

COMMERCIAL REDEVELOPMENT

**INTER & INTRA CONNECTIVITY
PRESENTATION**

Sanibel City Council
June 17, 2014

BACKGROUND

COMMERCIAL REDEVELOPMENT WORK PLAN

- Update Permitted and Conditional Uses
- Support Inter & Intraconnectivity
- Address Non-conforming structures
- Improve Parking

COMMERCIAL REDEVELOPMENT ACCOMPLISHMENTS TO DATE

- Approved Commercial Redevelopment Vision statement
- City's strengths and challenges have been identified
- Conducted inventory of regional off-island and their impact upon Sanibel's commercial properties & conducted on-Island inventory
- Updated permitted and conditional use sections of the Land Development Code

INTER & INTRA CONNECTIVITY GOALS

- ✘ Be consistent with the Sanibel Plan
- ✘ Improve safety by eliminating conflict points between automobiles & bicyclist & pedestrians
- ✘ Mitigate automobile traffic by continuing to promoting bicycling & walking
- ✘ Enhanced bicyclist & pedestrian access to properties in the commercial district
- ✘ Encourage shared parking, reducing the need for large parking lots

DEFINITIONS OF INTERCONNECTIVITY & INTRACONNECTIVITY

- ✘ Interconnectivity – Bicycle & pedestrian connections to the Shared Use Path System
- ✘ Intraconnectivity – Bicycle & pedestrians between adjacent properties

**WHAT IS THE CHALLENGE WE ARE ADDRESSING
WITH THIS LEGISLATION?**

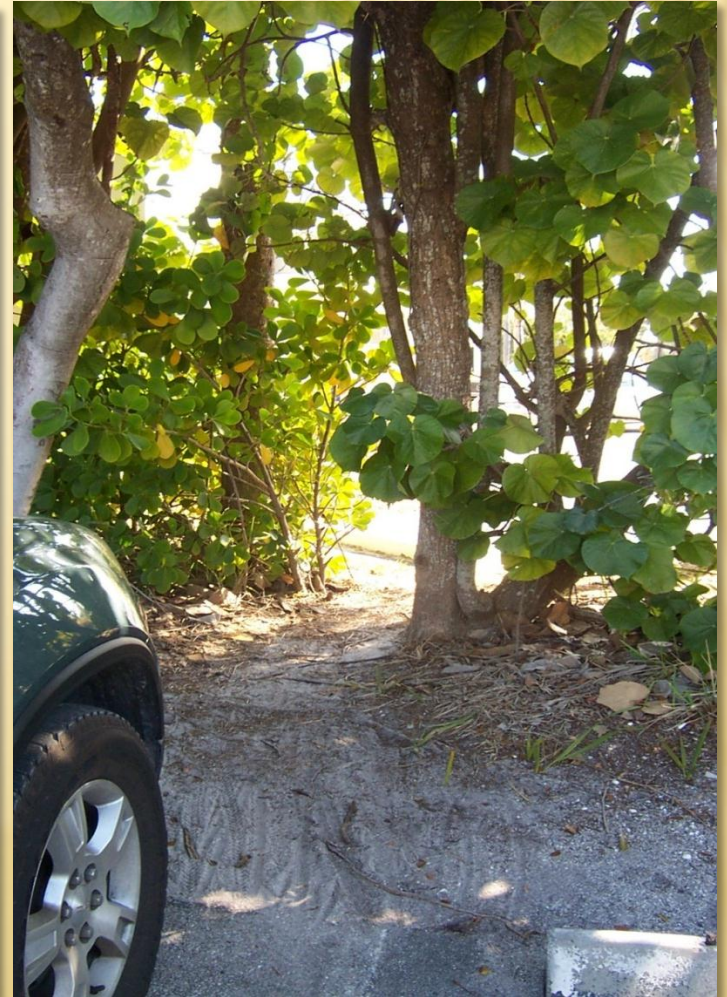
SANIBEL IS BICYCLE FRIENDLY



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INTERCONNECTIVITY BETWEEN PRIORITIES ARE NOT BIKE & PEDESTRIAN FRIENDLY



INTRACONNECTIVITY BETWEEN PROPERTIES IS NOT BIKE & PEDESTRIAN FRIENDLY



RESOURCES THE PLANNING COMMISSION REVIEWED TO PREPARE THE RECOMMENDATIONS

- City's Shared Use Path Master Plan adopted on April 21, 2009
- City's Shared Use Path Completed Capital Improvements
- Shared Use Master Plan Update 2-years of compiled safety analysis and reports
- Presentation of future street connectivity options currently under assessment by staff

