



**Lee County MPO  
Land Use Scenarios Project  
Stakeholder Meetings Summary**

Various stakeholders were identified as being active in land use and transportation issues in Lee County. From September 17-26, 2013, seven meetings were held with more than 50 stakeholders in both small group discussions and large group presentations. An overview of the Land Use Scenarios project was provided in several presentation slides. Each group had the opportunity to ask questions. They were encouraged to share their opinions and knowledge. A questionnaire (attached) was provided prior to each meeting, as a way to generate discussion. Comments received are grouped by topic, following the list of meetings below. Responses to questionnaires are included in the comments.

**Small Group Discussions**

**Horizon Council**

Date/Time: September 17, 2013 9:30 – 10:30 AM  
Location: Spikowski Planning Associates, 1617 Hendry St, Ste 416, Fort Myers, FL 33901  
Attendees: Doug Meschko, Land Solutions, Inc. & Horizon Council  
Gary Tasman, Cushman Wakefield & Horizon Council  
Ronald Inge, Horizon Council (former Lee County Local Planning Agency)  
Russell Schropp, Attorney at Law, Henderson, Franklin, Starnes & Holt, P.A.  
Bill Spikowski, Spikowski Planning Associates  
Don Scott, Lee County MPO  
Johnny Limbaugh, Lee County MPO

**Conservation Professionals**

Date/Time: September 17, 2013 3:30 – 4:30 PM  
Location: Bonita Springs City Hall, 9101 Bonita Beach Rd, Bonita Springs, FL 34135  
Attendees: Nancy Payton, Florida Wildlife Federation (SW FL Field Rep)  
Nicole Johnson, Conservancy of SW FL (Director of Governmental Relations)  
Brad Cornell, Audubon of SW Florida  
Bill Spikowski, Spikowski Planning Associates  
Don Scott, Lee MPO  
Johnny Limbaugh, Lee MPO  
Ned Baier, Jacobs

**BikeWalkLee**

Date/Time: September 20, 2013 11:00 AM – 1:30 PM  
Location: City of Cape Coral Annex, 815 Nicholas Pkwy, Cape Coral, FL 33915

Attendees: Ann Pierce, BikeWalkLee & Lee County LPA  
Dan Moser, BikeWalkLee, Florida Bicycle Association & MPO BPCC  
Kate Godderham, BikeWalkLee  
Darla Latourneau, BikeWalkLee  
Margaret Banyan, BikeWalkLee & Florida Gulf Coast University Professor  
Michelle Weitzel, Florida Gulf Coast University Student  
Sean Maloney, Florida Gulf Coast University Student  
Don Scott, Lee MPO  
Johnny Limbaugh, Lee MPO  
Ned Baier, Jacobs  
Bill Spikowski, Spikowski Planning Associates

### **Paul Van Buskirk**

Date/Time: September 20, 2013 4:00 – 5:00 PM  
Location: Spikowski Planning Associates, 1617 Hendry, Ste 416, Fort Myers, FL 33901  
Attendees: Paul Van Buskirk, Van Buskirk, Ryffel & Associates  
Don Scott, Lee MPO  
Johnny Limbaugh, Lee MPO  
Bill Spikowski, Spikowski Planning Associates Ned Baier, Jacobs

### **Large Group Presentations**

#### **Reconnecting Lee County**

Date/Time: September 19, 2013 2:00 – 4:00 PM  
Location: 1825 Hendry St, Ft Myers, FL 33901  
Attendees: Tony Palermo, Lee County Community Development  
Syndi Bultman, Lee Memorial Hospital  
Mark Tesoro, Lee Memorial Hospital  
Lindsay Rodriguez  
Vitor Suguri  
Rick Burris, Lee County Community Development  
Julia Davis, Omnibus Innovations Group, Inc. (President)  
Kathie Ebaugh, Lee County Community Development (Principal Planner)  
Michael Tisch, Lee County DOT (Sr. Project Manager)  
Ben Bullert, City of Fort Myers Public Works  
Robert Gardner, City of Fort Myers  
Wayne Daltry, Reconnecting Lee County, RLC Steering Committee & Lee LPA  
Dawn Huff, Lee County School District (Long Range Planner)  
Ann Pierce, BikeWalkLee & Lee County LPA  
Andy Getch, Lee County (Planning Manager-Transportation)  
Jeremy Frantz, Conservancy of Southwest Florida  
Stephanie Keyes, Realtor Association of Greater Fort Myers and the Beach, Inc.

