

June 9, 2014

TO: Don Scott, Director Lee MPO

FROM: Ned Baier, AICP Project Manager Jacobs

CC: Bill Spikowski
Tomohiko Music, Planner Jacobs

Subject: Recommended Land Use Scenario

Dear Don Scott:

This memorandum briefly describes the results of the consultant team's rigorous technical analysis of Lee County land-use scenarios and offers our recommended scenario for application by the Lee County MPO and Florida Department of Transportation (FDOT) during the development of the Lee County MPO 2040 Long Range Transportation Plan. The scenario planning evaluation was organized and developed by the MPO and our consultant team in close cooperation with local government and FDOT staff, following guidance from the scope of work and the Federal Highway Administration. The evaluation utilized interactive map-based tools that calculated likely costs and benefits of alternative land-use patterns.

The selection of a preferred scenario is ultimately a community decision that will be made by elected officials in their capacity as the governing board of the Lee County MPO board.

The consultant team's comments below and our recommended scenario are based on technical analysis developed from factors described in the vision statement, goals, and objectives on page 3 of our draft report, *Land Use Scenarios for Lee County, Florida*. The vision statement, goals, and objectives were based on the Lee County "New Horizon" evaluation and appraisal report approved by the Lee County Board of County Commissioners in March, 2011 and a series of meetings with government and agency staff of key stakeholders in the fall of 2013. An interactive full-day workshop was then held with technical staff to finalize and apply the "place-types" that were used to build the scenarios and to select the indicators that could measure effectiveness.

The three scenarios lie on a continuum from most dispersed (Scenario A) to most compact (Scenario C). Each scenario is described, mapped, and analyzed in the report.

Scenario A is modeled closely on the land use pattern that was used to create the MPO's 2035 long-range transportation plan.

- Scenario A scored reasonably well – better than the 'base canvas' that represents existing comprehensive plans – due to two primary factors:
 - The addition of major multifamily concentrations in south Cape Coral, the Iona/McGregor area, and near the river in North Fort Myers.
 - The addition of a major concentration of jobs (about 13,000) in far northwest Cape Coral near Burnt Store Marina.

These additions were significant enough to offset negative scoring caused by the substantial outward expansion of low-density residential areas also shown in Scenario A.

- However, the jobs concentration in Cape Coral overstates what is possible or desirable due to its remote location from much of Lee County's population and state ownership of much of the land. Some of the multifamily expansions would displace stable single-family neighborhoods and would increase densities in coastal areas.
- The outward expansion in Scenario A is inconsistent with Lee Plan and several community plans, due to urban development shown for example in parts of the Buckingham, Bayshore, Yucca Pens, Prairie Pines, and Edison Farms areas.

Scenario B is modeled after current comprehensive plans, but assuming that considerable intensification takes place as encouraged (but not required) by those plans.

- Scenario B scored quite well because land-use intensification is located where it will offset problems created by current land use patterns, not only in Cape Coral but also in Lehigh Acres, Estero, and Bonita Springs.
- The only outward expansion in Scenario B is in Bonita Springs east of I-75 in the DR/GR (density reduction / groundwater resource) area. This expansion is inconsistent with the current Bonita Springs comprehensive plan, although studies of that area are ongoing.

Scenario C assumes that intensification encouraged by current plans is more successful than it is in Scenario B. Scenario C also intensifies land-use patterns on College Parkway and along north-south transportation corridors to take advantage of potential public transit along the rail corridor or U.S. 41 and recent improvements to the north-south road network such as the Michael G. Rippe/Metro Parkway and Three Oaks/Imperial Parkway.

- Scenario C scored extremely well, improving on Scenario B's scores on nearly every indicator. An exception is the coastal development indicator; one of the three transit-oriented development locations added in Cape Coral in Scenario C is in downtown Cape Coral, which is in the coastal high-hazard area.
- No outward expansion is shown in Scenario C. There are no inconsistencies with local comprehensive plans.
- Scenario C scores best of the three scenarios in reducing vehicles miles traveled (VMT), which is described in the scope of work as a primary goal of this planning effort. This scenario encourages more households to have greater access to transit, another primary goal; and provides better access to jobs and shopping.

The consulting team recommends Scenario C as the preferred scenario upon which the MPO's 2040 long-range transportation plan should be based.

On June 5, 2014 the MPO TAC and CAC confirmed the consulting team's recommendation and have endorsed Scenario C as the preferred scenario.

A summary of the scenario indicator ratings can be reviewed on the following page.

