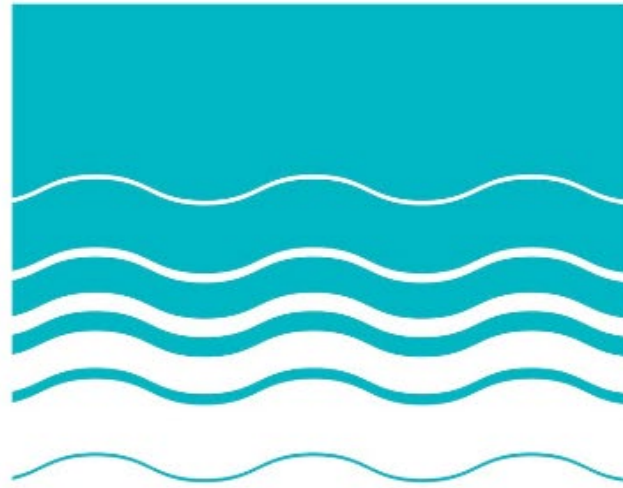


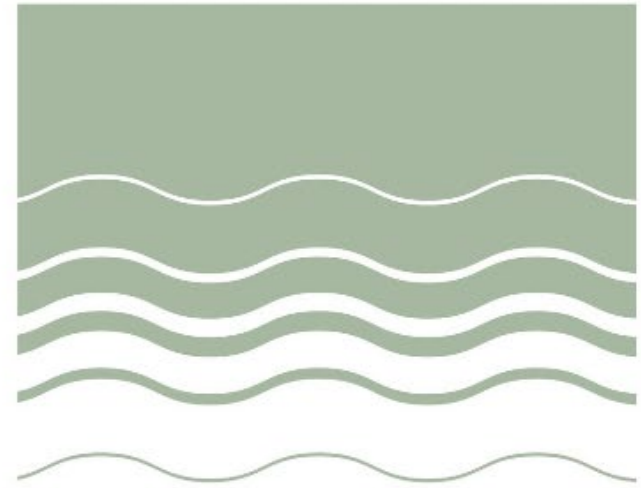
Coastal Florida Partnership Project (R2P2)



Fort Myers



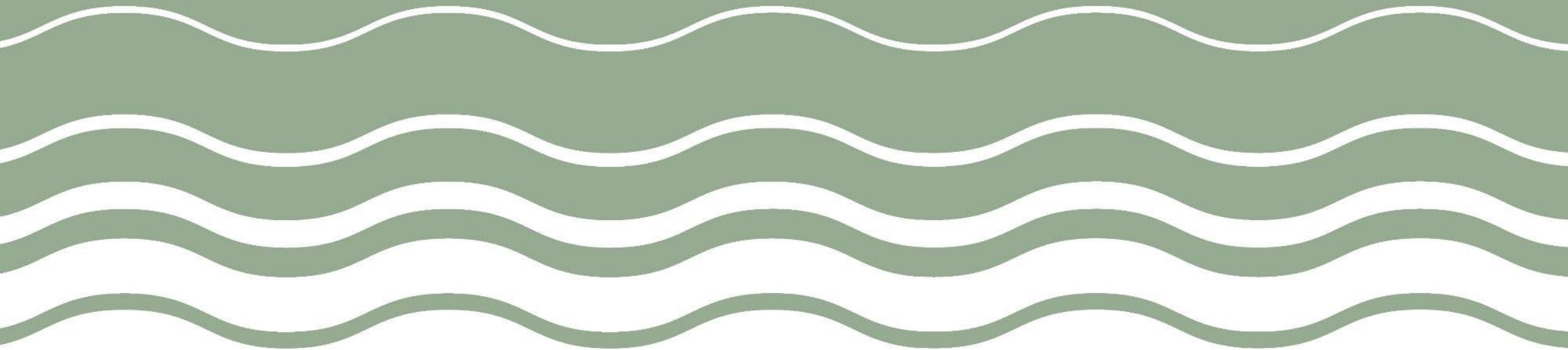
Fort Myers Beach



Sanibel

WELCOME

SANIBEL FINAL REPORT PRESENTATION
JANUARY 14, 2025





Coastal Florida

Recovery & Resiliency Partnership Project (R2P2)

What is R2P2?

