.

POLICY 19.5.3: The Tice Historic Community will work with Lee County to maintain the existing waterfront county park and to explore maintenance issues associated with the Russell Park Boat Ramp.

POLICY 19.5.4: The Tice Historic Community will work with Lee County, the State of Florida, and CSX Railroad to use the rail corridor for passenger rail service and, where possible, a system of walking trails, to provide alternate modes of travel linking the community to Bonita Springs in the south and Punta Gorda to the north. Lee County will work with the CSX Railroad and Seminole Gulf Railway to establish a trail within and/or along the rail right of way to enhance community recreational opportunities.

POLICY 19.5.5: Tice Historic Community will work with Lee County and the MPO to plan, implement, and fund a system of pedestrian and bicycle ways, greenways and trails, that provide safe and convenient access to employment, recreational, shopping, and health care services within and external to the community.

POLICY 19.5.6: Improve mobility within the Tice Historic Community by expanding and maintaining the area's multimodal transportations system. Enhancements will include improved Lee Tran stops and services.

pedestrian and bicycle routes, and intermodal connections to schools, shopping, employment areas, and residential neighborhoods.

POLICY 19.5.7: Lee County will work with the Tice Historic Community to implement complete streets with safe and convenient bicycle and pedestrian facilities. The community has placed a priority on improved sidewalks, bicycle lanes, pedestrian crossings, transit pull out areas and parallel parking on Ortiz Avenue north from Ballard Road to Palm Beach Boulevard. Regional transportation improvements on Palm Beach Boulevard, Ortiz Avenue, Tice Street, Lexington Avenue, Miramar Road, and Nuna Avenue will be evaluated during the MPO 2040 Long Range Transportation Plan process.

Community Alternative Language: POLICY 19.5.7 Lee County will work with the communities along Ortiz Avenue to implement an improved 2 lane cross section of Ortiz north of Ballard to Palm Beach Boulevard that is designed as a “complete street” with sidewalks and bike lanes, pedestrian crossings, transit pull out areas and parallel parking. Ortiz Avenue north from Ballard to Palm Beach Boulevard will be designed for safe and convenient pedestrian and bicycle access. In the future, Ortiz Avenue north of Ballard may only be widened to a maximum of three lanes.

POLICY 19.5.8: Lee County will work with the communities along Ortiz Avenue to evaluate, design and build a linear park system or greenway on the west side of Ortiz. The linear park should include shade trees, a meandering multiuse path, benches and other outdoor furniture and displays to highlight and improve the character of the area.

Community Alternative Language: POLICY 19.5.8 The Tice community will work with Lee County to evaluate, design and build a greenway on the west side of Ortiz Avenue. The greenway should include a bio-swale detention system and should also include shade trees, a meandering multiuse path, benches and other outdoor furniture and displays to highlight and improve the character of the area.

TICE HISTORIC COMMUNITY INTERLOCAL COOPERATION

OBJECTIVE 19.6: INTERLOCAL COOPERATION. Lee County will coordinate activities and work with the City of Fort Myers and the Florida Department of Transportation to enable and promote effective redevelopment activities within the Tice Historic Community.

POLICY 19.6.1: Lee County will work with the City of Fort Myers within the Tice Historic Community to:

- a. Encourage a better integrated development pattern that connects the community’s neighborhoods, commercial and economic areas, parks, schools, and natural areas;
- b. Promote the redevelopment of Palm Beach Boulevard;
- c. Provide for the area’s park and educational needs;
- d. Maintain and expand the area’s multimodal transportation network and street grid; and
- e. The county and city will utilize interlocal agreements as necessary.

POLICY 19.6.2: Promote the use of Palm Beach Boulevard as the “Gateway” to Fort Myers through a collaborative effort of the Tice Historic Community, Lee County, City of Fort Myers, and Florida Department of Transportation. Aesthetic and safety improvements will include:

- a. Road improvements such as striped cross walks, round-a-bouts; improved lighting; and reductions in lanes
- b. Bicycle and pedestrian improvements that better link the corridor to the surrounding neighborhoods; and

- c. Landscaping, hardscaping, signage and other community character elements;
- d. Building placement, pedestrian entranceways, and other physical design features; and
- e. Access to commercial businesses and neighborhood streets through connectivity improvements.

ADDITIONAL GOALS AND POLICIES

BURNT STORE MARINA VILLAGE FUTURE LAND USE CATEGORY

GOAL 20: BURNT STORE MARINA VILLAGE. To promote redevelopment that enhances the existing character of the Burnt Store Marina project, protects natural resources, and provides continuing public access to the water via boat ramps and docks while managing the location and intensity of future commercial, residential and commercial marina uses by establishing realistic aesthetic requirements designed to allow Burnt Store Marina Village the ability to develop as a community center. ~~(Added by Ordinance No. 09-16)~~ **(Formerly Goal 30)**

OBJECTIVE 20.1: The Burnt Store Marina Village is intended to encourage and facilitate redevelopment of the existing marina and commercial area located internal to the Burnt Store Marina project with an attractive mix of residential, marine, retail, hotel and office uses designed to enhance and protect the public use of, and access to, the waterfront and marina. Development of commercial retail, hotels, general office and marina related uses will predominate in the Burnt Store Marina Village. Limited residential and commercial marina uses are also permitted to facilitate the proper development mix to allow integration of the Burnt Store Marina Village into the overall Burnt Store Marina project. ~~(Added by Ordinance No. 09-16)~~ **(Formerly Objective 30.1)**

POLICY 20:1.1: The Burnt Store Marina Village area provides for the redevelopment that enhances the existing character of the Burnt Store Marina project, protects natural resources, and provides continuing public access to the water via boat ramps and docks while managing the location and intensity of future commercial, residential and commercial marina uses by establishing realistic aesthetic requirements designed to allow Burnt Store Marina Village the ability to develop as a community center. The following uses are permitted within the Burnt Store Marina Village category; a maximum of 55,000 square feet of retail uses; a maximum of 1,325 wet and dry spaces; a maximum of 15,000 square feet of office space; a maximum of 145 hotel units; and a maximum of 160 residential units. ~~(Added by Ordinance No. 09-16)~~ **(Formerly Policy 1.7.12)**

POLICY 20.1.2: The following uses are permitted within the Burnt Store Marina Village category; a maximum of 55,000 square feet of retail uses; a maximum of 525 wet slips; a maximum of 800 dry storage spaces; a maximum of 15,000 square feet of office space; a maximum of 145 hotel units; and a maximum of 160 residential units. A maximum height of 220 feet is permitted if multiple layers of parking are incorporated into the structures. ~~(Added by Ordinance No. 09-16)~~ **(Formerly Policy 30.1.1)**

POLICY 20.1.3: Redevelopment of any uses within the Burnt Store Marina Village must be accomplished through the Planned Development rezoning process in order to properly accommodate existing conditions, the proposed redevelopment plan, prevent adverse impacts to the surrounding areas and to ensure that appropriate site development regulations are incorporated into the development plans. Development in this future land use category is not required to comply with the site location criteria ~~provided in Goal 6~~ if appropriate site development regulations are adopted into the planned development. New development in this category must

connect to a potable water and sanitary sewer system. ~~(Added by Ordinance No. 09-16)~~ **(Edited) (Formerly Policy 30.1.2)**

POLICY 20.1.4: Lee County will cooperate with private developer efforts to create an identity for the Burnt Store Marina Village through unified architectural quality and creative site design that enhances the waterfront community and consists of scenic views, buildings with varying roof lines, open space, a pedestrian and neighborhood oriented activity center and enhanced buffering requirements. ~~(Added by Ordinance No. 09-16)~~ **(Formerly Policy 30.1.3)**

POLICY 20.1.5: Lee County will work in conjunction with private developers to reserve existing marina facilities with on or off-site public parking spaces for vehicles and trailers and access for the benefit of the public. ~~(Added by Ordinance No. 09-16)~~ **(Formerly Policy 30.1.4)**

POLICY 20.1.6: The residential and hotel development portions of this redevelopment project must be located outside of the designated Coastal High Hazard Area in accordance with Lee Plan Map _____. ~~(Added by Ordinance No. 09-16)~~ **(Formerly Policy 30.1.5)**

PRIVATE RECREATIONAL FACILITIES IN THE DR/GR

GOAL 21: PRIVATE RECREATIONAL FACILITIES IN THE DR/GR. To ensure that the development of Private Recreational Facilities in the DR/GR areas is compatible with the intent of this Future Land Use category, including recharge to aquifers, development of future wellfields and the reduction of density. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Goal 16)**

OBJECTIVE 21.1: To ensure that Private Recreation Facilities are located in the most appropriate areas within the DR/GR future land use category. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Objective 16.1)**

POLICY 21.1.1: The Private Recreation Facilities Overlay Map, Map 4____, shows those locations that are appropriate for the development of Private Recreation Facilities in the DR/GR area. The areas depicted on Map 4____ are consistent with the application of the following locational criteria:

1. Located outside of those areas designated for public acquisition through the Florida Conservation and Recreational Land Program (C.A.R.L.), the Corkscrew Regional Ecosystem Water Trust (C.R.E.W.), the South Florida Water Management District's Save Our Rivers Program, and the County's 2020 Conservation Program;
2. Located in areas characterized as predominantly impacted with agricultural, mining or other permitted uses;
3. Located outside of areas depicted as 100 Year Flood Plains, as illustrated on Map 9 ____ of the Lee Plan, as amended through June of 1998;
4. Located to minimize impact on "Hot Spots of Biological Resources and Rare Species Occurrence Records," from the Florida Game and Freshwater Fish Commission's, "Closing the Gaps in Florida Wildlife Habitat Conservation System" published in 1994;
5. Located in areas characterized by large lot single or limited ownership patterns; and,

6. Located in areas with direct access to existing roadways. ~~(Added by Ordinance No. 99-16)~~
(Formerly Policy 16.1.1)

POLICY 21.1.2: Private Recreational Facilities within the DR/GR land use category will only be allowed, subject to the other requirements of this Goal, in the areas depicted on Map 4____, Private Recreational Facilities Overlay Map. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.1.2)**

OBJECTIVE 21.2: GROWTH MANAGEMENT. Development of Private Recreation Facilities in the DR/GR areas must be consistent with the growth management principles and practices as provided in the following policies. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Objective 21.2)**

POLICY 21.2.1: PRIVATE RECREATION FACILITY PLANNED DEVELOPMENT. ~~By the end of December, 2000,~~ Lee County will amend the Lee County Land Development Code (LDC) to include provisions for a new Private Recreation Facilities Planned Development zoning category. All Private Recreational Facilities proposed within the Density Reduction Groundwater Resource land use category must be reviewed as a Development of County Impact, Private Recreation Facilities Planned Development. ~~(Added by Ordinance No. 99-16)~~ **(Modified)(Formerly Policy 16.2.1)**

POLICY 21.2.2: Approved Private Recreation Facilities Planned Developments will automatically expire, reverting to the original zoning category, if a Lee County Development Order is not obtained within five (5) years of zoning approval. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.1.2)**

POLICY 21.2.3: RESIDENTIAL USES PRECLUDED. Residential uses, other than a single bonafide caretaker's residence or a resident manager's unit, or those uses as listed in Policy 21.2.6 are not permitted in conjunction with a Private Recreational Facility Planned Development. Residential density associated with land zoned as Private Recreational Facility will be extinguished and cannot be transferred, clustered or otherwise assigned to any property. ~~(Added by Ordinance No. 99-16, Amended by Ordinance No. 10-21)~~ **(Formerly Policy 16.2.3)**

POLICY 21.2.4: Further, the approval of Private Recreational Facilities on any property within the DR/GR will not be considered as justification for approving an amendment to the Future Land Use Map series which would increase residential density in the DR/GR areas. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.2.4)**

POLICY 21.2.5: The boundaries of the Private Recreational Facility Planned Development may not be designed to allow out-parcels or enclaves of residential units to be integrated into the golf course perimeter, except as allowed in Policy 21.2.6. ~~(Added by Ordinance No. 99-16, Amended by Ordinance No. 10-21)~~ **(Formerly Policy 16.2.5)**

POLICY 21.2.6: Time share, fractional ownership units (meaning any dwelling unit for which ownership is shared among multiple entities for the primary purpose of creating short-term use or rental units rather than permanent full time residential units), and Bed and Breakfast establishments may be permitted if the property is included on Map 47 ____ as Rural Golf Course Residential Overlay area. These uses must be ancillary to or in conjunction with uses within the Private Recreational Facility, including a Golf Training Center or similar facility and must be located adjacent to, or within 1,000 feet of, the principal use that is being supported. Through the PRFPD process, the applicant must demonstrate that external vehicular trips will be

reduced from typical single-family residential units due to the ancillary nature of the use. ~~(Added by Ordinance No. 10-43)~~ **(Formerly Policy 16.2.6)**

POLICY 21.2.7: Time share, fractional ownership units, or Bed and Breakfast establishments will only be permitted in a designated Rural Golf Residential Overlay area as specified on Map 47 ____ and may only be constructed through transferring density in accordance with Policy 12.3.2(1). Each TDR credit that is eligible to be transferred to a Mixed-Use Community on Map 47 ____ can be redeemed for one timeshare unit, one fractional ownership unit, or two Bed and Breakfast bedrooms. ~~(Added by Ordinance No. 10-43)~~ **(Formerly Policy 16.2.7)**

POLICY 21.2.8: Private Recreational Facilities must have adequate fire protection, transportation facilities, wastewater treatment and water supply, and provided further that they have no adverse effects such as dust, noise, lighting, or odor on surrounding land uses and natural resources. ~~(Added by Ordinance No. 99-16, Renumbered by Ordinance No. 10-43)~~ **(Formerly Policy 16.2.8)**

POLICY 21.2.9: Private Recreational Facilities within the DR/GR may only be located in the areas depicted on the Private Recreational Facilities Map, Map _____. ~~(Added by Ordinance No. 99-16, Renumbered by Ordinance No. 10-43)~~ **(Formerly Policy 16.2.9)**

POLICY 21.2.10: Applications for Private Recreational Facility development will be reviewed and evaluated as to their impacts on, and will not negatively affect, any adjacent, existing agricultural, mining or conservation activities. ~~(Added by Ordinance No. 99-16, Renumbered by Ordinance No. 10-43)~~ **(Formerly Policy 16.2.10)**

POLICY 21.2.11: Applications for Private Recreational Facility development will be reviewed and evaluated as to their impacts on, and must be compatible with any adjacent publicly owned lands. ~~(Added by Ordinance No. 99-16, Renumbered by Ordinance No. 10-43)~~ **(Formerly Policy 16.2.11)**

POLICY 21.2.12: ~~During the 2010 comprehensive plan Evaluation and Appraisal Report process~~ The County will conduct a comprehensive evaluation of the impacts of Private Recreation Facilities on surface and groundwater quality and quantity. Recommendations from this evaluation will then be incorporated into the Lee Plan. ~~(Added by Ordinance No. 99-16, Renumbered by Ordinance No. 10-43)~~ **(Modified) (Formerly Policy 16.2.12)**

OBJECTIVE 21.3: GENERAL DEVELOPMENT REGULATIONS. The protection of water quality, quantity, natural resources, and compatibility will be addressed by additional development controls that regulate the permitted uses, parcel size, density, intensity and design of Private Recreational Facilities. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Objective 16.3)**

POLICY 21.3.1: Private Recreational Facilities will submit a Master Concept Plan at the time of Planned Development submittal that identifies the general location of proposed uses and structures, play fields and golf course routings. Minor adjustments to this Master Concept Plan may be made administratively at the discretion of the Director. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.3.1)**

POLICY 16.3.2: Applications for Private Recreational Facilities must include an environmental assessment during the zoning approval process. The assessment must include, at a minimum, an analysis of the

environment, historical and natural resources and a protected species survey as required by chapter 10 of the LDC. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.3.2)**

POLICY 21.3.3: In addition to an environmental assessment, the applicant must demonstrate compatibility with nearby land uses (by addressing such things as noise, odor, lighting and visual impacts), and the adequate provision of drainage, fire and safety, transportation, sewage disposal and solid waste disposal. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.3.3)**

POLICY 21.3.4: The development will incorporate an Integrated Pest Management program for any managed recreational areas. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.3.4)**

POLICY 21.3.5: Where buildings or impervious development is located within twenty-five feet of the property boundary, a buffer 15 feet wide, with 5 trees per 100 linear feet, and a solid double row hedge must be provided, unless a more restrictive buffer is required during the Planned Development Review. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.3.5)**

POLICY 21.3.6: No illumination may be used which creates glare on adjacent properties. All exterior lighting will be designed with downward deflectors to eliminate skyward glare. Parking areas, walkways and paths and maintenance areas may be illuminated for security purposes, provided that light poles do not exceed twelve feet in height. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.3.6)**

POLICY 21.3.7: Native and xeriscape vegetation will be encouraged, such that:

1. 100% of all required trees and 75% of all additional trees must be native.
2. 80% of all required shrubs and 50% of all additional shrubs must be native.
3. A minimum of 70% of all trees and shrubs must be xeriscape varieties.
4. The native and xeriscape requirements do not apply to turf areas.
5. No plant species included in the Florida Exotic Pest Plant Council, 1999 List of Florida's Most Invasive Species, will be planted. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.3.7)**

POLICY 21.3.8: The following site requirements, regulating lot size, setbacks and open space must be equaled or exceeded:

1. Principal uses, other than golf courses, and the ancillary uses listed in Policy 21.2.6, permitted under this subdivision must have a minimum lot size of ten acres.
2. Building Setbacks.
 - a. Fifty (50) feet from an existing right-of-way line or easement.
 - b. Seventy-five (75) feet from any private property line under separate ownership and used for residential dwellings.
 - c. Fifty (50) feet from any adjacent agricultural or mining operation.

