

Mayor

Joe Coviello

Council Members

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District 2: John M. Carioscia Sr.

District 3: Marilyn Stout

District 4: Jennifer I. Nelson

District 5: Dave Stokes

District 6: Richard Williams

District 7: Jessica Cosden



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Cape Coral, FL

City Manager

John Szerlag

City Attorney

Dolores Menendez

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Andrea R. Butola

City Clerk

Rebecca van Deutekom

AGENDA
COMMITTEE OF THE WHOLE

March 26, 2018

4:30 PM

Council Chambers

PLEDGE OF CIVILITY

We will be respectful of each other even when we disagree.
We will direct all comments to the issues. We will avoid personal attacks.

1. MEETING CALLED TO ORDER

A. MAYOR COVIELLO

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

A. MAYOR COVIELLO, COUNCIL MEMBERS CARIOSCIA,
COSDEN, GUNTER, NELSON, STOKES, STOUT, WILLIAMS

4. BUSINESS:

A. CITIZENS INPUT TIME

A maximum of 60 minutes is set for input of citizens on matters
concerning the City Government; 3 minutes per individual.

B. DISCUSSION

- (1) Bimini Basin Final Report And Implementation Plan
- (2) Community Values Issues Related To Parking

5. ROUND TABLE DISCUSSION

6. TIME AND PLACE OF FUTURE MEETINGS

A. A Regular Meeting of the Cape Coral City Council is Scheduled for
Monday, April 2, 2018 at 4:30 p.m. in Council Chambers

7. MOTION TO ADJOURN

GENERAL RULES AND PROCEDURES REGARDING THE CAPE CORAL CITY COUNCIL AGENDA

In accordance with the Americans with Disabilities Act and Section of 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the Office of the City Clerk at least forty-eight (48) hours prior to the meeting. If hearing impaired, telephone the Florida Relay Service Numbers, 1-800-955-8771 (TDD) or 1-800-955-8770 (v) for assistance.

Persons wishing to address Council under Citizens Input or the Consent Agenda may do so during the designated times at each meeting. No prior scheduling is necessary. All speakers must have their presentations approved by the City Clerk's office no later than 3:00 PM the day of the meeting.

Any citizen may appear before the City Council at the scheduled PUBLIC HEARING/INPUT to comment on the specific agenda item being considered. No prior scheduling is necessary.

When recognized by the presiding officer, a speaker shall address the City Council from the designated speaker's lectern, and shall state his or her name and whom, if anyone, he or she represents. An address shall only be required if necessary to comply with a federal, state or local law.

Copies of the agenda are available in the main lobby of Cape Coral City Hall and in the City Council Office, 1015 Cultural Park Boulevard. Copies of all back-up documentation are also available for review in the lobby of Council Chambers. You are asked to refrain from removing any documentation. If you desire copies, please request they be made for you. Copies are 15 cents per page. Agendas and back-up documentation are also available on-line on the City website (capecoral.net) after 4:00 PM on the Thursday prior to the Council Meeting.

***PUBLIC HEARINGS DEPARTMENT OF COMMUNITY DEVELOPMENT CASES**

In all public hearings for which an applicant or applicants exist and which would affect a relatively limited land area, including but not limited to PDPs, appeals concerning variances or special exceptions, and small-scale rezonings, the following procedures shall be utilized in order to afford all parties or their representatives a full opportunity to be heard on matters relevant to the application:

1. The applicant, as well as witnesses offering testimony or presenting evidence, will be required to swear or affirm that the testimony they provide is the truth.
2. The order of presentation will begin with the City staff report, the presentation by the applicant and/or the applicant's representative; witnesses called by the applicant, and then members of the public.

3. Members of the City Council may question any witness on relevant issues, by the applicant and/or the applicant's representative, City staff, or by any member of the public.
4. The Mayor may impose reasonable limitations on the offer of testimony or evidence and refuse to hear testimony or evidence that is not relevant to the issue being heard. The Mayor may also impose reasonable limitations on the number of witnesses heard when such witnesses become repetitive or are introducing duplicate testimony or evidence. The Mayor may also call witnesses and introduce evidence on behalf of the City Council if it is felt that such witnesses and/or evidence are necessary for a thorough consideration of the subject.
5. After the introduction of all-relevant testimony and evidence, the applicant shall have the opportunity to present a closing statement.
6. If a person decides to appeal any decision made by the City Council with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Item Number: B.(1)
Meeting Date: 3/26/2018
Item Type: DISCUSSION

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Bimini Basin Final Report And Implementation Plan

REQUESTED ACTION:

Informational

STRATEGIC PLAN INFO:

1. Will this action result in a Budget Amendment?
2. Is this a Strategic Decision? Yes
 If Yes, Priority Goals Supported are listed below.
 If No, will it harm the intent or success of the Strategic Plan? No

ELEMENT A: INCREASE ECONOMIC DEVELOPMENT AND REDEVELOPMENT IN THE CITY

ELEMENT C: INVEST IN COMMUNITY INFRASTRUCTURE INCLUDING UTILITIES EXPANSION IMPROVEMENTS TO ENHANCE THE CITY'S ABILITY TO MEET THE NEEDS OF ITS CURRENT AND FUTURE RESIDENTS AND BUSINESSES

ELEMENT D: IMPROVE THE CITY'S IMAGE WITH THE PURPOSE OF BUILDING LASTING RELATIONSHIPS WITH OUR RESIDENTS AND VALUABLE PARTNERSHIPS WITH OTHER ORGANIZATIONS, AND CONTINUALLY PROVIDE A WELL-BALANCED AND POSITIVE WORKPLACE FOR OUR INTERNAL STAKEHOLDERS.

ELEMENT F: ENHANCE THE QUALITY OF LIFE THROUGH ARTS AND CULTURE TO CREATE AND PROMOTE A VIBRANT, CULTURALLY DIVERSE COMMUNITY.

Planning & Zoning/Staff Recommendations:

SUMMARY EXPLANATION AND BACKGROUND:

LEGAL REVIEW:

EXHIBITS:

Cape Coral Bimini Basin Implementation Strategy Report
Bimini Basin Strategic Plan and Development Scenarios Power Point
Bimini Basin Implementation Plan PP Slide

PREPARED BY:

Vincent
Cautero

Division- Department- Community
Development

SOURCE OF ADDITIONAL INFORMATION:**ATTACHMENTS:**

	Description	Type
▣	Cape Coral Bimini Basin Implementation Strategy Report	Backup Material
▣	Staff Presentation	Backup Material
▣	Bimini Basin Implementation Plan PP Slide	Backup Material

February 2018

CAPE CORAL BIMINI BASIN

Implementation Strategy



Redevelopment Management Associates (RMA)

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INTRODUCTION

RMA's Strategic Development Plan for Bimini Basin is based on a thorough assessment of local market conditions as well as extensive public input from residents, business owners, property owners and other stakeholders in the area. The feasibility analysis includes evaluation of development options for the area which are included. The report recommends a realistic and comprehensive strategy for attracting and nurturing new private development in a responsible and feasible manner. It is based on current and future market area demand, neighborhood compatibility, financing capacity, and infrastructure viability. The strategy seeks to:

- Preserve access to the waterfront, public spaces, quality of life and community character;
- Enhance water quality, aesthetics, walkability, the waterfront, and mixed-use development;
- Expose the area to attract younger residents, thereby creating downtown vibrancy through tactics including events and incentives;
- Invest in connectivity, parking, infrastructure and identity; and
- Capitalize on development opportunity, market opportunity, and waterfront access.

The scope also includes an assessment of the area's development potential and an overview of the constraints and opportunities influencing the five drivers of economic development, land, labor, capital, markets and regulation, and considers the City's ability to influence each driver as well.

Specific actions outlined in the Bimini Basin Implementation Plan provide an implementation strategy, timeframe, cost estimates and funding sources.

EXECUTIVE SUMMARY

The Bimini Basin District which comprises the subject Study Area, together with the downtown area, are the center of the South Cape. Today's town centers are places that serve as hubs of social, civic, and commercial activity, with public spaces as focal points. They have a balanced, integrated mix of residential, hospitality, retail, and office space and include flexible design. And very importantly, they successfully balance the need to be pedestrian-friendly with today's various transportation modes. The Bimini Basin Study area offers the opportunity to create a town center for the South Cape.

To attract new businesses to the Bimini Basin area, and raise the tax base of the area, new mixed-use development including multi-family residential must occur. An adequate supply of housing is a basic requirement for hospitals, schools, universities, medical centers, and businesses. New, high-style apartments and condominiums attract residents at both ends of the age and income spectrum. This reflects new urbanism which addresses the need for higher density as well as the demand for a more pedestrian-focused, community-oriented lifestyle.

It is important to adopt a strategy to focus public investment by targeting identified specific sites within the study area. These strategies will help the City adopt new policies or amend existing ones to remove obstacles to development such as high costs for infrastructure improvements. To this end, RMA has assessed available properties throughout the study area that are best suited to begin revitalizing the area and serve as a catalyst for future investment. Development agreements and partnership strategies will facilitate this effort by helping leverage resources, increasing capacities, and coordinating efforts. And finally, strategies that address perception can rectify negative concepts of an area, which can strengthen demand and reduce perceived risks.

Bimini Basin has the distinct advantage of offering opportunity to the private sector to build market rate housing, retail and service products based on market demand, as well as office and medical facilities that are needed in the area. The opportunity to offer recreational activities that are water oriented is also significant and advantageous. Increasing public access to both public and private properties will be necessary in the future as more people spend more time in recreational pursuits. Moreover, achieving sustainable recreation in coastal areas such as Cape Coral while addressing issues such as continued sprawl development, growing constraints upon public access, nonpoint pollution generated by recreational activities, and other forms of environmental degradation caused by intensifying development and multiplying recreational activities is an important consideration for continued development oversight.

However, to take advantage of the market potential, the City will need to continue to proactively market the area, make public improvements that will facilitate interest in the area, and illustrate convincingly that Bimini Basin is an outstanding opportunity for private investment. A branding and marketing campaign to increase awareness and portray an image that conveys the goals of the area is recommended.

Publicly owned land is an important resource, but it is often caught up in a low investment and low return equilibrium with sub-optimal use. The South Cape CRA is no exception, containing a high number of

suburban style surface parking lots, negatively impacting the area's character and aesthetics. Under optimal circumstances, publicly owned land can be used as a powerful incentive to leverage private investment in the form of public-private joint venture partnerships (P3s). The City also has the opportunity currently to influence and direct the development of surrounding properties, while expanding and enhancing Four Freedoms Park. Waterfront revitalization for cities is a strategy being embraced throughout the country, proven to create a better quality of life, the key to attracting new business and residential growth.

The primary focal point and central amenity to developing Bimini Basin as a successful waterfront destination is the disposition and condition of the Basin itself. During the public meetings with residents and stakeholders, two of the largest concerns raised had to do with the very poor water quality in the Basin due to the lack of proper tidal circulation, as well as the number of derelict live-aboard vessels anchored there on a seemingly permanent basis. Landscape architecture is a powerful tool for urban change and raising public awareness of the multifaceted value of well-designed public spaces.

The health and appearance of water are both factors in the economics of recreational water. The recreation and tourism industry is the second largest employer in the nation. A big chunk of recreational spending comes from water-related activities. Each year, Americans take more than 1.8 billion trips to water destinations (largely for recreation), spending money and creating jobs in the process. By 2040 the most popular recreational activities are anticipated to be bicycle riding, swimming, pleasure driving, walking, day hiking, sightseeing, wildlife observation, picnicking, family gatherings, photography, visiting historic sites, and developed camping. The opportunity to capitalize on this trend is quite significant for Bimini Basin. Today's urban parks must provide "something to do" for an increasingly wide array of users.

One of the challenges for the City of Cape Coral has been to foster an atmosphere conducive to new development within Bimini Basin. Factors contributing to this atmosphere included the economic downturn in 2008 and the subsequent impact on the South Cape CRA's ability to proactively fund the kind of public improvements necessary to attract and leverage private investment into the area or to provide and respond to the kind of fiscal incentives needed to effectively engage in viable public-private partnerships. Additionally, the city should continue to focus on continued improvements to the regulatory processes and maintaining a business friendly reputation.

Additional challenges in the area that surfaced during the meetings with stakeholders and property owners, include:

- significant infrastructure and utility-related deficiencies;
- the dysfunctional flow of traffic along Cape Coral Parkway, particularly during peak morning and afternoon hours;
- the lack of a cohesive and pedestrian-friendly downtown;
- the lack of available parking in the area, particularly during major events and late afternoon and evening hours;
- slum and blight conditions in the area south of Cape Coral Parkway, between Four Freedoms Park and Coronado Parkway, which may contribute to an increase in crime in the area;

- the lack of daytime business generators to support new and existing businesses;
- the lack of quality affordable residential units in the area; and
- the lack of water circulation in Bimini Basin contributing to poor water quality, further exacerbated by the presence of permanent live-aboard vessels that are suspected of pumping out their holding tanks into the water.

In addition to public input, RMA conducted a detailed market analysis and identified trends that are relevant to attracting targeted investment to the South Cape area:

- Recent studies by International Council of Shopping Centers (ICSC) indicated a preference among an overwhelming majority of Americans to shop at small businesses. The eclectic group of retailers, restaurants, and bars in South Cape are a plus for drawing tourists and locals looking for variety and specialty goods in the market place. The ICSC statistics include the following:
 - 89% of adults patronize small businesses.
 - Almost half (43%) of U.S. adults shop at a small business one or more times a week.
 - Showing similarities across generations, 9 out of 10 Millennials and Gen Xers shop in small businesses (Millennials (91%); Gen X (92%). Baby boomers are close behind with 87% shopping in small businesses.
 - An incredible 96% of adults in the U.S. that have a small business in their main shopping center tend to shop and visit the store.
 - Shoppers spend an average of \$279.90 per month at small businesses.
 - Millennials estimate that they spend \$393 a month, Gen X (\$287), and Baby Boomers (\$166).
- These studies confirm that a concentrated effort to attract small businesses and increase residential offerings for a wider range of demographics in South Cape should result in additional storefronts and foot traffic for existing businesses, as well as offer an increased investment opportunity in the Bimini Basin District.

While the CRA's current financial capacity may be limited, RMA has identified several short and long-term recommendations the City can take to facilitate certain development projects as well as to encourage others to follow. These collectively will serve as a catalyst for increasing the area's property values and to generate the necessary tax increment financing (TIF) with which to undertake much needed public improvements in the area.

As part of this strategy development, RMA explored certain options and already-in-place incentives to facilitate new investment, which may include public-private partnership(s), utility relocation or enhancements, zoning incentives, tax credits, and other available city, state or federal economic incentive programs.

The strategic plan for revitalization of the Bimini Basin area focuses on six areas:

- Public Improvements
- Quality of Life
- Regulatory Enhancements
- Financial Inducements
- Marketability
- Feasibility

The key to successful implementation of revitalization is the use of realistic, achievable actions which improve the perception and identity of the area, and which enhance its marketability to investors, developers, businesses and residents.

The key goals and recommendations for actions which improve the Bimini Basin area's market positioning and marketability are:

- Enhance Four Freedoms Park as an amenity for the surrounding neighborhood and the City, as well as an asset for new investment and development.
- Improve connectivity within the Bimini Basin area and to adjacent areas such as the entertainment district, with projects such as a Basin Walk, expanded bicycle trails, streetscape improvements, gateway enhancement and potential new rights-of-way.
- Improve the water quality of the basin itself by exploring the creation of a mooring field and improving the tidal flow of water through the basin and the canal system.
- Promote events on a regular basis to attract people to the area, including Bimini Basin and the entertainment district.
- Improve the quality of life of the surrounding neighborhood (including future residents of new projects) by addressing problems created by live aboard and derelict vessels and establishing programs to mitigate the impact of noise on the neighborhood.
- Continue to support (through regulatory processes and financial assistance) residential investment for improvements to existing properties and for new development that creates additional residential housing stock.
- Improve community pride and the aesthetics of the area with a targeted program of public area maintenance and private property improvements.
- Continue to focus on process improvements related to permitting and site plan approval to improve the city's reputation in the development community.
- Utilize a market-based approach to amend zoning and use regulations to attract investment and development interest.
- Improve the area's aesthetics with design criteria that enhance public use of the waterfront.
- Continue to utilize regulatory incentives.
- Continue to utilize local incentives to attract investment.
- Work with private landowners and developers to understand local financial feasibility dynamics.