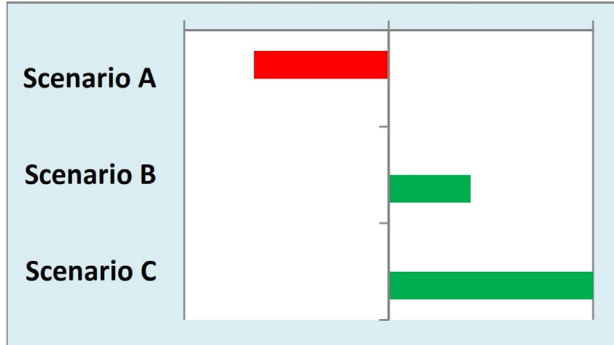
Scenario Indicator Ratings

The indicator ratings for each scenario are shown here, with the most important indicators at the top.

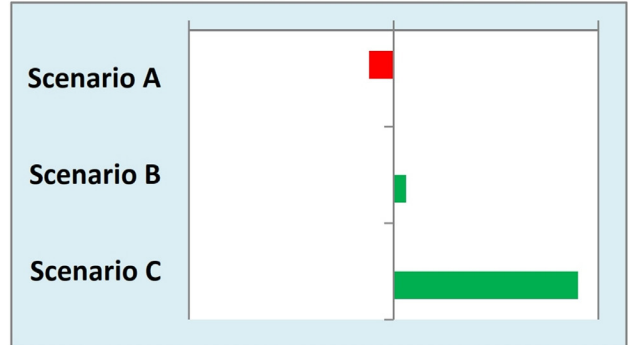
These charts show how each of the scenarios scored relative to existing comprehensive plans:

- A red bar means a scenario scored lower than existing comprehensive plans.
- A green bar means a scenario scored better than existing comprehensive plans.
- The length of a bar indicates the relative change from existing comprehensive plans.

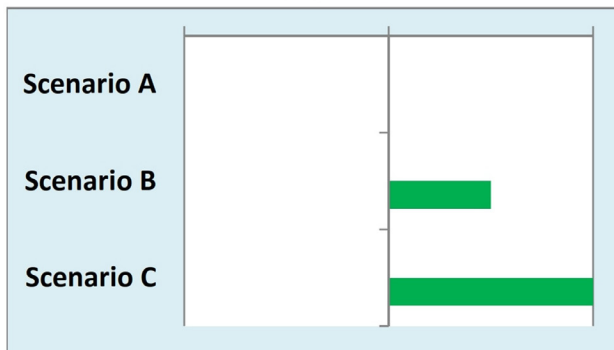
Amount of driving



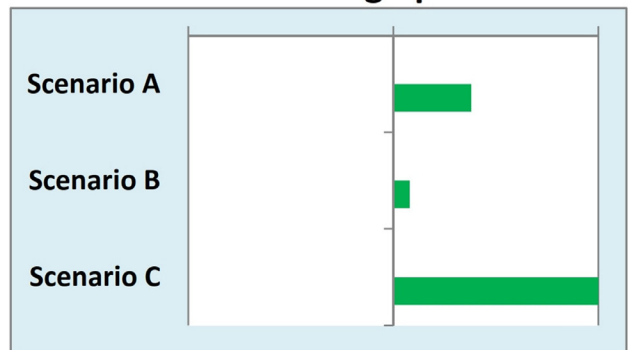
Access to jobs & shopping



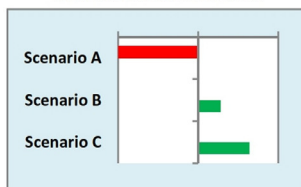
Access to transit



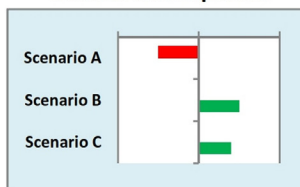
Diverse housing options



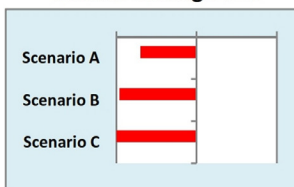
Rural land retention



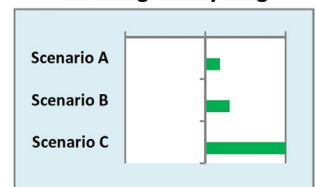
Coastal development



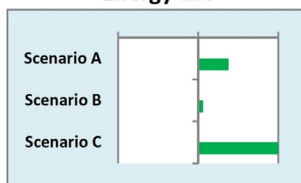
Homes on large lots



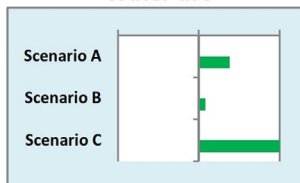
Walking & bicycling



Energy use



Water use



Greenhouse gas emissions