- d. Greater setbacks may be required during the Public Hearing process to address unique site conditions.
3. Setbacks for accessory buildings or structures. All setbacks for accessory buildings or structures must be shown on the Master Concept Plan required as part of the Planned Development application. No maintenance area or outdoor storage area, irrigation pump or delivery area may be located less than 500 feet from any existing or future residential use, as measured from the edge of the above-listed area to the property line of the residential use. For purposes of this policy, any property that is 10 acres or less in size and is zoned to permit dwelling units will be considered a future residential property. Properties larger than 10 acres may be considered future residential based on the property's size, the ownership pattern of properties in the surrounding area, and the use, zoning and size of surrounding properties. To allow flexibility, the general area of any accessory buildings, structures and maintenance areas must be shown on the site plan with the appropriate setbacks as noted in this subsection listed as criteria for the final placement of these buildings, structures or facilities.

In addition to the other standards outlined in this policy, any maintenance area or outdoor storage area, irrigation pump or delivery area must meet one of the following standards:

- a. be located 500 feet or more from any property line abutting an existing or planned public right-of-way; or
 - b. provide visual screening around such facilities, that provides complete opacity, so that the facilities are not visible from any public right-of-way; or
 - c. be located within a structure that meets or exceeds the current Lee County architectural standards for commercial structures.
4. Open Space. A minimum of 85% open space must be provided. However, natural and man-made bodies of water may contribute 100% to achieving the minimum requirements. To the extent possible, pervious paving and parking areas, and buildings elevated above ground level will exceed the 85% open space requirement.
 5. Security. All entrances to Private Recreational Facilities must be restricted from public access during non-use hours. ~~(Added by Ordinance No. 99-16, Amended by Ordinance No. 02-04, 10-21)~~ **(Formerly Policy 16.3.8)**

POLICY 21.3.9: Density/Intensity Limitations proposed uses are subject to the following limitations:

Clubhouse/Administrative Area:	20,000 SF/18 hole golf course.
Golf Course Restrooms:	Not to exceed two structures per 18-hole golf course, limited to 150 square feet per structure.
Maintenance Area:	Not to exceed 25,000 SF of enclosed or semi-enclosed building area, on a maximum of 5 acres of land per 18 hole golf course.
Fractional Ownership/ Time-share Units:	The maximum allowable units will be calculated based on 1 du/10 acres for the entire area of the PRFPD. All timeshare/fractional ownership units must be transferred in accordance with Policy 33.3.3(1).
Bed and Breakfast Establishments:	The maximum number of Bed and Breakfast Establishments will be limited to 1 per every 18 holes of golf. Bedrooms within a Bed and Breakfast Establishment will be limited to a maximum of 7 per unit, with a maximum of two adult occupants per bedroom.
Horse Stable:	40,000 SF of Stable Building/10 acres.
Camping Restrooms:	1 toilet per four (4) camp units, clustered in structures not to exceed 500 square feet per structure. 1 shower per 4 toilets.
Camping Area Office:	1,000 SF per campground.

(Added by Ordinance No. 99-16, Amended by Ordinance No. 02-02, 10-21) ~~(Formerly Policy 16.3.9)~~

OBJECTIVE 21.4: WATER QUALITY, QUANTITY, AND SURFACE WATER RESOURCES.

Private Recreational Facilities must be located, designed and operated in such a way that they will not degrade the ambient surface or groundwater quality. These facilities must be located, designed and operated in such a way that they will not adversely impact the County's existing and future water supply. The location, design and operation of Private Recreational Facilities must maintain or improve the storage and distribution of surface water resources. ~~(Added by Ordinance No. 99-16)~~ ~~(Formerly Objective 16.4)~~

POLICY 21.4.1: All applications and documentation for the planned development rezoning process must be submitted to the Lee County Division of Natural Resources for their formal review and comment. The Division of Natural Resources Director must make a formal finding that the proposed uses will not have negative impacts on present and future water quality and quantity, and will review and approve modeling submitted to support the Planned Development. Applicant modeling efforts must be evaluated and approved by the Lee County Division of Natural Resources and the Lee County Utilities Division. Issues of well locations, easements and wastewater re-use must be evaluated and approved by the Lee County Division of

Natural Resources and the Lee County Utilities Division during the Planned Development process. Formal agreements addressing these issues will be entered into prior to the issuance of a Development Order. Co-location of recreational and public facilities is encouraged. ~~(Added by Ordinance No. 99-16, Amended by Ordinance No. 03-04).~~ **(Formerly Policy 16.4.1)**

POLICY 21.4.2: Applications for Private Recreational Facilities in or near existing and proposed wellfields must be designed to minimize the possibility of contamination of the groundwater during construction and operation. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.4.2)**

POLICY 21.4.3: Private Recreational Facilities must provide a monitoring program to measure impacts to surface and groundwater quality and quantity (see Objective 21.7). ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.4.3)**

POLICY 21.4.4: As part of a rezoning request for a Private Recreational Facility in the DR/GR area, a pre-development groundwater and surface water analysis must be conducted and submitted to the County. This analysis is intended to establish baseline data for groundwater and surface water monitoring for the project area. The analysis must be designed to identify those nutrients and chemicals which are anticipated to be associated with the project. Prior to the applicant commencing this baseline study, the methodology of the study must be submitted for review, comment, and approval by the County. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.4.4)**

POLICY 21.4.5: Any "Private Recreational Facility" located in any wellfield protection zone must meet the requirements/criteria for protection zone 1, unless updated modeling is provided by the applicant and is approved by Lee County Division of Natural Resources and the Lee County Utilities Division. ~~(Added by Ordinance No. 99-16, Amended by Ordinance No. 03-04)~~ **(Formerly Policy 16.4.5)**

POLICY 21.4.6: The surface water management system design must incorporate natural flowway corridors, cypress heads, natural lakes, and restore impacted natural flowway corridors.

1. Stormwater run-off must be pre-treated through an acceptable recreated natural system or dry retention and water retention system, prior to discharging the run-off into existing lake or wetland (any aquatic) systems. Included within these systems must be an average 50 foot wide vegetative setback measured from the edge of managed turf to the wetland jurisdictional wetland line or top of bank of natural water bodies.
2. The development must maintain the function and integrity of local and regional flowways. Flowways are precluded from being primary surface water treatment areas. Applications for Private Recreational Facilities must demonstrate adequate hydraulic capacity without increasing flood levels. Private Recreational Facilities must participate in the implementation of the Lee County Surface Water Management Plan as well as the South Florida Water Management District's South Lee County Watershed Plan.
3. The Historic Flowway Aerial Map depicts the general flowway paths that exist in the DR/GR area. The lines shown on this map are not regulatory but show the general boundaries of the main conveyances. During the rezoning process, conceptual surface water management plans must be submitted and approved. Prior to the issuance of a Development Order, proposed Private

Recreation Facilities will provide detailed hydrologic and hydraulic analysis demonstrating the limits of flow for various storm events and the developed sites ability to convey these flows. Where an existing flowway is not well defined or discontinuous, flexibility will be given to allow different alignments within a site. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.4.6)**

POLICY 21.4.7: Any Private Recreational Facilities proposed within the DR/GR land use category must cooperate with Lee County and SFWMD in implementing an overall surface water management plan as outlined in ~~Objective 60.2 and 117.1~~ Objective 5.1 of the Community Facilities Element and Policy 2.1.1 of the Conservation and Coastal Management Element. Compliance with these Policies must be demonstrated during Development Order approval. ~~(Added by Ordinance No. 99-16)~~ **(Modified) (Formerly Policy 16.4.7)**

POLICY 21.4.8: If a proposed Private Recreation Facilities falls within an area identified as an anticipated drawdown zone for existing or future public well development, the project must utilize an alternative water supply such as reuse or withdrawal from a different non-competing aquifer or show that adequate supply is available in excess of that being used for planned public water supply development. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.4.8)**

OBJECTIVE 21.5: WILDLIFE. The location, design and operation of Private Recreational Facilities will incorporate preservation and/or management activities that restrict the unnecessary loss of wildlife habitat or impact on protected species, species of special concern, threatened or endangered species. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Objective 16.5)**

POLICY 21.5.1: The development will not have an adverse impact on any existing, viable on-site occupied wildlife habitat for protected species, species of special concern, threatened or endangered species. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.5.1)**

POLICY 21.5.2: All proposed fencing must be designed to permit wide-ranging animals to traverse the site. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.5.2)**

POLICY 21.5.3: Through the development review process, Private Recreation Facilities will be designed and operated to conserve critical habitat of protected species. This will be accomplished through regulation, incentives and public acquisition. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.5.3)**

OBJECTIVE 21.6: NATURAL RESOURCES. Private Recreational Facilities must be located, designed and operated to minimize environmental impacts, and where appropriate, protect, enhance and manage natural resources such as flowways, waterways, wetlands, natural water bodies, and indigenous uplands. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Objective 16.6)**

POLICY 21.6.1: All retained onsite natural areas, must be perpetually managed by the owner(s), or their assignees, with accepted Best Management Practices. The type of management techniques will be determined by the specific plant community. A natural area land management plan must be submitted to the Lee County Division of Planning prior to the approval of a final local development order. Management techniques addressed in the plan must include, but not be limited to the following:

- Exotic pest plant control;
- Removal of any trash and debris;
- Restoration of appropriate hydrology;

- Prescribed fire;
- Native plant restoration, where appropriate;
- Discussion of flora and fauna;
- Enhancement of wildlife habitat; and,
- Retention of dead trees and snags. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.6.1)**

POLICY 21.6.2: The development will minimize adverse effects on wetlands and riparian areas; and will result in no net reduction in functional wetland acreage as identified by the South Florida Water Management District Wetland Rapid Assessment Procedure (WRAP). ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.6.2)**

POLICY 21.6.3: Private Recreational Facilities must be designed to preserve a minimum of 50% of on-site, indigenous native upland habitat. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.6.3)**

POLICY 21.6.4: The development will incorporate energy and resource conservation devices, such as low flow water fixtures, and natural skylights. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.6.4)**

OBJECTIVE 21.7: MONITORING AND ENFORCEMENT. In order to ensure that Private Recreational Facilities do not degrade the ambient condition of water quality, water quantity, vegetation and wildlife, an ongoing monitoring program must be established by the developer. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Objective 16.7)**

POLICY 21.7.1: Annual surface water and groundwater monitoring must continue in perpetuity. The monitoring requirements will be established utilizing those nutrients and chemicals that are anticipated to be associated with the proposed project that were identified by the pre-development groundwater and surface water analysis required by Policy 21.4.4. This surface and groundwater monitoring is to be conducted, at a minimum, on a quarterly basis by a qualified third party. This monitoring data must be submitted to the County as soon as it is available. A summary report of this monitoring effort must be provided annually to Lee County Division of Natural Resources for their review. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.7.1)**

POLICY 21.7.2: If surface and/or groundwater monitoring shows degradation of water quality the County will notify the property owner that a plan, to correct the identified problem(s), must be submitted. The property owner must submit a plan of action within 30 days after receipt of written notice from the County. The plan must identify actions that will correct the problem(s) within the shortest possible time frame. This plan will be reviewed and must be found to be acceptable by the County. If the plan is not submitted as required, or is found to be unacceptable by the County, the County will require that all activities on the property cease until a plan is submitted and approved. The approved plan must be implemented by the property owner. If the County determines that the approved plan is not being implemented properly, the County can require that all activities on the property cease until the property owner comes back into compliance. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.7.2)**

POLICY 21.7.3: The approved Private Recreational Facility must submit an annual monitoring report for a period of five (5) years, addressing the interaction between the use and environment. This report must provide a discussion and documentation on the following activities:

1. Construction Monitoring - the applicant will submit annual reports detailing construction activities, permitting, compliance with Audubon International Signature Standards and percent complete.
2. Land Management Activities - including those used on the golf course, as well as natural and preserve areas.
3. Wildlife Monitoring - the applicant will provide a discussion of wildlife, wildlife activity, and wildlife management activities.
4. Irrigation Monitoring - the applicant will provide a summary of the monthly irrigation withdrawal and irrigation sources.
5. Mitigation/Vegetation Monitoring - the applicant will provide status reports on the viability of any mitigation and/or landscaping conducted on site.
6. Integrated Pest Management Monitoring - the applicant will provide a discussion on the pest management techniques, and any pest problems that have occurred on the project.