Lindsay Rodriguez, Florida Gulf Coast University Student  
Vitor Suguri, Florida Gulf Coast University Student  
David Urich, Lee MPO CAC  
Don Scott, Lee MPO  
Johnny Limbaugh, Lee MPO  
Ranjit Gogoi, Lee MPO  
Bill Spikowski, Spikowski Planning Associates  
Ned Baier, Jacobs

**Lee County Local Planning Agency**

Date/Time: September 23, 2013 8:30 – 10:30 AM  
Location: Old Lee County Courthouse, Board Chambers, 2120 Main St, Fort Myers, FL 33901  
Attendees: Don Scott, Lee MPO  
Johnny Limbaugh, Lee MPO  
Kathie Ebaugh, Lee County Planning Division (Principal Planner)  
Noel E. Andress, Commissioner  
Wayne Daltry, Commissioner  
Roger Strelow, Commissioner  
Mitch A. Hutchcraft, Commissioner  
Jim W. Green, Commissioner  
Steven Brodtkin, Commissioner  
Ann M. Pierce, Commissioner  
Bill Spikowski, Spikowski Planning Associates  
Ned Baier, Jacobs

**Land Use Law Bar (Bar Association Land Use & Governmental Law Practice Section)**

Date/Time: September 26, 2013 12:00 – 1:30 PM  
Location: 1500 Monroe St, Fort Myers, FL 33901  
Attendees: Russell P. Schropp, Henderson Franklin  
Melissa Sharnsky, Henderson Franklin  
David Depew, Morris-Depew & Associates  
Tina Ekblad, Morris-Depew & Associates  
Neale Montgomery, Pavese Law Firm  
David Owen, Nabors, Giblin & Nickerson, PA  
Sharon Jenkins-Owen, Rezone.biz  
Neysa Borkert, Mike Hagen Associates  
Audrey Singleton  
J. Scott Legg  
Anne Dalton, Dalton Legal  
Bruce Strayhorn, Strayhorn Law  
Jenna Persons, Strayhorn Law

Steve Hartsell, Pavese Law Firm  
 Mary Gibbs, Lee County  
 Sean McCabe  
 Derek Rooney  
 Catherine Louise, Roetzel & Andress  
 Beverley Grady, Roetzel & Andress  
 Bill Spikowski, Spikowski Planning Associates  
 Jennifer Willman, Jacobs

**Comments from Stakeholder Meetings**

**Infrastructure Funding/Cost**

It's important to understand infrastructure costs and consequences.

The cost of sprawl can be calculated using several tools - one tool can be found at strongtowns.org.

The study should run a cost-affordable/cost constrained scenario and analyze the results. Impact fee revenue from local development will be much lower in this LRTP update, so new revenue sources are needed. What is the breakdown of revenues in the 2035 MPO LRTP? Response: Roughly 30% federal, 30% state, and 40% local.

Need impact fees that match actual cost. Platted communities should reduce infrastructure costs. Set up a Municipal Service Taxing Unit? Stop maintaining local roads with gas tax. Don't deny building permits, but stop subsidizing development in outer reaches.

**Housing**

Not many big private equity firms/investors are buying individual vacant homes here. That is happening in Tampa, North Port and Port Charlotte, but not in Lee County. The recent increase in home sales is due to individuals buying. (Good sign of recovery.)

Alico South and mid Cape Coral is built out. Numbers in Cape Coral are spiking, everyone is going there. Colonial and Bayshore are popular too. Infrastructure there is good. There is land on Bayshore; developers are looking there for longer-term projects.

The Slater Road future I-75 interchange in North Fort Myers is good for development of \$250-300k homes. That interchange is needed for hurricane evacuation anyway.

Lehigh Acres has a bad reputation. It is 10 miles from I-75 and 3-4 miles wide. Buyers will pursue other options which will have to be exhausted first before much growth going there.

Daniels, Alico, Corkscrew are nearly done; housing still being built, but little land for further development.

GL Homes has delayed selling, raising prices to build the north-south road, they are obligated through the Parklands DRI development order and Riverstone approval.

Housing market drives the process, requires a new mindset. Brand who do we want to live here. False expectation that this is still a fishing village. Anything that looks like a bus won't be popular. Requirements versus incentives. Roadways are too good for people to consider transit.

Naples Park neighborhood is still affordable; not much else is.
Travel time and cost is a big factor in home buying.
The Cape Coral Utility Expansion Plan had the opposite effect as planned, because speculative homebuilders avoided areas with utilities so they could avoid the assessments.
Discussion about lifestyle changes and how this impacts growth and development of housing. There is less demand for big yards and big homes, and more of a trend towards smaller lots, town homes and mixed use. Even in Naples with older demographics the type of new development is changing. Now close to a “50/50 mix” between single family homes and townhomes/condo/rentals in the Naples area.
Area of focus should be the municipalities, College corridor, and parts of North Fort Myers closest to bridges. Focus in these areas may be redevelopment as well as new. Ideally along rail line.

