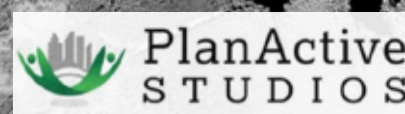
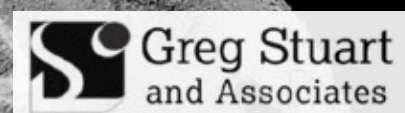
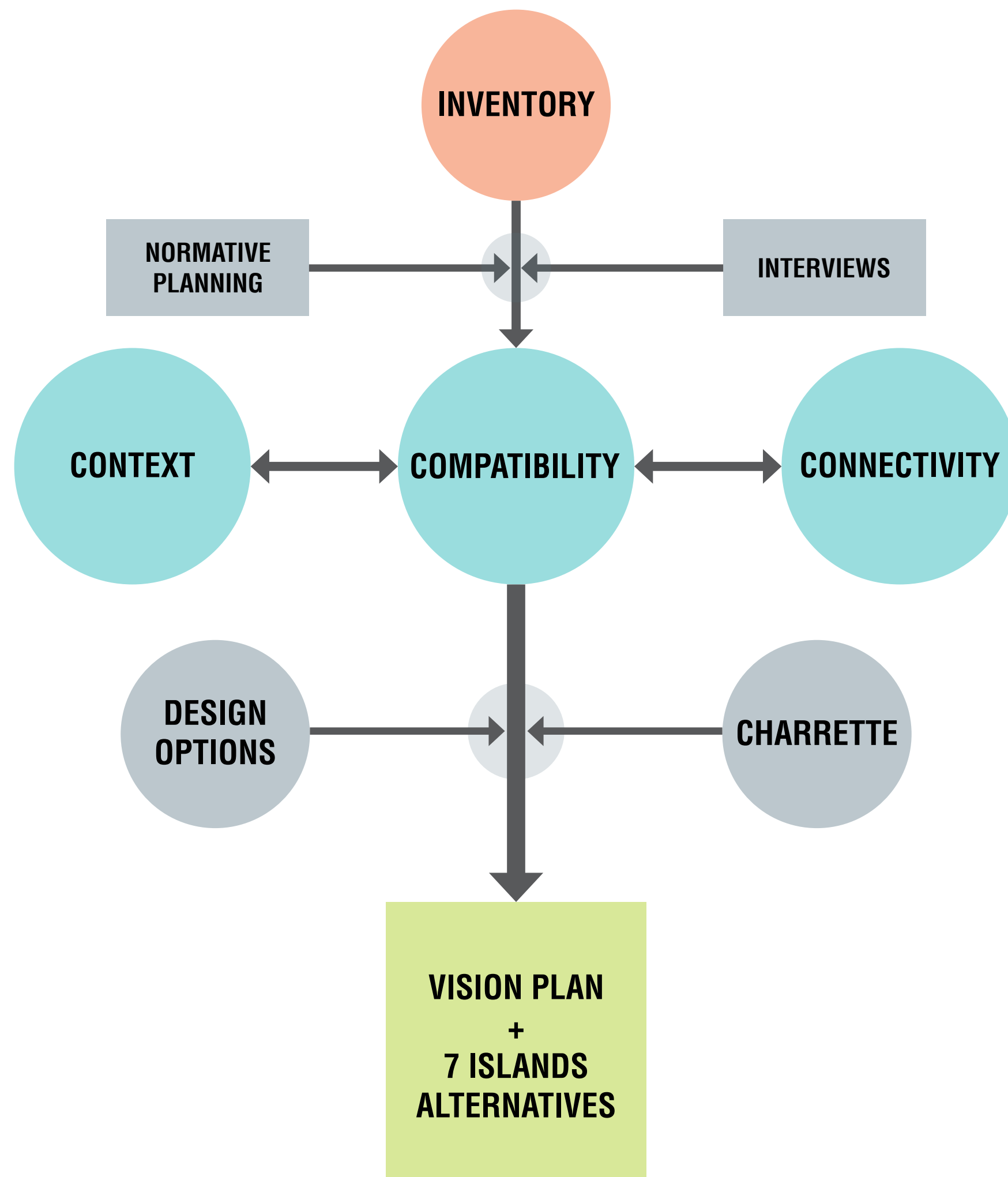




**CITY COUNCIL
WORKSHOP PRESENTATION
DECEMBER 2, 2015**



PROCESS



DREAM

CITY

WHAT MAKES A GREAT...

CITY

[clusters of neighborhoods form a village or town]
[clusters of many neighborhoods make up a city]

- + Urban places framed by architecture and landscape design that celebrate history, climate and ecology
- + Public and private uses to support a local economy
- + Corridors as regional connectors
- + Interconnected street networks / grid system
- + Walkable, safe and attractive streets
- + Multi-modal transportation alternatives – transit, pedestrian and the car
- + Public spaces and community institutions
- + Location of institutional and commercial uses in neighborhoods and districts
- + Schools located for cycling and walking
- + Conservation and open lands to define and connect different neighborhoods and districts
- + Well distributed park system with nodes in each neighborhood

DISTRICT

[urbanized areas that specialize in a particular activity: residential, arts, commercial, office, parks, mixed-use, entertainment, etc.]

- + Connected with adjacent neighborhoods
- + Connected to transportation systems

NEIGHBORHOOD

[the neighborhood is the building block of the city]

- + Limited in physical size; (5 minute walk from center)
- + Well defined edge and center
- + Diverse in use and population
- + Range of housing types within neighborhoods
- + Integrates multi-modal transportation alternatives – transit, bicycle, pedestrian and the car.
- + Range of parks distributed within neighborhood
- + Activities of daily living within walking distance
- + Supports non-residential uses



INFRASTRUCTURE



CANOPY



WATERFRONT ACTIVATION



PARKS



URBAN FORM



TRAILS / MOBILITY OPTIONS



VIBRANT COMMERCIAL AREAS



GREAT STREETS



CIVIC SPACES + PLACES



NEIGHBORHOOD CENTERS



GREENWAYS / BLUEWAYS:
BOUNDARIES AS
CORRIDORS

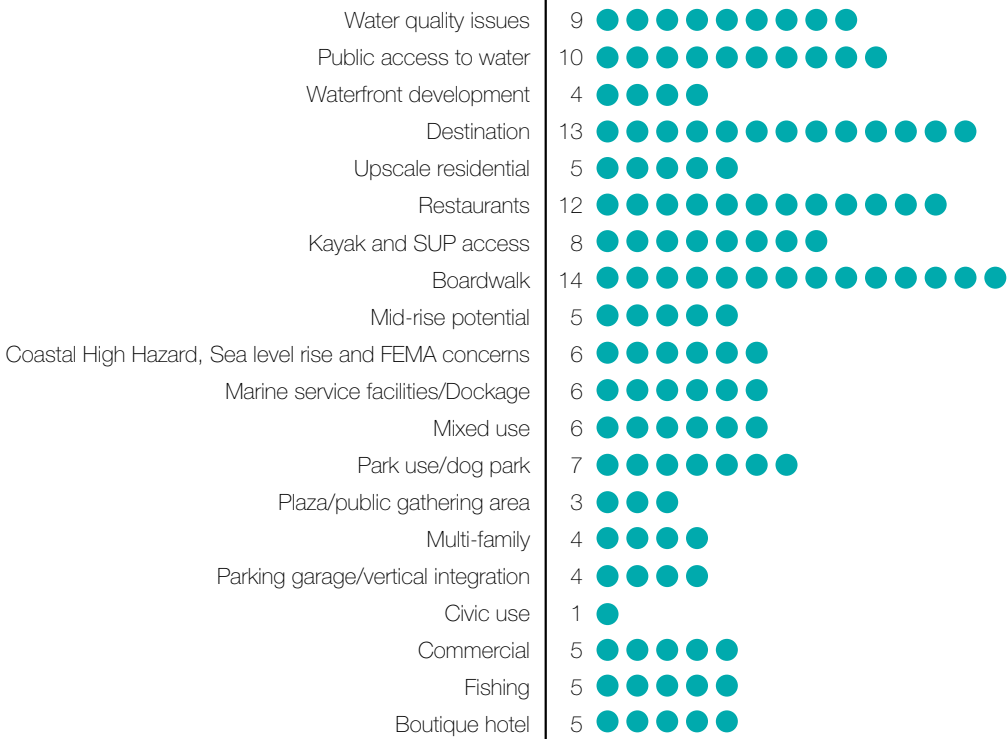


HOUSING VARIETY

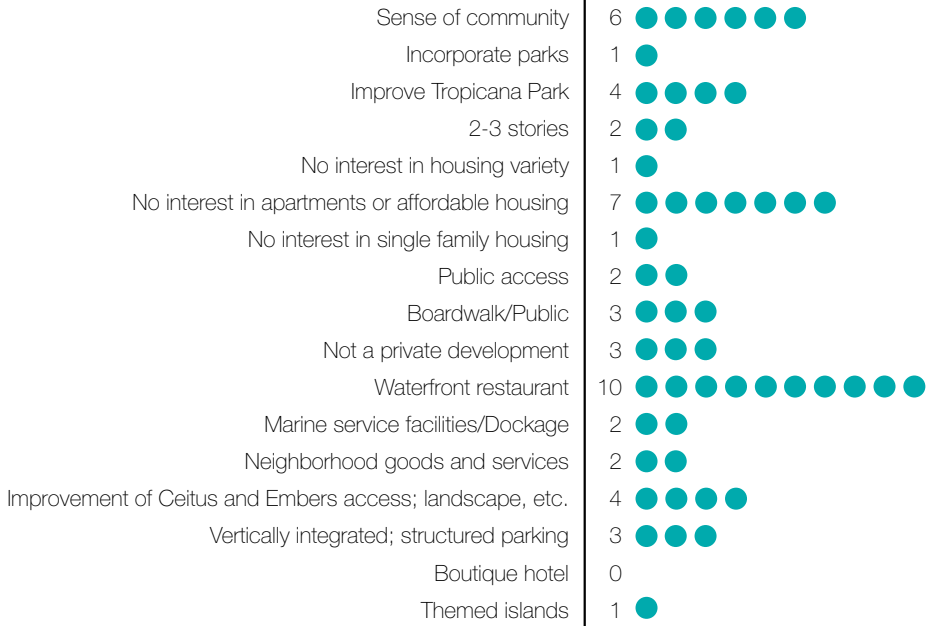
COMMUNITY ASPIRATIONS

7 ISLANDS

CITY LEADERSHIP

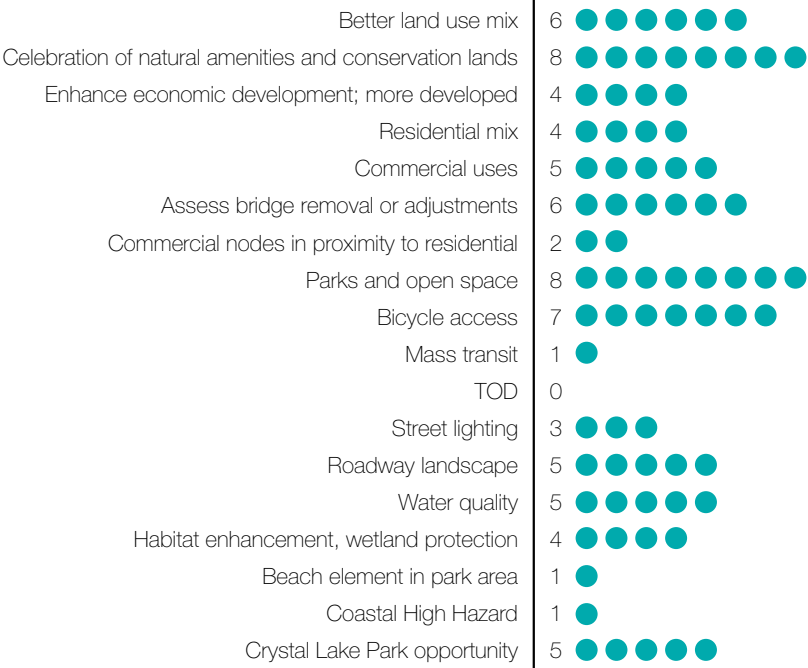


COMMUNITY STAKEHOLDERS

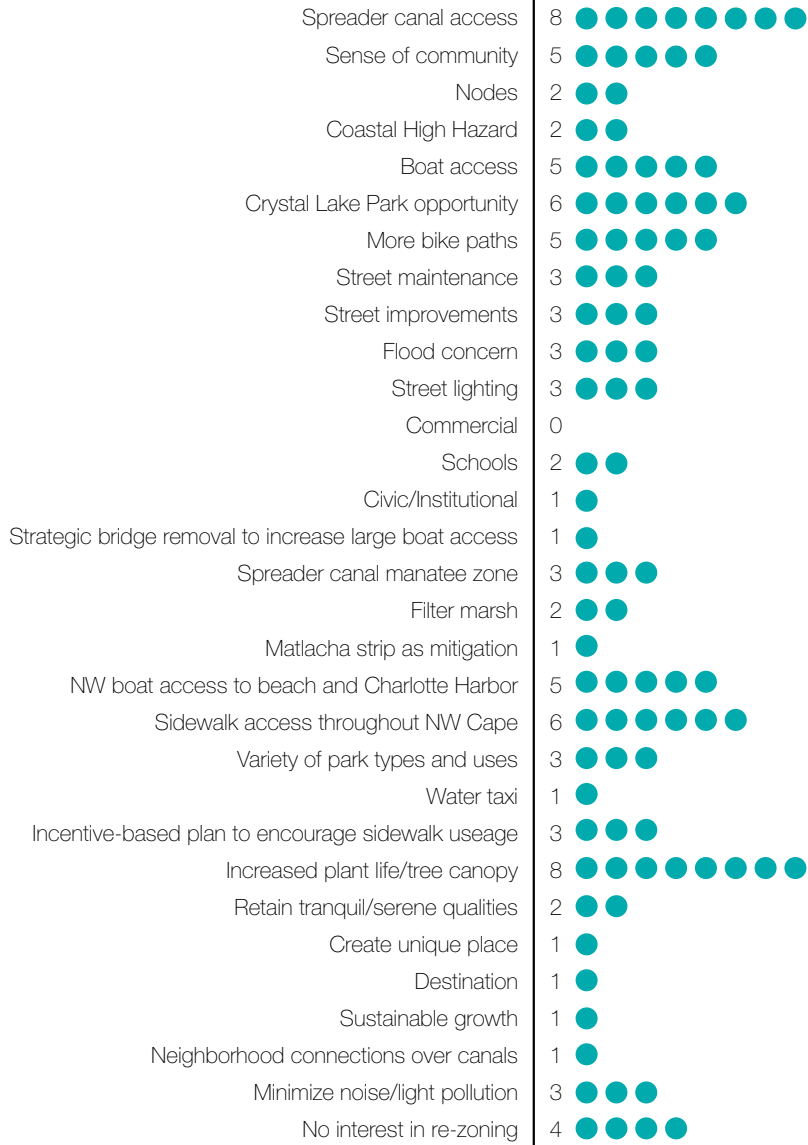


NW SECTOR

CITY LEADERSHIP



COMMUNITY STAKEHOLDERS



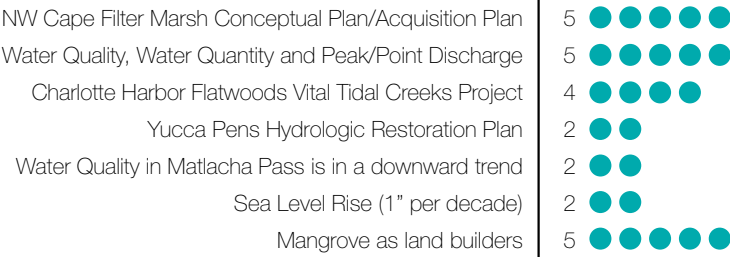
CITY LEADERSHIP +
STAKEHOLDER INTERVIEW RESULTS