Should adverse impacts in any of the above areas be identified, enforcement and mitigation will be provided through the appropriate regulatory agency and enforcement procedures. These procedures will be spelled out during the development order process. If, after five years, no significant adverse impacts are determined, the reporting on these subjects may be terminated. (~~Added by Ordinance No. 99-16~~) **(Formerly Policy 16.7.3)**

OBJECTIVE 21.8: GOLF COURSE PERFORMANCE STANDARDS. The location, design and operation of golf courses located within Private Recreational Facilities will minimize their impacts on natural resources, and incorporate Best Management Practices. A maximum of five (5) 18-hole golf courses, for a total of 90 golf holes, will be permitted through 2035. (~~Added by Ordinance No. 99-16, Amended by Ordinance No. 10-21~~) **(Formerly Objective 16.8)**

POLICY 21.8.1: Natural waterways located on the site of a proposed golf course must be left in a natural, unaltered condition. Channelization will not be performed. (~~Added by Ordinance No. 99-16~~) **(Formerly Policy 16.8.1)**

POLICY 21.8.2: An applicant must demonstrate, prior to the issuance of a local development order, that a golf course is designed to minimize adverse effects to waters and riparian areas through the use of such practices as integrated pest management, adequate stormwater management facilities, vegetated buffers, reduced fertilizer use, etc. The facility must have an adequate water quality management plan, such as a stormwater management facility constructed in uplands to ensure that the recreational facility results in no substantial adverse effect to water quality. (~~Added by Ordinance No. 99-16~~) **(Formerly Policy 16.8.2)**

POLICY 21.8.3: If a waterway crossing is necessary, then it must be designed to minimize the removal of trees and other shading vegetation. Any crossings of existing natural flowways and water bodies must be bridged. Created or restored flowways and water bodies may be crossed by bridges or culverts or a combination as approved by Lee County and the South Florida Water Management District. (~~Added by Ordinance No. 99-16~~) **(Formerly Policy 16.8.3)**

POLICY 21.8.4: Waterway crossings by cart paths will be constructed of permeable material, no wider than 8-feet, and placed on pilings from edge of floodplain to edge of floodplain. ~~(Added by Ordinance No. 99-16)~~
(Formerly Policy 16.8.4)

POLICY 21.8.5: A new lake or pond should not be located within an existing natural waterway. Upland ponds must not expose stream channels to an increase in either the rate or duration of floodwater, unless required by the South Florida Water Management District for regional water management objectives. ~~(Added by Ordinance No. 99-16)~~
(Formerly Policy 16.8.5)

POLICY 21.8.6: For golf course developments, all fairways, greens, and tees must be elevated above the 25 year flood level, and all greens must utilize underdrains. The effluent from these underdrains must be pre-treated prior to discharge into the balance of the project's water management system. ~~(Added by Ordinance No. 99-16)~~
(Formerly Policy 16.8.6)

POLICY 21.8.7: Where a golf course is proposed, it must comply with the Best Management Practices for Golf Course Maintenance Departments, prepared by the Florida Department of Environmental Protection, May 1995. ~~(Added by Ordinance No. 99-16)~~
(Formerly Policy 16.8.7)

POLICY 21.8.8: The owners will employ management strategies in and around any golf course to address the potential for pesticide/chemical pollution of the groundwater and surface water receiving areas. The owners will comply with the goals of the Audubon International Signature Program for Golf Courses. The management practices include:

1. The use of slow release fertilizers and/or carefully managed fertilizer applications.
2. The practice of integrated pest management when seeking to control various pests, such as weeds, insects, and nematodes. The application of pesticides will involve only the purposeful and minimal application of pesticides, aimed only at identified targeted species. The regular widespread application of broad-spectrum pesticides is not acceptable. The management program will minimize, to the extent possible, the use of pesticides, and will include the use of the USDA-SCS Soil Pesticide Interaction Guide to select pesticides for uses that have a minimum potential for leaching or loss due to runoff depending on site specific soil conditions. Application of pesticides within 100 feet of any CREW, or other adjacent public preserve lands, is prohibited.
3. The coordination of the application of pesticides with the irrigation practices (the timing and application rates of irrigation water) to reduce runoff and the leaching of any applied pesticides and nutrients.
4. The utilization of a golf course manager who is licensed by the State to use restricted pesticides and who will perform the required management functions. ~~(Added by Ordinance No. 99-16)~~
(Formerly Policy 16.8.8)

POLICY 21.8.9: Irrigation systems must utilize computerized irrigation based on weather station information, moisture sensing systems to determine existing soil moisture, evapotranspiration rates, and zone control, to ensure water conservation. For Private Recreation Facilities located outside of the depicted Wellfield Protection zones, re-use water, where available, will be utilized for irrigation. Re-use water within

Wellfield Protection zones must be in compliance with the Wellfield Protection Ordinance. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.8.9)**

POLICY 21.8.10: Golf courses must be designed, constructed, managed and certified in accordance with the Audubon International Signature Program. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.8.10)**

POLICY 21.8.11: It is the landowner(s) responsibility to notify the County within ten (10) working days if the status of certification from Audubon changes from being in full compliance. Failure to do so could result in penalties up to and including revocation of golf course use if it is deemed that the violation(s) are a possible threat to the environment. If the golf course loses its certification from Audubon, then the property owner must submit a plan of action acceptable to the County that will achieve re-certification in the shortest possible time. The plan must be submitted within 30 days after receipt of written notice from the County. If the plan is not submitted as required, then all activity on the property must cease until a plan is submitted and approved. An approved plan must be implemented in good faith by the property owner. If the County determines that the plan is not being implemented properly, then all activity on the property must cease until the property owner comes back into full compliance. ~~(Added by Ordinance No. 99-16)~~ **(Formerly Policy 16.8.11)**

POLICY 21.8.12: GOLF SITE REQUIREMENTS.

1. The minimum number of golf holes is 18. The minimum size for an 18 hole golf course is 150 acres. In no instance may the golf course impacts exceed 150 acres per 18 holes. Allowable uses within the impact area are greens, tees, fairways, clubhouses, maintenance facilities, cart and pedestrian pathways, parking areas, i.e. all associated support uses.
2. Two hundred (200) acres of indigenous vegetation preserve is required for every 18 holes. The indigenous vegetation preserve requirement may be provided on-site or off-site. On-site preserves must be a minimum of 1-acre in size; minimum 75-foot wide with an average 100-foot width. Indigenous vegetation preserved on site may utilize a two to one (2:1) credit on a sliding scale based on minimum acreage and width criteria to be included in the Land Development Code. However, the indigenous vegetation preserve requirement must be met with a minimum of one hundred (100) actual indigenous acres onsite. Indigenous vegetation preservation requirements must be met outside of the 150 acre golf course impact area.
3. All off-site indigenous vegetation preserves must be located within the DR/GR areas. Unless located within or adjacent to existing or designated public acquisition areas, the minimum parcel size is fifty (50) indigenous acres.
4. The off-site indigenous vegetation preserves must include a management plan that is approved as part of the Planned Development rezoning. This management plan must include invasive exotic vegetation removal with perpetual management. This does not preclude the transfer of the property to a public entity as long as perpetual maintenance is guaranteed.

5. Additional golf development must be in increments of 9 golf holes. For every additional 9 golf holes, the site area must be increased by 75 acres. Additional golf course impacts are limited to 75 acres per nine holes. The on-site or off-site indigenous preserve area must be increased by 100 acres for each nine holes and is subject to the restrictions above. ~~(Added by Ordinance No. 99-16, Amended by Ordinance No. 02-02)~~ **(Formerly Policy 16.8.12)**

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CPA2011-13 TRANSPORTATION ELEMENT

DIVISION OF PLANNING

MEMORANDUM



LEE COUNTY

SOUTHWEST FLORIDA

to: Local Planning Agency

from: Brandon Dunn, Senior Planner
Andy Getch, LCDOT Planning Manager

subject: Proposed Transportation Element Summary of Comments and Changes

date: February 14, 2014

The Transportation Element is being completely rewritten. The initial review of the staff report and draft Transportation Element by the LPA occurred November and December 2012. Review also was conducted by Community Sustainability Advisory Committee (CSAC). Staff report and minutes for LPA and CSAC are available here:

<http://www.lee-county.com/gov/dept/dcd/Planning/Amendments/Documents/RA2012/CPA2011-13/CPA201113.pdf>

<http://www.leegov.com/gov/dept/dcd/Planning/Amendments/Pages/amendment.aspx?aid=604>

At the November and December 2012 LPA public hearing, the LPA asked staff continue working on the document in order to better address the following issues:

- Clarification of the use and application of Multimodal Transportation Level of Service;
- Clarify development regulation levels and applicability to concurrency;
- Funding, impact fees, and mobility fees; and
- Coordination with the MPO and FDOT.

At the November 28, 2012 Community Sustainability Advisory Committee (CSAC) meeting, CSAC recommended the staff continue working on the document in order to better address the following issues:

- Base Multimodal Transportation Level of Service on an active model in other jurisdiction
- Promote a mode shift;
- Eliminate transportation concurrency;
- Funding priorities and alternative sources, including mobility fees; and
- Design for context.

Subsequent to the review by LPA and CSAC, the Horizon Council requested to review this element. On April 11, 2013 the Business Issues Task Force reviewed the draft. The Task Force summarized recommendations on a number of draft Lee Plan elements in a June 26, 2013 report later approved by the Horizon Council.

- Eliminate transportation regulatory LOS and concurrency; and
- Provide incentives for urban redevelopment including:
 - reductions in impact fees
 - accessibility improvements
 - improvements to mass transit

Stakeholder and public comments have also been received throughout the process via Lee County Town Hall and contacts with individual staff members. In response to these comments and varied sources of input, staff has prepared an updated draft. Attached is a strikethrough/underline version.

Transportation

It is the intent of the updated Lee Plan Transportation Element to: (1) address travel modes throughout the county by providing for the needs of all users and modes including pedestrians, bicyclists, transit riders, and drivers; (2) address principles and standards for complete streets and context-sensitive design and form of roadways and multi-modal facilities; (3) support a strong economy through an intermodal system that allows for the effective movement of goods via roadway, air, rail, or water; (4) connects transportation needs and demands to other plan elements in order to promote more compact patterns of development and increased connectivity; and (5) conserve energy through efficient transportation practices.

GOAL 1: MULTIMODAL TRANSPORTATION. Provide for a comprehensive multimodal transportation system that ~~efficiently transports~~ moves people and goods ~~through and within the county via a variety of~~ with safe and interconnected transportation options.

OBJECTIVE 1.1: Land Use - Transportation Connections. Develop a system that provides pedestrian pathways, bikeways, transit routes and facilities, and roadways to connect a variety of places and meet the diverse needs of all community members, business people, and visitors.

POLICY 1.1.1: By the year 2035, establish a multimodal transportation infrastructure system in support of the development of mixed-use ~~places~~ centers and urban, suburban, and rural communities.

POLICY 1.1.2: Encourage development practices that promote walkable communities, transit-oriented development, and active living, improve accessibility to amenities and vital services, and connect people to activity centers.

POLICY 1.1.3: Create safe, affordable, accessible mobility and physical activity opportunities for all people by promoting the integration of land uses that encourage people to walk, ride bikes, and use transit as part of their daily routines. A target for the total bike and walk percentage of trips to work is 5 percent. A target for the total bike, walk and transit percentage of trips to work is 25 percent by:

- a. Prioritizing the needs of pedestrians, bicyclists, and transit riders in areas where ~~the county desires to promote~~ walkable communities are desired;
- b. Implementing pedestrian, bicycle, and transit facilities where shops, services, employment centers, parks, public facilities, and civic areas are within a ¼ mile of residential neighborhoods; and
- c. Reducing-Evaluate the size number of motor vehicle lanes, lane widths and operating speeds of streets in urban and mixed-use areas.
- d. Adding ten to twenty miles of bicycle and pedestrian facilities per year.

POLICY 1.1.4: Improve access and use of transit services to increase the annual unlinked passenger trips from 3,000,000 recorded in FY 2011 to 5,000,000 by 2025 through:

- a. Transit service accessibility for all—particularly youth, elderly, persons with disabilities, disadvantaged populations, and residents with special needs;
- b. Improved transit services ~~that decrease and~~ headways ~~on designated routes~~, improve connections within the system, and promote intermodal opportunities;
- c. Bus rapid transit routes to link higher ~~density and intensity~~ trip generators, mixed-use, and transit oriented developments;
- d. Strategically located park-and-ride facilities;
- e. Passenger incentives through local businesses, ~~discount coupons~~, and employer funded programs;
- f. Technology, internet service, and mobile internet tools that disseminate information about transit scheduling and service;
- g. Education and advertising campaigns targeted to community members and businesses that promote transit as a cost-effective and efficient transportation alternative; and
- h. Provision of inter-county transit services, in collaboration with adjacent counties.
- i. Improved transit premium service facilities such as bus rapid transit, queue jumps, exclusive bus lanes, high occupancy vehicle lanes, or signal priority for transit vehicles;
- j. Automated vehicle location systems on transit vehicles, including real-time arrival signage, and information kiosks at transfer facilities and human service agencies;

POLICY 1.1.5: Utilize transportation demand management (TDM) strategies that further reduce or redistribute single occupancy vehicle demand as measured by the drive alone percentage of journey to work. A target is to reduce the drive alone percentage to 70 percent by 2020 and 60 percent by 2035. Strategies include:

- a. Signing, marking, and other design improvements to increase awareness that roadways operate as shared bicycle and/or pedestrian facilities;
- b. Automatic detection and bike boxes at traffic signals that improve pedestrian and bicycle crossing;
- c. Pedestrian facility improvements in urban areas such as mid-block crossings;
- d. Ride sharing programs such as carpooling, vanpooling, multiple occupancy vehicle lanes, designated parking spaces, and other techniques;
- e. Employer-based incentives and programs to increase the use of TDM strategies in place of single-occupant motor vehicle travel;
- f. Park-and-ride or commuter lots;
- g. Variable work hours and teleworking; and
- h. Motor vehicle parking, tolls and congestion pricing.

In this objective some changes were made based on CSAC and Horizon Council comments. Changes were made to reflect CSAC comments on Goal 1, “reflect mobility & accessibility”; Objective 1.1 “Identify mode shift parameters/goals.” and “Add accessibility and utilization”; Policy 1.1.3.c “Clarify “size”.”; Policy 1.1.4.a “Clarify or delete “on designated routes”.”; and Policy 1.1.4.c “Replace “Density and Intensities” with “Trip generators””. Changes were not

made to Policy 1.1.4(g) to reflect the CSAC comment to add “budgeting for education, marketing and advertising”. Staff recommends that specific budget items are not part of a plan policy. Budgeting is part of the CIP which is another component of the plan. Policy 1.1.5 was added to split TDM strategies moved from TDM strategies in Policy 1.2.4. The TDM strategies also reflect the Horizon Council comments to incentivize urban redevelopment by “improvements to mass transit”.

OBJECTIVE 1.2: Safe Travel System. Protect the health, safety, and welfare of all users of the transportation system. Provide an efficient system through best practices, effective traffic regulations, public education, and other methods to create a culture of safe travel. The target is to have zero crash related fatalities.

POLICY 1.2.1: Consider the diverse needs, demands, and safety concerns of system users when conducting transportation planning and engineering studies. Balance concerns and conflicts to achieve an effective and efficient multimodal transportation system through:

- a. Facilities based on location and needs in mixed-use, urban, suburban, and rural areas;
- b. Safe bicycle, pedestrian, and transit facilities which may include lighting, landscaping, and shade, preferred or exclusive use lanes, and traffic calming;
- c. Block size and connectivity; and
- d. Meeting the needs of a multi-generational community and providing accessibility for persons with disabilities.

POLICY 1.2.2: Maximize safety, capacity, and operational ability of all modes of travel along county-maintained roadways through the enforcement of traffic control; motor vehicle access control to private property; and reallocation of right-of-way to increase transit, bicycle, and pedestrian use.

POLICY 1.2.3: Maintain a Transportation System Management (TSM) program to identify high-hazard crash locations as well as structural and non-structural improvements that would mitigate hazards.

POLICY 1.2.4: Utilize TSM and ~~transportation demand management (TDM)~~ strategies that promote better utilization of the county’s transportation resources (roadways, pedestrian pathways, bikeways, transit services, air facilities, railways, and ports) and allow for better movement of people and goods. Strategies include:

- a. Traffic signal progression programs (including synchronization);
- b. ~~Improved transit premium service facilities such as exclusive bus lanes, high occupancy vehicle lanes, or signal priority for transit vehicles;~~
- c. ~~Implement automated vehicle location systems on transit vehicles, including real-time arrival signage, and information kiosks at transfer facilities and human service agencies;~~
- d. Monitoring and improving signals, signs, street lighting, and lane markings for all users on all roadways;
- e. Restricting median cuts and driveways;
- f. Adequately funding maintenance programs;

- g. Maintaining existing highway facilities or reconstruction of existing intersections including the use of roundabouts;
- h. Development of a traffic signal system that improves transit route efficiency;
- ~~i. Signing, marking, and other design improvements to increase awareness that roadways operate as shared bicycle and/or pedestrian facilities;~~
- ~~j. Automatic detection and bike boxes at traffic signals that improve pedestrian and bicycle crossing;~~
- ~~k. Pedestrian facility improvements in urban areas such as mid block crossings;~~
- ~~l. Ride sharing programs such as carpooling, vanpooling, multiple occupancy vehicle lanes, designated parking spaces, and other techniques;~~
- ~~m. Employer based incentives and programs to increase the use of TDM strategies in place of single occupant motor vehicle travel;~~
- ~~n. Park and ride or commuter lots;~~
- ~~o. Variable work hours and teleworking; and~~
- i. ~~Parking and road pricing.~~

POLICY 1.2.5: Ensure the county’s transportation system is able to efficiently respond to the evacuation and emergency transportation needs of the community during an emergency event through:

- a. Development and maintenance of special roadway signalization, direction, and clearing plan;
- b. Establishment of alternative emergency routes;
- c. Coordination of evacuation planning and response with the county’s emergency management, policy, and fire services; and
- d. Designated transit stop and shelters to ensure efficient evacuation of the transit dependent population.