Implementation

Implementation of this plan is grounded in five key areas: Connectivity; Activity and Vibrancy; Aesthetics; Quality of Life; and, Private Investment. RMA strongly believes that successful revitalization and redevelopment of the Bimini Basin area, and establishing a stable and integrated relationship between the Basin and Downtown which is co-dependent, will require the convergence of these five areas.

Connectivity

- Envision the Basin as a center by connecting clusters of uses and destinations to and along the Basin Walk, as opposed to being a barrier.
- Strengthen links between the Basin and surrounding neighborhoods and destinations.
- Transform Bimini Basin by improving public access and activity along its edges, including the addition of a pedestrian bridge between Four Freedoms Park and the proposed Basin Walk.
- Consider pedestrian and bicycle connectivity as part of project evaluation, including all public and private projects within the Bimini Basin study area.
- Pursue an agreement with the Bimini Centre property owner for dedication of right-of-way for the extension of Miramar Street. Begin initial design and identify potential funding sources.
- Expand the Cape Coral Bicycle Network into Bimini Basin, connecting to Four Freedoms Park.

Activity and Vibrancy

- Encourage daily life and activity to complement special events, serving local residents and visitors.
- Allow for a variety of experiences along the Basin Walk, balancing marine activity (boating, maritime uses, and transportation) with land based activity (culture, housing, recreation, entertainment, and commerce).
- The City and the CRA should continue to work with SCHEA and other local and civic organizations in the area to promote events that are held on a regular basis, alternating afternoons and evenings to attract people to the downtown and Bimini Basin area.
- Create a special VIP program for residents to frequent downtown businesses with special offers and events.
- Limit or prohibit ground floor uses that do not contribute to pedestrian activity and vibrancy.
- Implement an identity campaign that includes business and resident outreach and community pride.

Aesthetics

- Improve the visual experience with exceptional architecture, landscape and streetscape design.
- Continue the 47th Terrace streetscape project between Coronado Parkway and Palm Tree Drive with an enhancement of shade trees to encourage connectivity between Bimini Basin and Downtown.
- Design streetscape enhancements to Cape Coral Parkway within the Bimini Basin study area.
- Improve community pride and the aesthetics of the area with a targeted program of public area maintenance and private property improvements.

- Increase sanitation and code-enforcement efforts with regularly scheduled targeted clean-up details and increased code-enforcement involving litter and unkempt conditions on private property.
- Identify City or CRA funding for enhanced sanitation detail.
- Explore the possibility of acquiring a trash skimming vessel to keep the area's canals free of floating debris.
- Provide design criteria for new development that enhances the public use of the waterfront.
- Height restrictions to be controlled using graduated sky exposure plains, which can allow for additional height in exchange for open space and differing heights throughout the project.
- Identify the location and source of funding for creation of a gateway feature across Cape Coral Parkway.
- Initiate a project to create a gateway design and move forward with implementation.
- Implement a street pole banner branding campaign in the near term.

Quality of Life

- Begin discussion with the Florida Fish and Wildlife Commission (FFWC) regarding a potential mooring field in Bimini Basin.
- Identify potential private sector partners for management of a mooring field in Bimini Basin.
- Begin preliminary analysis and cost estimates for an expanded connection beneath Coronado Parkway, which already has in place a 24" to 36" pipe that connects the canal to Bimini Basin.
- Improve the quality of life of the surrounding neighborhood (including future residents of new projects) by addressing problems created by live aboard, derelict vessels and establishing programs to mitigate the impact of noise on the neighborhood.
- Implement strategies to protect the residential quality of life and address potential noise issues, while promoting unique opportunities for the area.
- Amend the City Ordinance to remove Basin's exemption status for restricting live-aboard vessels, as well as to define terms relating to live-aboard vessels, derelict or abandoned vessels as well as vessels not in navigation, or not engaged in the exercise of the rights of navigation.

Private Investment

- Develop a scope of services concept for a public private partnership for downtown parking and gauge development community interest through discussions and/or issuance of a Request for Letters of Interest (RFLI).
- Continue to support (through the regulatory process and financial assistance) residential investment for improvements to existing properties and for new development that creates additional residential housing stock.
- Change zoning regulations to allow for fifty (50) dwelling units per acre, with a height limit of eight (8) stories.
- Provide up to 75 units per acre for the inclusion of affordable and workforce units within new developments (15% of total units), and up to 12 stories in height for providing public benefits

including public parking, superior design aesthetic, open space, affordable housing, or target and priority uses.

- Increase food store group restriction from 25,000 square feet (SF) to accommodate grocer and market prototypes which typically require a minimum of 40,000 SF.
- Reduce office square footage from 70,000 SF to 20,000 SF for SCRIP eligibility.
- Continue to utilize local incentives to attract investment.
- Work with private landowners and developers to understand local financial feasibility dynamics.
- Build a strong network of commercial real estate brokers to serve as a source of market intelligence and as business recruiters.
- Continue to participate in efforts to attract business to the area, including the International Council of Shopping Centers, National Association of Office Brokers, and especially local events.
- Conduct periodic Banker and Broker events to highlight investment prospects, build credibility of the city and CRA, establish relationships with the private sector and provide matchmaking opportunities.
- Include a business attraction element to all city or CRA sponsored special events.
- Work with landowners to accelerate their plans and projects:
 - Rubicon Plaza
 - Identify opportunities to address the aesthetics of the overhead power lines.
 - Facilitate connectivity with this site by extending the 47th Terrace streetscape.
 - Improve aesthetics of connectivity to Bimini Basin through streetscape, pedestrian and aesthetic improvements including a Riverwalk.
 - 4706 Coronado Parkway
 - Work with the property owner to overcome obstacles to development of the site and encourage them to move forward with development.
 - Scarlett Investments
 - Negotiate with the property owner to provide public access to the waterfront as part of any development program.
 - Encourage or require the property owner to provide internal pedestrian connectivity between Cape Coral Parkway and Bimini Basin and along the waterfront.
 - Encourage a cluster of restaurant uses along a public promenade along the waterfront.
 - Encourage partnership between Scarlett Investments and Rubicon Center to improve connectivity between the two sites to develop a common theme that enhances placemaking with Bimini Basin as the focal point.
 - Initiate discussion with Sunset Towers to provide public access for construction of a “Bimini Boardwalk” to connect the east and west sides of the Rubicon and provide continuous public access between this property and Four Freedoms Park, enhancing connectivity, aesthetics, recreation opportunities and public access to the water.
 - Work with the landowner or developer to provide excess public parking for Bimini Basin in any new development.
 -

- Bimini Centre
 - Improve communication with the neighborhood to assure them that eminent domain is not being considered to assist with the assemblage of properties in this area.
 - Work with the landowner or developer to provide expanded open space and access to the waterfront.
 - Work with the landowner to secure dedication of right-of-way for the extension of Miramar Street.
 - Provide development incentives to the landowner or developer through increased density and non-exclusive waterfront access while controlling development height.
 - Amend land use and zoning to provide entitlements as recommended in the Bimini Basin Revitalization Implementation Plan.

PUBLIC IMPROVEMENTS

Summary

Public investment is critical to attracting significant, sustainable private investment. By implementing targeted improvements that enhance the area's aesthetics, connectivity and marketability, the city and CRA can improve the Bimini Basin area's identity and image in the eyes of prospective investors, developers, business owners and residents. It is a fact that properties close to high-quality park infrastructure increase in value more than properties that are not.

Public Improvement Goals and Recommendations

- Enhance Four Freedoms Park as an amenity for the surrounding neighborhood and the City, as well as an asset for new investment and development.
- Improve connectivity within the Bimini Basin area and to adjacent areas such as the entertainment district, with projects such as a Basin Walk, expanded bicycle trails, streetscape improvements, gateway enhancement and streetscape enhancements.
- Improve the water quality of the basin itself by exploring the creation of a mooring field and improving the tidal flow of water through the basin and the canal system.

Four Freedoms Park

Within the Bimini Basin Study Area, there is one significant City-owned property, Four Freedoms Park, a 3.2-acre greenspace overlooking Bimini Basin, between Coronado Parkway and Santa Barbara Blvd, containing a 4,000-square foot multi-purpose community center housing a City-operated daycare center. Due to the strong public interest in keeping the park in its present location, any decision to offer the property as part of a P3 development should require an



Figure 1: Location of Four Freedoms Park

enhancement and expansion of the greenspace, retain and encourage public access to the water and include a plan for the relocation of the community and day-care center. The Park is also essential to the connectivity in developing Bimini Basin as a pedestrian-friendly destination. Further discussion regarding

expanding the Park greenspace is addressed in our strategic recommendations for the Bimini Centre Project and the Scarlett Investments Project.

Actions

- Envision the Basin as a center by connecting clusters of uses and destinations to and along the Basin Walk.
- Encourage daily life and activity to complement special events, serving locals and visitors.
- Allow for a variety of experiences along the Basin Walk, balancing marine activity (boating, maritime uses, and transportation) with land based activity (culture, housing, recreation, entertainment, and commerce).
- Strengthen links to surrounding neighborhoods and destinations.
- Improve the visual experience with exceptional architecture, landscape and streetscape design.
- Transform Bimini Basin by improving public access and activity along its edges, including the addition of a pedestrian bridge between Four Freedoms Park and the Basin Walk.

A Basin Walk and Promenade to connect the area to the Entertainment District is recommended. As people discover the benefits of living, working, and shopping in walkable places, waterfront trails are becoming more appealing and a bonus for successful development. The presence of sidewalks and trails that provide places to walk and exercise are important in deciding where to live for today's consumer.

Best Practice – Uptown Altamonte, Crane's Roost Park



Figure 3: Altamonte, Crane's Roost Park



Figure 2: Altamonte, Crane's Roost Park

Cranes Roost Park is at the heart of Uptown Altamonte surrounding Cranes Roost Lake. The lake is encircled by one mile of continuous walkway with benches and covered seating areas. Within the 45-acre park is a European-style plaza which includes a choreographed fountain show and a 62-foot picturesque tower as well as an amphitheater with stadium-style seating and a one-of-a-kind floating stage.

Best Practice – South Pointe Park



Figure 5: South Pointe Park, Miami Beach

Walk and the Cut Walk across its length to provide critical regional connections and views out to Government Cut and the Atlantic Ocean. The paths provide an essential pedestrian linkage, connecting to both the Baywalk that traverses the Biscayne Bay coast to the Miami Beach Marina and the Beach Walk which provides access along the Atlantic Ocean. The design also integrates the park into the urban fabric by extending two major streets, Washington Avenue and Ocean Drive, into the park with generous hardscape entry plazas.

In 2009, the Miami Beach Redevelopment Agency completed an ambitious redesign and renovation of South Pointe Park on the Southern tip of Miami Beach, fronting Government Cut Inlet and the Atlantic Ocean. The \$14 Million project essentially transformed the 19-acre park into a neighborhood and regional destination through the integration of diversified urban park programs, regional gardens and restored habitat, and the connection with urban circulation systems. The Park's unique design positions two corresponding circulation paths, the Serpentine



Figure 4: South Pointe Park, Miami Beach

Similarly, the scope for Bimini Basin Walk provides a great opportunity to establish and enhance a pedestrian connection between Bimini Basin, Four Freedoms Park and the South Cape Entertainment District, to enhance the visual presence of the Basin and maintain continuous public access along the Basin's waterfront.



Best Practice – Jupiter Riverwalk District



Figure 6: Harbourside, Jupiter

The Jupiter Riverwalk is a 2.5-mile bike and pedestrian path along the Intercoastal Waterway and Loxahatchee River in Jupiter, Florida. The Riverwalk connects many of the town's commercial corridors as well as historic and natural assets. Points of interest along the Riverwalk include the beaches along Ocean Way, Mangrove Bay, Lagoon Bridge, Jupiter Yacht Club, The Plaza Down Under Riverwalk, the Riverwalk Entertainment District and Harbourside Marina. Riverwalk is located within the Jupiter Community Redevelopment Agency and was financed by private developer, CRA, and Community Development District funds.

The Riverwalk District provides an active, livable waterfront with plenty of public waterfront access. The project has also been a catalyst for redevelopment by attracting investment and creating a vibrant district while simultaneously protecting the areas natural assets and the privacy of residents.

Walkability and Connectivity

Connectivity and walkability are important elements to revitalization. They contribute significantly to quality of life, and are important considerations for many types of public improvements, including streetscapes, trails, master plans and private development. People who live in pedestrian-and bike-friendly communities have lower rates of obesity and depression, smaller carbon footprints, and higher property values. For the business district to succeed, a critical mass must be developed to enhance the draw of retail and entertainment establishments, and the area must be pedestrian and bike-friendly.

Actions

- Consider pedestrian and bicycle connectivity as part of project evaluation, including all public and private projects within the Bimini Basin study area.
- Create the Riverwalk/Boardwalk and connect it to 47th Terrace.
- Separate traffic with medians, widen the sidewalks, and plant trees for shade.
- Require new developments to include public spaces, so that a bridge is created between the old and the new.
- Create an urban hub that integrates a mix of uses.

Best Practice – Monterey, California

Monterey California is a well-connected community. The waterfront is anchored on each end by public open space, with public and private uses along a pedestrian and bicycle trail. The area is directly adjacent to downtown, and links to important activity centers to the north along Cannery Row. Fisherman's Wharf is an attraction itself, and the mooring field provides managed safe harbor for boaters

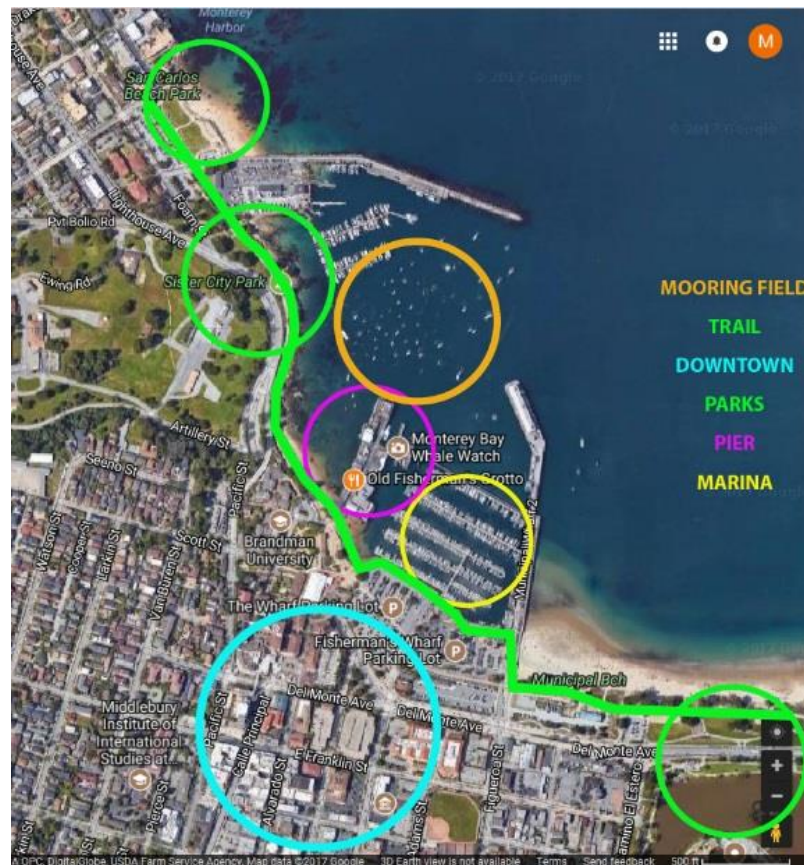


Figure 7: Downtown Connectivity, Monterey, California

Streetscape Improvements

In 2016, the City of Cape Coral approved a major streetscape project along 47th Terrace, between Coronado Parkway and Del Prado Blvd, to include new curb, gutter, sidewalks, street resurfacing, lighting, utility upgrades, furniture and landscaping. The estimated cost of the project has been budgeted at a maximum of \$13.8 Million (approximately \$2,000 per linear foot); with funding being allocated from the City in the amount of \$2.7 Million, dedicated Water and Sewer funds in the amount of \$1.9 Million, and the remaining balance from CRA or City fund balances.



Figure 8: Streetscape Example



Figure 9: Potential Streetscape Extension, 47th Terrace

The City should consider extending the streetscape project between Coronado and Palm Tree Drive, which would serve to create a seamless and important linkage between the entertainment district and Bimini Basin. This will serve to further enhance a walkable downtown that connects to Bimini Basin.