PROGRAM DESIRES

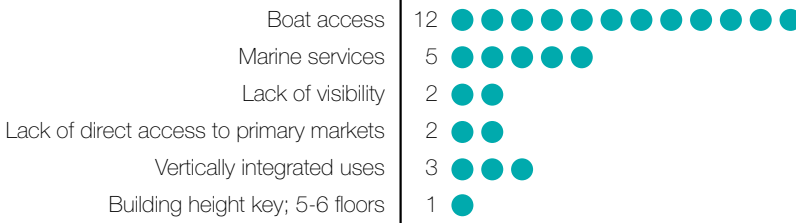
The matrix below represents the number of instances each specific program desire or concern was mentioned during the various meeting with city leadership and community stakeholders.

NW CAPE CORAL + 7 ISLANDS

ENVIRONMENTAL AGENCY INPUT



DEVELOPMENT COMMUNITY INPUT



NWNA SUMMARY // 7 ISLAND SURVEY

(61% OF MEMBERSHIP)



DISCOVERY



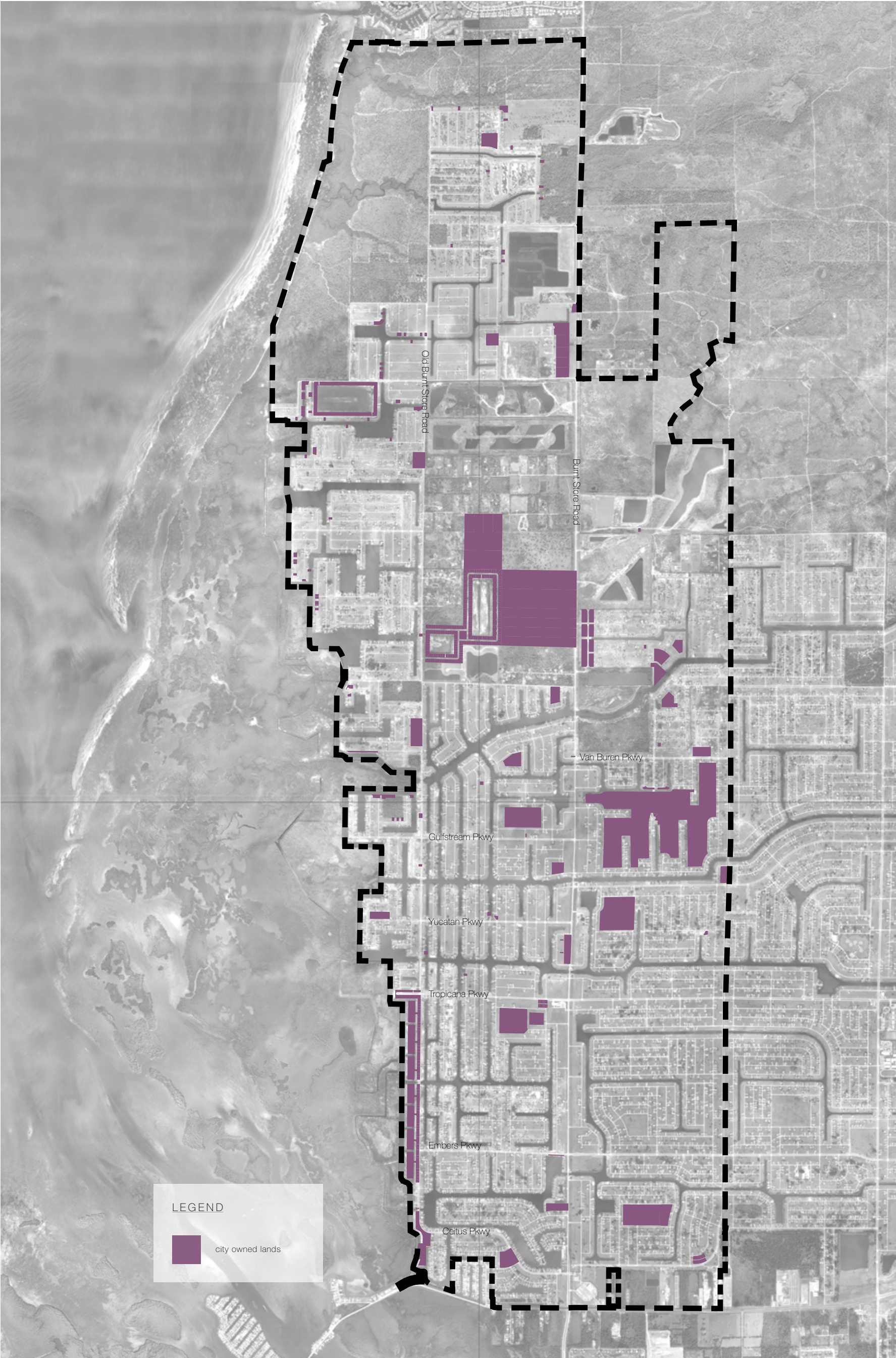
STUDY AREA DEMOGRAPHICS

NW CAPE STUDY AREA 20.75 SQUARE MILES

Total Parcels:	18,173
Total Vacant:	12,951 (71.27%)
Total Improved:	5,222 (28.73%) Built
Saltwater Lots:	4,193
..	8,545
Total Population (2010):	9,455 (Estimated)
Total Population (2015):	10,492 (2.10% Annual Projected Growth)
Total Population (2020):	14,458 (Estimated)
Total Population (2030):	3,348 (Estimated)
Total Households (2015):	3,706 (Estimated)
Total Households (2020):	2.82
Average Household Size:	\$58,689
Median Household Income:	\$65,801
Estimated Median Household Income (2020):	42.1
Median Age (2015):	\$814,097,981
Study Area Total Taxable Value (2014):	\$5,941,694
Study Area Total City Tax Revenue (2014):	

POPULATION

AGE	2015	2020
0-19	25%	24%
20-44	24.1%	28.6%
45-65	41.4%	42.5%
>65	9.5%	4.9%



CITY-OWNED PARCELS

CITY 2012

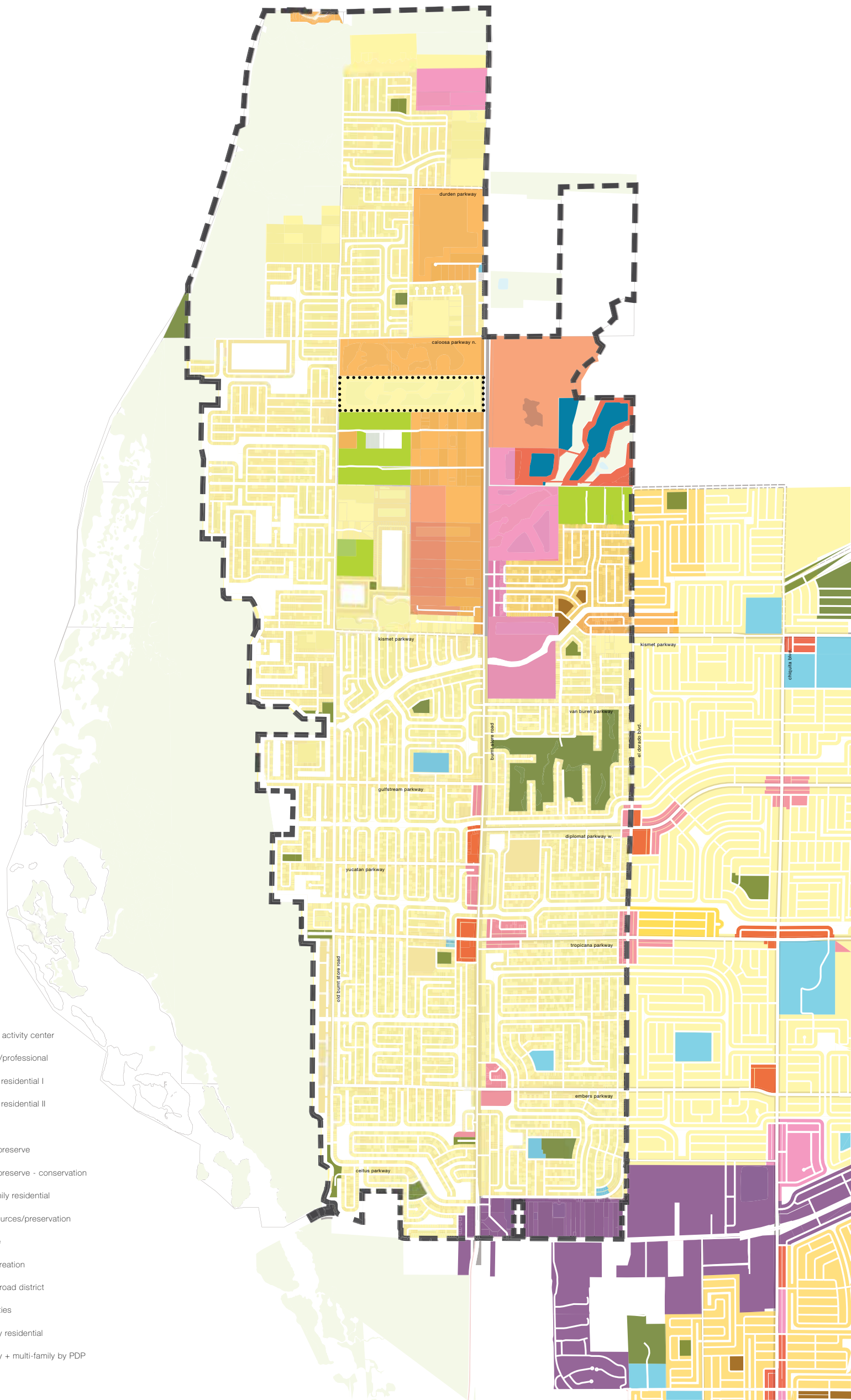
"491" Portfolio Purchase
Price: \$13.3 M
Current Value: \$22.1 M (166% Valuation)

CITY 26

Spreader Lot Purchase
Price: \$818,614
Current Value: \$2,028,100

LEGEND

- commercial activity center
- commercial/professional
- low density residential I
- low density residential II
- mixed use
- mixed use preserve
- mixed use preserve - conservation
- multiple family residential
- natural resources/preservation
- open space
- parks + recreation
- pine island road district
- public facilities
- single family residential
- single family + multi-family by PDP
- sub-district



FUTURE LAND USE

COMMERCIAL ACTIVITY CENTER

Baseline Residential Density = 4.4 DU/AC
Baseline Intensity Non-Residential = 0.5 FAR

COMMERCIAL/PROFESSIONAL

1.0 FAR Maximum, Excluding Right-of-Way

LOW DENSITY RESIDENTIAL I

1 DU/20,000 SF Maximum, Excluding Right-of-Way

LOW DENSITY RESIDENTIAL II

1 DU/40,000 SF Maximum, Excluding Right-of-Way

MIXED USE

0.5 FAR Maximum: 4.4 DU/AC Max

MIXED USE PRESERVE

Class I: Residential - 1 DU/AC Average: 8.8 DU/AC Max
Class II: Residential - 4.4 DU/AC Average: 16 DU/AC Max
Class III: Residential - 4.4 DU/AC Average: 16 DU/AC Max
Class IV: Residential - 4.4 DU/AC Average: 16 DU/AC Max

MIXED USE PRESERVE - CONSERVATION

1 DU/20 AC for Wetlands, Must be located on uplands

MULTIPLE FAMILY RESIDENTIAL

16 DU/AC Max

NATURAL RESOURCES/PRESERVATION

Limited to activities that make them accessible to the public for research and/or recreational purposes

OPEN SPACE

Open space determined by function of uses

PARKS + RECREATION

Regional Park = 4 AC per 1,000 Population
Community Park = 2 AC per 1,000 Population
Neighborhood Park = 2 AC per 1,000 Population
Specialty Park = 1/2 AC per 1,000 Population

PINE ISLAND ROAD DISTRICT

Village Zoning: Residential - 24 DU/AC Max; Commercial - 1.25 FAR Max
Corridor Zoning: Commercial/Light Manufacturing - 1.25 FAR Max