The Recovery and Resiliency Partnership Project (R2P2) program provides free technical assistance to communities impacted by a major disaster declaration.

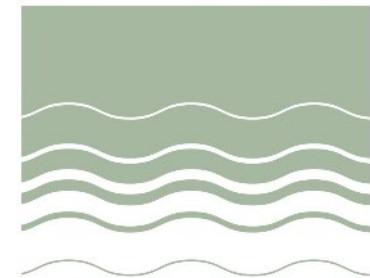
The program's goal is to develop a set of community-driven conceptual designs that reflects a participating communities' vision for long-term recovery and are poised to leverage federal, state, and nonprofit funding resources for implementation.



Fort Myers



Fort Myers Beach



Sanibel

Focus Area: Town Center

Figure 37: Town Center Zoning Districts and Regulatory Limits



TOWN CENTER REGULATORY LIMITS

Lot Coverage, maximum	45%
Floor Area Ratio (FAR), maximum	10% (Town Center General) 12% (Town Center Limited) 25% (mixed use w/ below market rate housing)
Setbacks, minimum	20' (front) 15' (side and rear)
Building Height, maximum	45' above mean sea level
Vegetation Removal, maximum	50% of developed area
Flood Hazard Zone / Elevation	Zone AE / Base Flood Elevation (BFE) 8' to 9'

Town Center

Challenge

Sanibel's Town Center is a centrally-located commercial district bounded by Periwinkle Way, Palm Ridge Road, and Tarpon Bay Road. It is a small part of the overall island but serves an important purpose, providing a place for workplace and dining destinations and commercial services for residents and visitors. The island's network of shared use paths connects the Town Center to surrounding areas; yet, frequent curb cuts and shared use path crossings, auto-oriented street design details, and lack of landscape and shade in the right-of-way create less than ideal conditions for pedestrians and cyclists. Buildings are generally 1 to 2 stories in height and often set back from the street behind parking lots and landscape buffers. Following the storm many businesses have reopened, while others continue with needed building repairs. Bailey's General Store, a longtime hub of community life, was demolished and will be rebuilt on its same site (near the intersection of Tarpon Bay Road and Periwinkle Way).



USEFUL PRECEDENTS:

**Sullivan's Island, SC
Micanopy, FL**



Palmetto Bluff, SC



Bluffton, SC

Figure 38: Town Center precedent photos reviewed at the Design Workshop. Top row, Sullivan's Island, SC and Micanopy, FL; middle row, Palmetto Bluff, SC; bottom row, Bluffton, SC

What ideas illustrated in draft sketches for the Town Center area are exciting to you? (check all that apply) [N = 458]