In this objective some changes were made based on CSAC comments. Staff recommends that adding a reference to ADA based on the CSAC comment on Policy 1.2.1.d., “ADA Specific ADA reference?” is not necessary since ADA is part of the Federal law. However, the phrase “providing accessibility was added to address the comment “Review to ensure accessibility is covered and addressed”. In (Policy 1.2.4) “Move to Objective 1.1. Separate policies for TSM and for TDM, include transit. Clarify what road pricing means.” In this draft, the reference to road pricing was deleted and the related language changed to “congestion pricing” in Policy 1.1.5(h).

OBJECTIVE 1.3: Intermodal Transportation System. Promote a diverse regional economy by developing and maintaining a coordinated system of intermodal roadways, railways, aviation facilities, and ports to facilitate the safe and efficient movement of commerce.

POLICY 1.3.1: Facilitate the development of economic and employment centers by locating industrial, research, and logistic based land uses (e.g.: warehouses, cargo handling facilities, and transfer/break of bulk points) in close proximity to railways, roadway interchanges, sea ports, and aviation facilities.

POLICY 1.3.2: Ensure access routes to roadways, railways, aviation facilities, and ports are properly integrated with other means of transportation by working to make certain that those facilities are managed in close cooperation with one another as well as other public transportation related service providers such as the Lee County Metropolitan Planning Organization (MPO), Florida Department of Transportation (FDOT), Federal Aviation Administration (FAA), West Coast Inland Navigation District, Army Corps of Engineers, and others.

POLICY 1.3.3: Foster the development of a strong logistic, freight, and transportation business sector through:

- a. Location of intermodal facilities close to major transportation facilities—e.g.: rail lines, airport facilities, and ports;
- b. Encouragement of private investors to develop and use rail, roadway, aviation, and port freight facilities by promoting expansion and maintenance of existing facilities;
- c. Maintain and improve Lee County's rail link, interstate connectors, aviation facilities, and ports; and
- d. Coordinated intermodal transportation management programs for surface water, rail, roadway, and air transportation.

POLICY 1.3.4: Support economic land uses by requiring development proposals to demonstrate compatibility with existing or proposed ports, aviation, rail and other commodity movement facilities and suggest mitigation measures for potential adverse impacts during the rezoning and DRI process.

POLICY 1.3.5: Encourage discussions between the Florida High Speed Rail Commission and local groups on the location of high speed rail facilities in the county.

POLICY 1.3.6: Maximize through capacity of principal arterials—(limited access facilities, expressways, controlled access facilities, and designated truck routes) outside of designated mixed-use centers using the following measures:

- a. Design limited access facilities, expressways, controlled access facilities, State Highways, and designated truck routes ~~with~~ identifying heavy trucks (as defined ~~in~~ by Florida statute) as the design vehicle;
- b. Promote terminal transfer points to support Economic and Job Center Land Use Categories at Lockett Road, Daniels Parkway, and Alico Road;
- c. Regulate access to the extent permitted by state law;
- d. Provide sufficient distance between land access and expressway/freeway interchanges;
- e. Synchronize and space signalized intersections on arterials and collectors for efficient traffic signal operation;
- f. Prohibit on-street parking;
- g. Develop a connected transportation network of streets, access or frontage roads with wayfinding signage, transit, and dedicated and separated bicycle and pedestrian facilities to provide system capacity and a preferred route for shorter trips; and

- h. Require access to meet forecasted use needs, including turn lanes, acceleration and deceleration lanes, and funding for future signalization.

POLICY 1.3.7: Monitor the maintenance of support facility and service systems of existing ports through:

- a. Coordination with the U.S. Army Corps of Engineers on the timing of maintenance dredging on federally maintained channels;
- b. Assessment of the possibility of instituting a private channel maintenance assessment on properties benefiting from the channels; and
- c. Examination of dredging needs on a rotating five year cycle beginning in 2013.

POLICY 1.3.8: Private ports, in cooperation with the U.S. Coast Guard and the state, will be prepared to contain spills of petroleum and other toxic materials. Petroleum ports will have containment devices on site. Evaluate the adequacy of proposed containment measures during the rezoning or DRI process.

In this objective changes were made based on CSAC comments on Policy 1.3.6. “How do we identify designated truck routes, did staff consider the research diamond?” Principal arterials definition by FHWA includes limited access and expressways, not all controlled access arterials are designated as principal arterials. There are currently no designated truck routes in Lee County. In the research diamond comment, I-75 is limited access, Daniels Parkway, Ben Hill Griffin Parkway and Treeline Avenue from Alico Road to Daniels are controlled access. Since the other routes in the research diamond are included based on functional classification, Alico Road is identified in 1.3.6.b. relating to Economic and Job Center Land Use categories in Policy 1.3.6.b. Currently, truck routes are part of the maps and studies created by the MPO, which includes Alico Road. AC-11-3 is anticipated to be the appropriate tool for truck route designation and may need to be amended.

GOAL 2: TRANSPORTATION STANDARDS AND ~~REGULATORY~~ FRAMEWORK

Establish and maintain specified transportation multimodal level of service (LOS) standards and ~~regulatory~~ framework, including non-regulatory LOS standards, land development regulations, and transportation maps, to optimize quality of life and to ensure that transportation infrastructure will be available for the existing and planned population.

OBJECTIVE 2.1: General Standards. Establish non-regulatory multimodal LOS standards on county and state transportation facilities within Lee County. Cooperate with municipalities on the facilities maintained by Lee County within the municipalities and with FDOT on state transportation facilities.

POLICY 2.1.1: LOS “E” is the minimum acceptable LOS for principal and minor arterials, and major collectors on county-maintained transportation facilities. Level of service standards for the State Highway System during peak travel hours are “D” in urbanized areas and “C” outside urbanized areas. Meeting the standard will be

determined in an inventory of county-maintained arterials and major collectors. The LOS determination will be reported in an inventory through an assessment-evaluation of all transportation modes including transit, pedestrian, bicycle, and motor vehicle. Land development regulations for private development may include non-regulatory LOS reporting requirements for monitoring, planning and capital improvement processes. Land Development Regulations may require site-related improvements based on LOS analysis. The minimum acceptable LOS on Pine Island Road between Burnt Store Road and Stringfellow Road is “D” on annual average peak hour and “E” on a peak season, peak hour basis.

POLICY 2.1.2: The measurement of LOS will be based on the priority of travel modes indicated in Table 1 based on the transportation facility functional classification and whether the street-corridor, segment or intersection is identified in a land use category on the Future Land Use Map 4 as a mixed-use, urban, economic and job center, suburban, or rural area. By 2015, evaluate an alternative multimodal level-of-service-LOS methodology that relies primarily on non-vehicular modes of transportation in designated areas in cooperation with the MPO as part of the Long Range Transportation Plan Update.

Table 1: Transportation Modes for LOS Determination and Priorities

	Mixed-Use centers with an adopted regulating plan	Urban land use categories	Suburban and Economic Development land use categories	Rural land use categories
Principal Arterials (Interstate, Limited Access, Expressway)	Transit Motor Vehicle	Transit Motor Vehicle	Transit Motor Vehicle	Motor Vehicle
Principal Arterials (State Roads, BoCC Controlled Access)	Transit Motor Vehicle Pedestrian Bicycle	Transit Motor Vehicle	Transit Motor Vehicle	Motor Vehicle
Minor Arterials	Transit Pedestrian Bicycle Motor Vehicle	Transit Pedestrian Bicycle Motor Vehicle	Transit Motor Vehicle Bicycle Pedestrian	Motor Vehicle
Major Collector	Transit Pedestrian Bicycle Motor Vehicle	Transit Pedestrian Bicycle Motor Vehicle	Bicycle Transit Motor Vehicle Pedestrian	Motor Vehicle
Minor Collector	Transit	Pedestrian	Bicycle	Motor Vehicle

	Pedestrian Bicycle Motor Vehicle	Bicycle Motor Vehicle	Pedestrian Motor Vehicle	
Local Street	N/A	N/A	N/A	N/A

Table 1: Transportation Modes for LOS Determination and Priorities

<u>Land Use Categories</u>	<u>Urban land use categories and mixed-use centers with an adopted regulating plan</u>	<u>Suburban and Economic and Job Center land use categories</u>	<u>Rural land use categories</u>
<u>Mode Priorities (1-4)</u>	<u>1. Transit 2. Pedestrian 3. Bicycle 4. Motor Vehicle</u>	<u>1. Motor Vehicle 2. Transit 3. Bicycle 4. Pedestrian</u>	<u>1. Motor Vehicle 2. Bicycle 3. Transit 4. Pedestrian</u>

(1) The motor vehicle mode will have first priority and transit will have second priority on Interstate 75 and limited access arterials where bicycles and pedestrians are prohibited

POLICY 2.1.3: The measurement of LOS For-for the motor vehicle mode will continue to be determined by motor vehicle traffic volumes on the transportation facility on an interim basis until (an alternative multimodal methodology is developed in cooperation with the MPO or by) 2016,. Motor vehicle traffic volumes will be measured based on the peak season, peak hour, peak direction condition of the transportation facility. The peak season, peak hour, peak direction condition will be defined as the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest hour approximates the typical peak hour during the peak season. Peak season, peak hour, peak direction conditions will be calculated using K-100 factors and “D” factors from the county permanent traffic count station identified by Lee County Department of Transportation (LCDOT). The motor vehicle mode LOS calculation will be one component of the multimodal LOS calculation as further defined in the LDC and Administrative Code.

POLICY 2.1.4: Develop multimodal link-specific service volumes (capacities) for arterials and major collector roadways based on specific conditions, for determination of the motor vehicle, bicycle and pedestrian LOS of transportation facilities. These link-

specific service volumes are only for short-term analyses (five years or less, as measured from the date of the last update of those service volumes). Develop generalized service volumes for future year analyses. LCDOT will be responsible for maintaining up to date service volumes. Preparers of Traffic Impact Statements for DRIs, rezonings, development orders, and other transportation analyses must use the service volumes, recommended by LCDOT.

POLICY 2.1.5: Maintain permanent and periodic traffic count program, and collection of transit, bicycle and pedestrian data, on county arterials and collectors in Lee County. Use data developed by FDOT for state highways, as the basis for determining existing transportation facility conditions.

POLICY 2.1.6: Until an alternative multimodal methodology is developed in cooperation with the MPO or by 2016, use the current Highway Capacity Manual and FDOT Quality LOS Handbook to calculate levels of service, service volumes, and volume-to-capacity ratios. Based on the Handbook, transit mode LOS will be determined based on the average time between scheduled weekday bus stops (headway) and presence of pedestrian facilities. Bicycle mode LOS will be determined based on the characteristics of bicycle facilities and the motor vehicle traffic characteristics. Pedestrian modes LOS will be determined based on the characteristics of pedestrian facilities and the motor vehicle traffic characteristics. The multimodal LOS calculation will be weighted by the numbered priorities listed in Table 1 for the corresponding functional classification and land use category as further specified in the LDC and Administrative Codes. Where designated, the multimodal LOS calculation may also be calculated on an areawide basis.

POLICY 2.1.7: Base connection separation standards on the functional classification of the transportation facility, mode of transportation, ~~the community context~~ and the land use categories abutting the transportation facility. Outline the standards for connection separation in the LDC. Designate by Board action, certain roadways in the LDC as “controlled access,” to which permanent access points are restricted to locations established and set by a specific access plan adopted by the Board by resolution.

POLICY 2.1.8: Maintain motor vehicle connection separation standards, using a combination of the following: through streets, access roads, multimodal interconnections between developments, cross-access easements, reverse access, access from a lower functional classification/rear or side street and other methods. Specify these methods and exceptions hereto in the Land Development Code (LDC). Maintain an Access Road Location Map to identify where access streets are the preferred method of maintaining the connection separation standards. Public and through street connections will be given preference over private driveways in order to develop networks ~~with a block size of 660 feet or less as indicated in Mixed-Use centers adopted regulating plans and with a block size of 660 feet or less in Urban areas~~ land use categories.

TRANSPORTATION CONCURRENCY OPTION

~~If transportation concurrency is not retained, as recommended by staff, the following objectives and policies in *italics* should not be transmitted. If transportation concurrency is retained the objectives and policies in *italics* below should be transmitted and the remaining objectives and policies in Goal 2 will be renumbered accordingly.~~

~~**OBJECTIVE 2.2:** *Transportation Concurrency Management System. Utilize a transportation concurrency management system consistent with the requirements of Chapter 163.3180(5), F.S.*~~

~~**POLICY 2.2.1:** *Identify facilities in the Capital Improvements Element that are necessary to meet adopted levels of service during a five year period.*~~

~~**POLICY 2.2.2:** *Consult with FDOT when proposed plan amendments affect facilities on the strategic intermodal system.*~~

~~**POLICY 2.2.3:** *Exempt public transit facilities from concurrency. For the purposes of this subparagraph, public transit facilities include transit stations and terminals; transit station parking; park and ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. The terms “terminals” and “transit facilities” do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.*~~

~~**POLICY 2.2.4:** *Allow developments of regional impact development orders, rezonings, or other land use development permits to satisfy the transportation concurrency when applicable, if it a proportionate share contribution is provided consistent with Objective 3.5.*~~

~~**POLICY 2.2.5:** *Lee County will measure concurrency on all roads on a roadway segment by segment basis, except for constrained roads or where alternatives are established pursuant to this Objective and Chapter 163.3180, F.S. Transportation concurrency for Pine Island will be governed by the policies under Objective 14.2 of this comprehensive plan.*~~

~~**POLICY 2.2.6:** *Identify roadway conditions and available capacity on major roadways as part of an annual concurrency management report. The report will identify existing and projected LOS. Existing LOS will be determined based on the most recent available data. Projected levels of service will include estimated increases in motor vehicle traffic volume, changes in transit service, programmed transit, pedestrian, bicycle, and motor vehicle transportation facility improvements and approved, but unbuilt, development during a five year period.*~~

~~**POLICY 2.2.7:** All proposed development activity (local development order requests), except activity that affects constrained transportation facilities and transportation facilities subject to concurrency alternatives, will be reviewed against the available capacity identified in the annual concurrency report based on existing conditions and for a five year period. If capacity is available no further analysis is required, otherwise a proportionate share contribution must be calculated based consistent with the formula in 163.3180(5)(h)(3).c(II)(A) in order for a concurrency certificate to be issued.~~

~~**OBJECTIVE 2.3: Transportation Concurrency Alternatives.** Pursue the adoption of an areawide LOS not dependent on any single road segment function consistent with the requirements of Chapter 163.3180, F.S..~~

~~**POLICY 2.3.1:** Explore the development of policy guidelines and techniques to address potential negative impacts on future development:~~

- ~~1. In urban infill and redevelopment, and urban service areas.~~
- ~~2. With special part time demands on the transportation system.~~
- ~~3. With de minimis impacts.~~
- ~~4. On community desired types of development, such as redevelopment, or job creation projects.~~

~~**POLICY 2.3.2:** Explore the use of tools and techniques to complement the application of transportation concurrency such as:~~

- ~~1. Adoption of long term strategies to facilitate development patterns that support multimodal solutions, including urban design, land use mixes, intensity and density.~~
- ~~2. Adoption of an areawide LOS not dependent on the function of a single road segment.~~
- ~~3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed-use.~~
- ~~4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.~~
- ~~5. Establishing multimodal LOS standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate levels of mobility.~~
- ~~6. Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed use development in certain areas or districts.~~

~~**POLICY 2.3.3:** Coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts for transportation facilities.~~

~~**POLICY 2.3.4:** Based on the Mixed Use Places and Urban Core, Central Places and Village Centers identified on Map ___, investigate the creation of areawide LOS or multimodal transportation districts by 2017.~~