Miramar Street Extension

One of the opportunity sites is referenced as the Bimini Centre Project. The owner has attempted to assemble approximately 24 acres for the development of a major mixed-use project that would benefit the area significantly. To facilitate and encourage the development of this project, the City should consider extending Miramar Street to the west across Coronado Parkway. This road improvement will provide additional accessibility and pedestrian access from east of Coronado Parkway into the Bimini Basin Area.

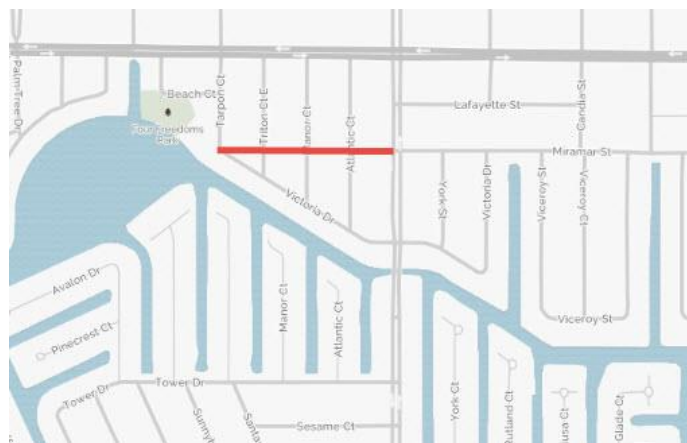


Figure 8: Location of proposed Miramar Street Extension (in red)

Actions

- Continue the 47th Terrace streetscape project between Coronado Parkway and Palm Tree Drive with an enhancement of shade trees to encourage connectivity between Bimini Basin and Downtown.
- Design streetscape enhancements to Cape Coral Parkway within the Bimini Basin study area.
- Consider slowing down traffic on Cape Coral Parkway to facilitate more pedestrian activity.
- Pursue an agreement with Bimini Centre (property owner) for the dedication of right-of-way for the extension of Miramar Street. Begin initial design and identify potential funding sources.

Best Practice – Miami Beach

One of the Miami Beach Redevelopment Agency's most successful accomplishments involved the extension of 16th Street to its former historic configuration, connecting the right-of-way between Collins and Washington Avenues. The project was conceived to create a gateway entrance for the Loews Miami Beach Hotel as well as to accommodate the construction of an 800-car municipal parking garage with accessory retail to serve the Hotel's parking needs. The project involved the acquisition, partial demolition and relocation of two historic buildings, the Justice of the Peace and the Anchor Hotel, which were restored and architecturally incorporated into the western elevation of the new garage. Funding for the \$18 Million project included a \$2 Million Grant from the State of Florida Department of Commerce for land acquisition and construction related to the re-opening of 16th Street. The project was essential in relieving existing and anticipated traffic and parking congestion due to the new developments planned and underway in the area.



Figure 9: 16th Street Extension, Miami Beach

Trails

Cape Coral has a prime opportunity to promote trails, greenways and blue-ways and become an ecotourism destination. At a time when both personal and government budgets are considerably reduced, trail planners and agencies realize the importance of low cost, healthy outdoor recreation amenities for individuals and families and the positive economic impact of trails.

The Urban Land Institute's America in 2015 study found that more than 50 percent of U.S. residents and 63 percent of millennials prefer to live in places that do not require frequent use of cars. Trail-oriented developments accommodate cyclists by providing amenities such as dedicated bicycle storage, shower or locker room facilities, and investments in on-site bike-sharing programs, as well as proximity to so-called "active infrastructure," such as bicycle trails.

In 2008, Florida received American Trails' inaugural award of "BEST TRAILS STATE IN AMERICA," recognizing the State of Florida and its many partners for their vision and coordinated efforts to develop a statewide trail network. Florida's national award and Visit Florida's marketing of trails through its website (www.visitflorida.com/trails) are helping advance trail tourism.

Although Cape Coral has a significant, lengthy network of bicycle trails, the closest they come to Bimini Basin is Coronado Parkway; they do not connect into the Bimini Basin study area. Bike trails and connectivity have become significant generators for driving investment interest in neighborhoods that are targeted for revitalization, and are a crucial link between assets.



Figure 11: Bicycle Network Proximity to Bimini Basin



Figure 10: Cape Coral Bicycle Network

Action

- Expand the Cape Coral Bicycle Network into Bimini Basin, connecting to Four Freedoms Park.

Best Practice - Titusville

The Coast to Coast Trail is a significant asset for Downtown Titusville, and the city is already investing in that asset through a new visitor center, as shown below. The trailhead provides additional market support for both the proposed downtown hotel and structured parking in the downtown. Further expansion of the trail network locally through the corridors and neighborhoods will enhance the connectivity to downtown, further improving market access and opportunity for downtown businesses.



Figure 12: Bicycle Bridge over Garden Street, Titusville



Figure 13: Coast to Coast Trail Welcome Center, Titusville

Gateways

Signage is a vital element of defining a sense of place. Community identity and messaging can be reinforced throughout the City with consistency in signage, entry features and pedestrian wayfinding.

By improving and cleaning up commercial corridors in the City, real estate acquisition, assemblage, and development are encouraged and facilitated. The Cape has many older commercial corridors in the downtown part of the City. These urban corridors are important to the City because of their character, patterns, relationship to the surrounding neighborhoods, pedestrian oriented streetscapes, and distinct architecture and form. They were historically developed with a mixture of residential and commercial uses and served as the “Main Street” for decades.

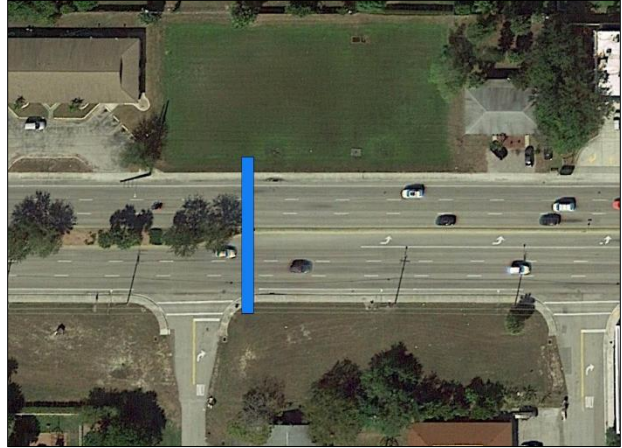


Figure 14: Potential Gateway Location at west end of Bimini Basin

Entrance monument signs along the Cape Coral Parkway corridor and the downtown area need to make a statement to the people arriving in Cape Coral. Cape Coral Parkway serves as a primary gateway into the City. As a means of promoting the Cape to visitors and investors, the City should consider a Gateway Plan for this corridor.



Figure 16: Gateway Banner Example



Figure 15: Gateway Example

Actions

- Work with property owners to identify the potential for creation of a gateway feature across Cape Coral Parkway.
- Initiate a project to create a gateway design and move forward with implementation.
- Implement a street pole banner branding campaign in the near term

Best Practice – Delray Beach

Delray Beach’s entrance gateway was designed to impress visitors when they entered the City. This design has succeeded and fulfilled their goal with significant acceptance and praise from the community and throughout the state and country. The 600-foot-long-by-100-foot-wide gateway, featuring six 8-foot-wide, curved columns, three on each side of Atlantic Avenue, heading east off the I-95 ramps. Backed by concrete to withstand hurricane-force winds, the polycarbonic panels display colorful images of the city’s history, culture, shells and flowers. The gigantic, hurricane-proof columns are illuminated at night, to reflect an enlightened community.



Figure 19: Delray Beach

Managed Mooring Field

The City should also explore the possibility of establishing a managed mooring field in the Basin, subject to the ability of providing the necessary land-based infrastructure either as part of existing facilities/structures in Four Freedoms Park or as mandated as part of any P3 project(s) involving the future build-out and development of properties in the Bimini Basin.

The State of Florida Fish and Wildlife Commission (FFWC), offers municipalities the option of establishing a Managed Mooring Field Program for up to 100 vessels, subject to specific permitting, operational and maintenance guidelines established by FFWC and other state and federal agencies. Such mooring fields are required to be located where navigational access already exists between the mooring field and the nearest customarily used access channel or navigable waters which the mooring field is designed to serve. Each mooring field must be associated with a land-based support facility that provides amenities and conveniences, such as parking, bathrooms, showers, and laundry and pump-out facilities. An established mooring field provides local governments the ability of regulating all vessels within the marked boundaries of the mooring field, as well as enforce ordinances that prohibit or restrict the mooring or anchoring of floating structures or live-aboard vessels within their respective jurisdictions. Some cities with State-approved mooring fields in place include:



- Fort Myers – 49 moorings
- Fort Myers Beach – 70 moorings
- Marathon Boot Key – 64 moorings
- Key West – 149 moorings
- Punta Gorda – 32 moorings
- Sarasota – 35 moorings
- Stuart – 69 moorings
- Vero Beach – 57 moorings

It should also be noted that in 2011, the FFWC, established a pilot program involving four municipalities with established mooring fields, to explore potential options for regulating the anchoring or mooring of non-live-aboard vessels outside of the boundaries of their respective mooring fields. The goals of the pilot program are to encourage the establishment of additional public mooring fields as well as to develop and test policies and local regulatory regimes that:

- Promote the establishment and use of public mooring fields.
- Promote public access to the waters of this state.
- Enhance navigational safety.
- Protect maritime infrastructure.
- Protect the marine environment.
- Deter improperly stored, abandoned, or derelict vessels.
- Each location selected for inclusion in the pilot program must be associated with a properly permitted mooring field.

The pilot program, which was originally set to expire in 2014, was extended until July 1st, 2017, pending the outcome of certain legislation (SB 1338) making its way through the State legislature, providing municipalities with broader discretion in enforcing local regulations related to derelict vessels as well as in their respective definition of live-aboard vessels.

Actions

- Begin discussion with the FFWC regarding a potential mooring field in Bimini Basin.
- Identify potential private sector partners for management of a mooring field in Bimini Basin.



Improving Tidal Flow and Circulation

One of the primary recommendations to improve tidal flow and circulation in the Versailles Canal and Bimini Basin, both proposed in previous concept-visioning plans for Bimini Basin, involves establishing an interconnection of the Rubicon Canal with Bimini Basin. This would involve extending the Rubicon Canal across both SE 47th Terrace and Cape Coral Parkway, via a fixed-span bridge or drawbridge.

During the Open House presentations, it became clear as to how contentious and divisive this issue has become. The project has widespread support from single and multi-family and condominium homeowners along the Rubicon, who would benefit from significantly shortened boating access to the Gulf of Mexico and the Caloosahatchee River, along with the probability of increased property valuations; but has little support from residents on the South Side of the Basin or from businesses and residents along 47th Terrace and Cape Coral Parkway that are concerned with the increase in boating traffic, the impact on vehicular traffic during and after construction and noise.

RMA agrees that the costs, impacts and timeframe associated with opening the Rubicon would be significant. We recommend against such an undertaking prior to attracting new private investment in the area. A memorandum issued by the City Manager's Office in 2014, detailed the results of an extensive analysis involving fixed and draw-bridge options as well as a false-bridge and water feature option, similar to one recently built in Ft. Myers. Some of the key issues identified include:

- The likelihood of land acquisition of 20' of land on each side of the canal extension and possibly more depending on the type/design of the bridge and the required length of the approach varying from 500' -1,000' in each direction; which would potentially impact developable land as well as loss of parking;
- The possibility of legal implications related to any condemnation requirements;
- No definitive funding source(s);
- Lengthy construction timeline (planning – construction) – 5 years minimum;
- Extensive permitting requirements from numerous State and Federal agencies; and
- Prohibitive costs:

Project Option	Estimate
Fixed Overpass	\$87-115M
Elevated Drawbridge	\$74-98M
At-grade Bridge	\$17-30M
Water Feature	\$7.5-10M

The project would also require an extensive Management of Traffic (MOT) plan to mitigate the impact of re-routing traffic from Cape Coral Parkway as well as 47th Terrace during the anticipated 3-year

construction phase of the project, a major issue of concern for many businesses and some newer projects under development in the area.

An alternative to address the water quality of the basin may be an expanded connection underneath Coronado Parkway to improve the flow of water through the canals that connect the basin. The connection is currently a 24-36-inch pipe.

Action

- Begin preliminary analysis and cost estimates for an expanded connection beneath Coronado Parkway, which already has in place a 24" to 36" pipe that connects the canal to Bimini Basin,



Downtown Parking

As noted earlier, the City owns a substantial amount of surface parking lots along 47th Terrace, which is emerging organically as the City's entertainment district, between Coronado Blvd and SE 15th Ave. Given the observable parking shortages during peak afternoon and evening hours in this area, these surface lots provide ample opportunity to develop additional off-street parking and possibilities for P3 partnerships. Significant sized lots include Market Square, centrally located along the north side of 47th Terrace between NE 9th and NE 11th Place and Big John's Plaza, along the south side of 47th Terrace between Vincennes Blvd and SE 15th Ave. Both lots are currently used for events and festivals.



Figure : City-owned parking lots in Downtown

The demand for a structured parking solution will be even more critical during and upon completion of the planned streetscape improvements along 47th Terrace, which call for the elimination of all on-street parking. The location of new public parking facilities should provide convenient parking for customers, visitors and employees in the Entertainment District, while also maximizing pedestrian flow and providing additional new commercial space for the area. If developed and financed through a P3 mechanism, a structured parking project could also provide a significant return to the City, in the form of lease revenue.

Action

- Develop a scope of services concept for a public private partnership for downtown parking and gauge development community interest through one-on-one discussions or issuance of a Request for Letters of Interest (RFLI).
- Obtain appraisal to determine fair market or rental value for the property;
- Ensure development regulations to attract a mixed-use garage project are in place;
- Consider a long-term average lease of 40-50 years to allow the developer to achieve a reasonable profit and the City to retain control of the property;
- Structure rent to include revenue sharing (percentage rent) once breakeven is achieved; and
- Ensure that parking spaces are made available to the public during evening hours and on holidays.

Best Practice – Miami Beach

One of the biggest challenges for the City of Miami Beach in the wake of its emergence as a burgeoning international destination, as well as a prime residential community and commercial base, has been to stay



Figure 17: The Lincoln, Public Private Partnership, Miami Beach

ahead of maintaining and upgrading the City's infrastructure, streets and public areas and more critically, to mitigate the resulting traffic and parking congestion. The City has been successful in partnering with the private sector to maximize the number of off-street parking spaces, using existing city-owned metered parking lots located within or adjacent to prime high-traffic commercial and entertainment areas. Beginning in 1998, the City issued a Request for Proposals (RFP) involving four city-owned surface lots, resulting in three successful projects, which collectively were responsible for creating 1,600 new parking spaces, 83,000 square feet of new retail space and 218,000 square feet of prime office space. One of the projects, The Lincoln, by virtue of its location adjacent to Lincoln Road, the City's prime dining and shopping corridor, is an excellent prototype for a garage project located along the north side of 47th Terrace between NE 9th and NE 11th Place in Cape Coral. This example illustrates the benefits for the South Cape Entertainment Area, including additional parking, and potential day-time business generators in the form of new office, residential or retail space, which in turn will expand the City's revenue base and create jobs.

Additional successful public-private initiatives in Miami Beach include the Loews Miami Beach Hotel and the New World Symphony projects. To meet their respective parking requirements as well as to replace parking spaces lost to construction, both partnered with the City to replace and enhance the existing parking inventory; which in the case of the Loews Hotel, involved the construction of the 800-space Anchor Shops and Parking Garage.

RMA believes that Cape Coral has a great opportunity to encourage similar development on one or more of its underutilized surface lots located next to 47th Terrace. Should the City pursue a public-private partnership (P3) mechanism, the City should seek to attract a development that ideally enhances and reinforces the vibrancy of 47th Terrace and the South Cape area; improve connectivity; enhance and create a public amenity; and include retail or other commercial uses, with appropriate parking. Proposals should replace all existing public parking spaces that are displaced by the proposed development as well as add to the inventory. To encourage as many additional spaces as possible within a new structure, replacement of the existing public parking spaces should not be considered excess parking and should not be counted against the Floor Area Ratio (FAR) calculation. Care also should be given to the coordinating with the current planned streetscape improvements for 47th Terrace, including pavement surfaces, sidewalk treatment, landscaping, and lighting.