PUBLIC FACILITIES

Consists of schools, public safety buildings, and religious establishments

SINGLE FAMILY RESIDENTIAL

Sites of 10,000 SF and greater, 4.4 DU/AC Max

SINGLE FAMILY AND MULTI-FAMILY by PDP

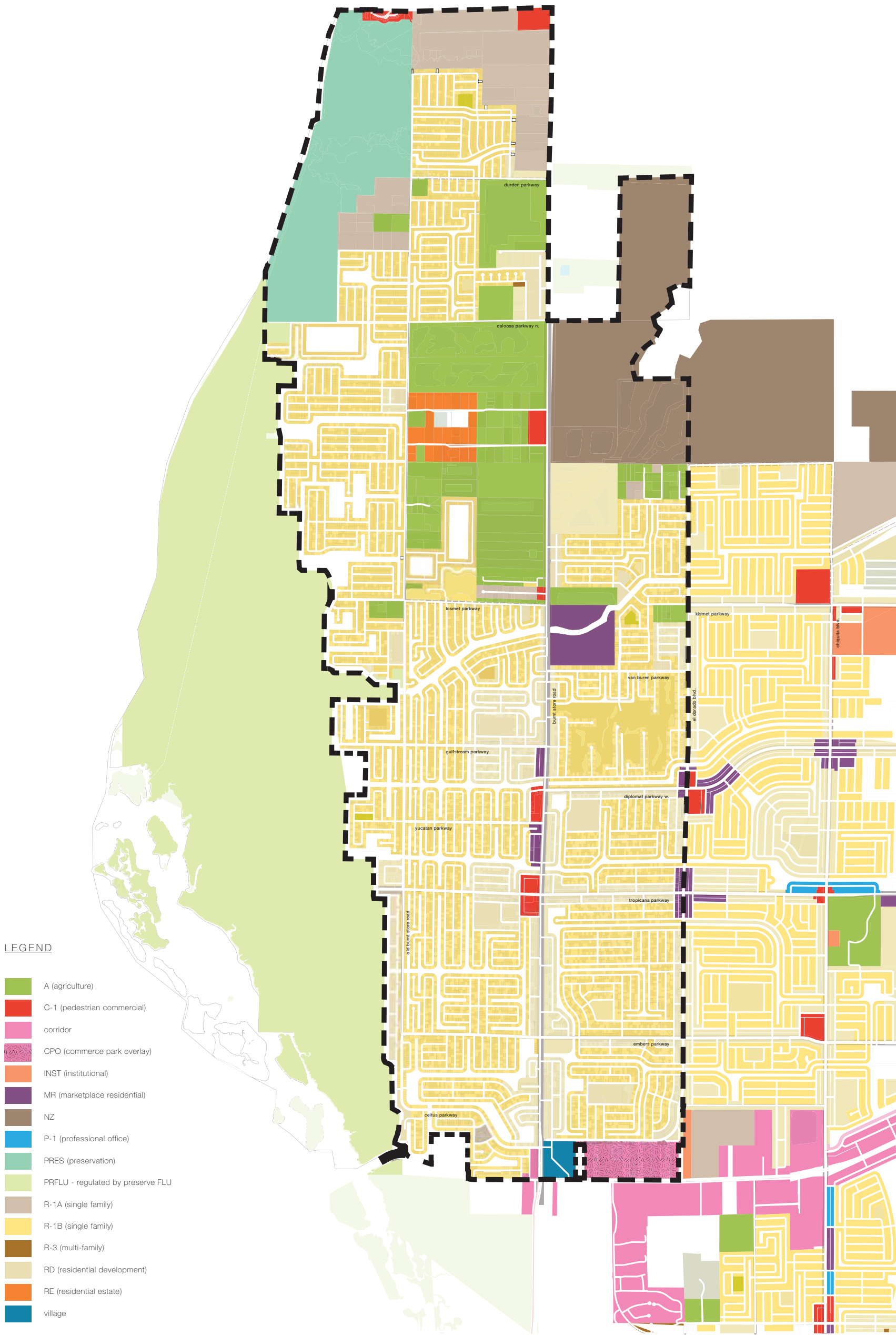
Single Family - 4.4 DU/AC Max
Multi-Family Residential - 16 DU/AC Max

As an incentive to the assembly, holding, and planned development of sizable tracts of land in the urban service area, tract of the following sizes may be developed at the following residential densities:

3 - 4.99 Acres = 8 Dwelling Units Per Acre

5 - 9.99 Acres = 10 Dwelling Units Per Acre

10 - 14.99 Acres = 12 Dwelling Units Per Acre



ZONING

- A (AGRICULTURE)**
Designed as a holding category which encourages the conservation of natural resources until a parcel is ready for more intensive development
- C-1 (PEDESTRIAN COMMERCIAL)**
Designed to encourage and facilitate commercial activities intended to serve a relatively large trade area and include major shopping facilities and goods oriented towards pedestrian shoppers in areas sufficiently large to meet the needs of several types and varieties of general commercial activities
- CORRIDOR**
Established to promote such uses as retail, office, office/warehouse, light manufacturing, institutional, golf courses, larger scale commercial retail, and government uses such as parks and public facilities while also allowing for the consideration of the size of the land to be developed in determining the options for land development
- CPO (COMMERCE PARK OVERLAY)**
Established to Expand the uses available in designated geographic areas of the corridor zoning district while also relaxing building design criteria and increasing required buffering. Allows a mix of commercial service and industrial uses
- MR (MARKETPLACE RESIDENTIAL)**
Established to provide a variety of pedestrian-oriented neighborhood retail, specialty retail, office, services, and residential uses within the commercial activity center future land use classification
- PRES (PRESERVATION)**
Established to create a district which adequately provides for protection of natural lands, environmental restoration projects, historical sites, wetlands, and submerged lands for preservation uses
- PRFLU (REGULATED BY PRESERVE FLU)**
- R-1A (SINGLE FAMILY)**
Designed to encourage and protect single family development
- R-1B (SINGLE FAMILY)**
Designed to encourage and protect single family development
- R-3 (MULTI-FAMILY)**
Designed to encourage and protect multi-family development
- RD (RESIDENTIAL DEVELOPMENT)**
Established to provide areas for residential development at a variety of densities dependent on the size of the project
- RE (RESIDENTIAL ESTATE)**
Established to provide areas for residential development at very low densities on plots of substantial size as well as ancillary uses which are compatible with and complimentary to such use
- VILLAGE**
Established to provide for compact urban centers and multi-use developments that would utilize consistent design themes as well as to allow for the consideration of the size of the land to be developed in determining the options for land development