<b>Jobs/Economy</b>
Demand generators are along I-75 (it’s the lifeline), the airport, Florida Gulf Coast University. Hertz is a major employer that is still growing.
The US 41 corridor won’t see many new jobs.
Hertz employees won’t look at Cape Coral for their homes, since it’s too far away to live.
Hertz is looking to develop a call center in Cape Coral, so there will be some employees there.
Cape Coral needs a Florida Gulf Coast University campus, or airport, if it’s to grow beyond housing.
Job growth should be expected east of I-75.
Horizon Council goal for Lee County is to become a medical destination.
Biggest growth of jobs is in health care.
Need more corporate headquarters, better paying jobs.
Renewable energy in connection with Florida Gulf Coast University, Algenol biofuels plant – ethanol from algae, experimental research facility now ready for commercial production and moving to Texas – why can't it stay in Lee County?
Will certain cities get all the jobs and population? Response: Unlikely since the preferred scenario is expected to be a hybrid of various components of each of the scenarios.
If you do nothing with the Diamond it will explode with growth anyway. Major activity drivers include Florida Gulf Coast University which is expected to grow from 12,000 to 25,000 students, the continued airport expansion, the continued growth around the Gulf Coast Town Center Mall on Allico Road, and nearby industrial development.
Discussion about airport related growth in business: a distribution network is needed for high tech, research and development firms. There are not many jobs either located or projected near the airport in the current Long Range Transportation Plan (LRTP) and Traffic Analysis Zones (TAZs).
We need a comprehensive set of policies to support the expansion of existing businesses to create new jobs. Then new jobs that may come from out of area should be directed to existing industrial and commercial areas, again with a comprehensive program to coordinate or support redevelopment and infill in these areas. Next locations along major corridors, but not outlying that require an abundance of greenfield building and force longer than necessary commutes from developed areas.

Caring for the aged will become an increasingly important industry. Sarasota is making the most of their aging population by marketing themselves as an elder experiment and research zone.

Certainly we have the opportunity to distinguish ourselves as experts in habitat, watershed management systems, wetlands and estuary rehabilitation, skills and knowledge that will be in demand worldwide.

Trade with Latin & South America could become much more important with exchange of goods made both through the airport and across I-75 from Miami and on up to the Midwest. Exchange of expertise, of course could thrive with an emphasis on higher quality of education at all levels.

### Future Development

“Commercial Activity Centers” on Cape Coral Future Land Use Map are placeholders, assuming the locations could be traded.

Not much is driving growth toward Punta Gorda, but North Fort Myers will grow since land prices are cheaper, a draw for mid-west retirees.

North Fort Myers needs a big mall or something that changes the image, but the demographics will need to change for a mall to be built, like Bonita Bay had proposed. North Fort Myers needs redevelopment.

Babcock Ranch project is still alive, and will change the dynamics in the far north in a big way.

Ben Hill Griffin corridor has entitled land and infrastructure. Change density requirement and it becomes a magnet for job creation with tax incentives.

Burnt Store Road corridor has land for expansion, but new Federal Emergency Management Agency (FEMA) flood maps could limit development there.

Cape Coral had a big bubble; then the bubble moved to Lehigh Acres and back to Cape Coral. Quality of infrastructure is much higher in Cape Coral and it has a perception of safeness, more stable.

Next big development cluster will be north around I-75, not starting right now but closer to 2020. Until then, airport and Florida Gulf Coast University expansion will support growth to the south.

North Fort Myers will need a lifestyle center in 20-40 years.

Consider land near 951 east of I-75 (Immokalee, Estero, Corkscrew) for big projects. (See Estero market study 9/16/13.)

Miromar area has more permanency.

Mixed use areas need to be walkable, multi-family, like Coconut Point around Florida Gulf Coast University.

Density Reduction/Groundwater Resource (DR/GR) designation area and Buckingham Overlay District won't be pressured to increase densities. Younger people aren't interested in living out there. Now it's 1 unit per acre in Buckingham, could be 2 units per acre at most.

There is north-south movement, and west a little.

Rail corridor idea is great, but I-75 has as good a chance for transit and development.

Hospitals will develop as demand grows. Lee Memorial has a monopoly, land in reserve all over, including Burnt Store Rd and Pine Island Rd. (Look up Lee Memorial in the property appraiser for all land holdings for future health care jobs.)

Two recent reports that highlight the development east of I-75 from Vanderbilt Beach Road north to Alico Road were provided to consultant team. In a post-meeting email: There are roughly 19,000 residential units in planning in this area. Almost all of these units will be built over the next 8-10 years. When you times the 19,000 units by the average household size in Southwest Florida is 2.3; you get 43,700 people added to this regional. This does not include the approximately 6,000 people added to the regional over the last two years from housing development and Florida Gulf Coast University growth. It also does not take into account that Florida Gulf Coast University is going to add another 8,000 - 10,000 students over the next 8 -10 years. Population growth in this area is approximately 60,000 people over the next 10 years.

Sector plans with potential new growth north and east of Lee County might affect Lehigh Acres.

Don't keep developing farther and farther out (example: Research Diamond).

Alico Inc. lands are for sale again.

The problem of growth taking place across county lines is not unique to Lee County. Portland dealt with growth across the state line by not improving commuting highways at its own expense. Other examples come from Montgomery County, Maryland; and Arlington County, Virginia.

The value of this study should be about big ideas. We are proposing to compare and model an urban future - suburban future - or something else. This is significant.

We need to stop leap frogging growth.

Keep rural areas rural.