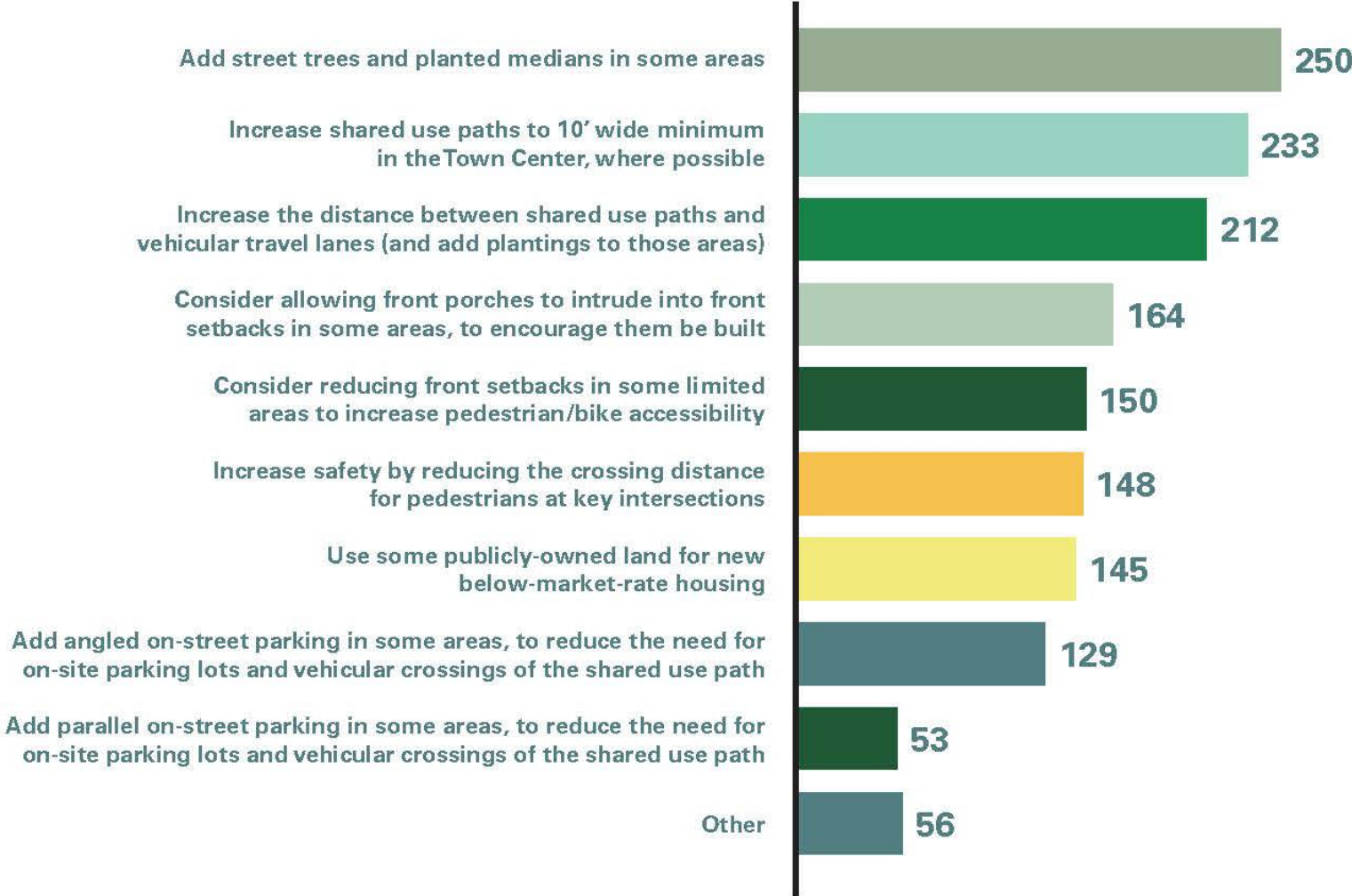


Figure 39: Community feedback about Town Center design concepts from Online Survey; additional input can be found in the Appendix.



Figure 40: Community participants at Design Workshop discuss ideas for the Town Center.

Recovery and Resilience Options: Palm Ridge Road

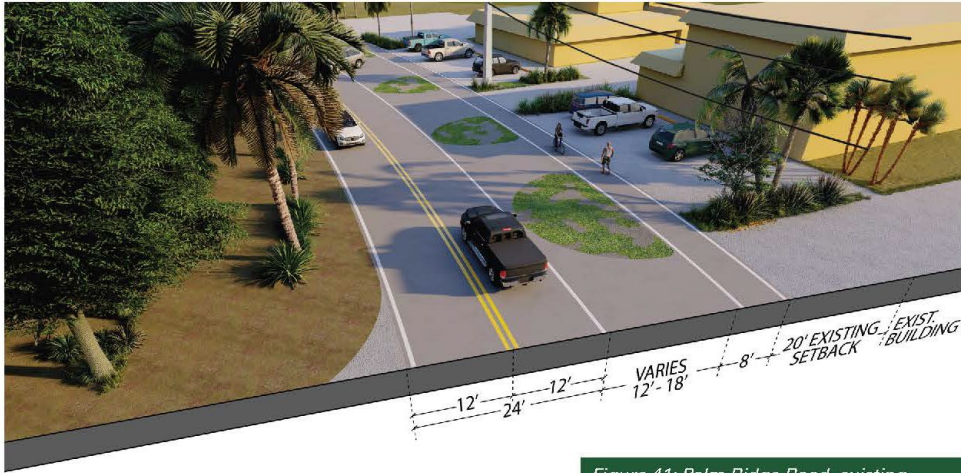


Figure 41: Palm Ridge Road, existing conditions looking northwest, north of Library Way.