~~**POLICY 2.3.5:** Grant concurrency vesting (i.e., a long-term concurrency certificate) to DRIs under limited circumstances, including up to a 10-year time limitation, a limitation on changes to the DRI development parameters over time, and the execution of a local government development agreement where developers agree to pay the proportionate share/impact fee obligation up front.~~

~~**POLICY 2.3.6:** Lee County will continue to explore an area-wide LOS transportation concurrency approach for areas identified on Map 1 as Mixed Use, Urban and along existing or planned transit routes identified on Map 3C.~~

~~**OBJECTIVE 2.4: Proportionate Fair Share Program.** Implement a Transportation Proportionate Fair Share Program by 2013, consistent with the requirements of Subsection 163.3180(5)(h)(3), F.S., that provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors.~~

~~**POLICY 2.4.1:** Allow applicants of DRI development orders, rezonings, or other land use development permits to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and F.S. 380.06, when applicable, if:~~

- ~~a. The applicant enters into a binding agreement to pay for or construct the proportionate share of required improvements.~~
- ~~b. The proportionate share contribution or construction is sufficient to accomplish one or more mobility improvements that benefits a regionally significant transportation facility.~~
- ~~c. (I) The landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. Applicant's are not responsible for the additional cost of reducing or eliminating deficiencies.
(II) An applicant will not be required to pay or construct transportation facilities whose costs are greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.
(A) The proportionate share contribution will be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase to be approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted LOS, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted LOS.
(B) In using the proportionate share formula provided in this subparagraph, the traffic analysis must identify the roads or facilities that have a transportation deficiency as defined in the glossary. The proportionate share formula in this subparagraph will be applied only to those facilities determined to be significantly impacted by the project traffic under~~

~~review. If any road is determined to be deficient without the project traffic under review, the costs of correcting that deficiency will be removed from the proportionate share calculation and the necessary transportation improvements to correct the deficiency will be considered in place for purposes of the proportionate share calculation. The improvement necessary to correct the transportation deficiency will be the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share will be calculated only for the needed transportation improvements that are greater than the identified deficiency.~~

~~(C)When the provisions of this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided will be deemed fully mitigated in the transportation analysis for a subsequent stages or phases of development. Trips from previous stages or phases that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stages or phases to determine whether an impact requires mitigation for the subsequent stage or phase.~~

~~(D)In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility will be eliminated from the analysis.~~

~~(E)The applicant will receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by the LDC, whichever yields the greater credit.~~

~~**POLICY 2.4.2:** The Proportionate Fair Share Program does not apply until a deficiency has been identified through the County's Concurrency Report.~~

~~**POLICY 2.4.3:** Amend the LDC to include methodologies for the calculation of proportionate fair share contributions to enable developers to satisfy transportation concurrency requirements.~~

~~**POLICY 2.4.4:** Annually review and update, as necessary, the Capital Improvement Element to reflect proportionate fair share contributions received pursuant to the program.~~

~~TRANSPORTATION CONCURRENCY OPTION – END~~

In this objective, changes were made based on the following comments. LPA commented to clarify development regulation levels and applicability to concurrency and enhance coordination with the MPO and FDOT on level of service. CSAC commented to base multimodal level of service on a existing model in another

jurisdiction (the City of Jacksonville mode priorities by area), general recommendations to eliminate the transportation concurrency option and outline a joint county-MPO process to develop transportation performance standards and a mobility plan. Horizon Council comment to eliminate transportation regulatory level of service and concurrency. CSAC also had a general recommendation to remove or amend this objective and articulate goals for a replacement approach. Staff does not agree with removing this objective. FS 163.3177(3)(a)(3) requires level of service standards for public facilities. The staff recommended language provides for an interim use of the transportation multimodal level of service consistent with current guidance and similar to systems currently in use by Pasco County, the City of Jacksonville and Gainesville while a replacement approach can be developed in coordination with the MPO and FDOT.

OBJECTIVE 2.2: Constrained Roads. Certain roadway segments will be deemed “constrained” due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations and will not be widened to increase motor vehicle capacity. Reduced motor vehicle peak hour LOS will be accepted on those constrained roads as a trade-off for the preservation of the scenic, historic, environmental, and aesthetic character of the community. Constrained roads are identified in Table 2(a).

POLICY 2.2.1: ~~An~~ A Potential Multimodal Operational Improvement Program is established for the constrained roads identified in Table 2(a). The program identifies operational and capacity enhancing improvements capable of implementation within the context of a constrained system. Operational and capacity enhancing improvements may include adding transit facilities, bicycle lanes, paved shoulders, sidewalks, and motor vehicle turn lanes. The Potential Multimodal Operational Improvement Program for constrained roads is identified in Table 2(b).

POLICY 2.2.2: Develop a list of deficient roadways identifying roadway segments (transportation facilities) existing or projected to operate below the adopted LOS.

In this objective, the referenced Tables 2(a) and 2(b) were not part of the changes presented in the 20-12/2013 review. The tables have been updated to add road segments and identify options for each transportation mode. Staff recommends changing the title of Table 2b as noted.

OBJECTIVE 2.3: Transportation Maps. Maintain and implement an integrated series of maps that provide a graphical depiction of the policies and programs for transportation facilities in this plan.

POLICY 2.3.1: Review the adopted Transportation Map Series every two years, and amend maps as necessary.

POLICY 2.3.2: Construction of new and improved transportation facilities will be based on a prioritized list of the improvements needed to create the network depicted in the

Transportation Map series. Develop and update the list annually consistent with the policies in Capital Improvements Program.

POLICY 2.3.3: Incorporate by reference, the MPO's Long Range Transportation Plan Map (LRTP), ~~and~~ Bicycle and Pedestrian Master Plan (BPMP) series, and FDOT Transportation Plan, as most recently amended, into the Lee Plan. The current adopted version of the following LRTP and BPMP Maps are included in this plan:

- a. The Transit Needs Network (LRTP Figure 8-1);
- b. The Cost Feasible Transit Network (LRTP Figure 12-4);
- c. Lee County Highway Needs Plan (LRTP Figure 10-1);
- d. The Cost Feasible Needs Network (LRTP Figure 12-3, most recently amended);
- e. The Feasible Pathways Network (LRTP Figure 12-5);
- f. Primary Network Needs Map (BPMP Exhibit WW);
- g. Secondary Network Needs Map (BPMP Exhibit ~~WWXX~~);
- h. Pedestrian Priority Needs Map (BPMP Exhibit ZZ);
- i. Bicycle Priority Needs Map (BPMP Exhibit AAA); ~~and~~
- j. Prioritized Needs Plan Table (BPMP Exhibit BBB);
- k. FDOT Transportation Improvement Plan: and
- l. FDOT Strategic Intermodal System Plan.

POLICY 2.3.4: Include a Future Functional Classification Map in the Transportation Map series to identify the future functional classification of transportation facilities in county land development regulations. Identify the existing classification of transportation facilities further in an Administrative Code consistent with the existing functional classification structure adopted by FDOT and coordinated through the MPO .

POLICY 2.3.5: Incorporate the Cost Feasible Transit Plan Map from the Transit Development Plan and the future mass transit facilities from the Transit Vision Plan in the Future Transportation Map series.

POLICY 2.3.6: Develop an interconnected pedestrian and bicycle system through the development of facilities consistent with the Pedestrian and Bicycle Facilities map series and the Greenways Multi-Purpose Recreational Trails Master Plan. Implementation of the system reflected in the transportation map series will include the incorporation of bicycle/pedestrian facilities into: 1) projects identified in the transportation and transit capital improvements plan (CIP); 2) requirements for new development to install facilities; 3) federal and state grant applications; and 4) annual county funding of improvements.

In this objective, changes were made based on further refining language to include MPO and FDOT plans and maps by reference and coordination of functional classification with the MPO and FDOT.

OBJECTIVE 2.4: Planning and Development Tools. Establish a set of planning and development tools—including the LDC, plans and studies, and development practices—to

achieve the county's goal of establishing a comprehensive, multimodal transportation network.

POLICY 2.4.1: Implement planning and development strategies and practices to address concerns related to mixed-use form, multimodal transportation design, and walkable communities through:

- a. Long-term strategies regarding multimodal alternatives, traffic calming, safe streets, urban design, land use mixes, and appropriate intensity and density standards;
- b. Area wide LOS standards not dependent on any single road segment function;
- c. Reduced transportation-related development fees to promote development within infill, redevelopment, mixed-use, and urban areas; multimodal transportation districts; or for affordable or workforce housing;
- d. Prioritization of pedestrian, bicycle, and transit facilities in areas designed for walkability, mixed-use, and community connectivity;
- e. Multimodal connections to existing and planned transit facilities; and
- f. Context-oriented transportation requirements based on specific geographic locations and community character place types.

POLICY 2.4.2: Require the interconnection of adjacent developments in the LDC. Where a developer proposes private local streets with access control, an alternate means of interconnection may be proposed provided the means does not require all local traffic to use the arterial network. Design interconnections to implement traffic calming.

POLICY 2.4.3: Establish and implement parking regulations in the LDC that consider include motor vehicle and bicycle parking requirements. Regulations may consider the land use category, mixture of uses, shared parking, available multimodal facilities and other alternative means of travel. In urban land use categories, mixed-use centers and public facilities, regulations may also include flexibility to consider available on-street parking and off-site public parking, and may establish maximums for at-grade on-site parkingthe context of the community when determining parking needs. Motor vehicle and bicycle parking will be specified in the LDC for:

- a. ~~Urban and mixed-use centers: options including on-street parking, shared parking, off-site public parking, and on-site parking up to a maximum;~~
- b. ~~Suburban areas: on-site parking standards with minimum and maximum parking amounts with reductions for shared and bicycle parking, transit connections, and pedestrian access;~~
- c. ~~Rural areas: on-site parking meeting minimum standards.~~

POLICY 2.4.4: Implement land development regulations that require developers to provide and maintain the following multimodal features, as needed:

- a. Safe and accessible pedestrian facility connections;
- b. Bicycle storage areas and facilities;
- c. Bus shelters with route information displays; and
- d. Bus accommodations such as dedicated transfer/loading areas, adequate lane widths and turnarounds.

POLICY 2.4.5: Implement LDC regulations that ensure adequate fire and rescue access. New development with greater than ten residential parcels will provide a minimum of two access points to the development.

POLICY 2.4.6: ~~By 2013, d~~ Develop or participate in a pedestrian and bicycle safety action plan to identify and evaluate road corridors, segments and intersections with recurring pedestrian and bicycle accident patterns. Identify contributing factors, safety improvements, and transportation practices that would reduce the number and severity of crashes. The target is to reduce bicycle and pedestrian crashes by 20 percent in successive five-year periods.

POLICY 2.4.7: Incorporate innovative safety-oriented transportation measures and design features into planning documents, the LDC, and facility designs to improve safety conditions on all travel modes for all users. Development regulations for design will focus on safety.

POLICY 2.4.8: Through the zoning process, direct high-intensity land uses to parcels that abut designated future transit corridors identified in the transportation map series.

POLICY 2.4.9: Utilize the Lee County Transit Development Plan to enhance and improve the county's transit system so that it becomes a highly valued transit system that attracts a variety of users through the following practices:

- a. Evaluate enhancements to existing fixed route services;
- b. Develop fixed route service alternatives such as Flex Routes, Circulator Routes, High Occupancy Vehicle Lanes, Dedicated Transit Lanes, and Bus Rapid Transit;
- c. Transit ridership surveys that assess and identify changes in ridership profiles preferences and needs;
- d. Conduct a route and stop by stop analysis to determine functionality and adequacy of meeting transit customer needs; and
- e. Assess existing problems and needs.

POLICY 2.4.10: Complete a Comprehensive Operations Analysis every ten years to provide a complete understanding of existing transit service, its customers, and their needs.

POLICY 2.4.11: Enhance the multimodal transportation system and consider both roadside and median plantings through landscape practice and procedures adopted as part of the LeeScape Master Plan and LDC. The county's landscape practices and procedure will provide for:

- a. Median plantings that emphasize tree canopy, high visibility, shade, and an overall foundation for site design;

- b. Roadside plantings with a primary purpose of providing a fifty percent tree canopy in urban and mixed-use areas by 2035, to provide shade for transit riders, bicyclists and pedestrians;
- c. Increased emphasis of roadside landscape development and maintenance in urban, suburban, and mixed-use areas;
- d. Landscaping levels that will include a “core level” and enhanced options that may be added to projects over time; and
- e. Road cross-sections that consider safety, beauty, and Florida-Friendly design that minimizes maintenance burdens.

In this objective, changes were made based on specific CSAC policy comments for Policy 2.4.3) “In LDC amendments, make distinctions in parking requirements in different types of character places in mixed use, urban, suburban and rural areas”; and (Policy 2.4.6) “Revise the “2013” date and add “corridors” for identification and evaluation”.

OBJECTIVE 2.5: Babcock Ranch Community. Minimize the development impacts of the Babcock Ranch Community (BRC) in Charlotte County on the Lee County transportation system, with the goal of protecting the rural nature of northeastern Lee County, and to assure the transportation impacts in Lee County, generated by the Babcock Ranch Community (BRC) approved in Charlotte County, are funded entirely by the BRC Independent Service District (ISD) or other BRC related funding mechanism. In addition, to provide a process by which these identified improvements are added to the Lee Plan Transportation Map Series and the Capital Improvement Program (CIP).

POLICY 2.5.1: Lee County views as a priority the proposed East-West Connector roadway and related interstate interchange and any other transportation/mobility improvements that will minimize the impacts in Lee County from the development of the BRC in Charlotte County. Support the use of the Lee County and Charlotte County MPO plan update processes in a comprehensive, coordinated, cooperative fashion to consider the need for, and location of, an East-West Connector roadway and related interstate interchange, as well as evaluation of transportation alternatives that might serve the projected need related to development of the BRC while minimizing the impacts to the rural nature of northeast Lee County. Upon inclusion in the MPO plan(s), funding for the East-West Connector roadway or transportation/mobility alternatives will be allocated in accordance with Policy 2.5.3(c) below.

POLICY 2.5.2: The comprehensive transportation analysis of the BRC has identified the potential need for numerous transportation/mobility improvements in Lee County. In order to address the impacts of the development of the BRC in Charlotte County, additions to the Lee Plan Transportation Map Series and the CIP may be necessary.

- a. Lee County does not have the responsibility to fund the capital transportation/mobility improvements required by the development of the BRC in Charlotte County; and

- b. As contemplated in the Interlocal Planning Agreement dated March 13, 2006, and the Babcock Ranch Community Road Planning Agreement dated May 23, 2006, the capital transportation/mobility improvements required by the development of the BRC will be funded entirely by the BRC Independent Service District (ISD) or other BRC related funding mechanism (hereinafter the Developer).

POLICY 2.5.3: Analysis of the development of the Babcock Ranch Community in Charlotte County identified potential transportation/mobility improvements beyond the financially feasible improvements currently reflected in the Lee Plan Transportation Map Series; therefore future amendments to the Lee Plan Transportation Map Series related to the BRC will be consistent with the procedures set forth below:

- a. The funding necessary to construct the transportation/mobility improvements resulting from BRC development may exceed the proportionate share contribution anticipated from the BRC DRI increments. Developer contributions exceeding the DRI proportionate share assessment for a given increment may be necessary to satisfy the financially feasible standard required to support an amendment to the Lee Plan Transportation Map Series, as well as future amendments to the CIP.
- b. Prior to Lee County amending the Lee Plan Transportation Map Series and the CIP to include specific BRC-related transportation/mobility improvements, the ISD, or other BRC-related funding mechanism, will have to commit to fully funding these improvements if the proportionate share assessment does not fully fund these identified improvements.
- c. Developer contributions in excess of its DRI proportionate share assessment may be applied directly toward identified improvements through pipelining. The funding necessary to justify inclusion in the Lee Plan will be delivered via development agreements, interlocal agreements, or other mechanisms acceptable to Lee County, which mechanisms will coincide with each increment of the BRC. Upon execution of a development agreement, interlocal agreement, or other mechanism acceptable to Lee County providing for full funding of the identified transportation/mobility improvement, the County will include the transportation/mobility improvement on the Lee Plan Transportation Map Series and the transportation/mobility improvements will be included in the Capital Improvements Program (CIP) as funded by developer contributions.
- d. Failure of the developer of the BRC to fully fund the transportation/mobility improvements necessary to serve the BRC will prevent the inclusion of those transportation/mobility improvements as amendments to the Lee Plan Transportation Map Series and the CIP.