RECOMMENDATIONS

OPTIONS

- Maintain status quo
- Develop guidelines to encourage interconnections and intraconnections
- Create an ordinance requiring interconnections and intraconnections

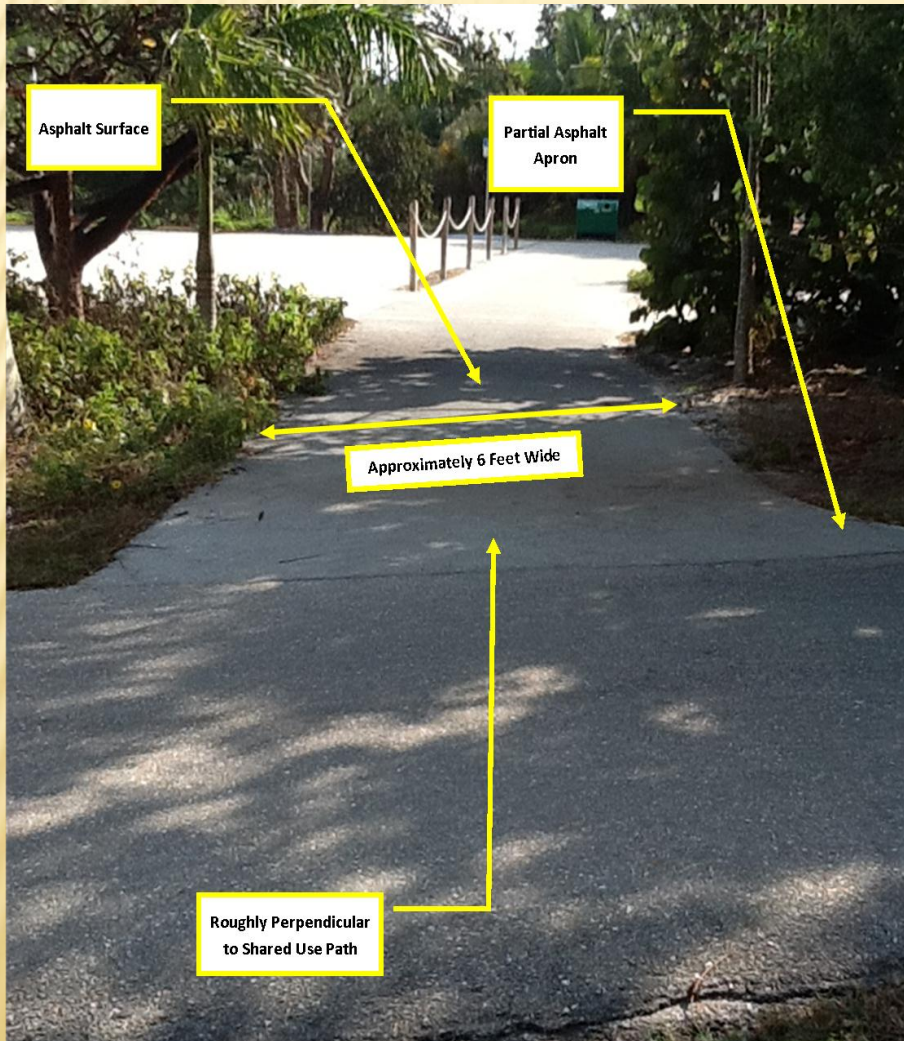
ADVANTAGES OF ADOPTING GUIDELINES RATHER THAN MANDATES

- ✗ Flexibility
- ✗ Property Owner Friendly
- ✗ Easier to Monitor & Update for Revisions

GUIDELINE PROVISIONS

- × Width
- × Surface Materials
- × Vertical Clearance
- × Number
- × Location
- × Driveway Separation
- × Obstructions
- × Vegetation
- × Visibility
- × Design
- × Lighting
- × Drainage
- × Signage