PROPOSED
UTILITY EXTENSIONS

LEGEND

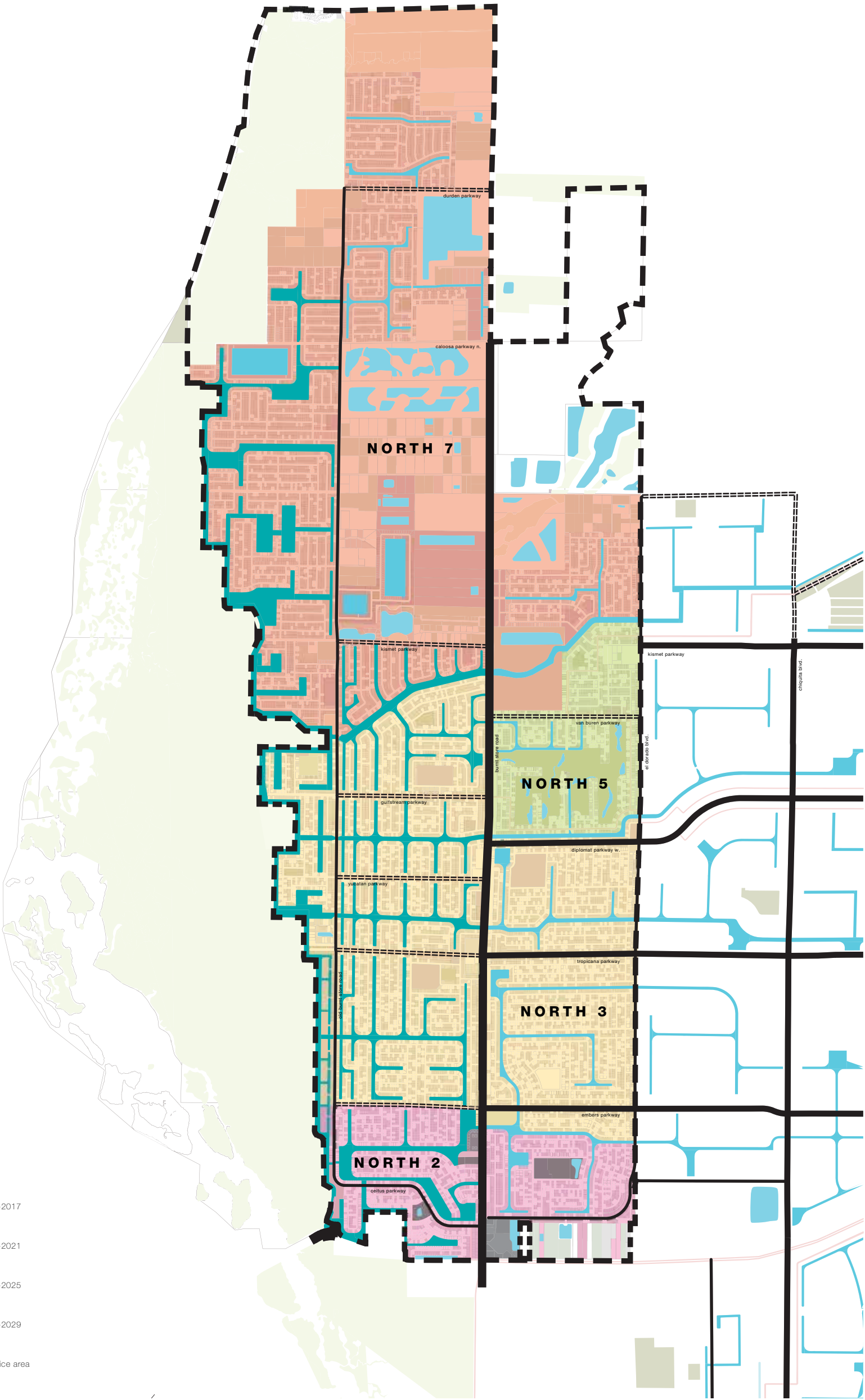
N-2 // 2015-2017

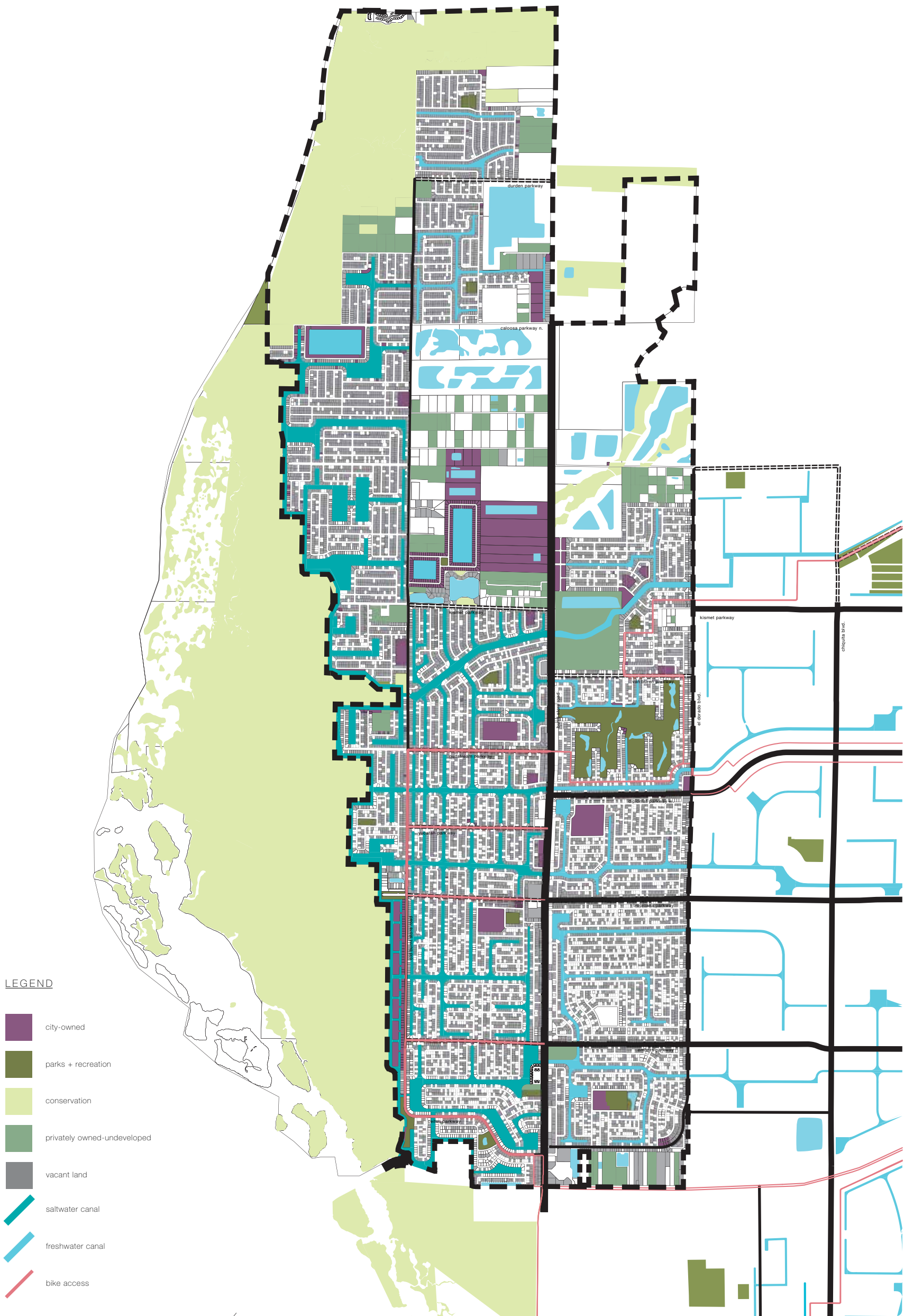
N-3 // 2019-2021

N-5 // 2023-2025

N-7 // 2027-2029

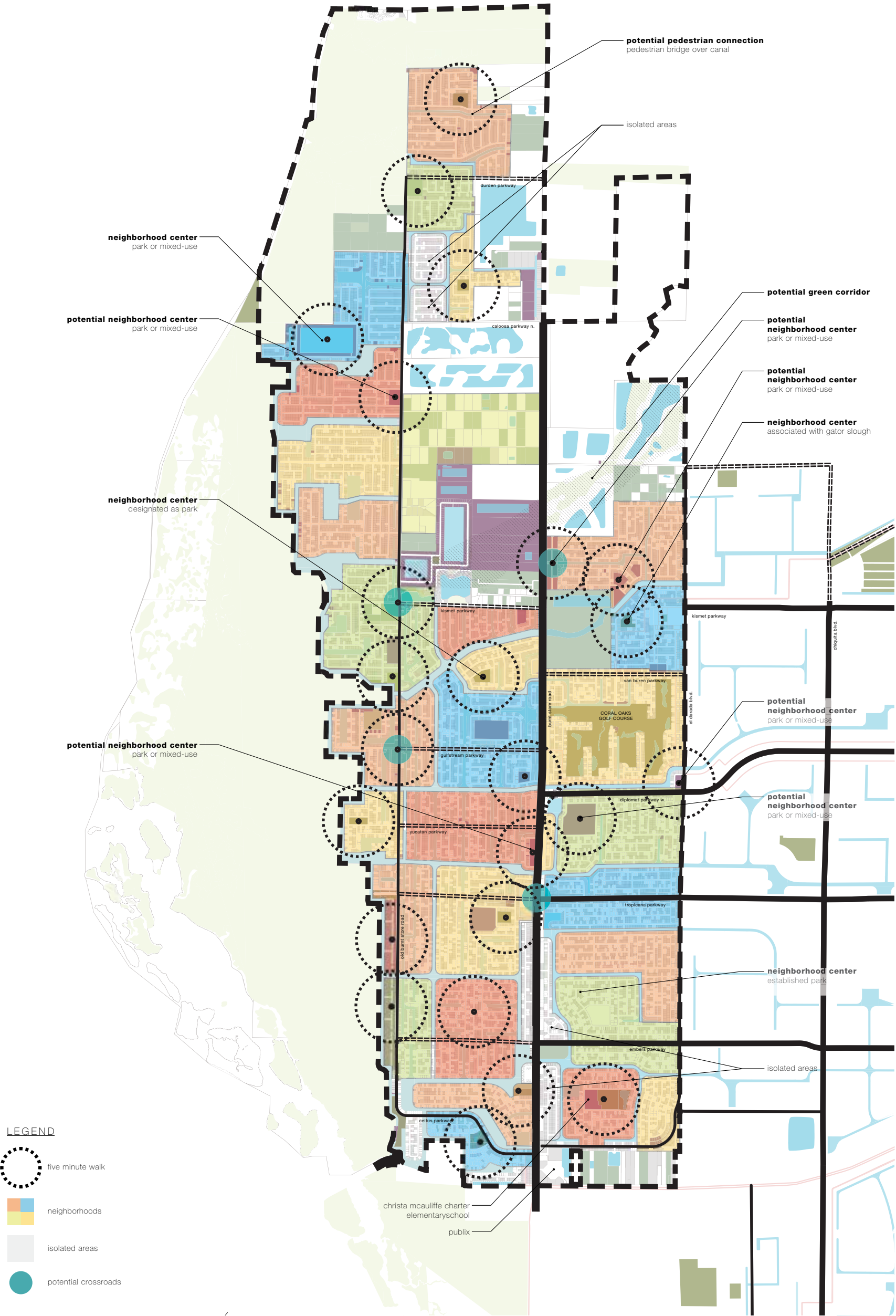
existing service area

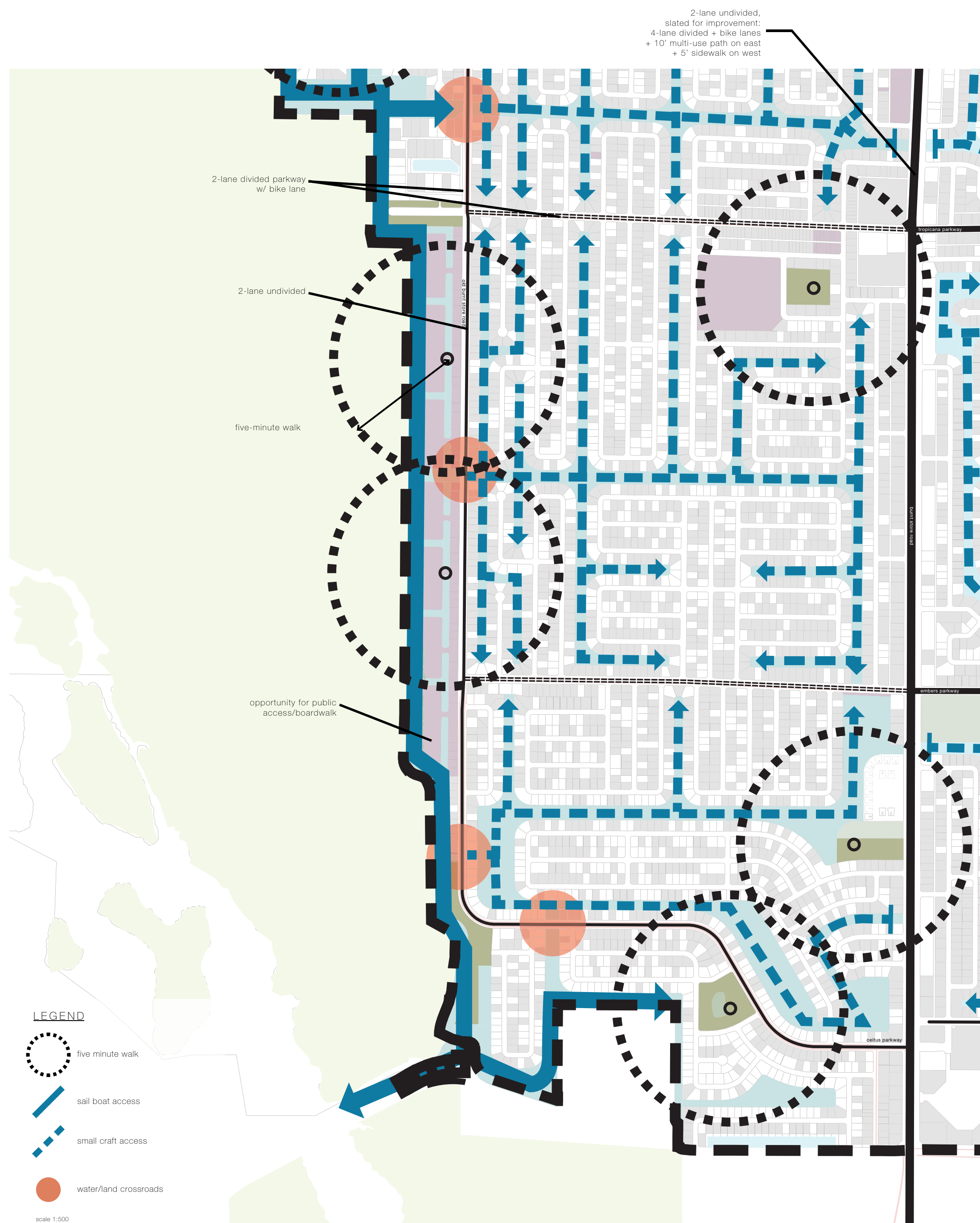




NORTHWEST CAPE EXISTING CONDITIONS

NORTHWEST CAPE DEFINING NEIGHBORHOODS





7 ISLANDS EXISTING CIRCULATION



7 ISLANDS OPPORTUNITIES + CONSTRAINTS

OPPORTUNITY
closest to matlacha pass access

all existing land-to-island connections do not have culverts, resulting in no water flow flushing and biological dead zones

WEAKNESS:
Storm Surge Zone: 35.75% Cat. A, & 64.25% Cat. B

DESIGN

CHARRETTE

DESIGN CHARRETTE

The City of Cape Coral hosted a 3-day design charrette, from November 4 – 6, 2015 to facilitate the Vision Plan for future development in the Northwest Cape and the 7 Islands. The charrette was held in the City's Council Chambers. The charrette was a focused session in which the consultant team of CPH, Dix.Hite + Partners and Stuart and Associates, land planners and landscape architects, led the City's stakeholders through an on-site design process, and provided opportunities for input during the design period. A charrette is intended to encourage input and inspiration from all parties, and establishes the design framework in which the master plan direction is derived. With the combination of the consultants' expertise and the local stakeholders' knowledge, a plan forms that meets the goals of the City of Cape Coral.

DAY ONE

The first day of the charrette consisted of site visits, analysis and contextual inspiration. The day ended with a stakeholder session. This session consisted of an introduction to the charrette process/goals, neighborhood character, and neighborhood identification input gathering exercises to help define desired characteristics for the vision plan.

DAY TWO

The second day was a focused design session for both the NW Cape and the 7 Islands. At the end of the first day, stakeholders reviewed where the design team was heading with the design, and provided the opportunity for additional input prior to heading into the final day of design.

DAY THREE

During the third day, the design team refined the design plans based on stakeholders input, and presented the findings at the end of the day. The charrette was well attended, and participants included city staff, elected officials and community stakeholders. At the end of the charrette, the design team shared the next steps in the visioning process. The design team will take the sketches and master plan direction established during the charrette for both the NW Cape and 7 Islands, refining them graphically for presentation to the City Council and the community at large. The design team will also review the feasibility of each plan, and will document all in a final report.

The following pages illustrate the charrette process and results from Day 1 to Day 3.



PUBLIC CHARRETTE: DAY ONE

NOVEMBER 4, 2015

SITE VISIT • DAYTIME

The project team conducted an on-land and on-water tour of the Northwest Cape, 7 Islands, and Northwest Spreader Canal in order to discern the opportunities and constraints of the overall site.

STAKEHOLDER SESSION • EVENING

INPUT GATHERING EXERCISES

- **RED DOT/GREEN DOT EXERCISE**
- **NEIGHBORHOOD MAPPING**
- **WORD ASSOCIATION EXERCISE**
- **COMMUNITY ASPIRATIONS**

RED DOT/GREEN DOT EXERCISE



NEIGHBORHOOD MAPPING EXERCISE







PUBLIC CHARRETTE: DAY TWO

NOVEMBER 5, 2015

DESIGN DAY

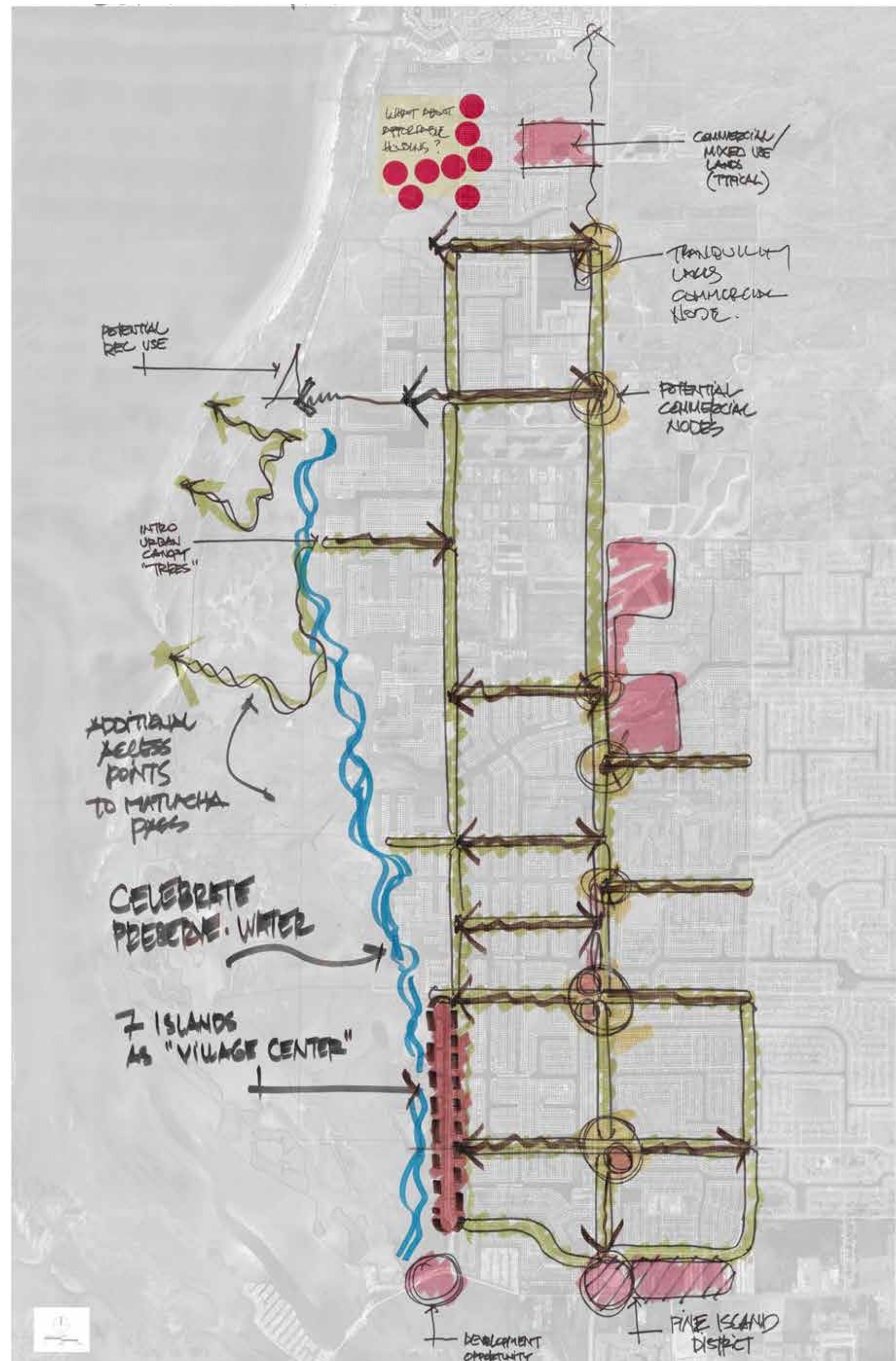
DESIGN SESSION

From the information gained during the previous night's stakeholder input session, the design team created a conceptual master plan for the Northwest Cape and two concept plans for the 7 Islands.

STAKEHOLDER REVIEW

In the evening, the design session was re-opened to the public. The team summarized the findings from the previous night, and then presented the conceptual designs. Team members were placed at each station to answer questions and gather feedback from the community stakeholders.