POLICY 2.5.4: In recognition of the environmentally sensitive nature of the area, any transportation/mobility improvements in Lee County or within two miles of the Lee County border must include an analysis of the location and design of wildlife crossings. The wildlife crossings must be coordinated with federal, state and local agencies including: South Florida Water Management District (SFWMD), Florida Fish and Wildlife Conservation Commission (FWC), Charlotte County, U.S. Fish and Wildlife Service (USFWS), and Lee County Division of Environmental Sciences.

In this objective staff does not recommend any changes from the current plan policies. CSAC in Policy 2.5.3 recommended “That “transportation/mobility improvements” should include transit”. Mobility improvements include transit by definition.

GOAL 3: TRANSPORTATION INFRASTRUCTURE SYSTEM. Establish a comprehensive multimodal transportation system that is well-managed, funded, and planned.

OBJECTIVE 3.1: Infrastructure Demands and Priorities. Ensure that site location, functional design, and services of future infrastructure projects address environmental, financial, and community development concerns of all users and all modes.

POLICY 3.1.1: Provide for the infrastructure and service needs and demands of pedestrians, bicyclists, transit users, and motor vehicle users by addressing the demands and priorities regarding the use, function, and operations of the county’s transportation system. Consistent with the transportation map series, future transportation infrastructure will focus on:

- a. Improved connectivity and integration of transportation facilities;
- b. Development of diverse and interconnected public spaces that improve access and connectivity within local neighborhoods, economic centers, and civic areas;
- c. Improvements to the right-of-way for transit, bicycling and walking;
- d. Equitable distribution of transportation infrastructure, amenities and services to ensure local community needs are met and county-wide connectivity is improved;
- e. Infill and redevelopment of established transportation corridors and public resources;
- f. Improved roadways by directing vehicular access to interconnections, shared driveways and adjacent streets, and minimizing direct arterial connections;
- g. Traffic calming measures that improve roadway conditions, safety, and accessibility;
- h. Increased use of transit, bicycle, and walking for all trip types as well as reduced dependency upon vehicles for local commutes, errands, and social trips based upon estimates of latent demand for facilities; and
- i. Providing alternative transportation services within existing right-of-ways.

POLICY 3.1.2: Evaluate future infrastructure improvements including the following considerations:

- a. Need and demand for expansion of existing facilities;
- b. Expansion of other transportation alternatives and available system capacity;
- c. Allowance of peak period congestion; and
- d. Alternative improvements as part of a “no build option”.

POLICY 3.1.3: Improve the county's character, facilitate the development of mixed-use areas, and promote the redevelopment of older development areas through transportation projects that:

- a. Support the character and improve the connectivity of the surrounding community;
- b. Better link land uses between arterials and major collectors;
- c. Expand multimodal system alternatives and improve existing transportation facilities;
- d. Improve safety for pedestrians and bicyclists and accessibility needs of all people consistent with the Public Right-of-Way Accessibility Guidelines;
- e. Improve the grid network by improving connections and bridging gaps within transportation infrastructure systems;
- f. Minimize the number of displaced businesses ~~and~~, residences and purchases of entire parcels;
- g. Incorporate stormwater facilities into community amenities; and
- h. Avoid the alignment of new arterials or expressways that penetrate or divide established residential neighborhoods ~~with high bicycle and pedestrian use~~ except where no feasible alternative exists.

POLICY 3.1.4: Promote increased transportation connections throughout the county by implementing a ~~system of parallel reliever~~ network of transportation facilities for use by local traffic in order to protect the inter-regional and intrastate travel functions of ~~I-75~~ principal arterials.

POLICY 3.1.5: Construction of a new road or street may only be implemented by the county in suburban or rural areas when:

- a. Providing improved connectivity to or between designated future urban areas and it is specifically identified in the transportation map series;
- b. Specifically identified in a LDC Chapter 32 regulating plan street network; or
- c. Total project costs are fully reimbursed by MSTU/MSBUs or a similar funding mechanism initiated by property owners.

POLICY 3.1.6: Implement a landscaping program for county maintained roadways utilizing the guidelines for design implementation and long term maintenance set forth in the Roadway Landscape (LeeScape) Master Plan and Lee County LDC.

POLICY 3.1.7: Prioritize bicycle and pedestrian improvements by improving connectivity to transit stops. Encourage the construction of pedestrian facilities within ½ mile walking distance of a transit stop and bicycle facilities within 1 mile of a transit stop. Prioritize connections to premium transit service such as intermodal transfer stations, BRT, and fixed routes utilized as transfer locations between routes.

POLICY 3.1.8: By the year 2025, expand fixed-route service and frequencies to develop and maintain headways of 15 minutes or less for public transit for regional mixed-use centers, 20 minutes or less for urban areas such as central Fort Myers and Cape Coral, and 40 minutes or less for other major centers of employment, airports, shopping, medical, educational, and recreation centers.

POLICY 3.1.9: Promote the use of transit by improving services and linkages between outlying suburban communities and large employment and economic centers through the development and expansion of:

- a. Park and ride lots;
- b. Multimodal transfer facilities;
- c. Various ridesharing techniques;
- d. Inter-county transit services;
- e. Convenient transit schedule; and
- f. Para-transit service.

POLICY 3.1.10: Increase transit services through scheduled service improvements that accommodate high-use populations including college students, elderly, persons with disabilities, and others. Coordinate transit services with local, regional, and state public and private agencies that serve such persons in order to ensure the appropriate services are put in place to serve targeted populations.

This objective was changed to address the CSAC comments for Policy 3.1.3.f "to add "and purchases of entire parcels""; Policy 3.1.3.h "delete "with high bicycle and pedestrian use""; Policy 3.1.4 and "I-75 is now 6 lanes, why is this policy still relevant? Why limit to I-75, include other principal arterials?". Staff does not recommend a policy change for the CSAC comment (Policy 3.1.2) "Change "evaluate" to strengthen the policy. Is there an opportunity to prevent flyovers, evaluate the network capacity first, especially in mixed-use and also urban areas? Strengthen to change business as usual and force a new way of thinking. Is there an opportunity to limit widening to 4 lanes?". The evaluation of projects for system-wide decision-making occurs at the state level through the MPO process. Other policies address coordination with the MPO and FDOT.

OBJECTIVE 3.2: Fiscally Sound Transportation Infrastructure System. Establish a well-managed and operated multimodal transportation system by establishing objective, predictable, and fiscally sound transportation budgeting, planning, and development practices.

POLICY 3.2.1: Develop and implement a transportation funding strategy that uses a variety of new and existing funding resources, options, and programs (e.g.: Capital Improvement Program, user fees and tolls, private financing and developer contributions, grants, and other transportation funding mechanisms) to construct, operate and maintain current and future transportation infrastructure components through their life cycle (e.g. street reconstruction, bridge replacement).

POLICY 3.2.2: Ensure that transportation revenue sources are economically stable by developing and maintaining a long-term transportation funding strategy to implement the following transportation priorities:

- a. Provision of complete streets that include a variety of pedestrian, bicycle, transit, and vehicular facilities;
- b. Protection of community and neighborhood integrity through context-oriented transportation services, functions, and design;
- c. Increased connections and improved linkages between different community areas;
- d. Promotion of physical activity, healthy lifestyles, and safe streets;
- e. Development of better integrated mixed-use and urban areas; and
- f. Implementation of the transit development plan.

POLICY 3.2.3: Provide the transit, bicycle, and pedestrian facilities identified on the transportation map series through capital and privately initiated improvements including street and road extensions, additional lanes and turn lanes, new connections, street reconstruction, and resurfacing.

POLICY 3.2.4: Support the development of a well-functioning and funded intra-state transportation system, to connect people and goods to other people, places, and markets within the county, region, and state by participating in the funding and planning of improvements to state roads.

POLICY 3.2.5: Establish a capital improvements program (CIP) that assists in the budgeting and implementation of transit, pedestrian, bicycle, and motor vehicle improvement projects. CIP priorities will be analyzed, reviewed and determined based upon input received from advisory committees, stakeholders, and interdepartmental staff based upon the project ability to improve the overall function of the county's transportation system and to:

- a. Provide a variety of transportation options and improve connectivity throughout the county;

- b. Implement established local community planning priorities and community identified projects. Community funded projects (e.g.: grants, private contributions, MSTU/MSBU, and other sources) may be assigned a higher priority;
- c. Improve high-hazard crash locations and structural and non-structural improvements to mitigate hazards that reduce the number and severity of all crashes;
- d. Fund the Traffic Signal/Intersection Improvement program to make the transportation system safer and more efficient; and
- e. Fund transportation improvements related to traffic calming, transit stops, trails and greenways, pedestrian facilities, bicycle facilities, complete street initiatives, roadway access, and other transportation needs.

POLICY 3.2.6: Further direct transportation infrastructure improvements and maintenance with priorities based on ~~CIP policy~~ the Capital Improvement Element and the following hierarchy of evacuation routes and the ~~future~~-land use map or equivalent municipality comprehensive plan land use designation :

- a. Hurricane evacuation routes on Map 3___(old 3H);
- b. Urban Core Land Use Category mixed-use centers with an adopted regulating plan
- c. Mixed-use centers with an adopted regulating plan;
- d. Economic and Job Center Land Use Categories;
- e. Urban Core Land Use Category;
- f. Urban Places Land Use Category;
- g. Urban Neighborhood Land Use Category;
- h. Suburban Land Use Categories~~mixed use areas;~~ and
- i. Rural Land Use Categories~~mixed use areas;~~
- ~~j. Suburban areas; and~~
- ~~k. Rural areas.~~

POLICY 3.2.7: Ensure that private development contributes to a comprehensive multimodal system that meets the travel needs of the entire county and mitigates the impacts their development has on the county's transportation infrastructure system.

POLICY 3.2.8: Develop and maintain standards, criteria, and fees to equitably define developers' obligations and costs associated with the development for necessary site-related and off-site improvements. Lee County policy guidelines and techniques to address potential impacts of development will address:

- a. Site-related impacts on the public road system must be funded by new development. The site-related improvements are not eligible for credit against the proportionate share payment of transportation impacts;

- b. Provisions that allow development agreements with developers and landowners who commit to provide improvements to public facilities beyond those required by the Lee Plan and other county regulations;
- c. Protection of existing and planned transportation corridors to meet state standards for future multimodal improvements consistent with the Transportation Map series;
- d. Requirements to provide access to existing or planned public transportation facilities and connections to adjacent existing or planned pedestrian and bicycle facilities; and
- e. Need to ensure proposed development within municipalities construct or pay for improvements to access county maintained transportation facilities as a condition of permit approval. Improvements may also include transit, bicycle, and pedestrian facilities along their frontage.

POLICY 3.2.9: Implement an effective and fair system of mobility fees, impact fees, or similar mechanisms to ensure that development creating impacts on transportation facilities pays a fair share of the costs to mitigate its (off-site) impacts. This may include evaluation of a tiered system of fees for urban, suburban and rural areas as an incentive for urban redevelopment. Issue credits against future fees consistent with county development practices and procedures.

POLICY 3.2.10: Roadway and intersection improvements mandated by development orders will be determined on the basis of demonstrated need resulting in part or in total from the impacts of that development. These improvements will be based on roadway and intersection improvement needs resulting from new development and will not be limited by jurisdictional responsibility for specific road segments. The use of Road Impact Fee revenues to improve state roads is an acceptable application of those funds.

POLICY 3.2.11: In order to acquire rights-of-way and complete the construction of the transportation facilities designated on the Transportation Map series, adopt regulations to encourage voluntary dedications of land and construction by developers as described below:

- a. Encourage voluntary dedication of rights-of-way necessary for streets, transit facilities, bicycle facilities, pedestrian facilities, and landscaping installations that are proposed to be county maintained;
- b. Encourage voluntary construction of transportation facilities that lie within or abut the development; and
- c. Grant Mobility, Park, or Roads Impact Fee credits consistent with the provisions of the Lee County LDC.

POLICY 3.2.12: Establish MSTUs/MSBUs to implement, operate and maintain transportation facilities through innovative means to fund complete streets improvements for transit, bicycle, and pedestrian facilities, ~~or maintain transportation facilities above the established LOS.~~ Establish MSTUs/MSBUs to correct deficiencies in specific areas or neighborhoods. Regularly review MSTUs/MSBUs to determine whether existing units can be eliminated or new units should be created.

POLICY 3.2.13: Review on a regular basis and update all user fee revenue sources, such as tolls, ~~mobility fees,~~ and roads impact fees. As an alternative to roads impact fees, evaluate a mobility fee structure, including a mobility plan, by the year 2016. Include an evaluation of reduction in fees to provide incentives for urban redevelopment. Adopt the programs that reflect travel characteristics, construction and right-of-way costs. Determine if capital impacts and maintenance costs are met by the fees and if the fees are economically sustainable and applied fairly.

POLICY 3.2.14: Designate various transportation facilities (e.g.: causeways, expressways, bridges, arterials, and major collectors) as toll facilities and utilize toll revenues for operation and construction of those facilities. Employ efficiency measures such as the institution of automated toll collection and the Variable Pricing Program to encourage reduced-peak usage of toll facilities.

POLICY 3.2.15: Seek out new and innovative funding to supplement public funding for transit operations and cooperate with the private sector to increase privately funded transit service, especially in areas with large seasonal populations.

POLICY 3.2.16: Promote street connectivity by discouraging the use of dead-end streets that create inefficiencies in the transportation network by preventing the development of a connected, grid street network. Utilize the following practices to discourage ~~the development of~~ dead-end streets:

- a. Include connectivity criteria as a requirement for acceptance of private roads for county maintenance;
- b. Place a low priority on resurfacing and maintenance of dead-end local streets and encourage adjacent property owners to take on the maintenance responsibility;
- c. Implement reduced design standards, such as reduced width, for very low volume dead-end local streets; and
- d. Resurface and repair dead-end local streets to the reduced design standard or where feasible, connect to other transportation facilities.

POLICY 3.2.17: Explore joint funding mechanisms (such as an MSTU/MSBU) to pay for the widening of Alico Road east of Ben Hill Griffin Parkway to encourage economic development in the Alico Road area. Require properties that generate traffic on the segment of Alico Road east of Ben Hill Griffin Parkway that have not already fully mitigated traffic impacts to participate in the funding mechanism. Participation will be creditable against future road impact fees or DRI proportionate share obligations consistent with County regulations. Property that was subject to CPA2009-01 agreed to donate 75 feet of right-of-way along the entire frontage of Alico Road without compensation. The donation of right-of-way along Alico Road from that property will not be creditable against road impact fees or DRI proportionate share obligations. To facilitate large truck movement and volumes, consider designation of Alico Road east of I-75 as a controlled access facility.

Changes were made to this objective to reflect the CSAC comments on Objective 3.1 “Add a policy to do life-cycle costs analysis.”; Policy 3.2.5 “Review/analyze existing CIP projects for the new vision and complete streets.”; Policy 3.2.6 “replace CIP policy with “the Capital Improvement Element”; Policy 3.2.12 “Clarify what “LOS” means in this context to refer to infrastructure or maintenance levels. It shouldn’t allow for roadway expansion.”; and (Policy 3.2.16) “Delete “the development of”, add language to connect gaps.” Staff addressed the Horizon Council comment “incentive urban redevelopment by a reduction in impact fees” by changes to Policy 3.2.9 and Policy 3.2.13. The category references in Policy 3.2.6 were updated based on coordination with the draft Land Use element.