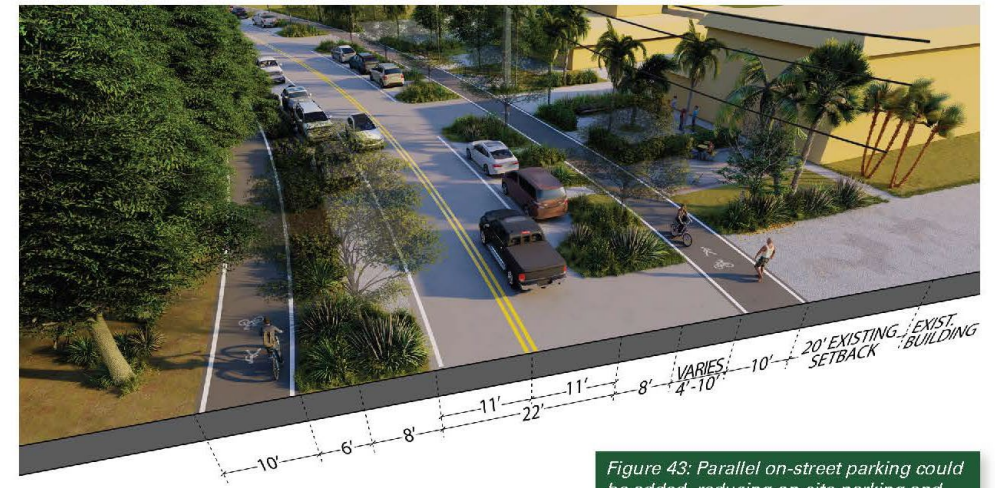


Figure 43: Parallel on-street parking could be added, reducing on-site parking and vehicular crossing of the shared use path.

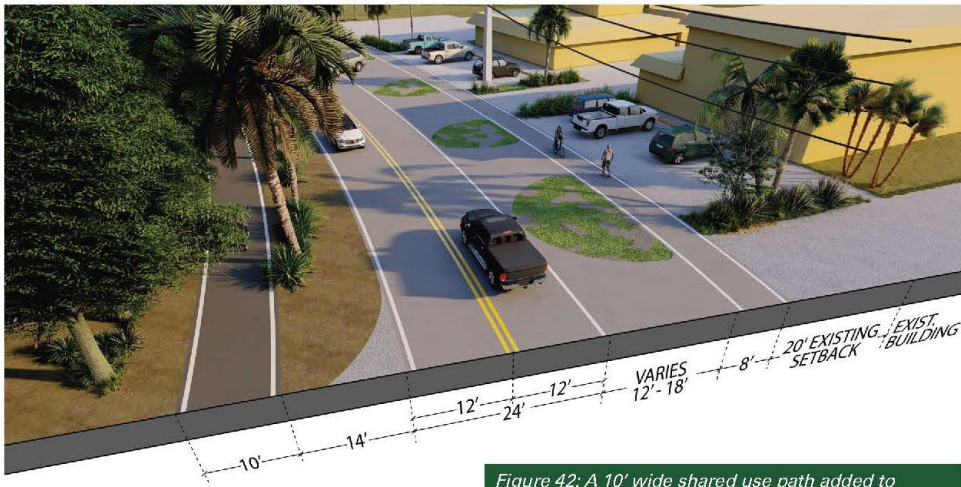


Figure 42: A 10' wide shared use path added to provide for connectivity on both sides of the street (note: this additional path is in the process of being constructed at 8 feet wide as of November 2024)