CONCEPTUAL VISION PLAN



CREATING PLACE

7 ISLANDS AS THE VILLAGE CENTER

- Heart, Destination, Beautiful Mixed Use
- + Specialty retail, neighborhood services
 - + Boutique Hotel
 - + Residential Mix
 - + Office
 - + Parks
 - + Waterfront Activation

NW CAPE MIXED ACTIVITY NODES

- + Neighborhood services
- + Residential mix
- + Office

LANDSCAPE CHARACTER

- + Maintained Coastal
- + Natural Coastal
- + Canopy

491 PORTFOLIO

Used to create development opportunities to create place

OPPORTUNITIES FOR GREEN CONNECTIONS



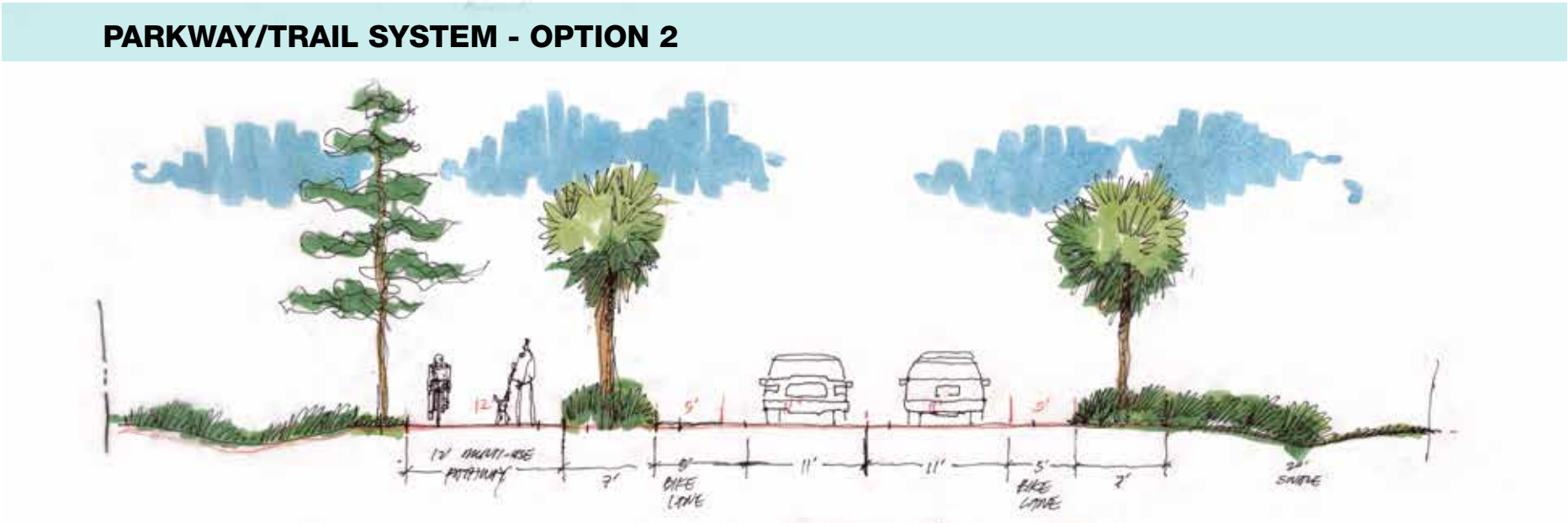
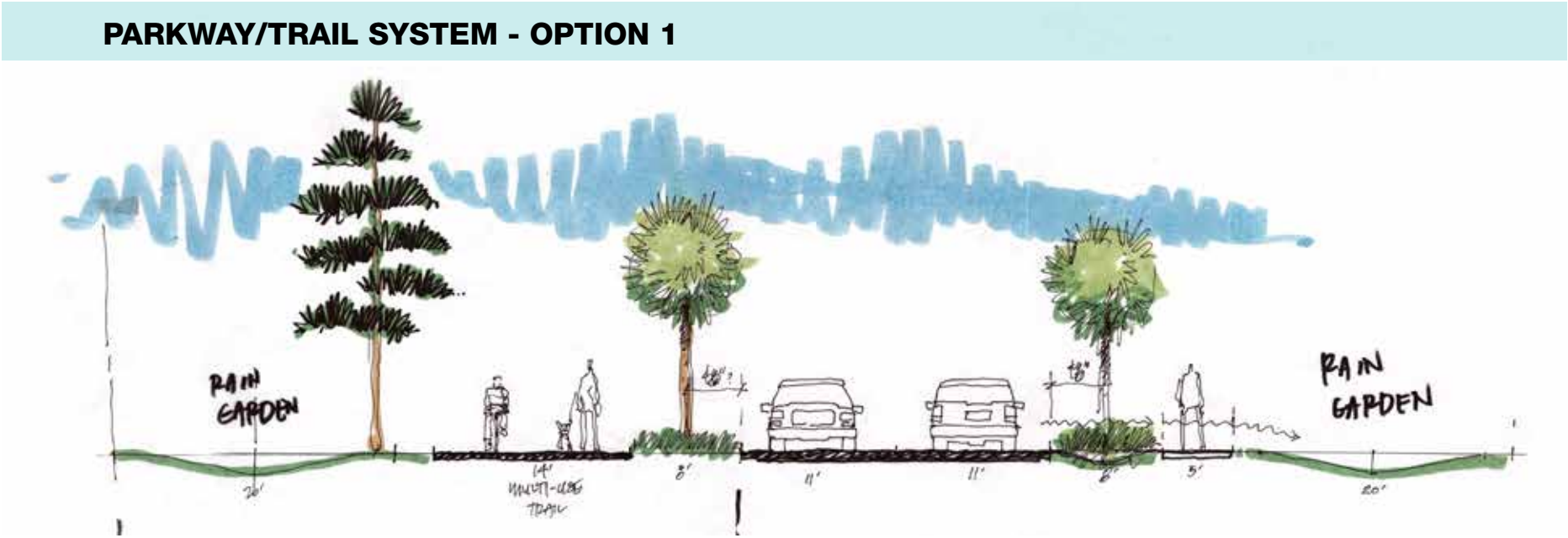
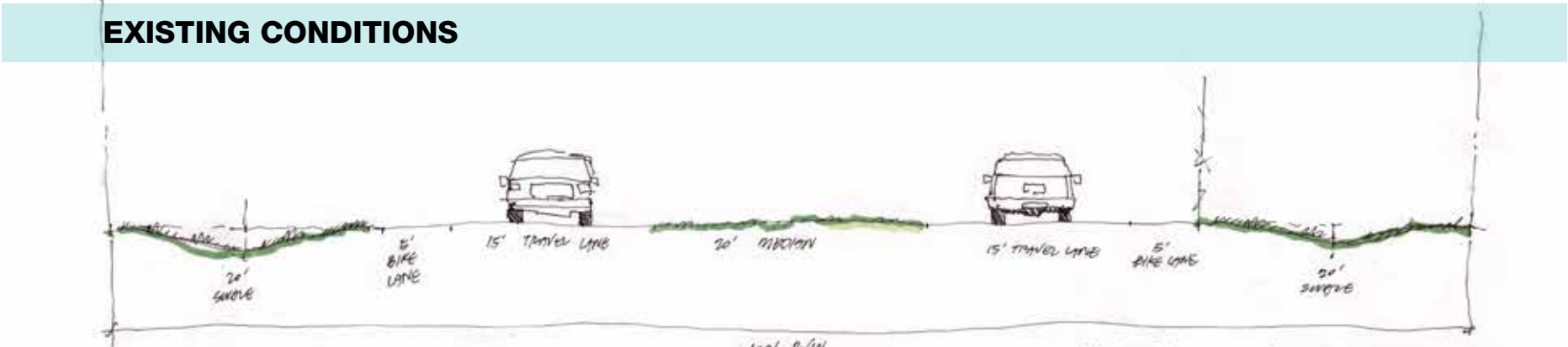
CONNECTIVITY OPPORTUNITIES

Areas were identified as possible locations for neighborhood parks, mixed-use nodes, and conservation lands.

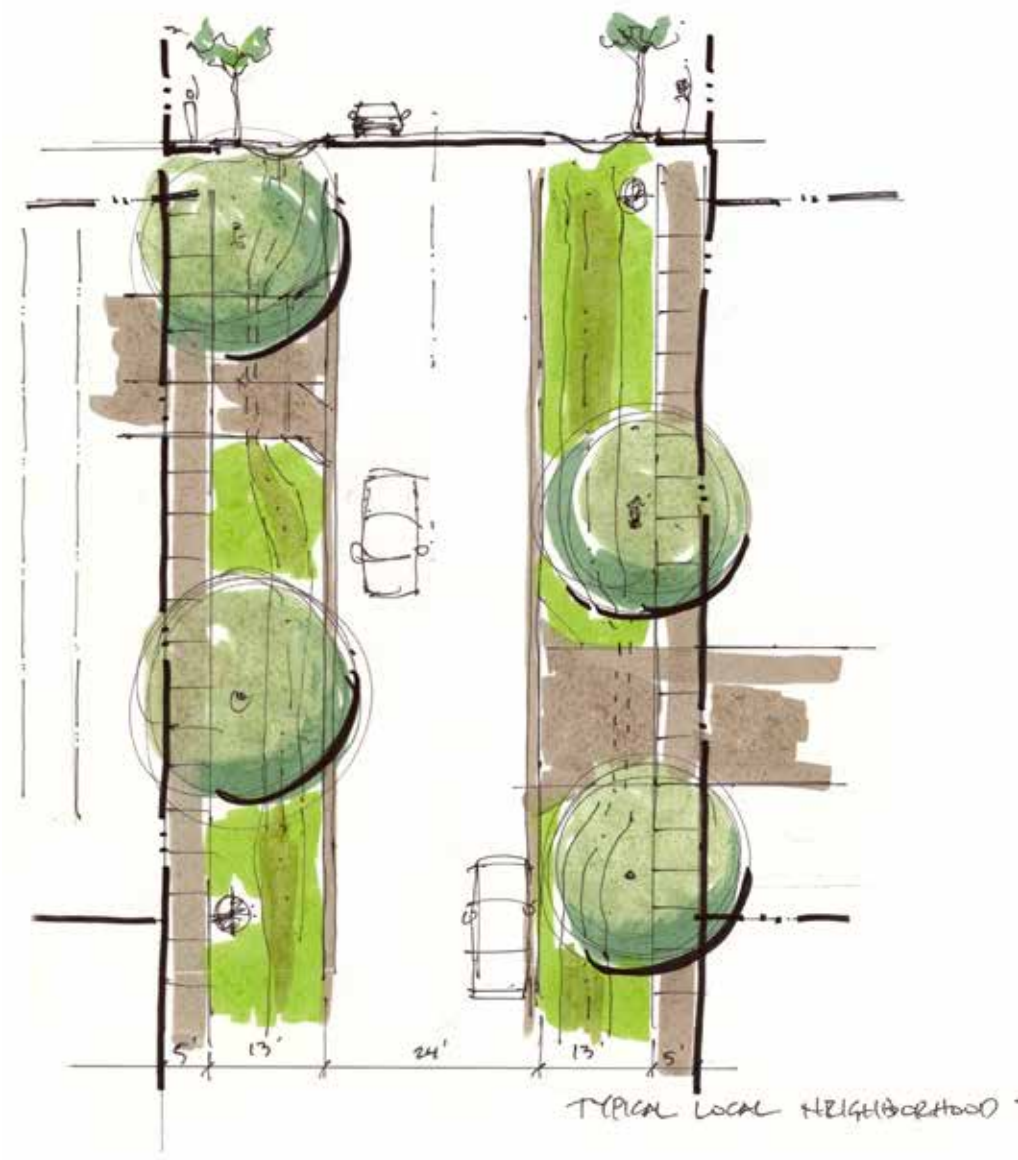
Areas were identified as possible locations for neighborhood parks, mixed-use nodes, and conservation lands.

NW CAPE PROPOSED GREENWAY SYSTEM

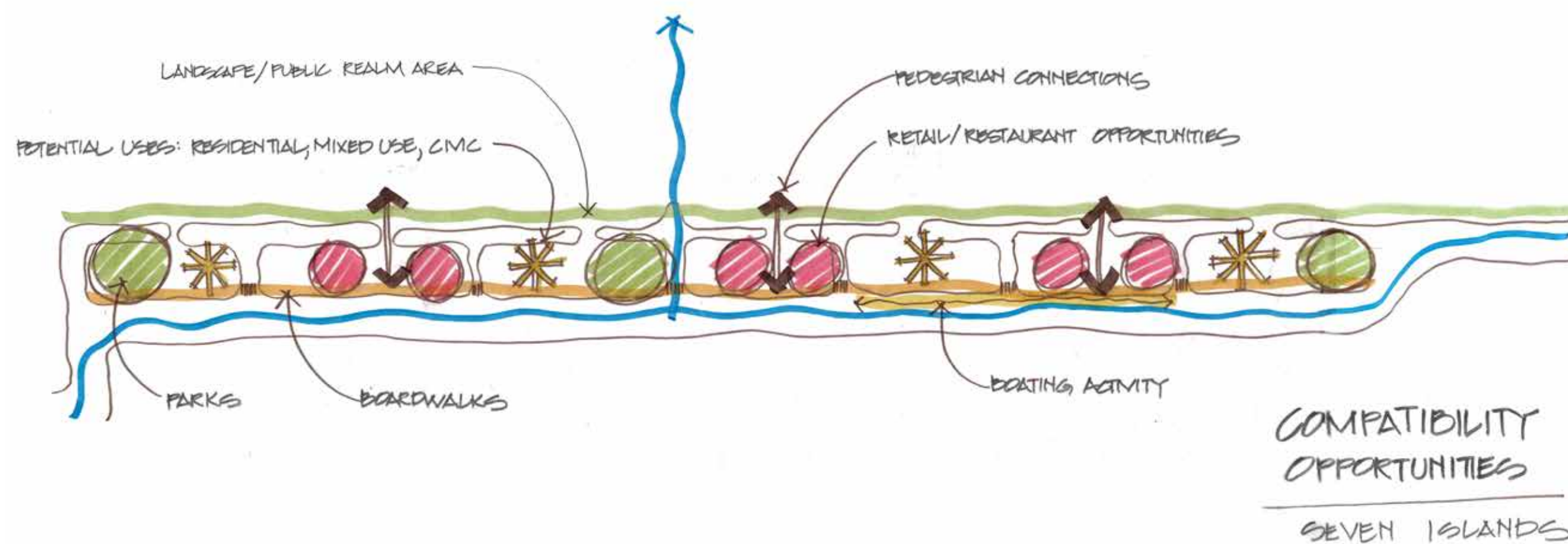
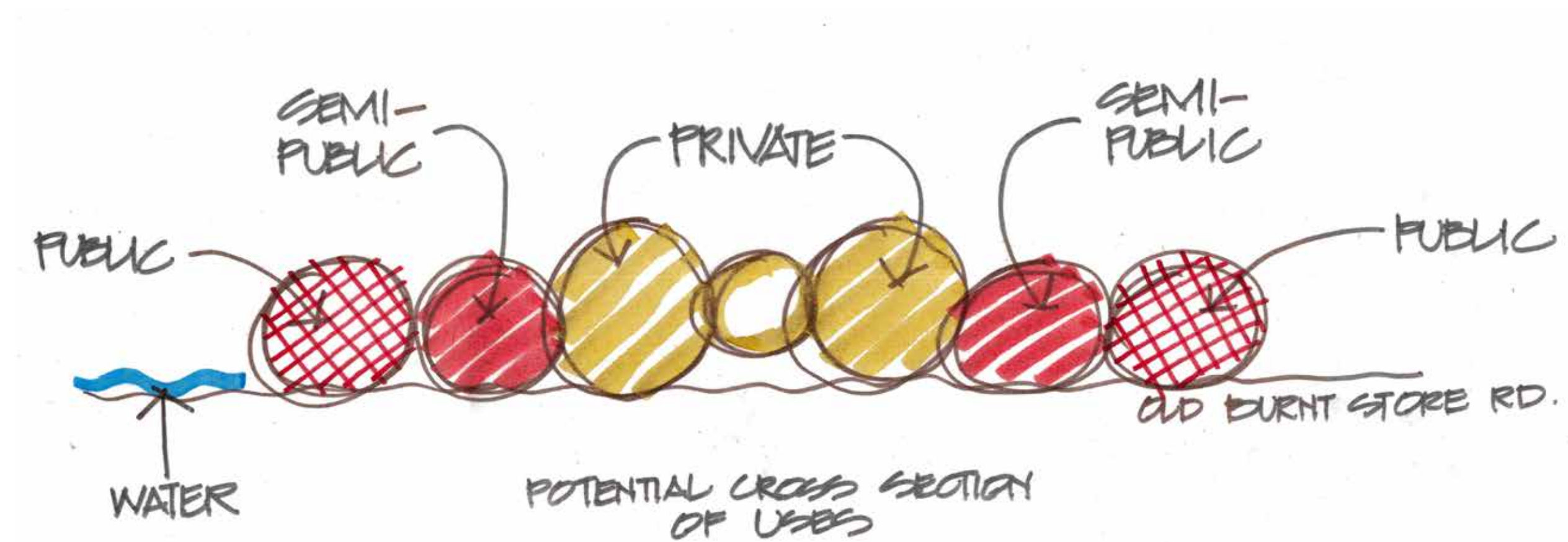
PARKWAY ANALYSIS