OBJECTIVE 3.3: Environmental Impacts. Diminish the negative impacts transportation facilities and systems have on natural environments by maximizing existing transportation facilities, promoting clean transportation alternatives, and utilizing TDM strategies to effectively manage transportation systems and resources.

POLICY 3.3.1: Develop and maintain an environmentally sensitive transportation system including consideration of the following practices:

- a. Alternative transportation modes that diminish the need for increased road capacity and vehicular trips. Coordinate the development of such facilities with the Lee County Bikeways/Walkways Facilities Plan, The Transit Development Plan, and Lee County Greenways Master Plan.
- b. Promotion of alternative fuel vehicles, mixed-use developments, walkable and bikeable communities, and transit to conserve energy, reduce air pollution, and manage natural resources;
- c. Transportation infrastructure that utilizes sustainable or recycled materials, uses innovative design techniques and technologies, stormwater areas as community

- amenities; and energy efficient components such as street lighting, traffic signals, and roundabouts;
- d. Reduce heat island effects by ~~minimizing~~ addressing paved surface areas and maximizing planting areas with native canopy trees and other vegetation on county-maintained roadways;
 - e. TDM strategies to effectively manage transportation systems and resources, minimize system delays, reduce vehicle miles-traveled, and ~~contain greenhouse gas~~ reduced vehicle emissions;
 - f. Conversion of transit vehicles from diesel propulsion systems to alternative fuels or hybrid propulsion systems;
 - g. Location of archaeological sites, which will not be destroyed unless full recovery of data and artifacts is included in the process; and
 - h. Protection of natural habitats and protected or listed species.

POLICY 3.3.2: New roads or expansion of existing facilities will not be extended through ~~environmentally critical areas~~ areas of ecological concern except in instances of overriding public interest and unless:

- a. It is the only feasible route within mixed-use and urban areas;
- b. The crossing is culverted or bridged to the greatest degree possible, maintaining predevelopment volume, direction, distribution, and surface water hydroperiod consistent with county standards and providing adequate wildlife corridors; and
- c. Equivalent mitigation is provided ~~in basin and in jurisdiction as the first preferred option~~.

POLICY 3.3.3: Include an environmental impact assessment (EIA) in the design phase of new or improved arterial and collector roads that affect protected or listed species habitat, wetland systems, or estuarine water bodies. Ensure an EIA addresses impacts on historic structures, archaeological resources, and environmentally critical areas.

POLICY 3.3.4: Consider the safe passage of wildlife across new or reconstructed county roads.

POLICY 3.3.5: Support low-carbon and high resource-efficiency transportation options through the development of supporting infrastructure, fuel purchasing, and local fuel production.

Changes were made to this objective to reflect the CSAC comments on Policy 3.3.1.d “Add electric vehicle charging stations and bike sharing.”; and Policy 3.3.1.e “replace “contain greenhouse gas” with “reduced vehicle”. In Policy 3.3.2, the reference to environmentally critical areas was updated to the current language in the Coastal and

Conservation Element “areas of ecological concern”. Staff deleted the reference in the comment on Policy 3.3.2.c “Clarify “in basin and in jurisdiction” to mean “in same basin and jurisdiction”.

OBJECTIVE 3.4: Intergovernmental Coordination. Utilize intergovernmental partnerships to provide well-coordinated transportation services that meet the needs of all users and all modes. In particular, the county will work with the Lee County Port Authority, Lee County Metropolitan Planning Organization (MPO), Southwest Florida Regional Planning Council (SWFRPC), Florida Department of Transportation (FDOT), Federal Highway Administration (FHA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), United States Department of Transportation (USDOT), surrounding counties, and the cities of Sanibel, Cape Coral, Fort Myers Beach, Bonita Springs, and Fort Myers, and higher education facilities.

POLICY 3.4.1: Coordinate land use decisions and permitting processes affecting county and state transportation facilities with municipalities and FDOT.

POLICY 3.4.2: Promote non-motorized transportation greenway and blueway projects throughout the county. Coordinate multi-use trail projects whenever feasible with LCDOT and other agencies with jurisdiction over facilities identified in the transportation map series and the Greenways Master Plan (Map 22).

POLICY 3.4.3: Work with the MPO to plan, manage, and fund the development of a multimodal transportation system. ~~Implement the efforts that result from this collaborative effort through the:~~

- a. Consideration of improvements identified through the MPO’s Congestion Management System (CMS); and
- b. ~~Amendment-Incorporation of the~~MPO Plan amendments ~~Lee Plan map series are incorporated into the~~ Lee Plan map series ~~MPO Plan~~ so that the two plans remain consistent.

POLICY 3.4.4: Encourage municipalities to maintain a roads impact fee, mobility fee or similar program or to participate in the county's program.

POLICY 3.4.5: Improve transit services and provide for the needs of specific, targeted transit rider populations by coordinating transit services with the Lee County Port Authority, School District of Lee County, ~~Florida Gulf Coast University~~higher education facilities, ~~Edison College~~, Lee County Government, MPO, FDOT, Federal Transit Administration, and local employers, public service entities, and local governments.

Changes were made to this objective to reflect the CSAC comment “Add FGCU and Edison”. Staff recommendation is to add the phrase “higher education facilities”. Changes were made to Policy 3.4.3 to clean up the language.

Portions of Goal 4: Aviation, are also being reviewed as a separate Comprehensive Plan Amendment (CPA2011-00022, Hazardous Wildlife Attractant Update). Any revisions to goals, objectives, and policies will be reflected in this document following transmittal of CPA2011-00022.

GOAL 4: AVIATION. Develop and maintain a coordinated system of aviation facilities to facilitate the safe, cost-effective, and efficient movement of commerce consistent with community values and economic objectives.

Objective 4.1. Southwest Florida International Airport. SWFIA is the only commercial Service Airport in Lee County and is a major economic driver in the region. Given the valuable role the airport plays it is imperative to provide protections for the development and expansion of aviation and non-aviation related uses at SWFIA while ensuring surrounding development is compatible with growing demand of aviation in Lee County.

POLICY 4.1.1: SWFIA includes airport and airport-related development as well as non-aviation land uses. This mix of uses is intended to support the continued development of the SWFIA. The intensity of the proposed aviation and non-aviation land uses at SWFIA must be consistent with the Airport Layout Plan (Map 3F) and Lee Plan Table 5(a). Map 3F depicts the planned expansion of the SWFIA through 2020.

POLICY 4.1.2: Future airport expansion or development of aviation-related and non-aviation uses at SWFIA will offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other mitigation.

POLICY 4.1.3: The SWFIA Master Plan and Airport Layout Plan will be updated as required by the FAA, or as determined by the Lee County Port Authority. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F), then the Port Authority must amend Map 3F, prior to obtaining local development approval. The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheets (Maps 3F). These uses will be constructed upon Airport lands with long term leases.

POLICY 4.1.4: Development within the non-aviation area, as designated on Map 3F, is limited to a maximum of 300 acres north of runway 6-24 and approximately 52 acres within the midfield terminal area. All development must be in compliance with Map 3F and the intensities outlined in Table 5(a). Development of additional acreage will require prior Lee Plan amendment approval.

POLICY 4.1.5: Future airport expansion or development of aviation-related or non-aviation related uses will provide buffer areas, as determined by Lee County, for the

protection of groundwater resources in the Southeast and Northeast quadrants of the airport property.

POLICY 4.1.6: Design wetland mitigation for future expansion of aviation or non-aviation uses on Airport Lands so that it does not create wildlife hazards. Development and land management practices on airport property will be in accordance with FAA directives and other agency approvals.

Staff does not recommend changes to this Objective. Staff recommends that the CSAC comment “Add multimodal access here or in Policy 4.3.3.” is addressed in Policy 4.8.4 which identifies coordination with other transportation interests and establishing multimodal transfer facilities.

OBJECTIVE 4.2: Page Field General Aviation Airport. Page Field General Aviation Airport plays a vital role as a reliever airport facility to SWFIA. In its role as a reliever airport, Page Field reduces general aviation traffic from SWFIA, thereby increasing the capacity and efficiency of SWFIA. This designation should include adequate land to accommodate the projected growth needs of Page Field General Aviation Airport in its continued role as an airport reliever, including the industrial, commercial and office uses necessary to continue viable aviation activity through 2025.

POLICY 4.2.1: In order to create the revenue source necessary to maintain Page Field General Aviation Airport as a viable aviation operation and reliever to SWFIA, the Port Authority seeks to establish non-aviation uses on the Page Field General Aviation Airport property. Suitable locations for these non-aviation uses are designated on the Page Field Airport Layout Plan adopted as Lee Plan Map 3G. The Page Field Airport Layout Plan sheet (Map 3G) was adopted by the FAA as part of the 2002 Page Field Airport Master Plan Update. This update and documents comprising the 2002 Master Plan approval are incorporated into the Lee Plan by reference as support for adoption of Map 3G and Table 5(b).

POLICY 4.2.2: Page Field General Aviation Airport includes airport and airport-related development as well as non-aviation land uses. This mix of uses is intended to support the continued development of Page Field General Aviation Airport. The intensity of the proposed aviation and non-aviation land uses must be consistent with the Airport Layout Plan (Map 3G) and Lee Plan Table 5(b) and will be required to comply with the Lee County LDC regulations, including, but not limited to, the impact fee regulations. Map 3G depicts the planned expansion of the SWFIA through 2020.

POLICY 4.2.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries is necessary in order to provide continued viability to Page Field as a reliever to SWFIA, then the Port Authority will submit to the BOCC the application and support documentation to amend Map 3G Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

POLICY 4.2.4: Environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M).

POLICY 4.2.5: The Page Field Airport Master Plan and Airport Layout Plan will be updated as required by the FAA, or as determined by the Lee County Port Authority. A comprehensive plan amendment will be submitted by the Port Authority to update Map 3G and Table 5(b) to reflect the updated Page Field Master Plan as approved. The planning horizon used for the master plan update should be consistent with the Lee Plan Horizon, which can be verified by Lee County as part of the Master Plan Update process. Lee County staff will be included in the Master plan update process as required under the terms of the existing memorandum of understanding regarding airport development.

POLICY 4.2.6: If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3G), then the Port Authority must amend Map 3G prior to obtaining local development approval. The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheets (Map 3G). These uses will be constructed upon Airport lands with long term leases.

OBJECTIVE 4.3: Economic Growth. To aid in the diversification of the county's economic growth the capacity and long term development of the SWFIA and Page Field General Aviation Airport will be expanded in compliance with Maps 3F and 3G, and Table 5(a) and 5(b). Specific project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plans (Map 3F and 3G). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.

POLICY 4.3.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the SWFIA and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the Development Schedules (Table 5(a) and (b), respectively).

POLICY 4.3.2: The development potential of SWFIA will continue to be protected by the acquisition of additional land for runway and taxiway, road access, storm water management, and environmental mitigation use, consistent with the adopted Airport Master Plan and the Port Authority's Capital Improvement Program.

POLICY 4.3.3: The Port Authority will continue to expand existing and proposed aviation facilities such as the terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand.

POLICY 4.3.4: The Port Authority will continue to investigate commercial and industrial potentials at Page Field General Aviation Airport and at SWFIA through market surveys and the solicitation and receipt of acceptable proposals for land lease at fair market value as well as efforts to cultivate public/private partnerships in pursuing this potential.

POLICY 4.3.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. This will be accomplished by actively: (1) seeking to increase international commerce movement; (2) implementing an international marketing program designed to increase tourist activity; (3) continuing planning efforts to ensure availability of adequate airport facilities to accommodate increases in international air traffic; and, (4) pursuing development of international corporate activity.

Staff does not recommend changes to this Objective. Staff recommends that the CSAC comment “Add multimodal access here or in Policy 4.3.3.” is addressed in Policy 4.8.4 which identifies coordination with other transportation interests and establishing multimodal transfer facilities.

OBJECTIVE 4.4: Development Compatibility. Together with the Port Authority, evaluate development proposals for property located within the vicinity of existing aviation facilities to ensure land use compatibility, to preclude obstructions to aircraft operations, and to protect airport capacities.

POLICY 4.4.1: The safety of aircraft operators, aircraft passengers, and persons on the ground will guide the Port Authority in the operation of county airports, and hazardous wildlife attractants on or near the airports will be avoided.

POLICY 4.4.2: Coordinate with the Port Authority to ensure that regulations in the Lee County LDC restrict land uses in areas covered by the Airport Noise Zones (ANZ) to those uses that are compatible with the operation of the airport.

POLICY 4.4.3: Future updates of the Page Field General Aviation Airport and SWFIA Master Plans will monitor and incorporate development of non-aviation uses at the airports and suggest aviation-related uses.

POLICY 4.4.4: To the greatest extent possible, future airport master plans will retain the long term aviation expansion capability and capacity at both Page Field General Aviation Airport and the SWFIA.

POLICY 4.4.5: Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County LDC.

POLICY 4.4.6: The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a SWFIA reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport.

POLICY 4.4.7: Utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the LDC to prohibit development that is incompatible with the SWFIA or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2.

POLICY 4.4.8: Maintain the tall structure permitting process to ensure that proponents of potential structural hazards to aviation coordinate with the Port Authority and the FAA to properly place, mark and light potential obstructions as necessary.

POLICY 4.4.9: Through an interlocal agreement, the Port Authority and the City of Fort Myers will continue to coordinate the review of new land uses that have the potential to create tall structure obstructions to aviation and to ensure compatibility with aviation within the City of Fort Myers.

POLICY 4.4.10: In the interest of the safety of air commerce, the county will not approve a temporary or permanent structure that exceeds the height limitation standards, or does not comply with placement, lighting and marking standards, established by the Port Authority, Florida Statutes, or the FAA rules and regulations.

POLICY 4.4.11: Consider land use compatibility when reviewing development proposals within the vicinity of existing or proposed aviation facilities.

POLICY 4.4.12: Coordinate with private investors by reviewing plans and otherwise providing technical assistance in the development of aviation facilities to ensure land use, airspace, and environmental compatibility.

POLICY 4.4.13: Protect existing and proposed aviation facilities from the encroachment of incompatible land uses by updating the Future Land Use Map as needed to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for SWFIA and Page Field General Aviation, as proposed by the Port Authority.

POLICY 4.4.14: In cooperation with local, state and federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on or near airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features

on airport property such as detention and retention ponds, landscaping, and wetlands, which can provide wildlife with the ideal locations for feeding, loafing, reproduction and escape.

OBJECTIVE 4.5: Future Demands. The Lee County Port Authority will continually evaluate the projected demands for public aviation facilities and ensure their adequate provision.

POLICY 4.5.1: Efficient use of airport facilities should be ensured before expanding or developing new facilities.

POLICY 4.5.2: If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at SWFIA or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to Table 5(a), Table 5(b), Map 3F, or Map 3G, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle.

POLICY 4.5.3: The Port Authority will plan to accommodate growth at the existing facilities and provide for the development of future aviation facilities as warranted.

OBJECTIVE 4.6: Access. The SWFIA is an intermodal facility of significant value to the regional, state and federal transportation systems. Protecting this resource requires the provision of adequate landside and airside capacity.

POLICY 4.6.1: Access from Interstate 75 to the SWFIA is designated as a priority intermodal connector in the National Highway Plan and Florida Intrastate Highway System Plan. Together with the Port Authority, the county will work with the MPO, FDOT and the Federal Highway Administration to ensure that this access receives funding and is developed compatibly with the intermodal access needs of the region.

POLICY 4.6.2: Map 3F, as currently incorporated into the Lee Plan, includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75.

POLICY 4.6.3: The County and Port Authority recognize the significance and value of the SWFIA. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan.

POLICY 4.6.4: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County LDC.

OBJECTIVE 4.7: Coordinated Commerce Movement. The Port Authority will provide facilities that are economically feasible and compatible with adjacent land uses, environmental standards and public safety, and that also meet the needs of commerce movement enterprises and facilities.