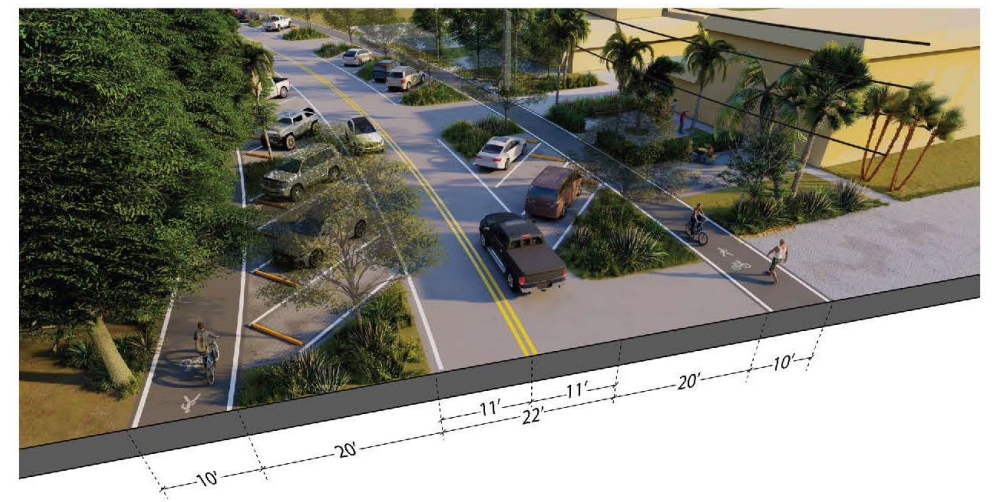


Figure 44: Add Angled On-Street Parking and Shade Trees with Landscaping. In this alternative, angled parking is added instead of parallel. This increases the amount of parking provided on-street, but does reduce some of the space for plantings. This option slightly increases the overall width of the street paving and impervious ground cover, and the shared use paths would need to be relocated closer to the edge of the right-of-way.

Recovery and Resilience Options: Intersection Design

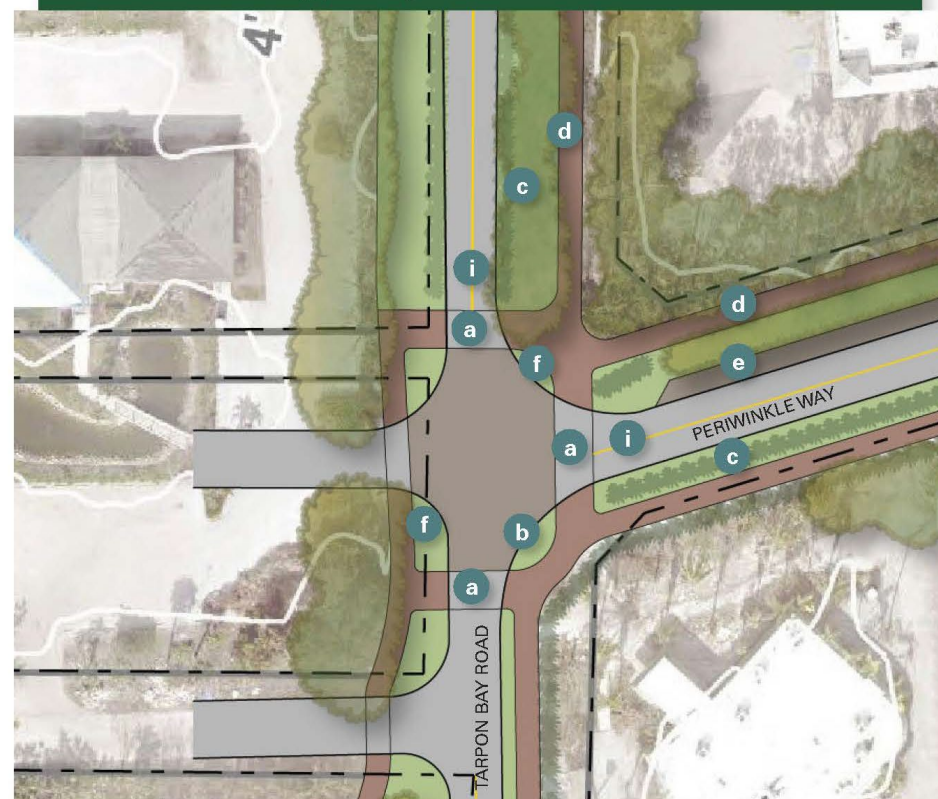




Figure 51: Option 2, protected intersection alternative with turn lanes replaced by medians, reducing unnecessary pavement and providing a refuge space for pedestrians.