INTERCONNECTIVITY EXAMPLE



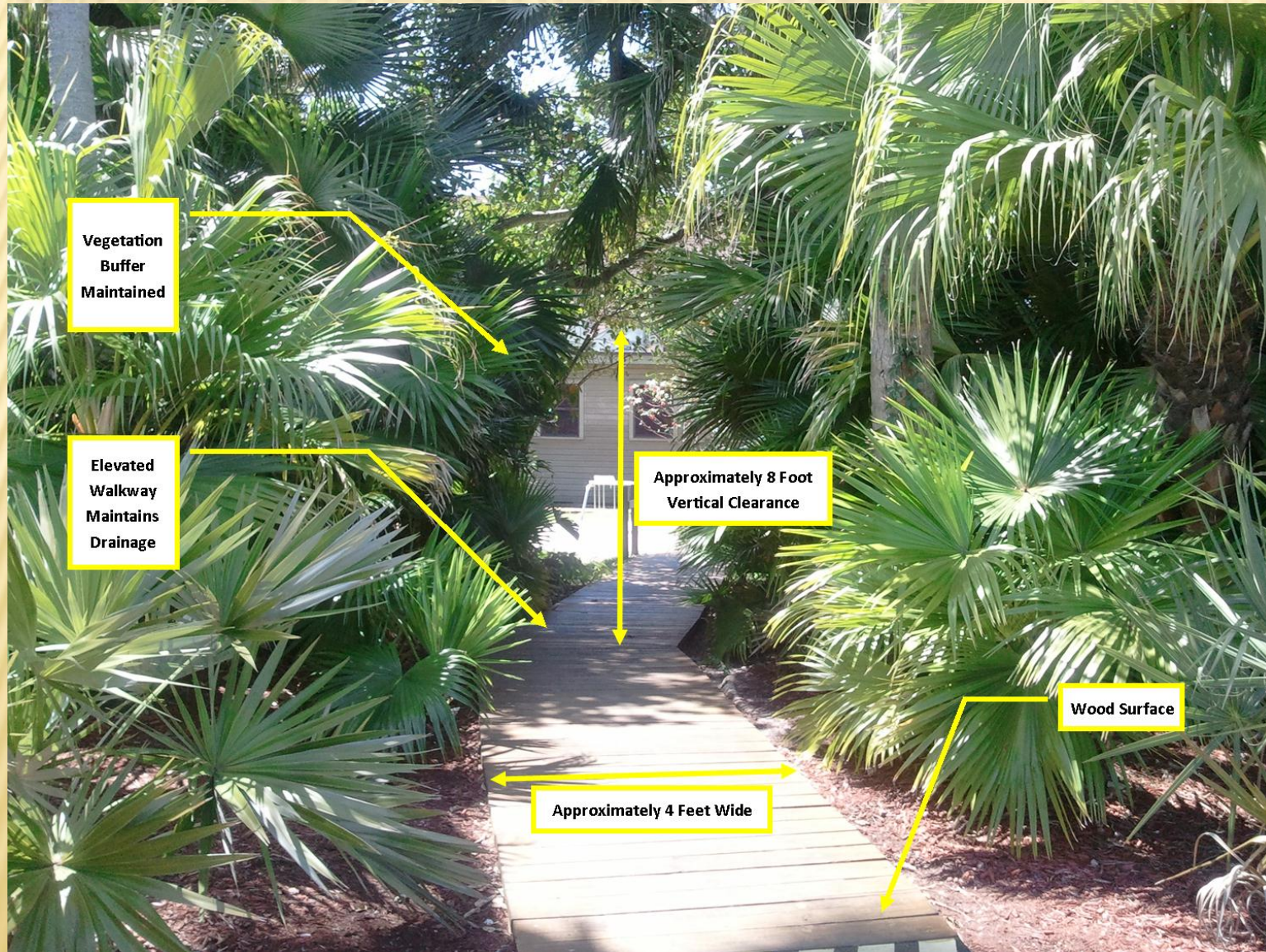
- ✘ Community Park Connection is good example of meeting proper width, surface, vertical clearance, number, location & proper driveway separation