Figure 18: Anchor Shops Parking Garage

QUALITY OF LIFE

Summary

One of Bimini Basin's biggest economic opportunities is mixed-use residential and commercial investment. The realization of that opportunity is incumbent on the City to take advantage of the current market.

It is oftentimes a quality residential community that becomes the image and identity of a city. Communities thrive when they are not only places that have things to do, but also provide opportunities to experience an enhanced quality of life.

Millennials and Baby Boomers alike have many options for their housing choice. These choices are going to be driven by their own lifestyle preferences: some want to live very close to where they work; some may have families and are looking for good homes in nice neighborhoods close to good schools; some may be looking for recreational opportunities or proximity to the water; some may be looking for strong nightlife and shopping to live adjacent to; and some may want to be closer to a major metropolitan area.

Studies have consistently shown that the things that connect people to their community are not the job opportunities, not the cost of living, not the quality of the schools, rather it is the openness and welcoming nature of the community. It is the aesthetics of the community, how it looks and feels. And it is the activities and social offerings that are available for the residents of that community. These characteristics are how successful, established communities are identified, and they are the elements that can make Bimini Basin a place where people not only want to work, but also want to stay and live.

Goals and Recommendations

- Promote events on a regular basis to attract people to the area, including Bimini Basin and the entertainment district.
- Improve the quality of life of the surrounding neighborhood (including future residents of new projects) by addressing problems created by live aboard and derelict vessels and establishing programs to mitigate the impact of noise on the neighborhood.
- Continue to support (through regulatory, process and financial assistance) residential investment for improvements to existing properties and for new development that creates additional residential housing stock.
- Improve community pride and the aesthetics of the area with a targeted program of public area maintenance and private property improvements.

Residential Development

According to the Manpower Group Employment Outlook Survey, employers in the Cape Coral-Fort Myers, FL MSA were expected to hire at a TERM2 pace during Q1 2017, ranking the area the second best in the nation. Among employers surveyed, thirty-three percent plan to hire more employees from January through March. This number is offset by the four percent that plan to reduce payrolls, while sixty-three percent of employers expect to maintain current staff levels and no participants indicate they are unsure of their hiring plans. This yields a Net Employment Outlook* of twenty-nine per cent.

The Fort Myers/Cape Coral area created 4,200 new jobs and the area's unemployment rate was 5.0 percent in January 2017. The industries with the largest job gains in Fort Myers/Cape Coral over the year were education and health services with 2,000 new jobs and trade, transportation and utilities with 1,200 new jobs. In January, the Fort Myers area had 6,797 job openings, including 1,055 high-skill, high-wage STEM occupations.

Population growth, rising land prices and stagnant wages are making Southwest Florida, and around the state, one of the toughest places in the country for renters to afford to live. Statistics released by Carrollton, Texas-based ALN Apartment News show that as of April 2017, rental prices have escalated by 4.4% from a year earlier, averaging \$1,215 for an average size unit of 989 square feet. In Cape Coral, the average rental rate between March 2016 and April 2017 was \$1,475. The market is also stretched tightly, with an occupancy rate of approximately 95%. According to the City of Cape Coral Housing Study, the City estimates the need for an additional 4,500 more rental units within the next three years.

It is critical for people to have the option to **live near where they work**, particularly those workers who are most essential to the local economy... many of whom find that most existing and newly constructed housing is simply priced beyond their reach.

The lack of affordable workforce housing threatens future economic development as employers from out of town eye this area as a potential place to operate. Positioning Bimini Basin as a great place to live and work, with pleasing aesthetics, activities and social offerings is essential to the area's revitalization. While the immediate area is attracting many new companies and new jobs, the employees that are needed for those jobs have many regional housing options; and, in today's market, these new employees, many of whom are millennials, value quality of life as a key component in job selection. These employment and homestead decisions will be driven by many lifestyle choices, including activities, revitalized downtowns, recreation, schools, healthcare, cost of living, and many other factors. Strategies that improve and protect the neighborhood and waterfront are necessary. Additionally, expanded housing options for new residents, which improve the area's market position are key to attracting the new professionals that are moving to the Cape Coral area. This includes strategies to increase or upgrade the housing options in Bimini Basin.

Village Square

Village Square is a \$140 million planned mixed-use development project, located centrally in downtown Cape Coral, encompassing the entire 800 block between Cape Coral Parkway and SE 47th Terrace, two blocks east of Coronado Parkway. The Project calls for more than 251,000 square feet of retail, office and restaurant space plus 152 condominium units totaling 380,000 square feet, accompanied by a six-story parking garage. Proposed financing includes \$25.5 million in traditional financing in an equity fund, \$28 million in TIF funds and \$20 million in equity investments. The proposed financing also includes an EB-5 component pending approval by the federal government; which allows qualified foreign individuals to invest in designated projects. For every 10 jobs created by the project, foreign investors provide \$500,000 and in return obtain a green card for entry into the United States. Village Square expects to generate 1,331 jobs, which gives the project a potential foreign investment of \$66.5 million.

City and CRA Approvals include the Development Order, Site Plan and RIP, in addition to TIF rebate and impact fee credits. The Development Order which was initially approved in April 2010, has been delayed due to market and economic forces. The City has granted two extensions to the Development Order, to grant the Developer time to secure financing commitments and to initiate construction, the latest extension being granted until May 2018, by which to achieve substantial construction progress.



Figure 19: Village Square Project Rendering

Noise and Code Enforcement

A significant concern for area residents and to those homeowners whose properties are on the south side of Bimini Basin is the issue of noise; noise related to live music and entertainment events held in Four Freedoms Park and the potential for noise emanating from any waterfront uses being proposed for Bimini Basin, including restaurants, bars or an amphitheater.

While the City of Cape Coral along with many other counties and municipalities in Florida have adopted noise ordinances in an attempt to insulate mostly residential uses from commercial, traffic or outdoor entertainment-related noise generation, most such regulations include the use of highly subjective and ambiguous nuisance-based or decibel based standards that are legally insufficient to enforce and are often subject to legal challenge, in that they fail to:

- account for existing ambient sound in their noise level standard and measurements;
- use low-quality measurement equipment which only allows for imprecise “ballpark” estimates of violations, subject to a large margin of human error;
- provide exceptions for sound relating to certain uses, such as church bells, religious holiday events, or amplified public events, that provide a basis for a First Amendment equal protection challenge; and
- often contain provisions and standards that have been ruled unconstitutionally vague by various courts.

In 2011, the City of Miami Beach amended its Noise Ordinance, adopting Miami-Dade County’s noise standards, which among other things limits the production of amplified sound in such a manner so as not to disturb the peace, quiet and comfort of the neighboring inhabitants, or at any time with louder volume than is plainly audible or necessary for convenient hearing for the person or persons who are in the room, vehicle, or chamber in which such machine or device is operated, or a volume that does not interfere with normal conversation. Further, the operation of any such set, instrument, phonograph, machine, or device between the hours of 11:00 p.m. and 7:00 a.m. in such manner as to be plainly audible at a distance of one hundred (100) feet from the building, structure, or vehicle in which it is located shall be a violation of the code. The issue with the ordinance in its present form is that it does not include any measurable standards in the form of base and maximum decibel levels, resulting in pending legal challenges from certain businesses over the subjectivity and ambiguity of the respective citations as well as the broad discretionary power provided Code Enforcement in issuing violation notices.

It should be also be noted that until recently, the City’s core entertainment area along Ocean Drive was exempt from these provisions. However, on July 26, 2017, due to growing concern from residents and law enforcement over increasing disturbances, crime and other disruptions in the area pressured the City Commission to adopt an ordinance reversing Ocean Drive’s exemption status. These actions follow a year-long debate between concerned residents and the businesses, who see such legislative action as killing the goose that laid the golden egg.

Actions

One of the City's goals in fostering new development in Bimini Basin is to ensure a balance between the existing residential community and the potential for attracting quality events, activities and businesses needed to revitalize the area. To this end, the City should consider the following to protect residential quality of life, while promoting unique opportunities for the area:

- Any outdoor public attraction such as an amphitheater, should be constructed to shield residents from excessive sound emanating from amplified sources. Commonly used practices may include:
 - Site orientation of the venue on the property;
 - Installation of sound baffling theatrical acoustic wall board and lapidary ceiling panels;
 - Construction of sound attenuation walls;
 - Installation of state-of-the-art directional speakers; and
 - Installation of state-of-the art automatic digital acoustic monitoring systems along the property line, which reduce and maintain sound output to pre-determined levels.
- Outdoor entertainment including amplified music should be limited to certain days and times.
- Evaluate the City's current noise ordinance to ensure that it complies with recent case law and that it provides a strong basis for effectively abating excessive noise, while also avoiding costly and time-consuming legal challenges.
- Require an acoustical study to identify inappropriate noise level where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60db and require mitigation for sensitive uses in compliance with the ordinance.
- Require that projects that increase the average daily traffic beyond what is anticipated in the Comprehensive Plan do not increase cumulative traffic noise to off-site noise sensitive areas beyond acceptable levels.

Best Practice – Bradenton, Palmetto, Manatee County

According to a recent article in the Bradenton Herald, the City of Palmetto and a handful of other cities in Florida are having to review their noise ordinances in order comply with an announcement from the 12th District State Attorney's Office late last year that prosecutors would not pursue noise violations without documented decibel levels. Palmetto's attempts, which until recently were stalled due to a divided commission, now appear to be moving forward with an ordinance that mirrors Manatee County's ordinance; providing for a decibel level of 60 decibels between the hours of 6 p.m. and midnight every day and 55 decibels for all other times. A higher decibel level is being determined for the city's entertainment districts. Bradenton, too, went through several debates before settling in March on a citywide level of 75 decibels until 10 p.m. on weeknights and midnight on weekends, with levels dropping to 65 during all other times. Bradenton's ordinance also stalled during the argument for entertainment districts, but the council immediately went to work creating its first entertainment district in June.

Special Events

In recent years the South Cape has become home to several highly popular and well attended public events which have become essential to promoting the area's growing entertainment district. A main force behind these events is the South Cape Hospitality and Entertainment Association (SCHEA), whose goal it is to facilitate a cooperative partnership among businesses within the district to create a welcoming and unique year-round shopping, dining and entertainment destination where people will have memorable experiences and want to return. The City's Parks and Recreation Department and CRA also play a major role in co-hosting events with SCHEA, as well as with other local area civic and business organizations, including the Rotary Club, the Chamber of Commerce, the Gulf Coast Symphony, the American Cancer Society and Lighthouse of Southwest Florida. The CRA also provides direct funding for special events, in the form small monetary grants to support organizations and businesses whose events directly serve the citizens and visitors of the South Cape.

These kinds of events should continue to play an important role in involving existing businesses and commercial property owners in the area, as often, vendors at an event can become the next brick and mortar store in a downtown. The event provides the vendor an opportunity to test the market and determine if their product or service is a good fit for that area. When event advocates and producers lead with this goal in addition to simply providing an opportunity for the community to gather, the downtown business environment becomes stronger. The main event objective for economic development and redevelopment is to drive foot traffic inside existing businesses and clearly showcase leasing and new business opportunities.

In 2016, SCHEA organized 15 events, attended by approximately 2,500 people and in 2017, one event alone, Taste of the Cape, co-sponsored with the City and the CRA, attracted an estimated 6,000 people.

2017

March 4 th	Cape Coral Night Parade – 143 guests
Feb 26 th	Taste of the Cape – 6,000 guests
Feb 25 th	Mardi Gras Trolley Event – 114 guests
Jan 28 th	Annual Best South Cape Martini Competition – 234 guests

2016

Dec 31st	South Cape New Year's Eve Trolley Event – 170 guests
Nov 26th	South Cape Sidewalk Sale - Small Business – 40 guests
Nov 25th	Black Friday Trolley & Little Black Dress – 119 guests
Oct 22nd	South Cape Spooktacular Drink and Treat – 240 guests
Sept 24th	Party in Paradise Trolley Event featuring Wicked Dolphin Rum – 135 guests
Sept 10th	2nd Annual South Cape Putt & Brew – 19 guests
Aug 27th	South Cape Pokémon Go Crawl – 350 guests
Aug 6th	South Cape Bacon Fest – 341 guests
Jul 2nd	Red, White & Brew Trolley Event – 258 guests

May 7th	Noela Chocolate & Spirits Trolley Event – 104 guests
Apr 23th	South Cape Businesses Supporting Relay for Life – 13 guests
March 26th	South Cape 2016 Craft Beer & Busking Festival – 301 guests
March 17th	South Cape St. Patrick's Day trolley Event – 154 guests
Feb 6th	South Cape Mardi Gras 2016 Trolley Event – 67 guests
Jan 30th -	Annual Best of Cape Martini Competition – 173 guests

Other EventsSponsor

Bike Nights	Parks & Recreation
Blind Feet Shopping the Street	Lighthouse of SW FL
Cape Coral Farmer's Market	Chamber of Commerce
Cardboard Boat Regatta – Four Freedoms Park	Rotary Club
Cinco de Mayo	Chamber of Commerce
Festival of the Arts	Rotary Club
Festival of Lights	Chamber of Commerce
Freedom 5K Run	Chamber of Commerce
Holiday Boat-Along	Parks & Recreation
Red White and Boom 4 th of July	Parks & Recreation
Relay for Life	American Cancer Society
Symphony at Sunset Four Freedoms Park	Gulf Coast Symphony
Touch-a-Truck	Chamber of Commerce
Veterans Day Parade	Parks & Recreation

Arts and culture are at the core of a strong community and can also be incorporated into an Events Program Strategy. A thriving community must offer stimulating attractions and events that challenge its citizens to participate and contribute to their success.

The activities of the arts and culture sector and local economic vitality are connected in many ways. Arts, culture, and creativity can:

- improve a community's competitive edge;
- create a foundation for defining a sense of place;
- attract new and visiting populations;
- integrate the visions of community and business leaders; and
- contribute to the development of a skilled workforce.

Ongoing public events can help drive positive awareness of the Basin area. Bringing people from the entire city downtown on a regular basis serves to make citizens aware of the unique amenities that exist in the central part of their community. Strolling art /wine walks are perfect opportunities for downtown businesses to promote their businesses, and at the same time provide a community benefit, a place-making effect, and evening activity in the downtown on nights that are not typically busy.

Actions

- The City and the CRA should continue to work with SCHEA and other local and civic organizations in the area to promote events that are held on a regular basis, alternating afternoons and evenings to attract people to the downtown and Bimini Basin area.
- Consider an amphitheater or entertainment venue for Four Freedoms Park.
- Create a special VIP program for residents to frequent downtown businesses with special offers and events.

Best Practice – Margate

Since small businesses are scattered throughout Margate and not connected in a walkable downtown, the Margate Community Redevelopment Agency (MCRA) had to become creative in bringing awareness and visitors to those businesses. Rather than having a monthly event in the same location and having businesses come represent themselves, the Margate CRA brought the events to their doors. Deciding to host rotating events at six different business locations, this offered unique opportunities for residents to meet the owners and discover the businesses on a more personal and less-detached level.

This innovative business retention concept originated as a catalyst for the growth and success of Margate's businesses and was designed to expand the economic base of the Redevelopment Area by retaining existing jobs. This strategy encourages patronage of local business, helping to thwart retail leakage into surrounding areas.



Figure 20: Margate Business Retention Event

Public Area Maintenance



Figure 21: Four Freedoms Park Seawall

In neighborhoods across the United States, perception makes a difference. If the area is attractive, well maintained and feels safe, it is viewed as more conducive to private investment, public activity and likely has a lower crime rate. But what exactly contributes to this perception? Cleanliness matters; broken bottles, garbage and neglected properties all create a sense of jeopardy, and a sense that laws are not heavily enforced. Other factors like good lighting and welcoming public spaces can make a neighborhood feel safer and certainly more welcoming. Bimini Basin is no exception to this rule and based upon RMA's observations of the area, is in need of increased efforts by the City to clean the area up of litter and debris as well as to improve the general conditions of some of the public rights-of-way and vacant lots in the area. An additional concern is the amount of floating debris that was observed during certain tidal flows along the City's seawalls.