Need to create Transit Oriented Development incentives and sprawl disincentives. Efforts should be made to purchase and develop the old rail corridor that crosses the County for future use. Need less density and more protection of the swamp areas east of I-75 and in north Lee County near the Charlotte County border.

Discussion about Lehigh Acres Tier 3, which is similar to the Cape Coral reserve area. It is also still in the Lee Plan, but being disregarded by County staff.

There is a Urban Land Institute (ULI) Report completed for the Research Diamond area. Herb Miller from Tallahassee is the ULI contact. The American Institute of Architects (AIA) is also now involved. The client for the Diamond study is a partnership of private developers.

There was a 2002 analyses for Cape Coral through 2040 done by Van Buskirk and Ryffel. Although it is now out of date, nothing more recent is available. The Cape Coral build-out was projected for 2080.

Highest potential for being redeveloped are as follows. City of Ft. Myers and along 41 to Collier: R, I, C, S; College Corridor: R,C,S; Forum Area: R,C, S some I specifically R & D; Daniels & Metro & Airport R, C, I, S; Renewal along Palm Beach: R, C, S; Bonita: R, C, S, I. (R=RESIDENTIAL, I=INDUSTRIAL, C=COMMERCIAL, and S=SERVICE)

## Transportation

Regional connectivity east of Logan is more crucial, but can't get 4 new lanes north-south?

Burnt Store Road could be an elevated highway.

Colonial to Veteran's Memorial Pky to Burnt Store Road could be a super loop with side roads and through-roads for 650,000 people -- but utilities are needed along Burnt Store Rd.

Del Prado interchange will spur commercial development like Chico's, and the 1600-acre Benderson property.
I-75 was to be 6-laned; next 6 months will tell if that happens.
US 41 expansion was paid by people who used it; McGregor Blvd. too – it will all work out, let's not fret about how to pay for roads.
In 1978, it took 3-4 hours to get from College Pky to US 41 (I-75 not open yet).
Congestion isn't a bad thing, look at Disney, the most popular rides have the longest lines and people wait in them.
How will you address or study new roads? Response: The transportation model identifies transit and road improvements, including a needs plan that may consider new road corridors and expansion of other roads.
Palm Beach Blvd and MLK need sidewalks, bike lanes, transit. Look at low income areas for these needs.
Palm Beach Blvd needs redesign with better integration to intersecting roads; MLK, although updated, still needs redevelopment with economic opportunity in mind; Ortiz upgrade the multimodal two lane.
Rail corridor is a good idea but dispersal of passengers is a problem due to low density spread out patterns. What is the cost for transit, how can we afford it? It wouldn't support itself. Concerned the demographics attracted to the area won't use transit. Need to change people's mentality first.
Mass transit dispersal routes should not be all over the place, not from Edison College (Daniels) to Coconut Road.
Good possibilities for development along the rail corridor.
The Research Diamond may be a strong transit market in the future.
Most significant big picture transportation issues that should be addressed: Integrated multimodal system that is fully functional, affordable transportation; Land use patterns should lead transportation investment decisions; How to make our transportation system into an economic asset.
Public transit improvements needed: Bus Rapid Transit (BRT) from I-75 area along Colonial to downtown; BRT along 41; BRT from Cape Coral, perhaps also from N Ft. Myers; Local bus to airport with regular frequency; Local bus to FGCU; Local bus Lehigh and N Ft Myers with future BRT; Park and ride bus/trolley service to Ft. Myers Beach.
Suggestions for improving pedestrian safety and convenience: Very well painted crosswalks. Go all out with multiple contrasting colors, striped poles etc. What is the point of being demur if people die? Narrow the distance to cross; Midblock crossings with refuge islands; Well lit roadways; Better signage for drivers approaching intersection. Education to drivers and Law Enforcement to change culture of impunity; Lose of license and large fines or jail time for hitting pedestrian.
Pedestrian improvements are needed: all of US 41, all of Palm Beach Blvd, all of Ortiz.
Suggestions for improving bicycle safety and convenience: Protected bike lanes; Fully painted Green Lanes; Entirely off road biking network – can be more direct and more functional, not necessarily just recreational; For narrow, low speed roads, further reduce the speed to 25 mph and paint entire Green Sharrow Lane.
Recreational bicycle lanes or trails in and between residential developments actually can be an effective way to maximize existing infrastructure by filling gaps to create very long functional countywide system.

Consider the myriad of infrastructure upgrades to increase road safety for bicyclists, instead of new or expanded roadways. See Federal Highway Administration's 9 Proven Safety Measures.

Lowering of all speeds through suite of traffic calming techniques and enforcement of 3-foot law very important for bicycle safety.

## Environmental Concerns

Prairie Pines is 2200 acres of land bought for conservation near the Charlotte County line. It's no longer available for development.

The MPO Citizens Advisory Committee wants to bring construction of 951 back for joint discussions with Collier MPO. What is stalling it? Environmental challenges and Lee County preferred alignment. Could draw 40,000 houses. Economic benefits will override environmental issues.