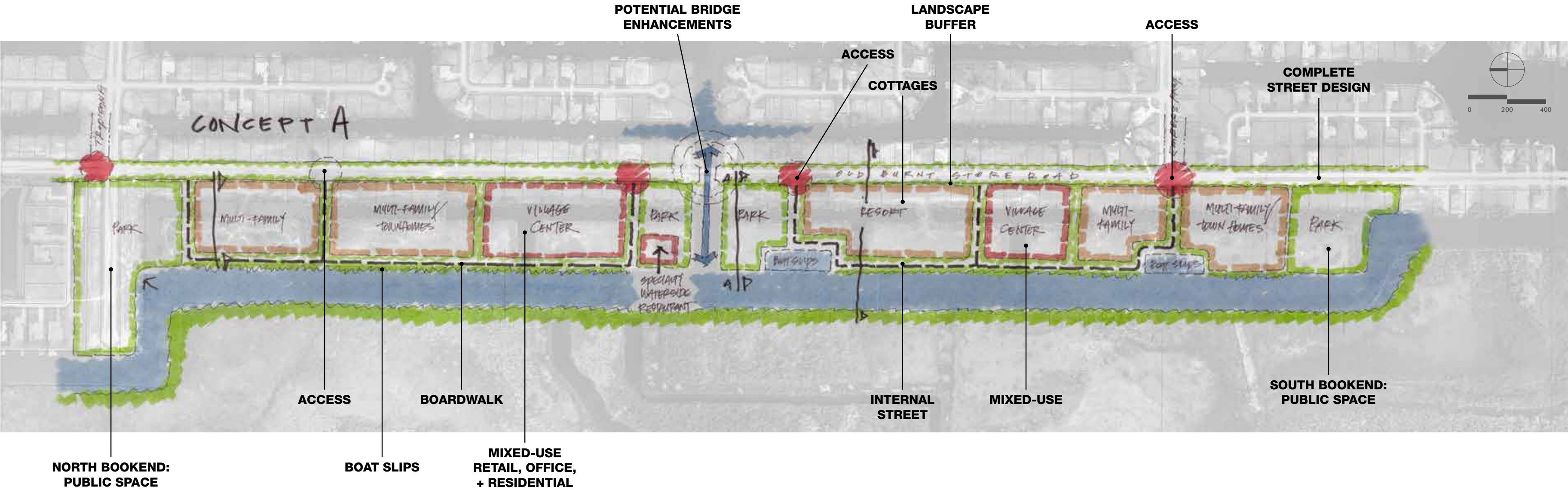
LOCAL ROADS DESIGN



7 ISLANDS COMPATIBILITY OPPORTUNITIES



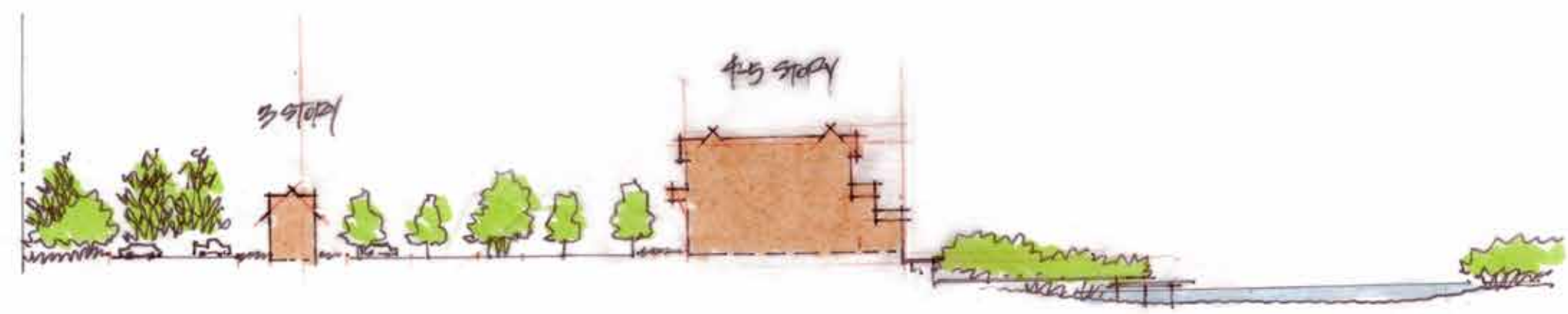
7 ISLANDS CONCEPT A



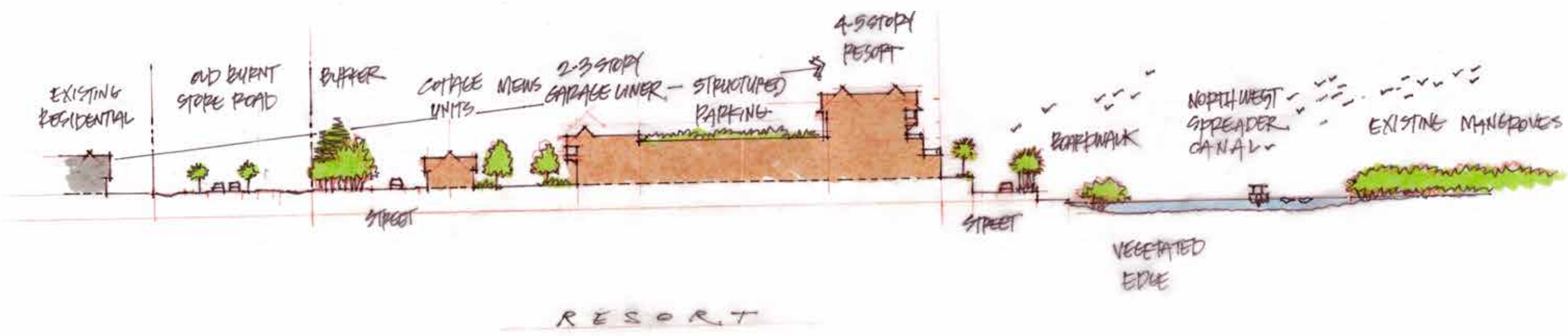
7 ISLANDS
CONCEPT A - SECTIONS



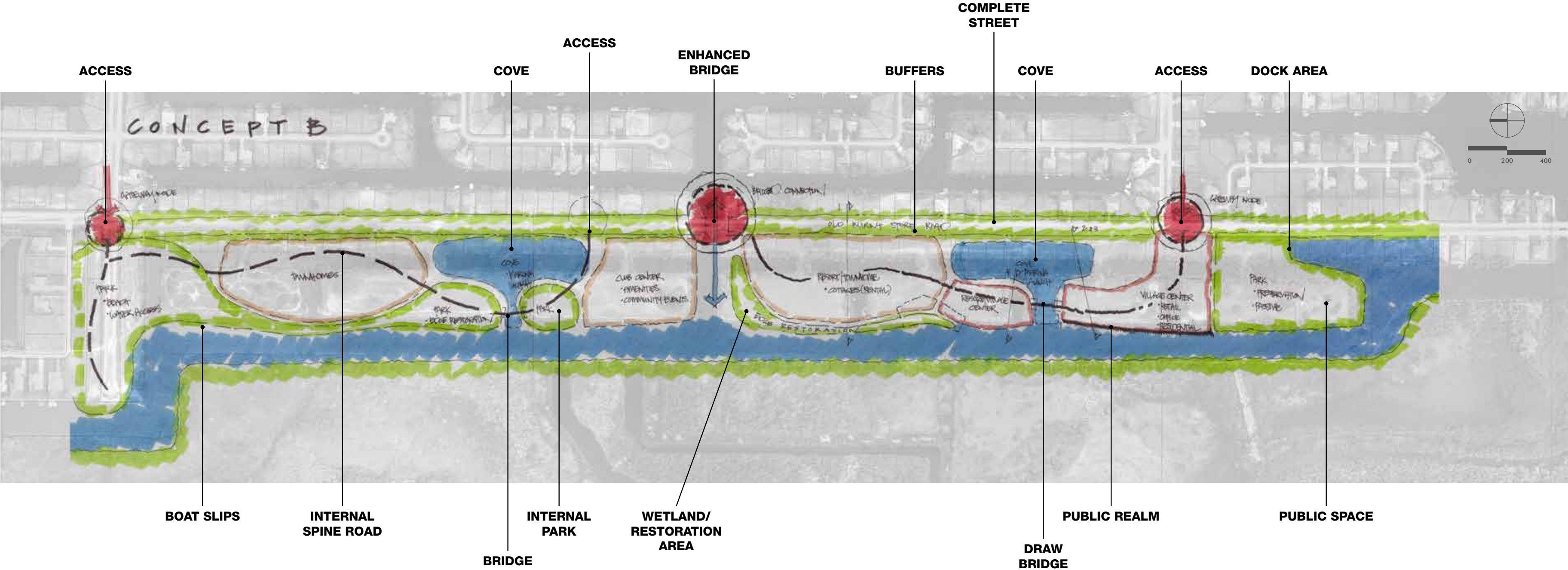
4A PARK



MULTI-FAMILY

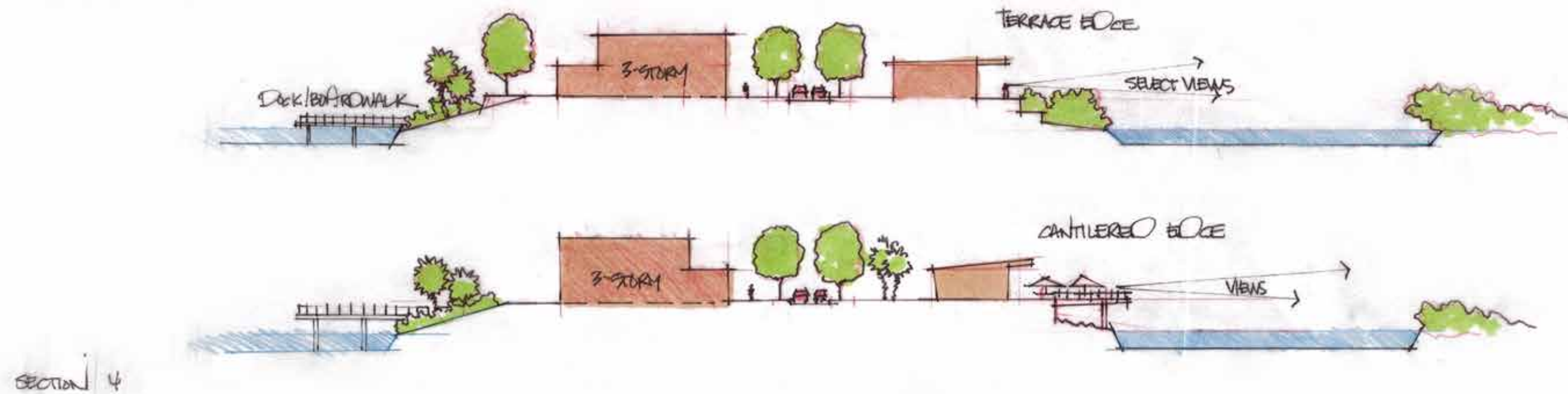
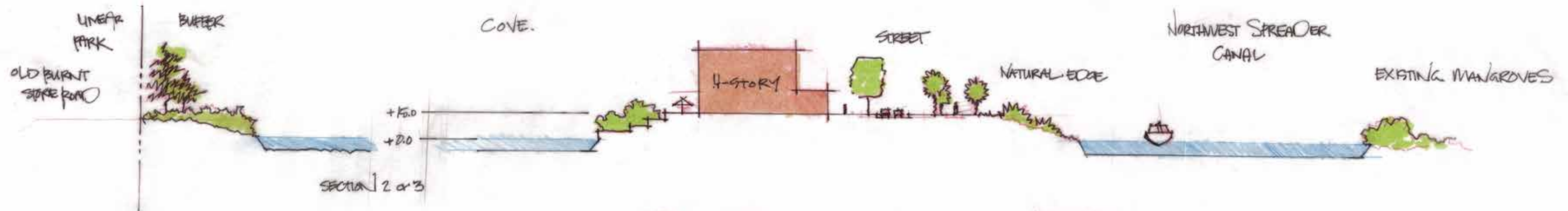