Actions

- Increase sanitation and code-enforcement efforts with regularly scheduled targeted clean-up details and increased code-enforcement involving litter or unkempt conditions on private property
- Identify City or CRA funding for enhanced sanitation detail
- Explore the possibility of acquiring a trash skimming vessel to maintain the area's canals free of floating debris.



Figure 22: South End of Rubicon Canal



Best Practice – City of Miami Beach Community Policing Sanitation Enhancement

As part of the Miami Beach Redevelopment Agency's Community Policing Program, the Miami Beach Police Department has partnered with the Public Works Sanitation Division to identify certain key areas in the City Center Redevelopment Area, requiring enhanced levels of service to maintain the City's vision of a clean and safe environment and to ensure that these areas are non-conducive to loitering and criminal activity. The service enhancements which are funded as part of the Community Policing budget have been essential in diligently disposing and/or removing homeless debris, litter and walkway obstructions, day and night. Lincoln Road and its side streets are maintained and kept clean throughout the day.

Best Practice – City of Doral Adopt-a- Street Program

In 2005, the City of Doral, Florida initiated a highly effective "Adopt-A-Street Program" which has been extremely effective in enhancing the maintenance and beautification of the City's public rights-of-way. Local organizations, private corporations and volunteer groups alike gather together to perform litter removal along one-mile sections of the street adopted by each group. This two-year agreement keeps each group responsible for the removal of litter along their adopted street a minimum of 4 times each year. As an important part of the beautification program, the City of Doral Public Works Department prepares a special event where the City Council members recognize the groups for their participation in the Program on their first clean-up date. In gratitude and acknowledgement of the groups' commitment

to the Adopt-A-Street Program, the City places a sign with the name of the group at the beginning and end of the street.

Derelict Live-Aboard Vessels

One of the major issues of concern raised by residents and stakeholders during the Open House meetings was regarding the number of live-aboard vessels anchored in Bimini Basin, many of which are suspected of discharging bilge and holding tank content. These vessels are the subject of numerous complaints to local law enforcement. Additional complaints involve live-aboard occupants making frequent unauthorized use of freshwater taps and electrical outlets on private properties, prompting one condominium association to shut off dock utilities during the nighttime hours. An official from the Police Department stated that unless the vessels are physically observed in the act of illegally dumping waste into the water or committing other such infractions, the vessels cannot be cited; much less be forced to relocate outside of the Basin. This must do with the fact that in Florida state waterways, local authorities are prohibited from restricting the mooring or anchoring of a “navigable” vessel, unless they can prove the vessel is not used for anything other than a “live-aboard” defined in Florida Statutes Section 327.02(17) as:

- (a) Any vessel **used solely** as a residence; **OR**
- (b) Any vessel **represented as** a place of business, a professional or other commercial enterprise, or a legal residence.

More specifically, Section 327.60 (2) provides that:

“Nothing contained in the provisions of this section shall be construed to prohibit local governmental authorities from the enactment or enforcement of regulations which prohibit or restrict the mooring or anchoring of floating structures or live-aboard vessels within their jurisdictions or of any vessels within the marked boundaries of mooring fields permitted as provided in s. 327.40. However, local governmental authorities are prohibited from regulating the anchoring outside of such mooring fields of non-live-aboard vessels in navigation.”

It should be noted that Chapter 10-4(d)(2) of the City’s Ordinance permits onboard living vessels to anchor in Bimini Basin.

Action

- Initially and to provide the City greater flexibility in policing live-aboard and derelict vessels in Bimini Basin, the City should amend its Ordinance to remove the Basin’s exemption status for restricting live-aboards, as well as to define or re-define terms relating to live-aboards, derelict and/or abandoned vessels as well as vessels not in navigation, or not engaged in the exercise of the rights of navigation.

The issue of problematic live-aboard and/or derelict vessels is not unique to Cape Coral, but to most waterfront municipalities throughout Florida, many of whom have adopted ordinances regulating anchoring with their respective city limits and more specifically to better define certain terms to improve actual enforceability at a local level, given the constraints of often conflicting and ambiguous State's regulations.

It should be noted however, that even with such carefully worded provisions, municipalities and their respective marine enforcement units remain challenged in their ability to enforce such ordinances.

Best Practice – Miami Beach

For example, the City of Miami Beach prohibits both live-aboard vessels being used as a person's legal residence more than seven consecutive or cumulative days within a 30-day period, as well as non-live-aboard vessels not in navigation, or not engaged in the exercise of the rights of navigation from mooring or anchoring within the City's boundaries. The City further defines a vessel not "in navigation," or "not engaged in the exercise of the rights of navigation," as one that evidences, through a case-by-case review of applicable factors, an abandonment, either temporary or permanent, of the exercise of rights of navigation. Factors to consider as evidence of such abandonment include but are not limited to, how long a vessel has been anchored within the boundaries of the city within a 30-day period, or whether a vessel has a current registration as required by applicable law, or whether a vessel is being anchored or stored on the water to avoid dockage or storage fees, sometimes evidenced for example by a sailboat that has removed its sails. A vessel anchored or moored within the jurisdictional waters of the city for more than seven consecutive or cumulative days within a 30-day period, constitutes prima facie evidence that such vessel is not "in navigation" or is "not engaged" in the exercise of the rights of navigation.

Best Practice – Fort Lauderdale

The City of Ft. Lauderdale requires that vessels, where habitation is occurring, be connected to a marine sanitation system. The ordinance also requires all vessels to be connected to a marine sanitation system when certain water quality standards have not been met. Habitation aboard a floating vessel means overnight occupation by one or more persons, while the vessel is moored, docked or anchored in any of the public waterways within the City. Habitable vessel means a vessel that has a fitting that allows for the overboard discharge of wastewater from a toilet facility.

This ordinance requires that all habitable vessels be connected always to a marine sanitation system when water quality test (s), taken adjacent to any real property located in certain zoning districts, exceed the fecal coliform density level. If test results, in accordance with the City's testing protocol, exceed an acceptable level, the property owner will require the vessel(s) be connected to a marine sanitation system while moored or docked at the property.

REGULATORY ENHANCEMENTS

Summary

Zoning is a key tool for the plan implementation. Inflexible or obsolete zoning regulations can discourage development and investment. Outdated regulations can force developers to pursue rezoning or variance requests, thereby extending project timelines, increasing costs and creating uncertainty. Communities must streamline ordinances and regulate to achieve the type of development that is truly desired. Zoning is also an essential tool for shaping inviting, walkable, vibrant communities.

One of the key areas a City can influence and facilitate new development is through a streamlined and comprehensive regulatory process; one that reduces the time and complexity it takes to obtain a permit and making the permitting process more customer friendly. Amendments to the Land Use and Development Regulations (LUDR's) should continuously be evaluated to encourage and steer the kind of commercial and residential mix envisioned for Bimini Basin.

The City is engaged in a process to update the City Land Use and Development Regulations and plans to reduce the number of zoning districts. Changes are only being proposed in residential, non-residential and specialized categories. The new Land Development Code intends to create simpler commercial zoning regulations, and will address landscaping and buffering provisions, as well as a system that would encourage the construction of larger, multi-story buildings to be built within the interior of a project rather than outer lying areas.

The Feasibility Analysis section of this report evaluates development capacity, redevelopment sites and financial feasibility to identify regulatory enhancements to encourage new investment for commercial and residential uses as well as opportunities to provide affordable housing.

Goals and Recommendations

- Continue to focus on improvements to improve the city's reputation in the development community.
- Utilize a market-based approach to amend zoning and use regulations to attract investment and development interest.
- Improve the area's aesthetics with design criteria that enhances public use of the waterfront.
- Continue to utilize regulatory incentives.

Uses

New single-family homes and duplexes should be restricted in the Bimini Basin area, however existing structures would be allowed to continue to operate. The new zoning district will allow for a variety of retail, office, restaurant and entertainment-related uses, except for automotive repair, cleaning and maintenance services, flea markets, gas stations, manufacturing, and light industrial uses.

The goal of the City is to stimulate activity in the Bimini Basin area and encourage residents to walk and bike throughout the district. Certain uses like restaurants and retail shops are uses that activate the area and the downtown at all hours of the day. Other uses such as medical offices and business offices generate limited activity and are usually operational between 9 AM and 5 PM. These uses do not generate pedestrian and bike traffic. In an area targeted for increased vibrancy, such as Bimini Basin or along 47th Terrace in Downtown, it is important to properly balance the number of active and non-active uses along the main streets. Wherever possible, uses (including office uses) that do not generate activity in the evening hours should be restricted to the upper floors. Additionally, uses that are incompatible or inappropriate (i.e. automotive etc.) should be prohibited. High density, good access, and a mix of compatible uses are some of the basics for pedestrian-friendly places. These can be stimulated by regulatory guidelines.

Design Concept Parameters

Bimini Basin District standards include: transparent doors and windows to occupy a minimum of 25% of building wall area facing a public street or navigable waterway – 15% requirement for hotels. The first story of a building facing a street must provide shade with awnings, canopies or similar features for 50% of the building's length. A building wall facing a street must provide a public entrance oriented towards that street. Landscaping requirements are the same as for South Cape District, due to preponderance of small properties. All buildings are to comply with City's nonresidential design standards in the current LUDR Sec 5.6.

The setback and lot coverage requirements should be adequate for a downtown urban setting, and established with a maximum lot coverage of 90%.

In general, landscape strips should be enhanced to provide more variety of color and species, especially along Cape Coral Parkway in the Bimini Basin study area. Along the side streets, landscaping should be provided. Consider adding the following landscape standards to the code for full block developments providing streetscape improvements:

- Landscape strips shall only be placed between the sidewalk and the back of curb, where a curb exists or will be constructed.
- Use of trees to provide shade, color, and interest, and use of vines, or trained plant materials is appropriate.
- Street Trees.
 - Street trees required and spaced at a maximum of 30 feet on center.
 - Street trees placed in tree pits covered with ADA compliant grates. Tree grates sized appropriately for each tree species at maturity. The use of tree grates is appropriate when on-street parking is provided. When no on-street parking is provided, landscape strips are preferred.
 - Adequate clearance to the building facade for uniform development of the street tree canopy should be demonstrated for the type and species selected.

In general, design standards in the Bimini Basin area are recommended as follows:

- Building frontage: 80 percent of the ground floor, street facing building façade, shall provide active use. Storefronts are active uses located along the ground floor of a building.
- For properties with two or more frontages, storefronts should be located on a minimum of two frontages, with priority given to frontage on the more prominent street;
- Ground floor window sills should be placed at a maximum height of 24 inches above grade.
- A minimum of 30 percent of all upper floor street facing building façades should be fenestrated with windows.
- Mirror type, dark tinted or colored glass shall be prohibited. Only clear glass should be permitted.
- All glazing should be of a type that permits view of human activities and spaces within the structure.

- Through-the-wall or through-the-window A/C units should be prohibited along street facing facades.
- Air conditioning, electrical, or mechanical equipment should not be visible from the street.

Bimini Basin Redevelopment Incentive Program (BBRIP)

Revisions recommended to the incentive program would allow developers to qualify for commercial intensity, residential intensity and additional height above the current baseline levels, which would be offset by increasing the quality of development and providing significant benefits to the community with requirements for green space, parking, and public access. Parking standards would be governed by LUDR.

Actions

- Change zoning regulations to allow for fifty dwelling units per acre, height limit of eight stories.
- Modify the Redevelopment Incentive Program to provide up to 75 units per acre for the inclusion of affordable and workforce units within the development (15% of total units), and up to twelve stories in height for providing public benefits including public parking, superior design aesthetic, open space, affordable housing, or target/priority uses.
- Provide design criteria for new development that enhances the public use of the waterfront.
- Increase food store group restriction from 25,000 s.f. to accommodate current market prototype development which typically requires a minimum of 40,000 s.f.
- Reduce office square footage from 70,000 s.f. to 20,000 s.f. for SCRIP eligibility, if the SCRIP program remains in effect.
- Height restrictions to be controlled/allowed using graduated sky exposure plains.
- Limit or prohibit ground floor uses that do not contribute to pedestrian activity and vibrancy.

Best Practice – North Miami Beach

North Miami Beach was languishing as it was being strangled by traffic, while neighboring cities like Sunny Isles and Aventura experienced unprecedented growth and economic development. Development was stifled by low height and density, even in areas where transit oriented development was desired. The pressure for more height and density from developers resulted in endless debates and horse trading in Commission meetings. The projects that were coming forward were dense yet auto-oriented and did not enhance the character of the City with its well-established street, park and waterway system. The result was more development with no real plan for growth and no control of the City's remaining valuable assets (Snake Creek Canal and Intracoastal Waterway parcels)

A vision plan was developed that became the base for the proposed land use policies and objectives as well as zoning map and text amendments. The vision plan created a blueprint for new development and

the enhancement of the public assets. The plan was devised to balance density and height issues - through incentives needed to attract new beneficial development – with the expected public benefits from new development. The zoning regulations specifically addressed the following public benefits new development is required to achieve in each mixed-use district: 1) improved public waterfront access and beautification; 2) massing and compatibility; 3) enhanced streetscapes to encourage alternate modes of transportation, walkability and safety; and 4) new and enhanced public open spaces.

The planning team conducted a buildout analysis to determine the existing entitlements under the current regulations and the future entitlements under the proposed regulations. A concurrency analysis was done based on the projected entitlements to address infrastructure improvements needed as well as potential impact fees generated for parks and police services. For the Downtown, the CRA Tax Increment Recapture Incentive Program was revamped to establish clear guidelines for giving rebates for new development. A stricter tax increment recapture incentive program that was based on the overall vision plan goals and objectives for the redevelopment of the Downtown was established. Both the tax increment recapture incentive program and the new zoning regulations were written to encourage redevelopment and enforce the enhancement of public open spaces, streetscape improvements, waterfront access and beautification.

A transparent and comprehensive Public Involvement Plan, which included a combination of various methods to obtain public input was achieved. The amendments were unanimously approved in March 2015. The process took from start to finish a total of 12 months. In less than one year following the adoption of the regulations, the City received nearly 10 applications for site plan approval. Two major development sites that were a hindrance to redevelopment (large adult entertainment venue in the waterfront district and commercial property near future rail station) were sold making way for mixed use developments. This project awarded RMA's Director of Urban Design and Planning, Natasha Alfonso, the American Planning Association Florida Award of Merit in the Comprehensive Plan - Small Jurisdiction category for the North Miami Beach Mixed-Use Comprehensive Plan and Zoning Initiative.

FINANCIAL INDUCEMENTS

Summary

The primary source of project-related funding in the South Cape Redevelopment Area (CRA) is from its tax increment (TIF) allocation, which in 2017 was budgeted at \$1,616,872 reflecting an increase of 34.8% over the prior year. Total capital expenditures, which include the initial appropriation for the 47th Terrace Streetscape Project, are budgeted at \$3,030,000 for the year. It should be noted that the extensive growth in TIF revenues between 2012 and 2015 shown in the table below, reflects the inclusion of the two expansion areas (including the golf course property), which prior to this period (during the economic downturn), were not generating a tax increment stream above their respective baseline years.

Fiscal Year	City TIF	COUNTY TIF	TOTAL	% DIFF
2017	\$1,001,219	\$615,653	\$1,616,872	34.8%
2016	\$ 788,808	\$410,949	\$1,199,757	44.5%
2015	\$ 474,486	\$255,534	\$ 730,020	59.3%
2014	\$ 297,855	\$160,409	\$ 458,264	6.8%
2013	\$ 293,920	\$134,848	\$ 428,768	(7.9%)
2012	\$ 319,233	\$146,461	\$ 465,694	-

It should also be noted that based on a recent report in News Press.com, figures released on May 30, 2017, by the Lee County Property Appraiser taxable property values in Lee County, showed an increase by more than six percent last year. Growth was also occurring in Cape Coral, adding almost a billion dollars in taxable property over the last year. At approximately 7.9 percent growth, the City went from \$12 billion to just shy of \$13 billion in taxable property values. Fueling that growth, in part, was \$277.5 million in new construction. That's \$80 million more in construction than in 2015. The City had projected more moderate growth in the range of about 5 percent. The additional growth means the city will take in approximately \$2.2 million in additional revenue than its projected budget, which should also bode well for the South Cape CRA budget as well.

The City of Cape Coral has several Federal, State, County, City and CRA-based incentives customized for businesses in targeted industries as well as incentives for the creation of higher-than-average wage jobs.