Conservation 2020 compilation from DR/GR study and mitigation lands. Need to contact Jim Beaver at Fish and Wildlife Service regarding his ongoing mitigation work. It may provide more ideas for the "land with limitations" map.

There is another priority area in Comp Plan text but not on the limitations map now. The area 2 miles north of Corkscrew Road to protect panthers needs to be on the map. Protect Edison Farms and panthers around the mine.

Jobs are at the airport, Florida Gulf Coast University, and biomed. 1991 DRI application by Alico Inc. was filed before the university was proposed, pretty much describes what ended up happening.

Protect the Edison Farms property north of Bonita Springs, also protect land farther out Corkscrew Rd.

"Flow ways" are important for connecting conservation areas.

What is not developed in Lehigh Acres and Cape Coral (outer portions) could be restored to natural conditions as conservation and recharge areas.

Agriculture is under tremendous pressure to reinvent itself in South Florida or decline severely. I do not believe that state policies that just give land use protection address this issue at all. In fact, they undermine it in protecting lands as pre-development holdings. The perception becomes that this is where the real money will be made so why bother with difficult task of innovation.

Tourism will increase as long as our environmental reputation remains strong.

Goals for next 30 years: Preservation of Agricultural lands and Ag enterprises with suite of supportive policies. Must have focus from entire state delegation NOT just on delegate being the point person (Caldwell) to push AG's most immediate interests rather than a planned area-wide approach for real sustainability. This broad coalition was tried for the problem of platted lands. That may have been an intractable problem, but the problem solving model was a good one.

Areas that deserve more protection from development than they now receive: DR/GR Area around FGCU, which in fact, is all wetlands; Entire along Caloosahatchee; Shorelines and area that used to be mangroves; Watershed from Charlotte County line to Caloosahatchee.

## Modeling Issues

Districtwide travel model will include Lee County and surrounding counties.

Will the model account for seasonal residents? Bill: The model does to a certain extent. Participant added it's based on an algorithm from the Census; seasonal populations are considered fairly.

Concerned that standard travel model doesn't account for transit usage.
You said the INDEX model is very sensitive to Vehicle Miles Traveled (VMT) changes. Does VMT account for some miles being traveled on transit vehicles? If not, how can we fairly account for mode shifts? Response: This needs to be determined.
Transportation model is becoming friendlier to transit but still a problem. There should be a MPO model coordinating committee to review model assumptions and achieve better understanding.
Concerned about the land use model manipulating growth trends if it's not purely based on FLUM and government permitting. Response: The model we will use for this land use scenarios project lets us model several different scenarios, not just the current trend, although there are models that rigorously extend current trends like Land-Use Conflict Identification Strategy (LUCIS) from University of Florida.
How will you examine transit? Can you visually show what the place types look like, for the benefit of the public and elected officials? Response: The regional transportation model will examine the need and then test improvements for road and transit. The scenarios will include a transit emphasis plan. It is an explicit project goal to develop transportation scenarios that improve transit and reduce vehicle miles traveled. We agree it is important to show visually what the proposed density and development form looks like for various place types; we may do this with renderings prepared by others or through photographs. We will work with the local planners and the INDEX team to find a way to do this.
How is internal capture assumed in scenario planning? Response: The Florida Department of Transportation (FDOT) model makes these assumptions so it is not recalculated during the course of the scenarios study.
At the conclusion of this study, can we begin a continuing process and analysis to evaluate progress? Can we look at lessons learned from others? Response: There is a multi-year INDEX tool license that the MPO may want access to. The inputs and scenarios could be updated and further evaluated by local governments or others.
Will SPARC GIS remain online after the scenarios project is complete? Response: This needs to be determined.

### Miscellaneous

People come for the beach, sunshine, quality of life, quality of the environment, safety, security, health care and education. Limited quality of education at all levels, although improved over last 20 years.
Suggest integrating the results of this effort into the Lee County Plan.
Concerned about stakeholder interview questions being biased. Response: Questions are intended to generate discussion and not be a statistically valid survey. Most stakeholders are not providing completed questionnaires. Interview notes are being summarized and will be available for review.
How freight is considered in the MPO planning process? Response: The FDOT Freight Study shows less demand for freight movement in Southwest Florida and the impact to the transportation system. This may impact improvements to the rail lines, and will be built into assumptions for developing the LRTP.
Look at Collier County VMT report - the County won a grant for big mobility plan. Report was not well received by the Commission. (Review docs <a href="http://apps.tindaleoliver.com/Collier_PI/docs-materials">http://apps.tindaleoliver.com/Collier_PI/docs-materials</a> )
Horizon Council reviewed the Lee County EAR and provided comments. Will those be used? Response: We understand the County incorporated those comment; we will confirm and use the latest version.