INTERCONNECTIVITY EXAMPLE

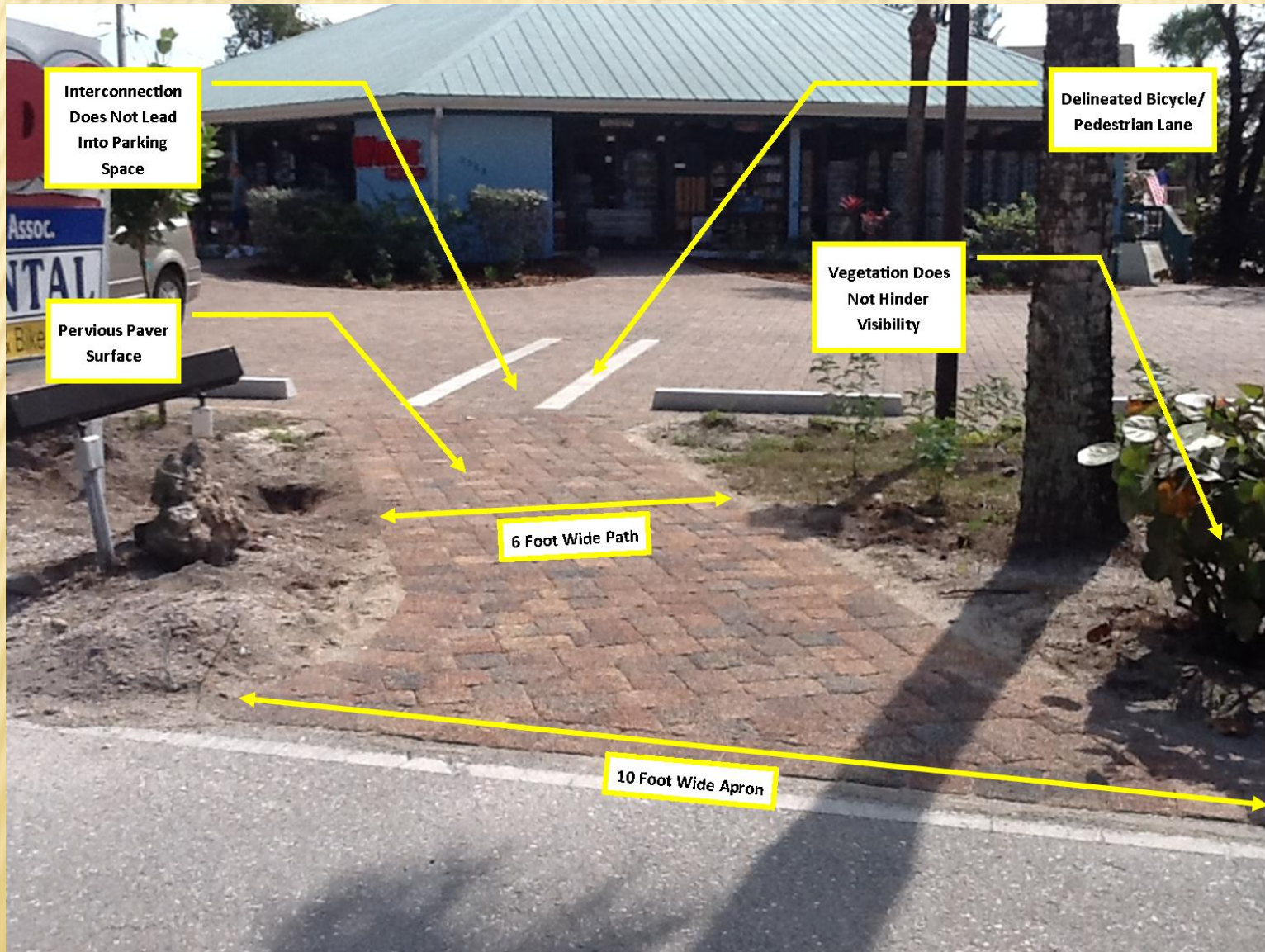


- ✘ City Hall to BIG Arts
Intraconnectivity good
example of meeting
design, lighting, drainage
& signage standards

INTRACONNECTIVITYEXAMPLE



INTERCONNECTIVITY EXAMPLE



INCENTIVES

✗ Interconnectivity

- + Does not count towards impervious coverage or developed area calculation
- + Development permits reviewed as information only
- + City may partner with property owners where an interconnection is in the public interest

✗ Interconnectivity

- + Does not count towards impervious coverage or developed area calculation
- + Development permits reviewed as information only

SPECIAL NOTE

- ✘ The Guidelines includes a note that from time to time City Council has the authority to amend the guide to aid in the administration & interpretation of the Guidelines

QUESTIONS

GUIDELINES DETAIL

WIDTH

- ✕ Interconnectivity and Interconnectivity
 - + Minimum of three (3) feet
 - ✕ ADA requirement
 - + Maximum of six (6) feet

SURFACE MATERIALS

- ✕ Interconnectivity and Interconnectivity
 - + Asphalt
 - + Concrete
 - + Wood
 - + Brick
 - + Pervious Pavers
 - + Gravel
 - + Stone
 - + Shell
 - + Other similar materials

VERTICAL CLEARANCE

- ✕ Interconnectivity and Interconnectivity
 - + Eight (8) foot vertical height clearance
 - ✕ In line with the shared use master plan

NUMBER

- ✕ Interconnectivity and Interconnectivity
 - + Minimum necessary to provide safe ingress and egress between adjoining properties and properties to the shared use path

LOCATION

- ✖ Interconnectivity and Interconnectivity
 - + Separate from driveways
 - + Located in a way to connect adjacent properties and properties to the shared use path in a safe, convenient and practical manner.
 - + Ingress and egress points should not lead into a parking space