Figure 52: Option 3, protected intersection alternative with turn lanes removed and the overall roadway width reduced, decreasing impervious surface and increasing planting areas.



Recovery and Resilience Options:

Library Way Infill



Figure 53: Existing conditions, City-owned vacant parcels on Library Way. The City owns four parcels in this area (outlined in yellow in the aerial photo at right), which include two vacant parcels at the intersection of Library Way and Palm Ridge Road, a parcel with the existing City office building on Library Way, and a parcel with a mid-block gravel parking lot.

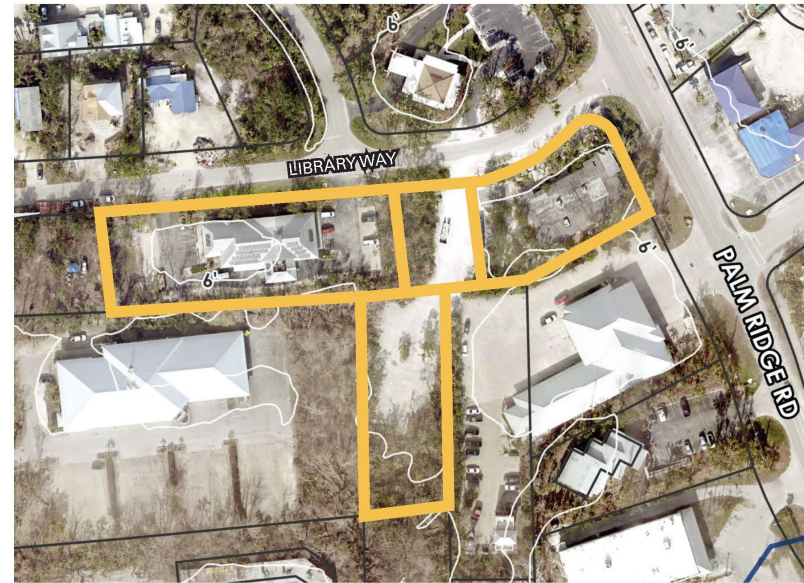




Figure 54: Option 1, development of the City-owned site with a new mixed-use building.

ESTIMATED QUANTITIES:	
Housing Units:	8 to 12
Parking Spaces:	48
Commercial Area:	10,000 sq. ft.
Avg. Unit Area:	700 to 1000 sq. ft.
Commercial FAR:	20%



Figure 54: Option 1, Mixed-use Building.

This alternative shows a new mixed-use building on the site; the ground floor is a commercial use and a second story includes below-market-rate housing units. This scenario utilized an FAR bonus in the existing regulations, which was adopted to incentivize housing in mixed-use buildings in the Town Center.

This design adheres to existing 20 feet deep street setbacks for buildings, but does have porches and balconies that encroach into the setback.

Parking is provided to the side and rear; by formalizing the rear mid-block parking and extending it through the parcel, it is possible to connect to parking to the rear of the current F.I.S.H. of Sanibel-Captiva building (which faces Periwinkle Way), providing another means of pedestrian and vehicular circulation.

This plan accommodates approximately 10,000 square feet of commercial space on the ground floor, and 8 to 12 housing units on the second floor.

Potential improvements to Palm Ridge Road (a shared use path on both sides of the street, in the process of being constructed as of November 2024, and addition of on-street parking, and improved crosswalks) are also shown in the illustration.

Figure 57: Option 4, Separate Buildings (with smaller housing building types). This alternative shows development of three buildings: a small one-story commercial building oriented to Palm Ridge Road, and two residential buildings oriented to Library Way.

The commercial building is street-oriented, similar to what is shown for Option 2. The residential buildings have 4 units on the ground floor, and 2 to 4 units on upper floors. These could be designed to look like a large house rather than an apartment building, breaking down the scale of development along the road.

In this option, the parking lot is connected to parking at the adjacent City office building; parking could be a shared resource between the offices and residential uses.



Figure 57: Option 4, Separate Buildings (with smaller housing building types)

ESTIMATED QUANTITIES:	
Housing Units:	12-16
Parking Spaces:	68 (shared)
Commercial Area:	4,000 sq. ft.
Avg. Unit Area:	1,000 sq. ft.
Commercial FAR:	7.5%