A phasing plan map for Cape Coral exists for utility expansion- we need to use this in our analysis.
Stakeholders asked for clarification on relationships between the scenarios project and the local comprehensive plans. Response: The selected scenario will provide the district-wide transportation model with the socio-economic inputs for growth locations and density. The assumptions will begin with the County’s EAR and pending comprehensive plan assumptions and each City’s Comprehensive Plan. There will be data sharing between studies. The planners workshop will occur in December and will allow a full discussion and participation of local planners.
How will you work with the Lee County LPA? Response: We can present the recommended preferred alternative selected later this spring.
Challenges facing Lee County in the future: Aging pop with little comprehensive planning for the many years of frailty ahead; Preponderance of low-education attainment levels among adults; Impaired waters and loss of wetlands and recharge areas; Transportation and logistical isolation from rest of the state and the nation. Totally dependent on only I-75; FGCU not engaging in cooperative planning; Land dealing still seen as primary economic activity; Remain stuck in what for many areas were their ‘frontier days’ type land speculation mentality.
Goals for next 30 years: Raise quality of education. Set clear community goal to have #1 school system in the state. Create strong sense of pride and community ownership of this school system...”Our Schools.” Deep coordination between FGCU and County and municipalities – measure by frequency of meetings and cooperative programs, exchanges etc.



### Stakeholder Interview Discussion Questions

1. To the extent that public policy can influence where new housing is built in Lee County, which communities or what type of places do you think can best accommodate that housing? Should public policy encourage the construction of certain types of housing in these or other locations in Lee County?

---

---

---

---

2. Do you believe that Lee County should actively seek to attract new jobs? **Yes**  **No**

Which specific areas or types of locations in Lee County do you think are most suitable for new jobs, and why?

---

---

---

---

3. Are there certain types of jobs you think will be added or will decline in Lee County due to technological advances or other outside factors?

---

---

---

---

4. What do you think are the biggest challenges facing Lee County in the future? Are there uncertainties or potential surprises that are commonly overlooked as we plan for future growth?

---

---

---

---

---

---

---

---

---

---

5. Can you suggest goals that the county, as a community, should strive to meet during the next 30 years? Can you suggest how success in meeting these goals might be measured?