LIGHTING

- ✗ Interconnectivity

- + Meet all lighting requirements of the Sanibel Code

- ✗ Interconnectivity

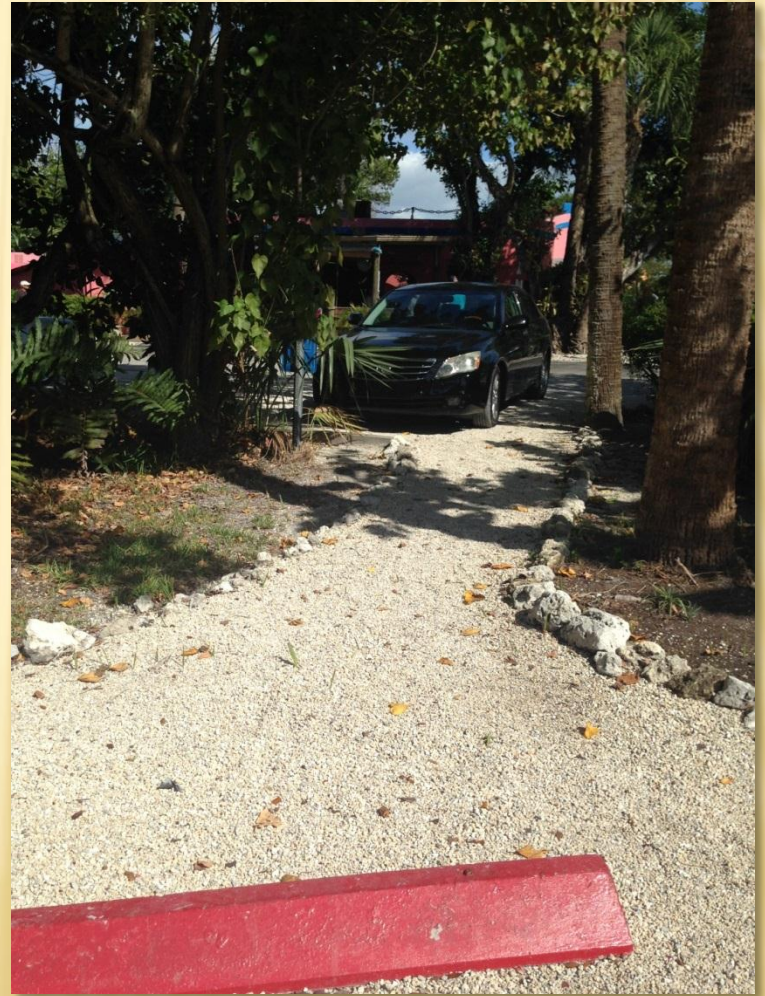
- + Lighting installed as part of an intraconnection may trespass onto the adjacent property linked by the intraconnection
 - + Meet all other lighting requirements of the Sanibel Code

DRIVEWAY SEPARATION

- ✖ Sufficient separation is to established between existing driveways

OBSTRUCTIONS

- ✗ The point where a connection to the path enters the property should not lead pedestrians or cyclist in to an off-street parking, space, loading area or a conflict location



VEGETATION

- ✕ Interconnectivity and Interconnectivity
 - + Every effort should be made to relocate vegetation removed from private property onsite
 - + The City will make every effort to relocate vegetation removed from the right-of-way to elsewhere in the City.

VISIBILITY

✘ Interconnectivity

- + Efforts should be made to meet the driveway standards of the Sanibel Code.
 - ✘ No obstruction between 30 and 60 inches in height
 - ✘ Maintain sight triangle
 - ✘ Minimum 15 feet sightline from intersection
- + A delineated bicycle/pedestrian lane through the parking lot is encouraged

✘ Interconnectivity

- + Clear sightline devoid of visual obstructions should be provided to the extent possible.
- + A delineated bicycle/pedestrian lane through the parking lot is encouraged

DESIGN

✗ Interconnectivity

- + Clearly delineated
- + Installed perpendicular to the shared use path to the extent possible.
- + A hard surfaced apron should be installed where the interconnection abuts the shared use path.
 - ✗ Should be sized appropriately to keep shell, gravel, etc. from interconnection off shared use path
- + Apron should be designed to accommodate turning movements of bicycles

✗ Interconnectivity

- + Clearly delineated

DRAINAGE

- ✕ Interconnectivity and Interconnectivity
 - + Meet City requirements

SIGNAGE

- ✕ Interconnectivity and Interconnectivity
 - + Meet City requirements