Goals and Recommendations

- Continue to utilize local incentives to attract investment.
- Work with private landowners and developers to understand local financial feasibility dynamics.
- Fund infrastructure improvements as called out in this report to achieve objectives.

Local Programs

Tax Increment Rebate Program - An incremental rebate on ad-valorem taxes paid by the developer upon completion of a project's scheduled phases, up to 95% of taxes paid refunded upon completion of the project. The CRA currently has a TIF Rebate Agreement in place with the Village Square Project, which provides a means for the CRA to provide an appropriate return of the incremental revenues attributed to the project in consideration of the developer's investment in the project. RMA recommends that to facilitate and expedite certain identified catalyst projects, that the CRA Tax Increment Rebate Program be made available, contingent upon meeting certain criteria including generating a certain number of jobs, attracting certain retail or commercial tenants, creating activities like outdoor cafes, outdoor space, infrastructure upgrades, parking or transit-oriented improvements.

CRA Special Event Sponsorship Grant Program - The program provides support through small monetary grants to support organizations and businesses whose events directly serve the citizens and visitors of the South Cape.

Cash Incentive Program - The Cash Incentive Program provides reimbursement to targeted businesses for certain expansion or relocation expenses. It provides incentives of up to \$2,000 per job created with wages above the average wage, and \$1,500 per job that equals the average wage. One requirement of the Cash Incentive Program is the creation of at least five new permanent full-time jobs, with 75% of the new employees current or planned Cape Coral residents.

Impact Fee Deferral Program - These Florida incentives defer certain impact fees for target sectors for up to ten years. Commercial and industrial shell buildings are also eligible for deferrals. Under this program the City defers payment of road and utility capital improvement impact fees for new commercial or industrial building projects. Impact fees are charged to property owners to defray the incremental costs for public infrastructure. The length of the deferral is based on the type of business, the number of jobs created by the business, and how many of those jobs employ Cape Coral residents.

Shell Building Impact Fee Deferral Program - This incentive is available to property owners of shell buildings, which are usually built speculatively. Shell building impact fees may be deferred for up to 36 months or until the issuance of permits for interior completion, whichever is earlier. The Shell Building Deferral Application can be made through the City of Cape Coral's Department of Community Development.

Small Business Incentive Program (Up to \$50K) - In 2016, the City approved a Small Business Incentive Program geared towards industrial/manufacturing and professional businesses looking to expand or

relocate in Cape Coral. Incentives up to \$25,000 are reviewed and decided by an internal City-appointed committee. Requests for incentives between \$25,000 and \$50,000 may be reviewed and recommended by the committee and ultimately approved by the city manager. Any requests over \$50,000 also require the approval of the city council.

Additionally, the City is in the process of exploring the possibility of implementing incentives related to multi-family developments of 20 or more units, targeted towards 80-120% Median Family Income. This targeted workforce housing is a term that is increasingly used by planners, government, and organizations concerned with housing policy or advocacy. It is gaining cachet with realtors, developers and lenders. Workforce housing can refer to any form of housing, including ownership of single or multi-family homes, as well as occupation of rental units. Workforce housing is affordable housing for households with earned income that is insufficient to secure quality housing in reasonable proximity to the workplace. Mortgage lenders typically impose a limit of 28% to 36% of household income allowable for principal, interest, taxes and insurance (PITI). Pricing calculations aimed at renters, who represent approximately one third of US households, define a desirable workforce housing cost as at or below 30% of household income. Affordability is a function of the relationship between one's income and the housing costs of the area, which leads to variation in the percentage of AMI that may be used to describe people who might need workforce housing. The expanding distance between gainful employment and housing made affordable by the income it provides has caused people to seek housing on the periphery of settled areas. This is cited as a contributor to urban sprawl, typified by traffic congestion, lengthy commutes, convenience stores and strip retail centers, and the rapid consumption of open space, all of which present areas of concern in Cape Coral.

New Market Tax Credits

The New Market Tax Credit Incentive Program provides low-interest, private-sector financing for commercial and mixed-use projects in low-income areas. Eligible projects must meet a minimum capital investment of \$5 million and varying job creation thresholds for consideration. Tax credits totaling 39 percent of the original investment amount are issued to individual and corporate investors making one-time, upfront equity contributions to qualified development projects through community development entities and claimed over a period of seven years. The area around Bimini Basin that is shaded in blue is considered severely distressed and eligible for new markets tax credits.

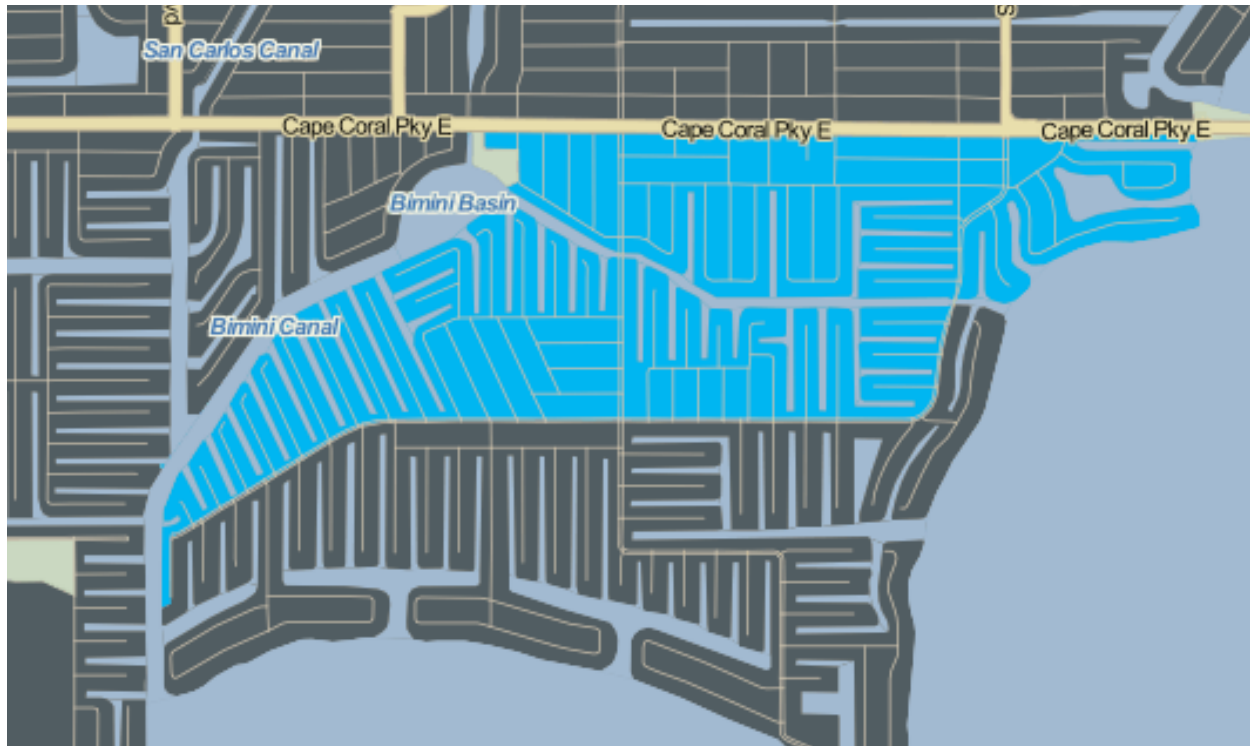


Figure 23: New Markets Tax Credit Eligible Areas (in blue)

MARKETABILITY

Summary

The key to successful implementation of a revitalization plan is the use of realistic, achievable actions which improve the perception and identity of the area, and which enhance its marketability to investors, developers, businesses and residents.

Marketing and branding is about positioning. It is about how potential investors, developers, businesses and residents “think and feel” about the Bimini Basin area. It addresses everything from housing costs to aesthetics to the city’s reputation for responsiveness or bureaucracy. Investors (business and residents) have many options to select from when deciding on a place to open their business or establish residency. In addition to market and financial feasibility, ultimately that decision will be based on how they connect with a place. As previously discussed, the primary areas that establish strong connections to a community are:

1. Aesthetics – how a place looks and feels;
2. Social Offerings – opportunities to connect and interact with fellow citizens; and
3. Openness – how open and welcoming a place is.

To realize the Bimini Basin area’s true market potential, a convergence of brand strength, public investment, regulatory efficiency, financial feasibility and developer execution is necessary. The public initiatives identified in this strategy are designed to support such a convergence and encourage downtown dwellers.

Retail and restaurant market potential will be driven by enhancing the brand identity of the Bimini Basin area, especially with targeted residential development that can drive the need for new demand satisfiers and office space in not only the Bimini Basin area, but throughout the downtown.

Goals and Strategies

The key recommendations for actions which improve the Bimini Basin area’s market positioning and marketability are:

- Enhance Four Freedoms Park as an amenity for the surrounding neighborhood and the City, as well as an asset for new investment and development.
- Improve connectivity within the Bimini Basin area and to adjacent areas such as the entertainment district, with projects such as a River/Board Walk, expanded bicycle trails, streetscape improvements, gateway enhancement and potential new rights-of-way.
- Improve the water quality of the basin itself by exploring the creation of a mooring field and improving the tidal flow of water through the basin and the canal system.

- Promote events on a regular basis to attract people to the area, including Bimini Basin and the entertainment district.
- Improve the quality of life of the surrounding neighborhood (including future residents of new projects) by addressing problems created by live aboard and derelict vessels and establishing programs to mitigate the impact of noise on the neighborhood.
- Increase support (through regulatory, process and financial assistance) of residential investment for improvements to existing properties and for new development that creates additional residential housing stock.
- Improve community pride and the aesthetics of the area with a targeted program of public area maintenance and private property improvements.
- Continue to focus on process improvements related to permitting and site plan approval to improve the city's reputation in the development community.
- Utilize a market-based approach to amend zoning and use regulations to attract investment and development interest.
- Improve the area's aesthetics with design criteria that enhances public use of the waterfront.
- Continue to utilize regulatory incentives.
- Continue to utilize and enhance local incentives to attract investment.

Actions

- Implement an identity campaign that includes business and resident outreach and community pride.
- Build a strong network of commercial real estate brokers and bankers to serve as a source of market intelligence and as business recruiters.
- Continue to participate in active efforts to attract business to the area, including through the International Council of Shopping Centers and local events.
- Conduct periodic Banker and Broker events to highlight investment prospects, build credibility of the city and CRA, establish relationships with the private sector and provide matchmaking opportunities.
- Include a business attraction element to all city or CRA sponsored special events.

FEASIBILITY ANALYSIS

Introduction

The purpose of this analysis is to identify potential development programs for the Bimini Basin area, to evaluate the financial feasibility of development in the Bimini Basin area, and to estimate the fiscal impact of new development in the Bimini Basin area.

The key to successfully attracting new private investment is the convergence of three factors:

1. Identity – How the business, investment and developer community view the Bimini Basin area and the City of Cape Coral;
2. Financial and Market Feasibility – Is there a market for the identified investments, and does the development provide sufficient return on investment to justify the deployment of private capital;
3. Regulatory efficiency – Are land development regulations consistent with market conditions? Do they allow for actual buildout of entitlements, and provide enough development for the project's financial feasibility?

Development Opportunities and Scenarios

One of the biggest impediments to new commercial development throughout Cape Coral and specifically in the South Cape CRA is the prevalence of small lots and multiple ownership, that without assemblage and appropriate urban development regulations, make development difficult. Additionally, there are many properties which, while occupied with undesirable uses or with poor curb appeal, seem to provide sufficient cash flow to limit the motivation of ownership to redevelop them. These properties are not the priorities for redevelopment, and will most likely not be redeveloped until after new, catalytic development has occurred.

Therefore, RMA has identified within the study area several opportunity sites that offer the potential for significant private sector development and investment that will enhance the Bimini Basin area tremendously. These are properties that are realistically developable in the near term, because they are either vacant or part of an assemblage owned by motivated principals with knowledge and expertise in real estate investment and/or development.

The opportunity sites include the following and are identified and discussed in this report.

- *Rubicon Plaza* – This proposed project is on the northeast corner of Palm Tree Drive and Cape Coral Parkway, includes office, medical, condominium, boutique hotel, and restaurant uses.
- *Scarlett Investments* – This is an assemblage of properties south of Cape Coral Parkway, with frontage on Cape Coral Parkway and Bimini Basin.
- *Bimini Centre* – This is an assemblage of approximately 23 +/- acres south of Cape Coral Parkway, between Four Freedoms Park and Coronado Parkway.
- *4706* – 4706 Coronado Parkway is a two-acre site at the northwest corner of Coronado Parkway and SE 47th Terrace, directly east of the Hampton Inn.
- *Gateway Sites* – These are four separately owned parcels at the end of two blocks on the south side of Cape Coral Parkway between Tudor Drive and Lucaya Drive.
- *4811 Marine Drive* – This property is owned by Scarlett Investments and is south of Cape Coral Parkway on Marine Drive.
- *715* – 715 Cape Coral Parkway is a vacant parcel on the north side of Cape Coral Parkway, immediately west of the existing CVS.



Figure 27: Bimini Basie Development Opportunities

It is important to note that in the following development opportunity analysis, multiple scenarios are described. While a preferred scenario is identified, all scenarios described in this analysis are feasible provided that the actions described are addressed and the landowner chooses to move forward. If the landowner or developer chooses to move forward with a scenario that is consistent with one described below, but does not mirror the 'preferred' scenario identically, successful revitalization of the Bimini Basin area can still be accomplished.

Attracting infill development is not an easy task for cities today. With investors and developers facing stricter underwriting guidelines and development returns that are marginal, the City will need to carefully consider all plans for development that are within the parameters set through planning and zoning. The risks and challenges to the developer are real, and sometimes local government must intervene with an investment or incentive to make the project attractive and feasible. The infrastructure and quality of life improvements that have been recommended in this report will lift the entire South Cape area, and should be convincing to a developer of the City's commitment to infill development. The preferred development scenario for revitalizing Bimini Basin driven by the strategies and actions recommended by the Implementation Plan is illustrated on the following map:



Figure 248: Bimini Basin Preferred Development Scenario

Rubicon Plaza

A proposed phased development to include office, medical, residential units and a boutique hotel in two 5-story buildings to include parking and a roof-top dining and entertainment venue on a 5-acre assemblage on the northeast corner of Palm Tree Drive and Cape Coral Parkway. The developer of the estimated \$45 Million project is in the process of negotiating acquisition terms for a remaining parcel and has already contracted for pre-construction and construction of the project, which is anticipated to break ground in early 2018.



Figure 29: Rubicon Plaza

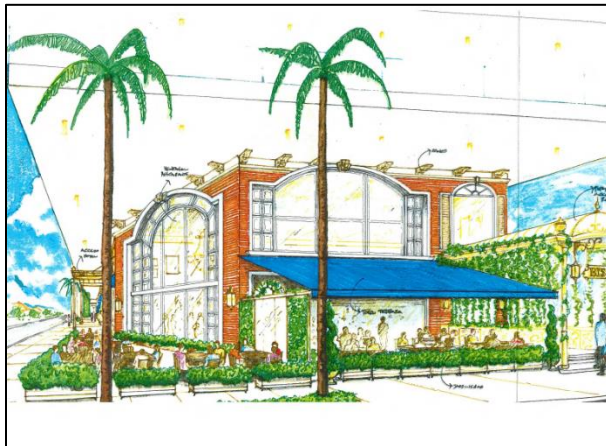


Figure 30: Rubicon Plaza

Rubicon Center, at the northwestern entrance of the Bimini Basin area can provide the catalyst for this area to achieve the City's goals. However, utility connections are a concern of the developer, specifically overhead power lines that are not attractive at this intersection. In addition, public sector participation to facilitate connectivity with this site through the extension of the 47th Terrace streetscape project south on Palm Tree, extending to the Basin and proposed Riverwalk is strongly encouraged.

Actions

- Identify opportunities to address the aesthetics of the overhead power lines
- Facilitate connectivity with this site by extending the 47th Terrace streetscape
- Improve aesthetics of connectivity to Bimini Basin through streetscape, pedestrian and aesthetic improvements including a Riverwalk.



Figure 31: Rubicon Plaza Site Location

Gateway Sites

These are four separately owned parcels located at the end of two blocks on the south side of Cape Coral Parkway between Tudor Drive and Lucaya Drive. These sites provide an opportunity to use architecture and streetscaping to create a gateway statement at the western entrance and exit from Bimini Basin. The sites are owned by four separate owners and must be assembled prior to development. Additionally, since the city owns the property on the north side of Cape Coral Parkway, the opportunity exists to work with one of the landowners to create a signature gateway that spans Cape Coral Parkway.