POLICY 4.7.1: The Port Authority will continue to coordinate plans for existing and proposed aviation facilities with transportation agencies such as the FAA, the Transportation Security Administration, the Lee County MPO, the FDOT, Lee Tran and the Lee County Department of Transportation.

POLICY 4.7.2: The county will monitor roads leading to Page Field General Aviation Airport and the SWFIA in order to facilitate efficient and convenient access for airport users.

POLICY 4.7.3: Locations adjacent to or near aviation facilities are identified in the Future Land Use Map as suitable for commerce movement support facilities such as warehouses, cargo handling facilities, and other transfer points, and will be periodically reviewed and updated.

POLICY 4.7.4: The Port Authority will encourage cargo and freight development at the SWFIA by implementing domestic and international cargo marketing programs and by expanding airport facilities, as needed, in order to accommodate large domestic and international cargo carriers.

POLICY 4.7.5: The county will encourage the provision of warehouses, cargo handling facilities, and freight transfer points at aviation facilities needed for the movement of commerce by local industries, trade, and commercial enterprises.

OBJECTIVE 4.8: Aviation Coordination. Ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with federal, state, regional, and local review and permitting agencies.

POLICY 4.8.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the SWFIA and Page Field General Aviation Airport.

Airport development will remain consistent with the MPO LRTP and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies.

POLICY 4.8.2: While airport facilities will be operated in conformance with applicable state and federal regulations, the Port Authority will strive to ensure that Lee County environmental and other regulations are also implemented to the greatest extent possible.

POLICY 4.8.3: The Port Authority will develop plans for aviation in the county that are consistent with the Continuing Florida Aviation System Planning Process and the National Plan of Integrated Airport Systems.

POLICY 4.8.4: The Port Authority will coordinate efforts with aviation and other transportation interests at the SWFIA to establish multimodal transfer facilities.

POLICY 4.8.5: The Port Authority Executive Director will coordinate all expansion plans contained in approved airport master plans with the FAA and the FDOT to ensure that projects of interest to the Port Authority are included in the federal and state funding programs.

POLICY 4.8.6: The County and Port Authority will coordinate aviation facility expansion costs and demand, consistent with the Airport Layout Plan and approved Port Authority Capital Improvement Program, through the County's annual Capital Improvement Program in conjunction with regular briefings by Port Authority staff to County staff.

POLICY 4.8.7: Ensure that adverse structural and non-structural impacts of aviation facilities upon natural resources and wildlife are mitigated consistent with FAA policies and procedures and in coordination with federal, state, regional and local environmental agencies.

POLICY 4.8.8: The Port Authority will abide by all other relevant parts of this comprehensive plan in the construction and operation of Page Field General Aviation Airport and the SWFIA.

POLICY 4.8.9: The Port Authority will coordinate surface transportation planning for Page Field and the SWFIA with the Lee County MPO, the county Department of Transportation, Lee Tran, and the FDOT to ensure adequate access to the airports.

TABLE 2(a)
CONSTRAINED ROADS
STATE AND COUNTY ROADS

ROADWAY	SEGMENT		MAINTENANCE RESPONSIBILITY	CONSTRAINED CONDITIONS
	FROM	TO		
Bonita Beach Road	Old US 41	Hickory Boulevard	County	ROW, Environmental
Bonita Grande Drive	Bonita Beach Road	West Terry Street	County	ROW, Aesthetic, Environmental
Buckingham Road	Gunnery Road	Orange River Palm Beach Boulevard (State Road 80)	County	ROW, Scenic, Aesthetic
Captiva Road	Blind Pass	South Seas Plantation	County	ROW, Scenic, Aesthetic, Environmental
College Parkway	US 41	McGregor Boulevard	County	ROW
Colonial Boulevard	US 41	McGregor Boulevard	County	ROW
Crystal Drive	Plantation Road	US 41	County	ROW, Aesthetic
Daniels Parkway	I-75	Metro ParkwayUS 41	County	ROW
Del Prado Boulevard	Cape Coral Parkway	Coronado Parkway	County	ROW
Del Prado Boulevard	Cornwallis Parkway	Four Mile Cove Parkway	County	ROW
Del Prado Boulevard	Hancock Bridge Parkway	Pine Island Road (State Road 78)	County	ROW
Estero Boulevard	Big Carlos Pass	Center Street	County	ROW, Scenic, Aesthetic
Fowler Street	US 41	Carrell Rd	County	ROW
Gulf Boulevard (Boca Grande)	Boca Grande Belcher Rd	Boca Grande 1st St W	County	Scenic, Aesthetic, Historic, Environmental
Hancock Bridge Pkwy	US 41	SE 24th Avenue	County	ROW, environmental
Hancock Bridge Pkwy	SE 24th Avenue	Del Prado Blvd	County	ROW
Hickory Boulevard	Bonita Beach Road	Big Carlos Pass	County	Scenic, Aesthetic, Environmental
Homestead Road	S of Leeland Heights Boulevard	Lee Boulevard	County	ROW
Joel Boulevard	Bell Boulevard	E 6th St	County	ROW
Lee Boulevard	Leeland Heights Boulevard	State Road 82	County	ROW
Leeland Heights Boulevard	Joel Boulevard	Lee Boulevard	County	ROW
McGregor Boulevard (SR 867)	College Parkway	Colonial Boulevard	State	ROW, Scenic, Aesthetic, Historic, Environmental
McGregor Boulevard (SR 867)	Pine Ridge Road	Cypress Lake Drive	State	ROW, Scenic, Aesthetic, Historic, Environmental
North River Road	Hendry County line	State Road 31	County	ROW, Scenic, Aesthetic, Historic, Environmental
Palomino Lane	Daniels Parkway	Penzance Boulevard	County	ROW, Scenic, Aesthetic
Pine Island Road	Shoreview Drive	Little Pine Island	County	ROW, Scenic, Aesthetic, Environmental
Plantation Road	6 Mile Parkway	Idlewild Parkway	County	ROW, Scenic, Aesthetic
Pondella Road	Business 41	Moody Road	County	ROW, Scenic, Aesthetic, Historic, Environmental
San Carlos Boulevard (SR 865) (Matanzas Pass Bridge)	Center Street	Main Street	State	ROW, Scenic, Aesthetic, Environmental
Sanibel Causeway	W of Toll Plaza	Causeway Boulevard	County	Scenic, Aesthetic,
Stringfellow Road	8th Avenue	Main Street	County	Environmental
US 41 (SR 45)	South of Daniels Road- Alico Road	North Airport Road	State	ROW
US 41 (SR 45)	Caloosahatchee River	Pondella Road	State	Scenic, aesthetic
Winkler Road	Summerlin Road	McGregor Boulevard	County	ROW

(Amended by Ordinance No.
98-09, 00-08, 03-19, ___-___)

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**TABLE 2(b)
OPTIONAL RECOMMENDED MULTIMODAL OPERATIONAL IMPROVEMENTS ON CONSTRAINED ROADS**

ROADWAY	SEGMENT (or INTERSECTION)		AUXILIARY LANES TRANSIT FACILITIES	GEOMETRICS PEDESTRIAN FACILITIES	SIGNAL TIMING PROGRESSION BICYCLE FACILITIES	MISC. MOTOR VEHICLE GEOMETRY/TURN LANES/SIGNAL TIMING PROGRESSION
	FROM (or INTERSECTION)	TO				
Bonita Beach Road	Old US 41	Hickory Boulevard	Neighborhood Circulator, improve route efficiency, shelters,	widen sidewalks with more intensive redevelopment	bicycle lanes or shared lanes	Overpass at US 41. Update signal timing, turn lanes
Bonita Grande Drive	Bonita Beach Road	West Terry Street		shared path or sidewalks	bicycle lanes	
Buckingham Road	Gunnery Road	Orange River Palm Beach Boulevard (State Road 80)			greenway/shared use path, paved shoulder	Access management, turn lanes, evaluate roundabouts at Cemetery Road and Gunnery Road intersections
Captiva Road	Blind Pass	South Seas Plantation			paved shoulder	
College Parkway	US 41	McGregor Boulevard	Premium transit-Trunkline services, queue jumps, improved route efficiency, shelters,	widen sidewalks with more intensive redevelopment, improved pedestrian crossings	bicycle lanes or parallel facility	Update signal timing, turn lanes
Colonial Boulevard	US 41	McGregor Boulevard	Premium transit services, queue jumps, improved route efficiency, shelters,	widen sidewalks with more intensive redevelopment	greenway/bicycle lanes or parallel facility	Critical intersection improvements/overpass at Summerlin Rd, update signal timing, turn lanes
Crystal Drive	Plantation Road	US 41	add transit service	additional sidewalk, improved pedestrian crossings	bicycle lanes	Add median, turn lanes at US 41 and at Metro Parkway
Daniels Parkway	I-75	Metro Parkway U.S. 41	Premium transit services, queue jumps, improved route efficiency, shelters,	add shared use path to the south side, improved pedestrian crossings	bicycle lanes	Access management. Provide frontage road connections. Update signal timing. Intersection improvements and turn lanes, close median openings at minor collector/local street/private road intersections.
Daniels Parkway	at Brookshire Lakes Blvd/International Drive		Premium transit services, queue jumps, improved route efficiency, shelters,	add shared use path to the south side, improved pedestrian crossings	bicycle lanes	Potential removal of direct left turn lanes
Daniels Parkway	at Danport Blvd		Premium transit services, queue jumps, improved route efficiency, shelters,	improved pedestrian crossings	bicycle lanes	Potentially eliminate EB/NB/SB left turn lanes
Del Prado Boulevard	Cape Coral Parkway	Coronado Parkway	queue jumps, improved route efficiency, shelters,	widen sidewalks with more intensive redevelopment	bicycle lanes or shared lanes	Intersection improvements at Del Prado Blvd. Update signal timing, turn lanes
Del Prado Boulevard	Cornwallis Parkway	Four Mile Cove Parkway	queue jumps, improved route efficiency, shelters,	widen sidewalks with more intensive redevelopment	bicycle lanes or shared lanes	Overpass at Veterans Pkwy, update signal timing, turn lanes
Del Prado Boulevard	Hancock Bridge Parkway	Pine Island Road (State Road 78)	improved route efficiency, shelters,		bicycle lanes or shared lanes	Update signal timing, turn lanes
Estero Boulevard	Big Carlos Pass	Center Street	improved route efficiency, shelters, bus	greenway, add/widen sidewalks, improved pedestrian crossings	bicycle lanes	Median, turn lanes,
Fowler Street	US 41	Carrell Rd	add transit service	widen sidewalks with more intensive redevelopment	bicycle lanes or shared lanes	Update signal timing, turn lanes
Gulf Boulevard (Boca Grande)	Boca Grande Belcher Rd	Boca Grande 1st St W		widen sidewalks, improved pedestrian crossings	shared use path	
Hancock Bridge Pkwy	US 41	SE 24th Avenue	improved route efficiency, shelters,	add/widen sidewalks, improved pedestrian crossings	bicycle lanes or shared use path	Update signal timing, turn lanes
Hancock Bridge Pkwy	SE 24th Avenue	Del Prado Blvd	improved route efficiency, shelters,	add/widen sidewalks, improved pedestrian crossings	bicycle lanes or shared lanes	Update signal timing, turn lanes
Hickory Boulevard	Bonita Beach Rd	Big Carlos Pass	improved route efficiency, shelters,	add sidewalk on gulf side, improved pedestrian crossings	shared use path	Left turn lane at new park entrance on Lovers Key
Homestead Road	S of Leeland Heights Boulevard	Lee Boulevard	Premium transit services, queue jumps, improved route efficiency, shelters,	widen sidewalks in activity centers with more intensive redevelopment, improved pedestrian crossings	bicycle lanes or shared lanes	Update signal timing, improve connectivity and network improve. Add median, on-street parking.

Joel Boulevard	Bell Boulevard	E 6th St	Premium transit services, queue jumps, improved route efficiency, shelters,	widen sidewalks in activity centers with more intensive redevelopment, improved pedestrian crossings	bicycle lanes or shared lanes	Update signal timing, turn lanes. Add median. On-street parking in activity centers.
Lee Boulevard	Leeland Heights Boulevard	State Road 82	Premium transit services, queue jumps, improved route efficiency, shelters,	widen sidewalks in activity centers with more intensive redevelopment, improved pedestrian crossings	parallel greenway, bicycle lanes or shared lanes	Update signal timing, turn lanes. On-street parking in activity centers.
Leeland Heights Boulevard	Joel Boulevard	Lee Boulevard	Premium transit services, queue jumps, improved route efficiency, shelters,	widen sidewalks in activity centers with more intensive redevelopment, improved pedestrian crossings	bicycle lanes or shared lanes	Update signal timing, turn lanes. Add median. On-street parking in activity center.
McGregor Boulevard (SR 867)	College Parkway/Winkler Road	Colonial Boulevard	add transit service	greenway, add/widen sidewalks, improved pedestrian crossings	bicycle lanes or shared lanes	Provide a NB right-turn lane from Davis Dr. to Colonial Blvd.(2)
McGregor Boulevard (SR 867)	Pine Ridge Road	Cypress Lake Drive	add transit service	greenway, widen sidewalks, improved pedestrian crossings	bicycle lanes or shared lanes	Turn lanes.
North River Road	Hendry County line	State Road 31		greenway, sidewalks in village center	shared use path	
Palomino Lane	Daniels Parkway	Penzance Boulevard		sidewalk	shared use path or bike lanes	Median, turn lanes
Pine Island Road (Matlacha)	Shoreview Drive	Little Pine Island	improved route efficiency, shelters,	greenway, add/widen sidewalks, improved pedestrian crossings	shared bicycle lanes	Construct left turn lanes at intersections with local roads, where feasible. On-street parking
Plantation Road	6 Mile Parkway	Idlewild Parkway	add transit service	add/widen sidewalks, improved pedestrian crossings in activity centers	bicycle lanes or shared lanes	Update signal timing, turn lanes
Pondella Road	Business 41	Moody Road	Premium transit services, queue jumps, improved route efficiency, shelters,	widen sidewalks in activity centers with more intensive redevelopment, improved pedestrian crossings	bicycle lanes or shared lanes	Update signal timing, turn lanes
San Carlos Boulevard (SR 865) (Matanzas Pass Bridge)	Center Street	Main Street	Encourage transit ridership. Consider alternating signal for southbound approach lanes and signal/lane controls to create a preferential transit lane, improved route efficiency, shelters,	greenway, add/widen sidewalks, improved pedestrian crossings in activity centers	shared bicycle lanes	
Sanibel Causeway	W of Toll Plaza	Causeway Boulevard			shared bicycle lanes	
Stringfellow Road	8th Avenue	Main Street	improved route efficiency, shelters,	greenway, add/widen sidewalks, improved pedestrian crossings in activity centers	bicycle lanes or shared lanes	Turn lanes, On-street parking.
US 41	S. of Daniels Parkway/Alico Road	North Airport Road	Premium transit services, queue jumps, improved route efficiency, shelters,	widen sidewalks in activity centers with more intensive redevelopment, improved pedestrian crossings	Pursue installation of bike paths through MPO process. bicycle lanes or shared lanes	Maintain access control. Continue monitoring/updating of signal system. Turn lane improvements at Alico Rd
US 41 (SR 45)	Caloosahatchee River	Pondella Road	Premium transit services, queue jumps, improved route efficiency, shelters,	widen sidewalks in activity centers with more intensive redevelopment, improved pedestrian crossings	bicycle lanes or shared lanes	Update signal timing, turn lanes
Winkler Road	Summerlin Road	McGregor Boulevard	improved route efficiency, shelters,	add/widen sidewalks, improved pedestrian crossings in activity centers	bicycle lanes or shared lanes	Update signal timing, turn lanes, on-street parking in activity centers

Footnotes:

⁽¹⁾ No specific operational improvement identified at this time, but Additional operational improvements may still be possible and warranted in relation to development approval requests.

* ⁽²⁾ Indicates that The recommended improvements should increase the estimated service volume multimodal system capacity of the facility.