---

---

---

---

---

---

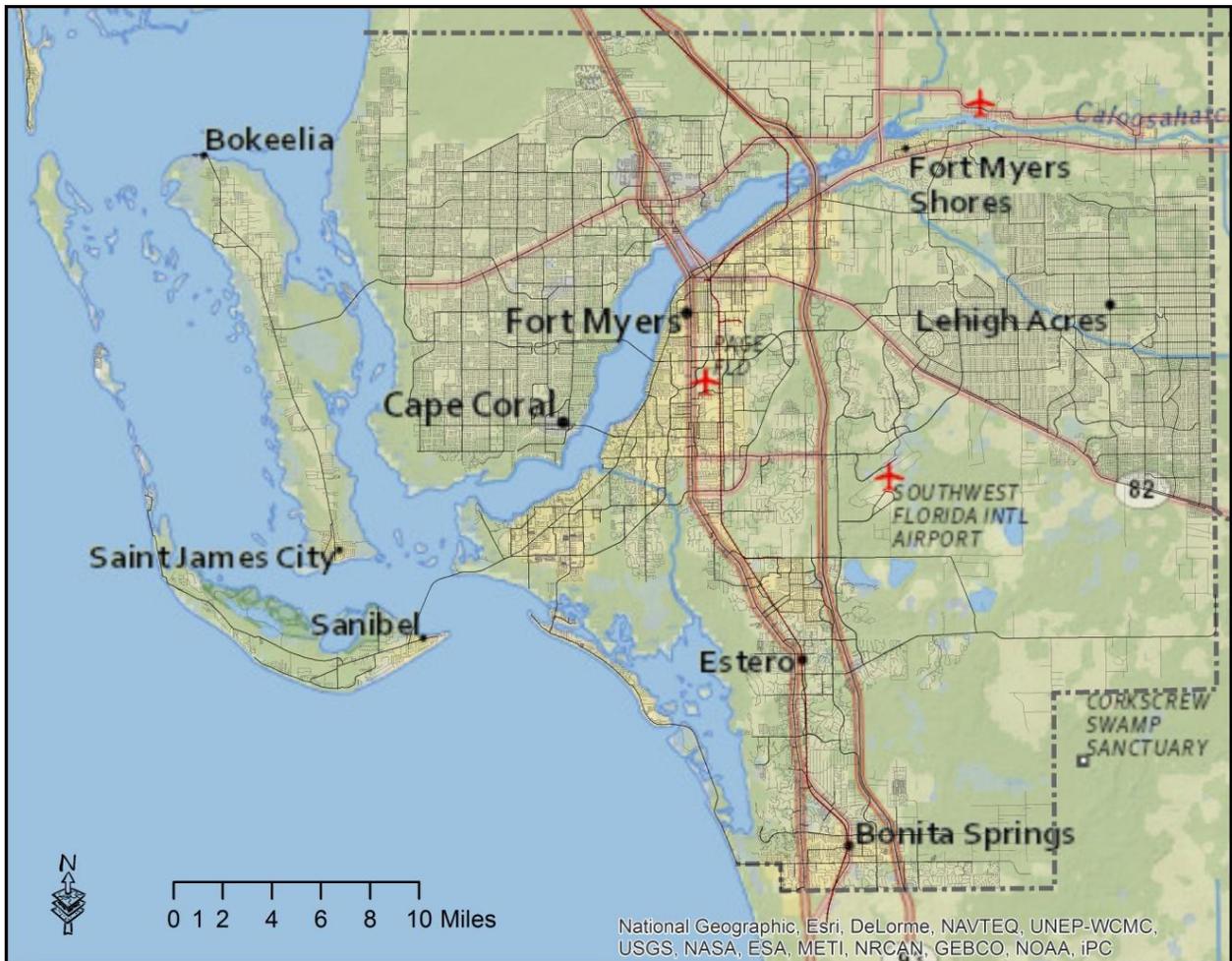
---

---

---

---

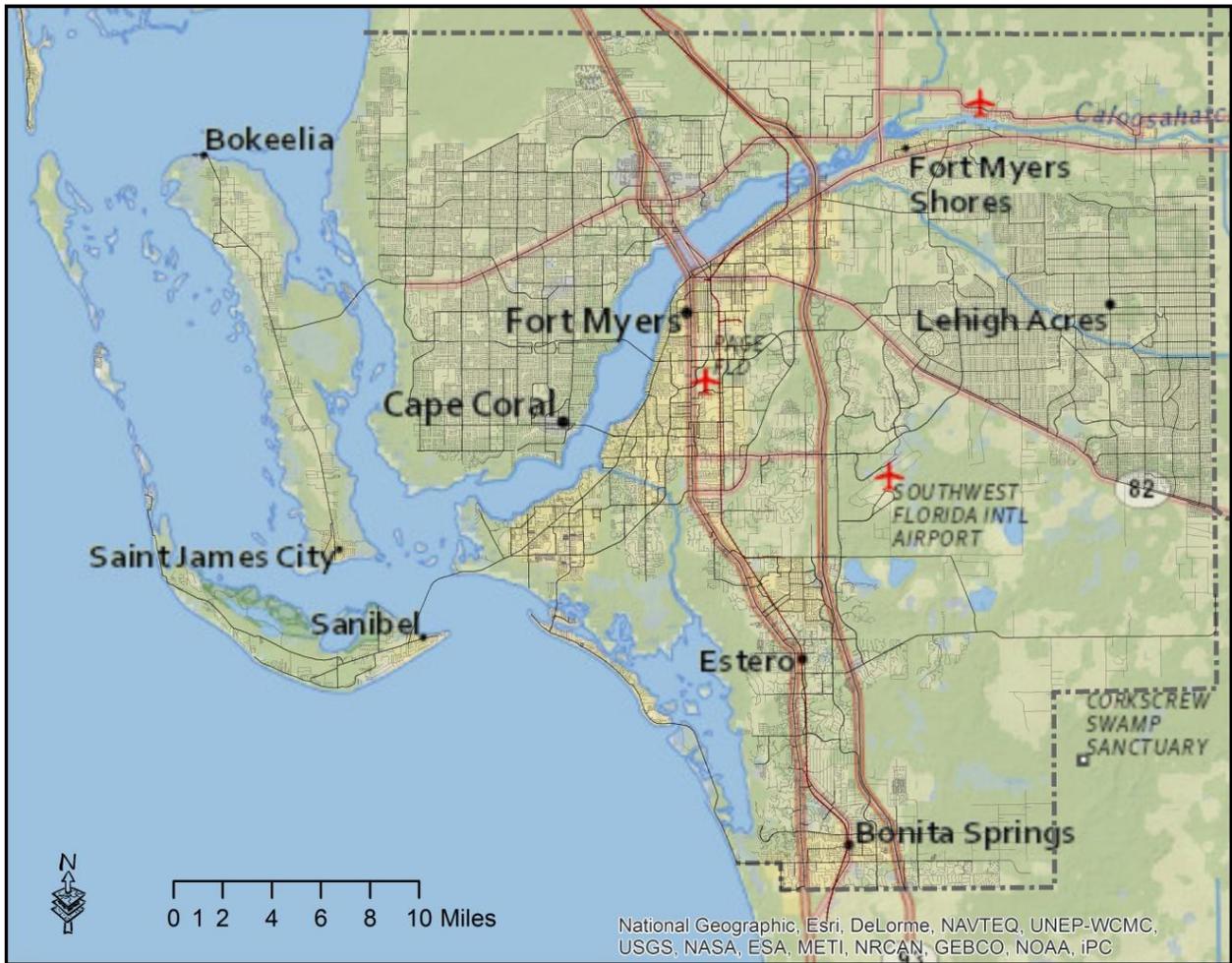
6. On the map provided below, circle and number the areas that you think have the highest potential for being developed (actually building) for RESIDENTIAL, INDUSTRIAL, COMMERCIAL, and SERVICE uses in the next 25-30 years.



Briefly describe the areas in each of the numbered circled areas.

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_

7. On the map provided below, circle and number the areas of you think deserve more protection from development than they now receive.