Figure 32: Gateway Site Location

	Lot Size	Residential Entitlement	Non-Residential Entitlement
Eastern Gateway Site	20,362	10	40,724
Western Gateway Site	20,226	10	40,452
Total Entitlement	40,588	20	81,176

While the sites have non-residential entitlements, the limited depth of the properties does not position them well for commercial and retail development, and the small size does not lend itself to realistically being able to take advantage of the SCRIP incentive program. Additionally, since the properties must be assembled, a suitable development option that is within current entitlements is preferred. If an agreement between the property owner and the City for a gateway across Cape Coral Parkway can be reached, Scenario 3 below is the preferred scenario.

Gateway Site Development Options		
Scenario 1 (each parcel)	10,000 retail	25 parking spaces in the rear
Scenario 2 (each parcel)	25 apartments	25 parking spaces in the rear
Scenario 3 (each parcel)	10 townhomes	20 parking spaces (rear or below)

Notes: Scenario 2 requires amendments to the Land Development Regulations



Figure 32: Example of Townhomes Creating Identity

4811 Marine Drive

4811 Marine Drive is a 50,000-square foot privately-owned property south of Cape Coral Parkway.



Figure 34: 4811 Marine Drive Site Location

	Lot Size	Residential Entitlement	Non-Residential Entitlement
4811 Marine Drive	25,000	12	50,000

Since this site is in the residential area south of Cape Coral Parkway, opportunities for commercial activity are severely limited, and the property is best suited for multi-family development. Since this is a prime site for new multi-family development and investment, Scenario 3 is the preferred scenario with an amendment to the Bimini Basin area to increase entitlements to 50 units per acre, as recommended in the Bimini Basin Revitalization Implementation Plan.

	4811 Marine Drive Development Options
Scenario 1	12 units
Scenario 2	23 units (requires SCRIIP incentive)
Scenario 3	29 units (requires LDR amendment to 50 units per acre)

715 Cape Coral Parkway

715 Cape Coral Parkway is a 25,000-square foot property located on the north side of Cape Coral Parkway immediately adjacent to the CVS Drug Store.



Figure 35: 715 Cape Coral Parkway Site Location

	Lot Size	Residential Entitlement	Non-Residential Entitlement
715 Cape Coral Parkway	24,876	11	49,752

This property has good presence facing Cape Coral Parkway, but is limited in what can be developed. It is not large enough to justify the cost of structured parking, and the conditions of the local office market, while demonstrating some demand, do not seem suited for this site. For this reason, Scenario 2 is the preferred scenario, and does not require any amendments to the land development regulations.

715 Cape Coral Parkway Development Options	
Scenario 1	15,000 sq. ft. retail
Scenario 2	15,000 sq. ft. retail and 15,000 sq. ft. office above

4706 Coronado Parkway

Located at the northwest corner of SE 47th Terrace and Coronado Parkway, this site is next to the Hampton Inn and has frontage on Coronado Parkway. It is approximately 2 acres and has excellent access to Cape Coral Parkway

Action

- Work with the property owner to overcome obstacles to development of the site and encourage them to move forward with development.



Figure 36: 4706 Coronado Parkway Site Location

	Lot Size	Residential Entitlement	Non-Residential Entitlement
4706 Coronado Parkway	86,669	40	173,338

This is a prime site in the Bimini Basin study area and is well suited for multiple types of development. The property can function as a successful retail center with strong exposure to Coronado Parkway; as a mixed-use development that includes much-needed residential development and neighborhood retail; or as a hotel to serve the existing unmet demand, helping establish a branded lodging cluster in Bimini Basin adjacent to the existing Hampton Inn. Our research discovered that hotel occupancy levels have increased steadily over the past five years in Cape Coral from 43.2% in 2012 to 66.9% in 2016. Average daily room rates and revenue per occupied room also experienced solid gains over the same period as reflected in the Market Assessment. Due to the unmet demand and potential for positioning the project in the marketplace, as well as the landowner's experience in the sector, Scenario 3 is the preferred scenario.

4706 Coronado Development Options	
Scenario 1	60,000 sq. ft. commercial center
Scenario 2	20,000 sq. ft. retail and 100 residential unit mixed use project
Scenario 3	Up to 220-unit hotel such as Hilton Garden Inn or Homewood Suites



Figure 37: Example of a branded hotel cluster

Scarlett Investments

This 5-acre parcel is south of Cape Coral Parkway, immediately west of Sunset Towers with frontage on Bimini Basin. This property provides the most immediate opportunity for development. The City should approach this site as having significant impact on the overall long-term success of the Bimini Basin district. By carefully planning view vistas and access to the waterfront, this site can be developed with connections through streets, sidewalks, and trails that enhance the environment and create a sense of place for the South Cape community. Clustering restaurants and shops along a promenade boardwalk and the waterfront will ensure day and night activity and provide an attractive setting for diners, as well as the community by incorporating a pedestrian walkway along the waterfront.

The connection of these properties on the northern and southern boundaries of Cape Coral Parkway through recreation, shopping, art and culture will set the stage for outcomes that uplift and enliven, attract and connect people, and catalyze economic development throughout the area.

Actions

- Negotiate with the property owner to provide public access to the waterfront as part of any development program.
- Encourage or require the property owner to provide internal pedestrian connectivity between Cape Coral Parkway and Bimini Basin and along the waterfront.
- Encourage a cluster of restaurant uses along a public promenade along the waterfront, and other potential uses, such as hotel.
- Encourage partnership between Scarlett Investments and Rubicon Center to improve connectivity between the two sites to develop a common theme that enhances placemaking with Bimini Basin as the focal point.
- Initiate discussion with Sunset Towers to provide public access for construction of a “Bimini Boardwalk” to connect the east and west sides of the Rubicon and provide continuous public access between this property and Four Freedoms Park, enhancing connectivity, aesthetics, recreation opportunities and public access to the water.
- Work with the landowner or developer to provide excess public parking for Bimini Basin in any new development.



	Lot Size	Residential Entitlement	Non-Residential Entitlement
Western Parcel	100,479	46	200,958
North Eastern Parcel	59,500	27	119,000
Waterfront Parcel	39,991	18	79,982
Total Entitlement	199,970	91	399,940

This is a significant development site that provides an opportunity to introduce design and a sense of place to the Bimini Basin area. Additionally, it offers an opportunity to provide social offerings and a community gathering place that combines commerce with vibrancy and active public spaces.

Scarlett Investments Development Options

Scenario 1	55,000 sq. ft. retail, 165 apartments, 10,000 sq. ft. waterfront restaurant
Scenario 2	65,000 sq. ft. retail, 218 apartments, 10,000 sq. ft. waterfront restaurant
Scenario 3	85,880 sq. ft. retail, 40,570 sq. ft. office or movie theater, 15,000 sq. ft. waterfront restaurant

Note: all three scenarios require an increase in residential entitlements and sufficient parking for all uses.



Figure 38: Waterfront restaurant example, Pompano Beach



Figure 39: Active public space example

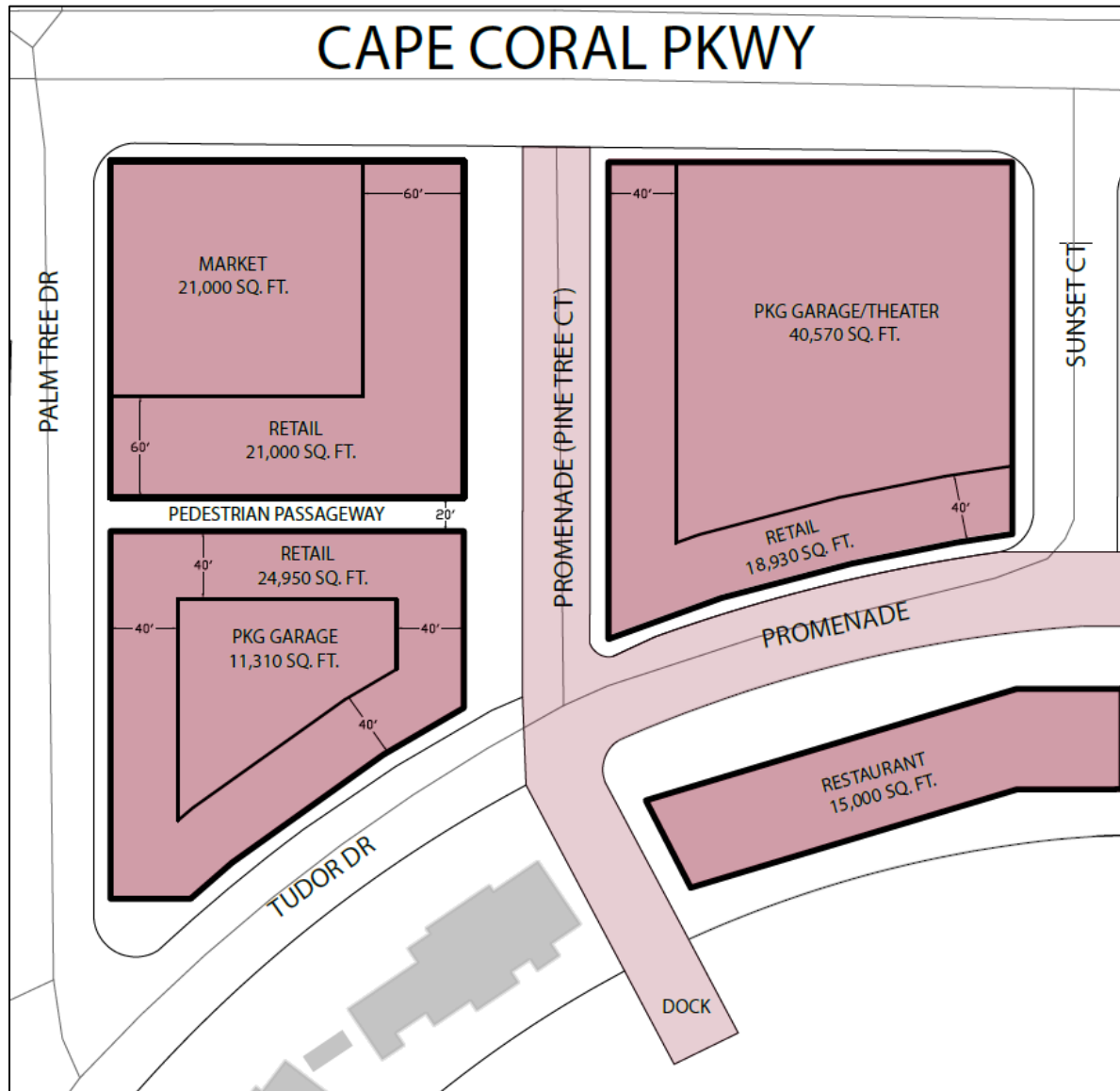


Figure 25: Sample development program for Scarlett Investments assemblage (Scenario 3)

Bimini Centre

Approximately 23-acres comprised mostly of single and multi-family low-income rental housing properties, (40 parcels), generally located on the South side of the Cape Coral Parkway, between Four Freedoms Park and Tarpon Court to the West and Coronado Parkway to the East. This site lends itself to more intense, commercial and multi-family development. The site also qualifies for New Market Tax Credits which would be an important catalyst for development on this property.

However, the owner's ability to develop the assemblage to its full potential other than in phases, is contingent upon the ability to acquire 8 remaining individually-owned

parcels dispersed throughout the targeted assemblage area. The owner has approached the City with a development plan that would include the properties not currently assembled, however, eminent domain is not being recommended to assist with the assemblage.



Figure 26: Bimini Centre Owned Property

Actions

- Improve communication with the neighborhood to assure them that eminent domain is not being considered to assist with the assemblage of properties in this area.
- Work with the landowner and/or developer to provide expanded open space and direct access to the waterfront.
- Work with the landowner to secure dedication of right-of-way for the extension of Miramar Street.
- Provide development incentives to the landowner/developer through increased density and non-exclusive waterfront access while controlling development height. Amend land use and zoning to provide entitlements as recommended in the Bimini Basin Revitalization Implementation Plan.

	Lot Size	Residential Entitlement	Non-Residential Entitlement
Block 1 (westernmost)	128,624	59	257,248
Block 2	131,330	60	262,660
Block 3	249,136	114	498,272
Block 4 (easternmost)	242,189	111	484,378
Total Entitlement	751,279	344	1,502,558

This is an assemblage that provides significant opportunity to introduce new residential development to support the Bimini Basin area as an anchor for downtown and the entertainment district. All three scenarios are feasible with an extension of Miramar Street east of Coronado Parkway.

A town hall meeting was held in July 2017 to discuss the affordability of home ownership in the Cape Coral area, and specifically the lack of affordable housing in the area. Increased density regulations and developments that are appropriate to the market place in terms of pricing will be important for this area to capitalize on in the future.

Bimini Centre Development Options	
Scenario 1	124,000 sq. ft. retail, 340 apartments
Scenario 2	104,000 sq. ft. retail, 600 apartments (requires amendment to land development regulations or SCRIP)
Scenario 3	75,000 sq. ft. retail, 450 apartments, 180 hotel rooms (requires amendment to land development regulations or SCRIP)

Development Capacity

RMA analyzed five blocks within the Bimini Centre assemblage To review development capacity to determine if amendments should be made to the land development regulations to provide for additional density in the Bimini Basin area.

These properties have the following base code entitlements:

	Lot Size	Sq. Ft. Allowed	Units Allowed
Lot A	52,000	104,000	24
Lot B	76,624	153,248	35
Lot C	150,076	300,152	69
Lot D	99,060	198,120	45
Lot E	142,113	284,226	65
Total	519,873	1,039,746	239

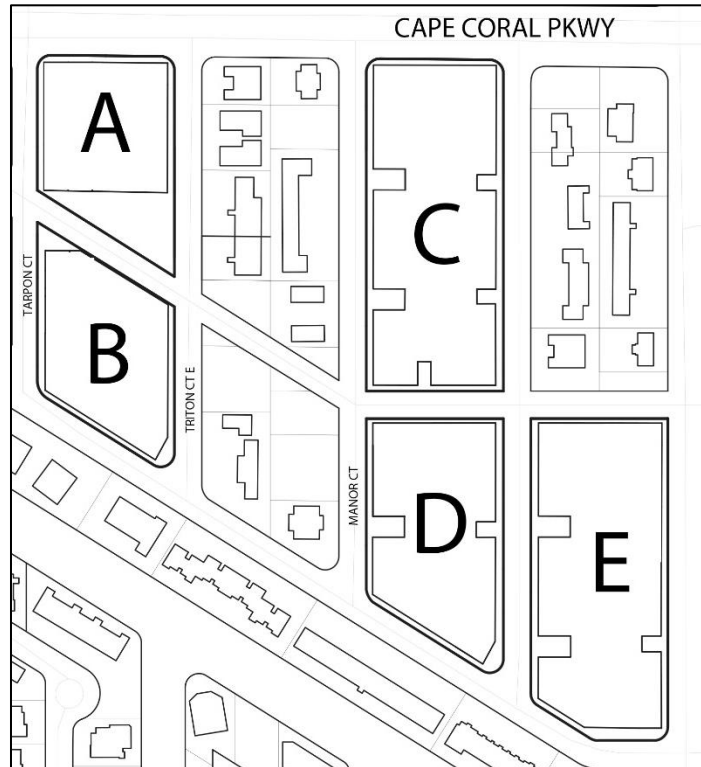


Figure 27: Site Key for Development Capacity Analysis

If the SCRIP Incentive Program is accessed, the development can provide additional square feet and residential units:

	Lot Size	Sq. Ft. Allowed	Units Allowed
Lot A	52,000	208,000	48
Lot B	76,624	306,496	70
Lot C	150,076	600,304	138
Lot D	99,060	396,240	91
Lot E	142,113	568,452	130
Total	519,873	2,079,492	477

A sample site plan was developed for each of the five blocks, to determine the amount of space (commercial and residential), along with parking, circulation, etc., could be realistically developed on the sites.