7 ISLANDS CONCEPT B

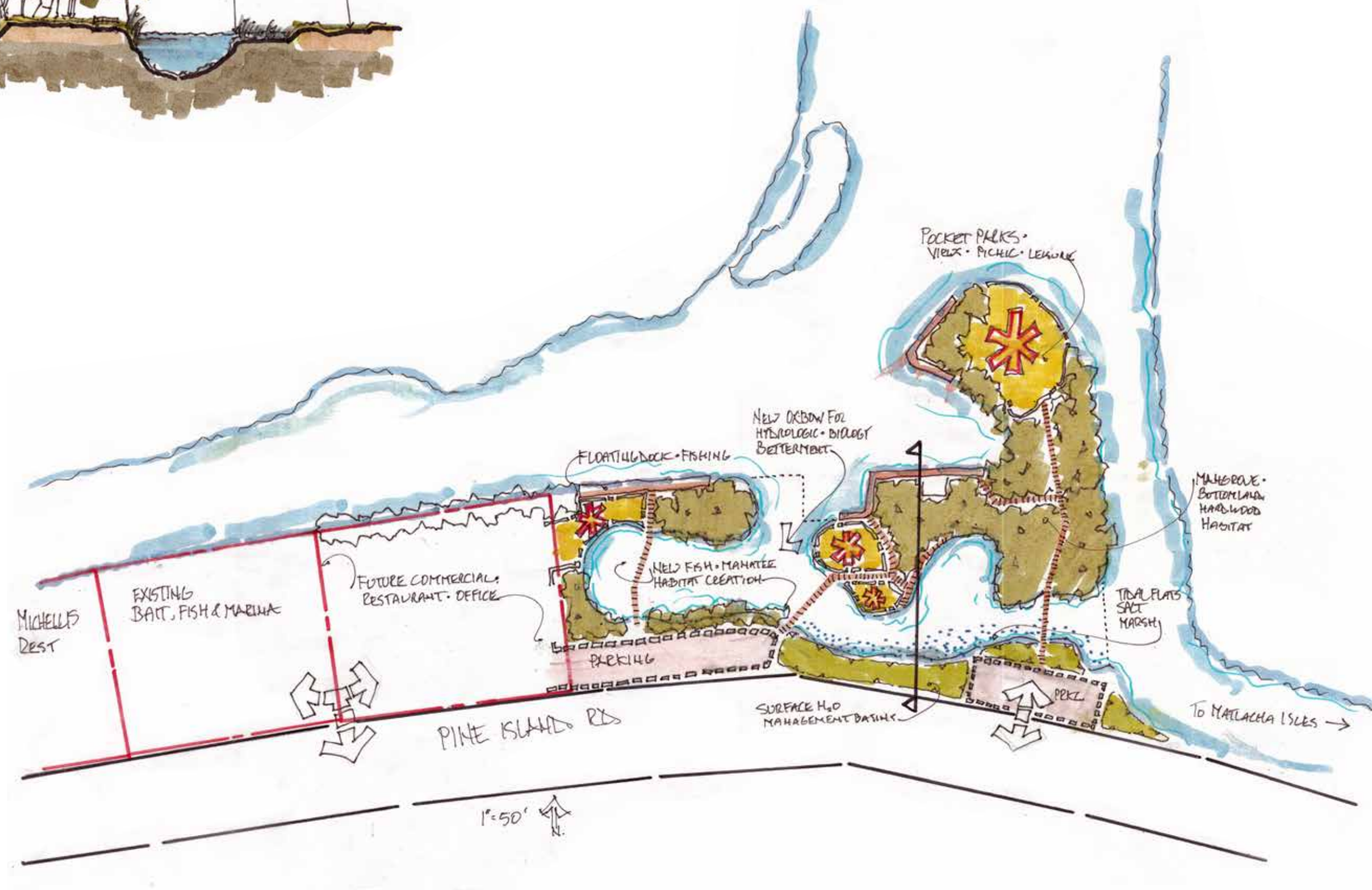
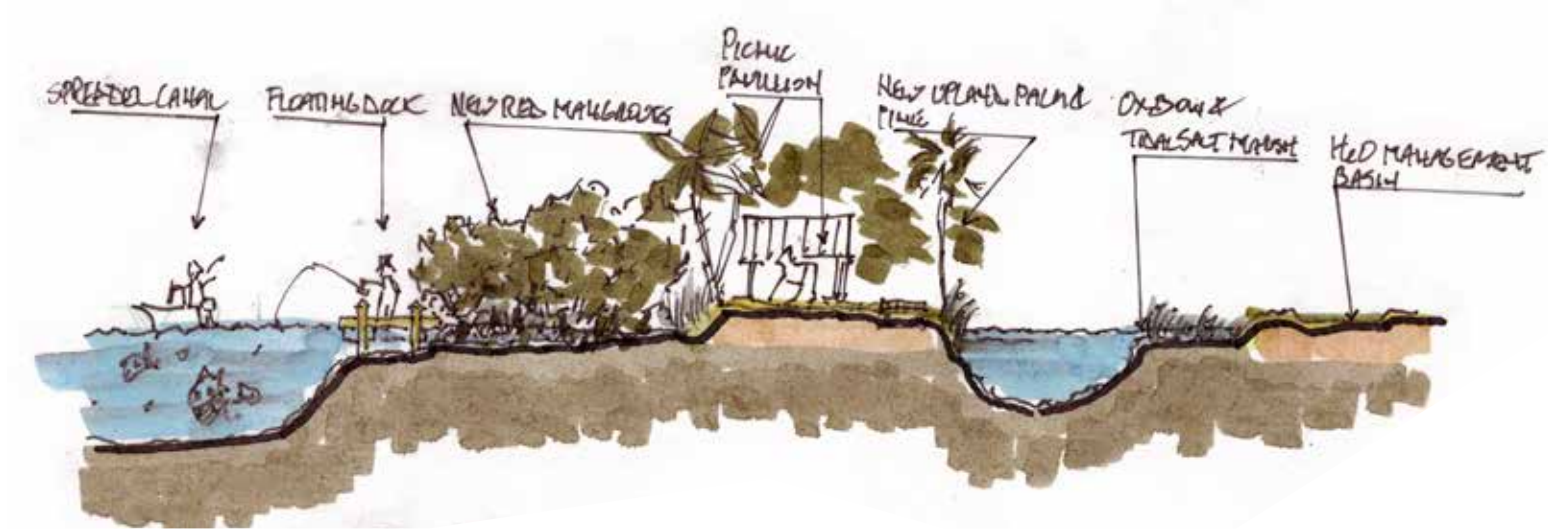


7 ISLANDS

CONCEPT B - SECTIONS



MATLACHA PASS MANATEE PARK





PUBLIC CHARRETTE: DAY THREE

NOVEMBER 6, 2015

DESIGN DAY

DESIGN SESSION - CONCEPT REFINEMENT

The design team used the feedback from the previous night's session to refine the conceptual designs into a Northwest Cape Master Plan and 7 Islands Village Center Plan.

STAKEHOLDER REVIEW

The designs were presented at a final stakeholder session to receive feedback before the designs are finalized for presentation to the City of Cape Coral Council.

NW CAPE VISION PLAN

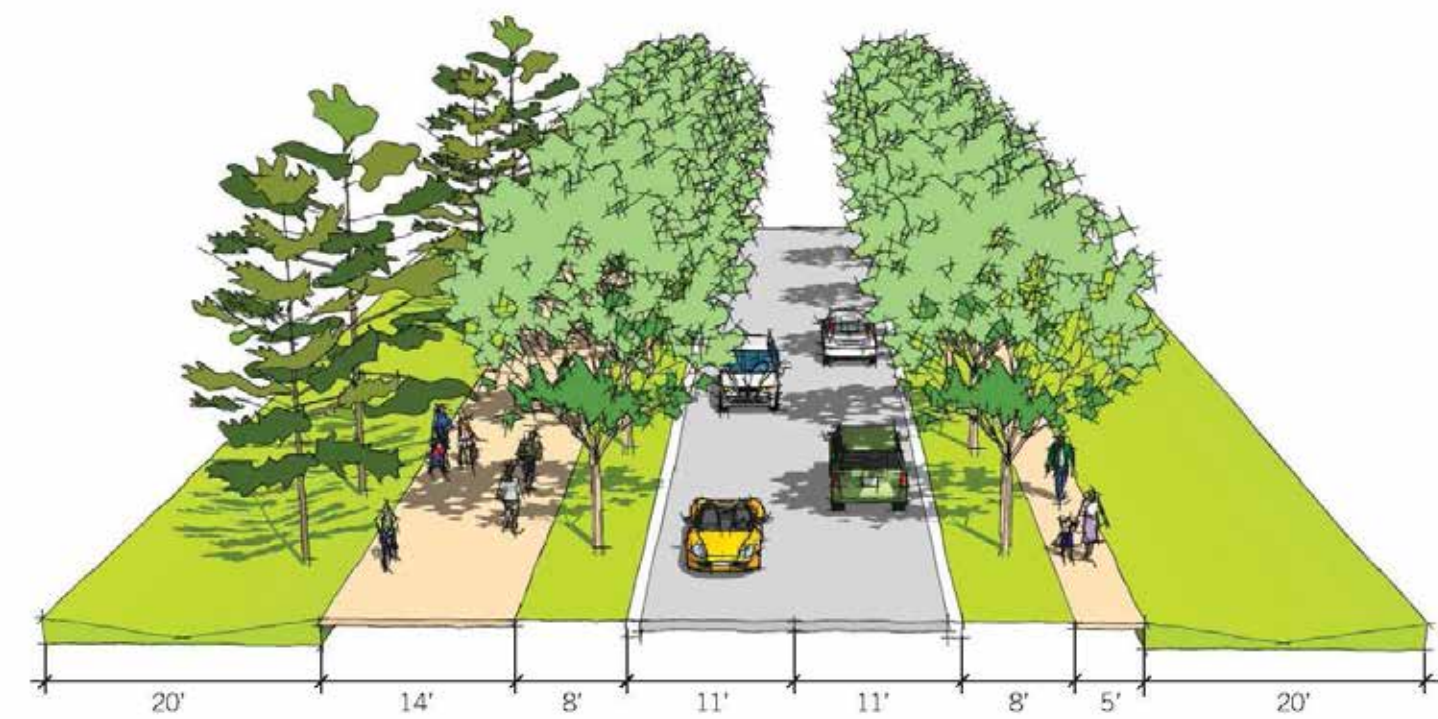
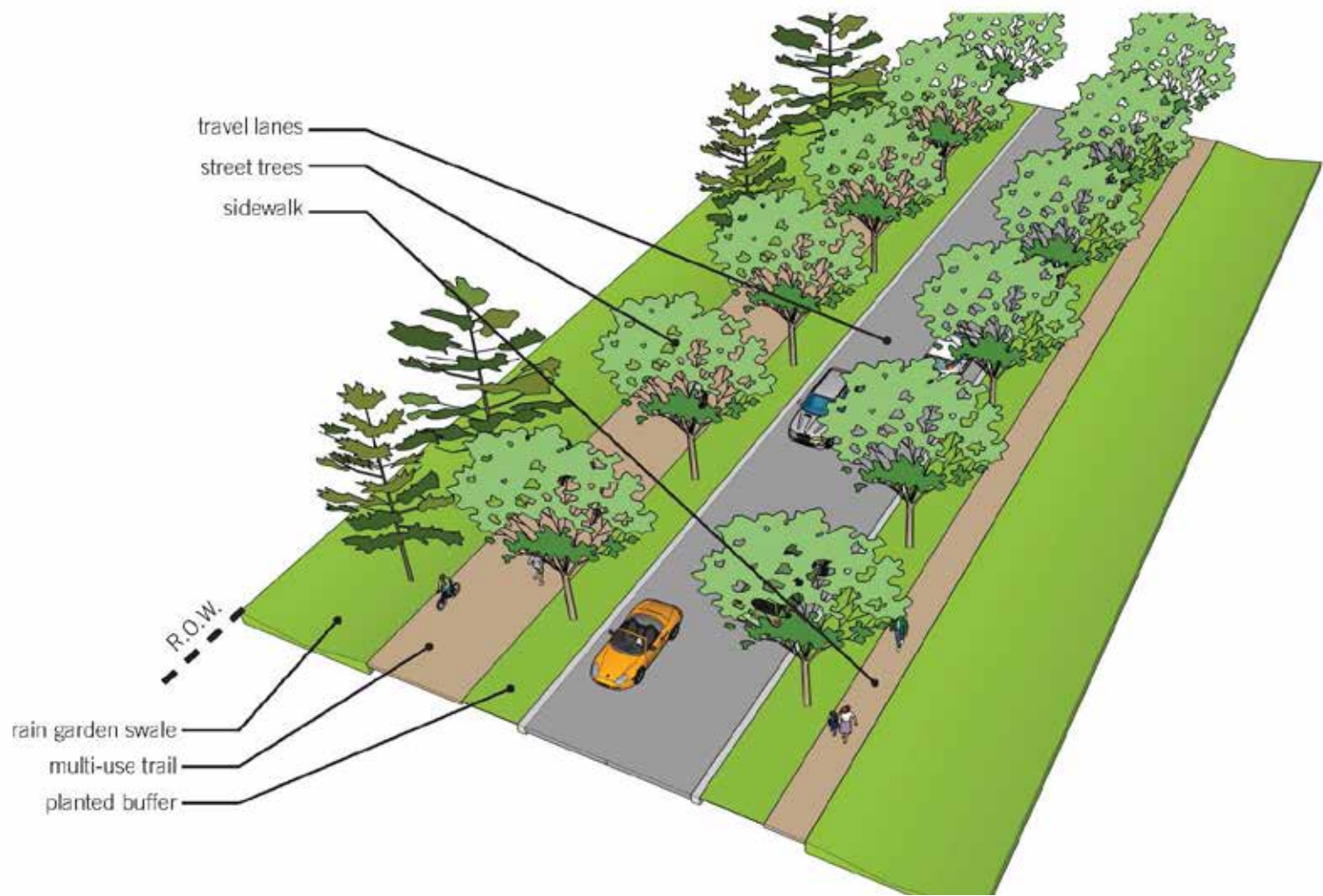