Briefly describe the areas in each of the numbered circled areas.

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_

## Transportation System

8. What level of importance should the following factors have when prioritizing new transportation improvements? *Circle low, medium, or high for each.*

- |                                                                                                                                                                                  |                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| a) Improving multi-modal infrastructure, service and/or capacity (e.g., bicycle lanes or multi-use paths, sidewalks, crosswalk enhancements, transit service and shelters, etc.) | <b>Low ---- Medium ---- High</b> |
| b) Adding lanes to increase roadway capacity                                                                                                                                     | <b>Low ---- Medium ---- High</b> |
| c) Improving safety for pedestrians and bicyclists                                                                                                                               | <b>Low ---- Medium ---- High</b> |
| d) Improving safety for drivers                                                                                                                                                  | <b>Low ---- Medium ---- High</b> |
| e) Promoting economic development in the county (e.g., provide new locations for businesses that add jobs)                                                                       | <b>Low ---- Medium ---- High</b> |
| f) Improving the Lee Tran bus system                                                                                                                                             | <b>Low ---- Medium ---- High</b> |
| g) Speeding up automobile traffic                                                                                                                                                | <b>Low ---- Medium ---- High</b> |
| h) Slowing down automobile traffic                                                                                                                                               | <b>Low ---- Medium ---- High</b> |
| i) Adding “missing links” to improve the connectivity of our collector and arterial road network                                                                                 | <b>Low ---- Medium ---- High</b> |
| j) Widening I-75 to reduce congestion during rush hour                                                                                                                           | <b>Low ---- Medium ---- High</b> |
| k) Interconnecting adjoining neighborhoods                                                                                                                                       | <b>Low ---- Medium ---- High</b> |
| l) Introducing light rail or commuter rail service                                                                                                                               | <b>Low ---- Medium ---- High</b> |
| m) Improving hurricane evacuation routes                                                                                                                                         | <b>Low ---- Medium ---- High</b> |
| n) Elevating major roads that are vulnerable to sea-level rise                                                                                                                   | <b>Low ---- Medium ---- High</b> |
| o) Other _____                                                                                                                                                                   | <b>Low ---- Medium ---- High</b> |

9. Roadway corridors

a) Do any existing road corridors need to be widened or otherwise changed? **Yes**  **No**

If so, describe up to three locations and the type of improvement you would suggest.

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

b) Are major new roads needed in Lee County where they don't exist today? **Yes**  **No**

If so, describe up to three locations or connections below.

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

10. Public Transit System

a) Does any LeeTran public transit service need to be added or changed? **Yes**  **No**

If so, describe up to three locations and the type of addition/change you would suggest.

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

b) What types of public transit service would be desirable in Lee County's future? List your top three transit improvements – location/corridors and technology (e.g., local bus, express/rapid bus, rail, etc.)

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

11. Walking

a) Are there any problem spots for pedestrians in Lee County? **Yes**  **No**

If so, describe up to three locations/corridors where you believe pedestrian improvements are needed.

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

b) Do you have any suggestions for improving pedestrian safety and convenience in the county?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

c) What level of importance should the following factors have when prioritizing future pedestrian improvements? *Circle low, medium, or high level for each.*

- |                                                       |                                                |
|-------------------------------------------------------|------------------------------------------------|
| i. Connectivity between residential developments      | <b>Low</b> ---- <b>Medium</b> ---- <b>High</b> |
| ii. Connectivity to schools                           | <b>Low</b> ---- <b>Medium</b> ---- <b>High</b> |
| iii. Connectivity to parks and community centers      | <b>Low</b> ---- <b>Medium</b> ---- <b>High</b> |
| iv. Connectivity to transit routes                    | <b>Low</b> ---- <b>Medium</b> ---- <b>High</b> |
| v. Connectivity to shopping or other activity centers | <b>Low</b> ---- <b>Medium</b> ---- <b>High</b> |
| vi. Sidewalks on neighborhood streets                 | <b>Low</b> ---- <b>Medium</b> ---- <b>High</b> |
| vii. Sidewalks on major roads                         | <b>Low</b> ---- <b>Medium</b> ---- <b>High</b> |
| viii. Other _____                                     | <b>Low</b> ---- <b>Medium</b> ---- <b>High</b> |

12. Bicycling

a) Are there any problem spots for bicyclists in Lee County? **Yes**  **No**

If so, describe up to three locations/corridors where you believe bicycle improvements are needed.

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

b) Do you have any suggestions for improving bicycle safety and convenience in the county?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

c) To what extent should the following factors be considered when prioritizing future bicycle improvements? *Circle low, medium, or high level for each.*

i. Recreational bicycle lanes or trails in and between residential developments **Low** ---- **Medium** ---- **High**

ii. Off-road recreational trails **Low** ---- **Medium** ---- **High**

iii. Lanes or trails for use as a mode of daily transportation (e.g., commuting to work or to connect to transit stop) **Low** ---- **Medium** ---- **High**

iv. Other \_\_\_\_\_ **Low** ---- **Medium** ---- **High**