GREENWAY SYSTEM

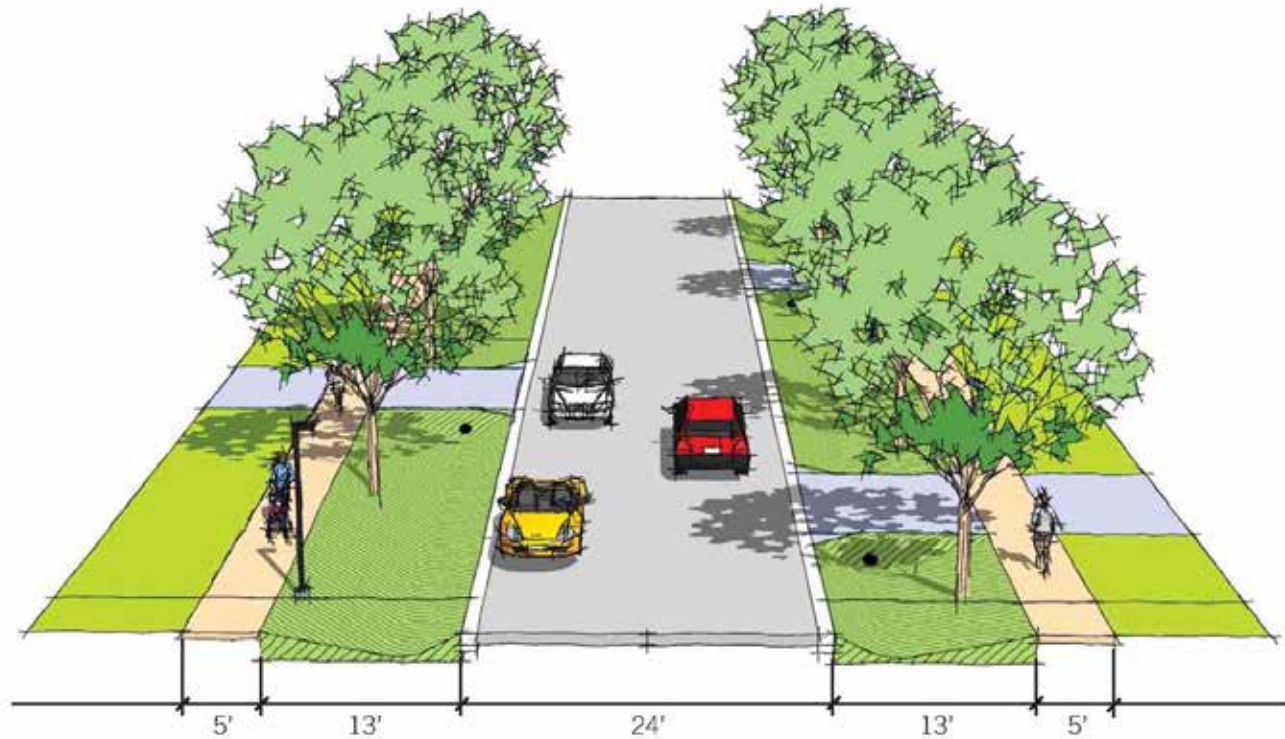
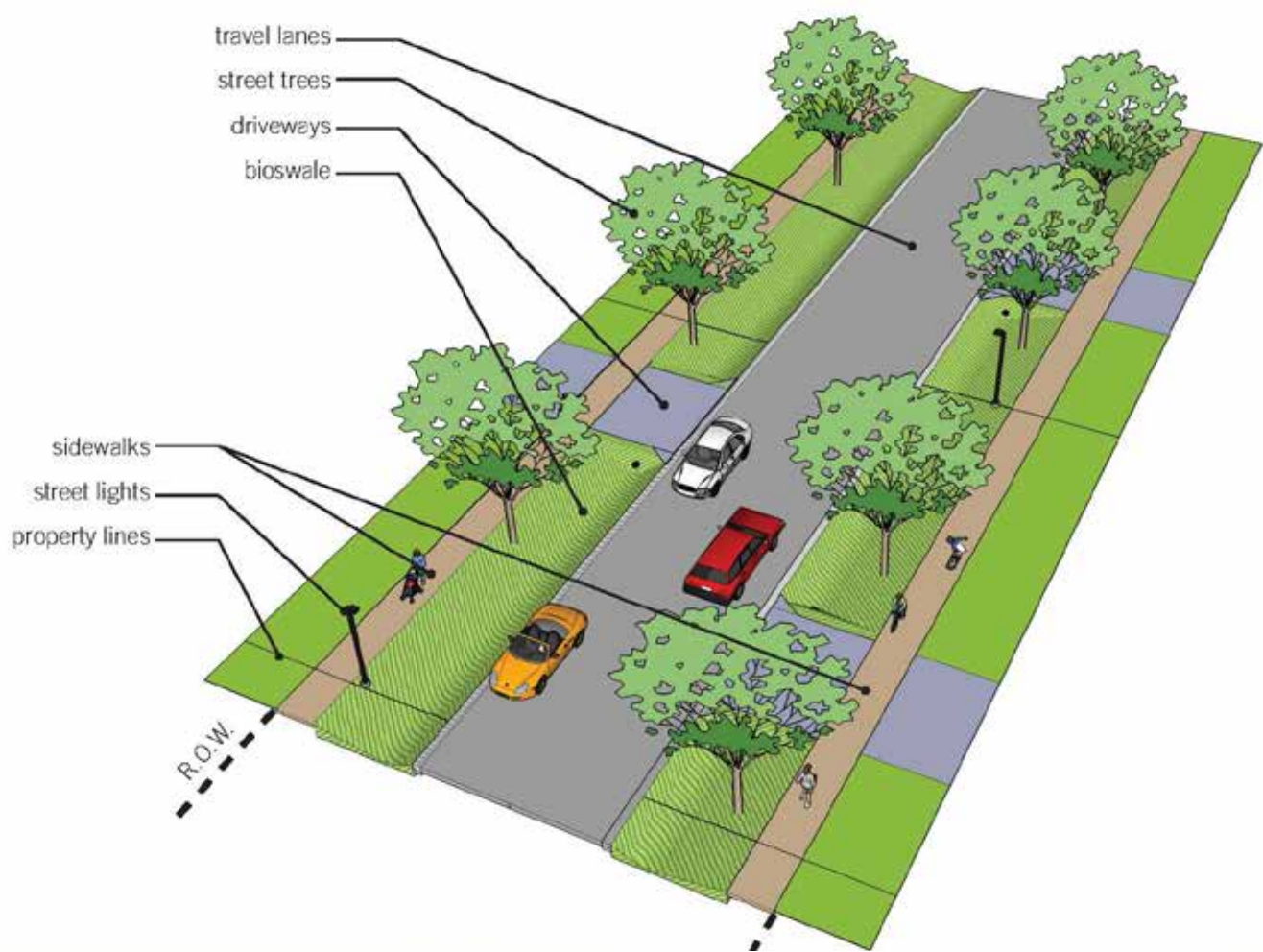
An overall Master Plan for the Northwest Cape was revised and refined according to the topics of interest in throughout the charrette process. Greenway systems, street improvements, conservation corridors, flow way enhancements, opportunities for access to Charlotte Harbor, neighborhood centers, commercial nodes, gateways, and the 7 Islands Village were all identified on the Master Plan as areas of interest.

ROADWAY IMPROVEMENTS

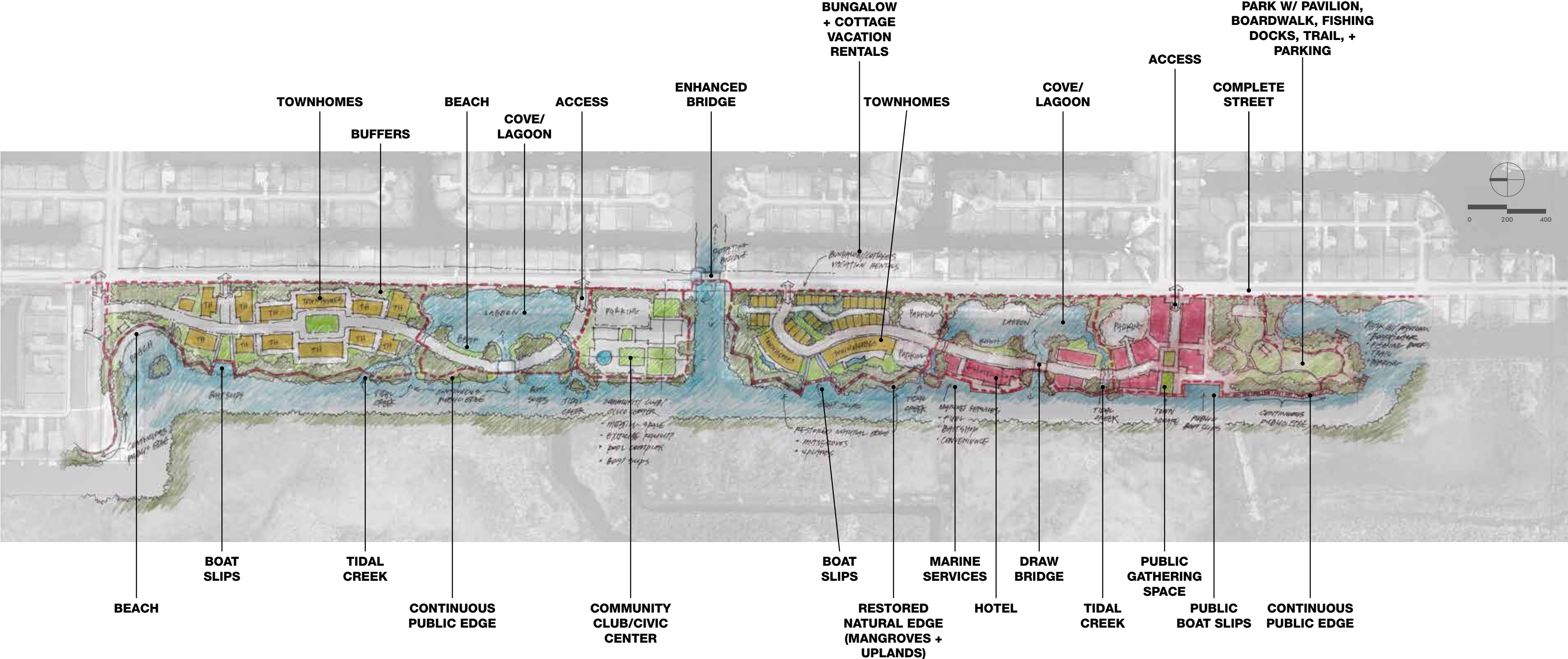
PARKWAYS



LOCAL ROADS

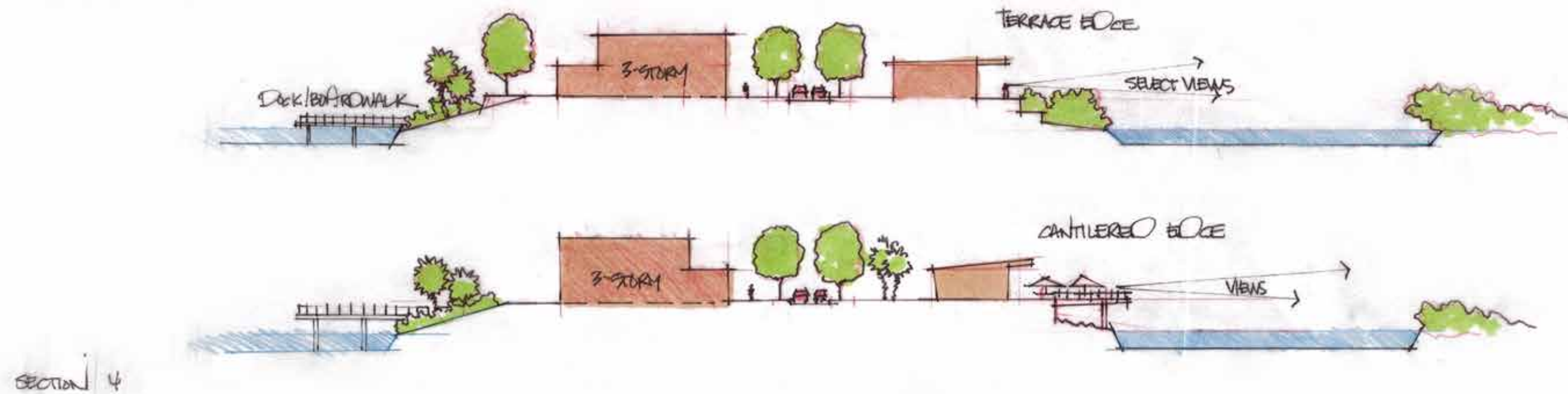
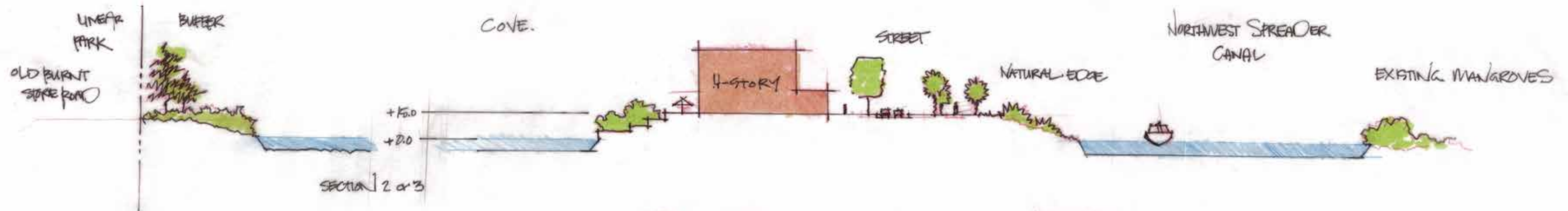


7 ISLANDS
COMBINED CONCEPTS A + B



7 ISLANDS

COMBINED CONCEPTS A + B - SECTIONS





QUESTIONS + ANSWERS