Ground Floor Development Program

	Retail	Units	Parking
Lot A	9,154	15	42
Lot B	4,746	22	49
Lot C	11,000	39	175
Lot D	-	29	82
Lot E	5,560	34	176
Total	30,460	139	524

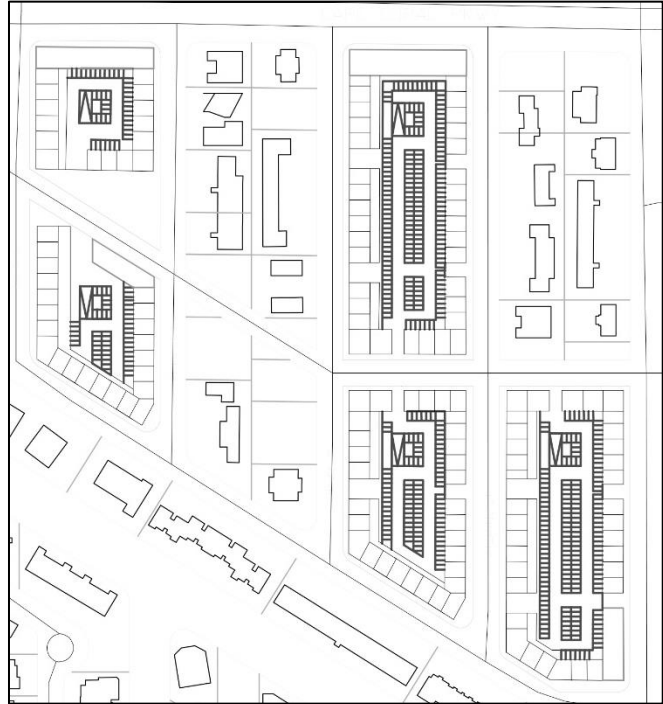


Figure 43: Ground Floor Sample Development Concept

Current zoning authorizes development of 6 stories, therefore the sample development concept was analyzed to determine what could realistically be developed on floors 2-6, including structured parking, circulation, etc. Although current zoning only permits the development of 239 units (477 through the SCRIP Program), almost one thousand units can be developed within the parcels evaluated for this sample development concept. Additionally, non-residential entitlements are significantly higher than that which can be realistically developed or supported by the market

Six Story Development Program

	Units per Floors 2-6	Total Units Floors 1-6	Total Parking
Lot A	24	135	158
Lot B	25	147	159
Lot C	39	234	262
Lot D	29	174	174
Lot E	39	229	243
Total	156	919	995

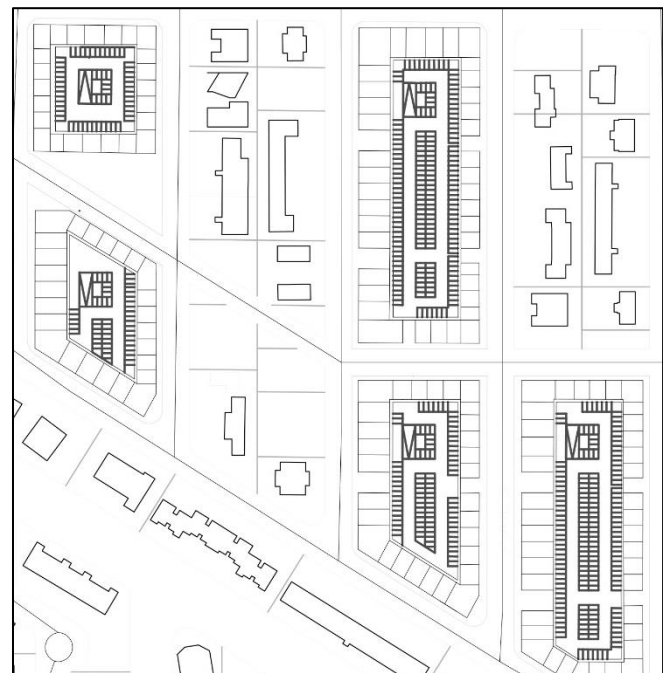


Figure 44: Floors 2-6 Sample Development Concept

In addition to increased FAR and residential density, the SCRIP Program allows qualifying projects to exceed the 6-story height limit up to twelve stories. However, zoning regulations require a 200-foot setback from adjacent residential properties, therefore limiting the opportunity for these properties to take advantage of it. In the sample development concept, the areas that are authorized to build to twelve stories only provide enough building envelope for an additional 39 units, making it challenging for a developer to successfully deliver due to the increase in development costs with limited return potential. The eligible areas are indicated with a red circle below.

Development Program Floors 7-12

	Additional Units	Parking required
Lot A	16	16
Lot B	7	7
Lot C	-	-
Lot D	-	-
Lot E	16	16
Total	39	39

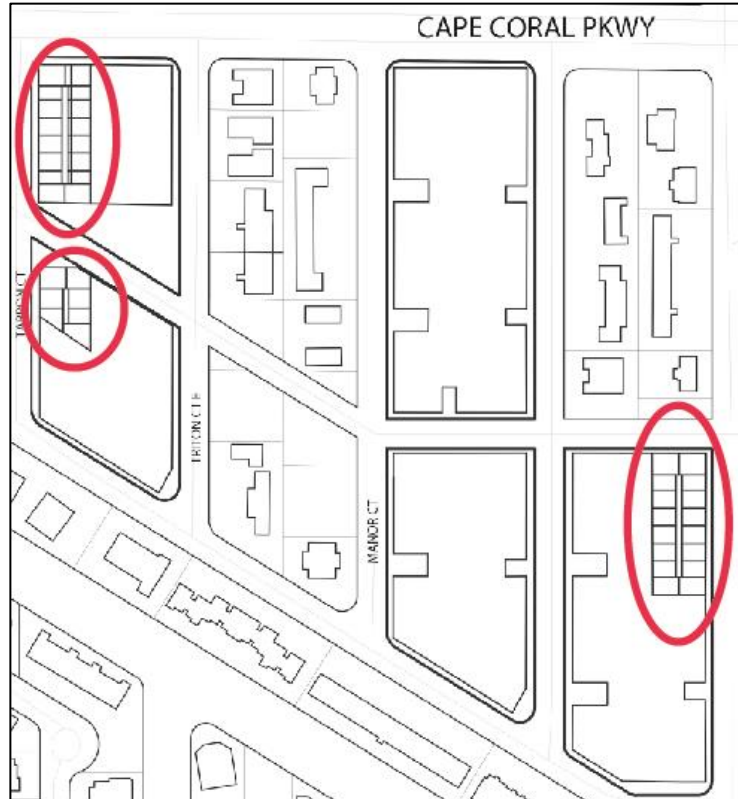


Figure 45: Floors 7-12 Sample Development Concept

Zoning Enhancements within the Development Envelope

To maximize the development envelope provided by the zoning regulations, an increase to the residential density to approximately 75-80 units per acre would be necessary. Since there are much more non-residential entitlements than necessary, concerns about additional impact, such as transportation and parking can be addressed by identifying the incremental impact of the additional residential density and reducing non-residential entitlements proportionately. RMA believes however, that within this market 50 units per acre is sufficient to satisfy market demand. Additionally, a bonus provision that increases available density up to 75 units per acre for the inclusion of affordable housing units is also recommended, with the number of affordable units to be provided targeted at 15% of total units.

	Units Floors 1-6	Acres	Units per Acre
Lot A	135	1.19	113.1
Lot B	147	1.76	83.6
Lot C	234	3.45	67.9
Lot D	174	2.27	76.5
Lot E	229	3.26	70.2
Total	919	11.93	77.0



Cape Coral

Bimini Basin

Strategic Plan and Development Scenarios



Approach

Investment Drivers

Land

Labor

Economic
Development

Capital

Markets

Regulation

Business
Climate
Themes

Economic Opportunities

- **PRESERVE**
- **ENHANCE**
- **EXPOSE**
- **INVEST**
- **CAPITALIZE**

**Financial Feasibility and
Public Benefit Cost Analysis**

Bottom Line

What connects your residents?

- Aesthetics (Look & Feel)
- Activities (Social Offerings)
- Openness (Welcoming)



Goals and Objectives



- Preserve and Improve Public Access and Activities
- Enhance Water Quality, Aesthetics, Walkability and Mixed-Use Development
- Expose Area To Younger Residents
- Invest in Connectivity, Parking, Infrastructure and Identity
- Capitalize on Development and Market Opportunity and Waterfront Access

Strategic Plan



- Public Improvements
- Quality of Life
- Regulatory Enhancements
- Financial Inducements
- Marketability
- Feasibility

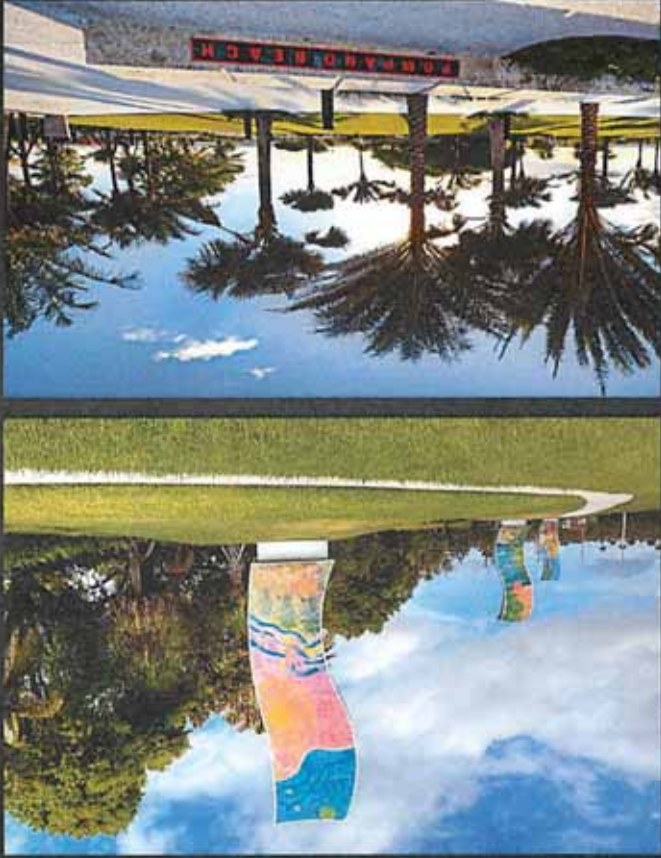
Public Improvements

- Enhance Four Freedoms Park
- Improve Connectivity -
 - Basin Walk,
 - Streetscape Improvements,
 - Expanded Bicycle Trails,
 - Gateway Enhancement
 - New Right-of-Way – Miramar Street Extension
- Gateway Entry Design Feature



Streetscape Improvements

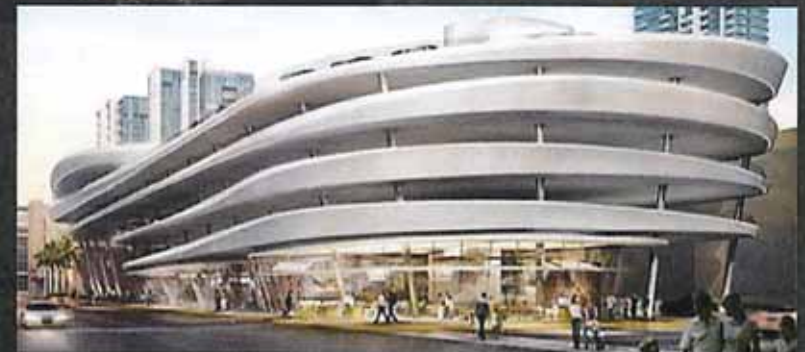




Gateways

Public Improvements

- Improve Water Quality in Bimini Basin
 - Improve tidal flow
 - Establish Mooring Field Program
- Structured Parking Opportunities
 - Explore P3 Opportunities



Water Quality - Coronado Parkway Bridge Connection



Water Quality – Proposed Mooring Field



Vero Beach Mooring Field



Parking - P3 Opportunities

Opportunities East of Study Area that provide connectivity and stabilization for the Basin



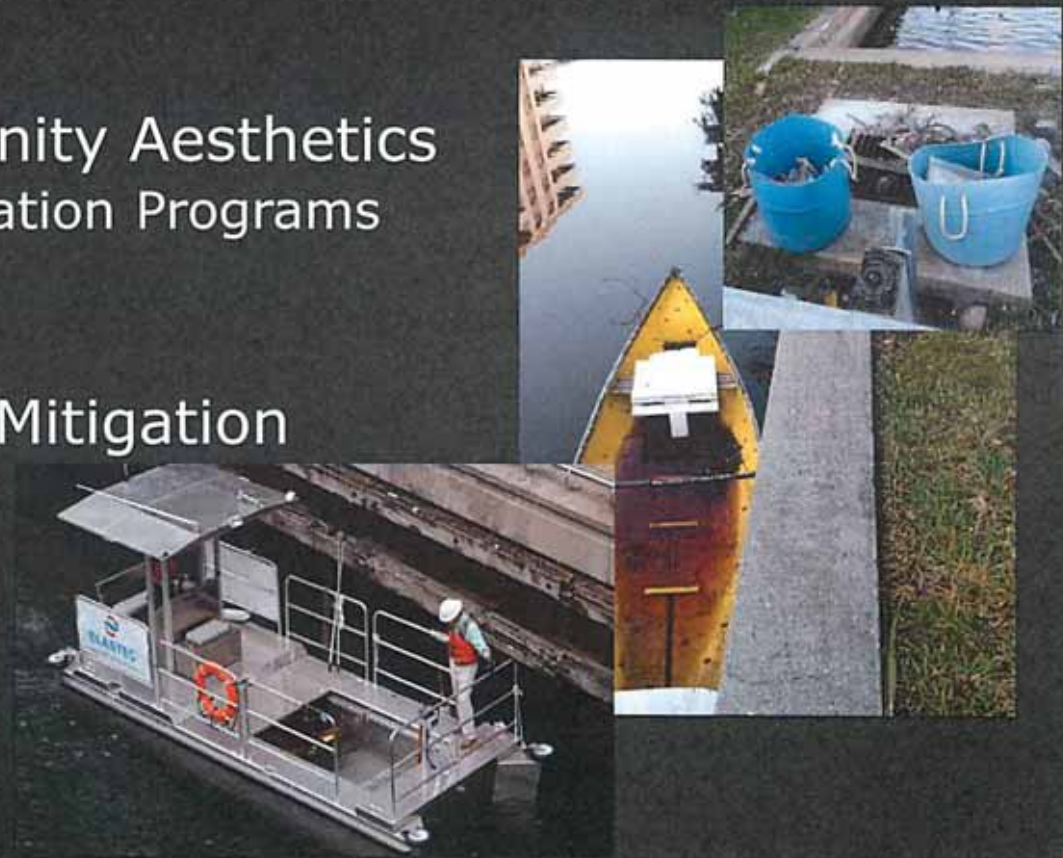
Quality of Life

- Promote Public Events
 - SCHEA - Chamber of Commerce
- Encourage Residential Investment
 - Regulatory process
 - Financial Assistance



Quality of Life

- Improve and Maintain Community Aesthetics
 - Targeted Maintenance and Sanitation Programs
 - Removal of Derelict Vessels
- Implement and Enforce Noise Mitigation
 - Regulatory Measures
 - Building Enhancements



Regulatory Enhancements



- Improve Perception of City's Regulatory – Permitting Process
- Market-based Approach to Amend Zoning & Use Regulations
- Design Standards to Enhance Waterfront Uses
- Continue Use of Regulatory Incentives (BBRIP)

Financial Inducements

- Continue to Utilize TIF and Other Local Incentives To Attract Investment
- New Market Tax Credits
- Focus on Local Financial Feasibility Dynamics

Marketability

- Enhance Four Freedoms Park as an Amenity
- Improve Connectivity to Adjacent Areas
- Improve Water Quality in Bimini Basin
- Promote Public Events and Activities in the Area

Feasibility



- Business, Investment and Development Environment
 - Perception and Identity
- Financial and Market Feasibility
 - Market Conditions
 - Return on Investment
- Regulatory Efficiency
 - Consistency with Market Conditions

Feasibility



- Business, Investment and Development Environment
 - Perception and Identity
- Financial and Market Feasibility
 - Market Conditions
 - Return on Investment
- Regulatory Efficiency
 - Consistency with Market Conditions

Development Opportunities



Development Opportunities

Location #1:
Cape Coral
Parkway, NW
Study Area



Development Opportunities

Location #1 Entitlements



Development Opportunities

Location #1 Option 1



Development Opportunities

**Location #1
Option 2**



Development Opportunities

Location #1
Option 3

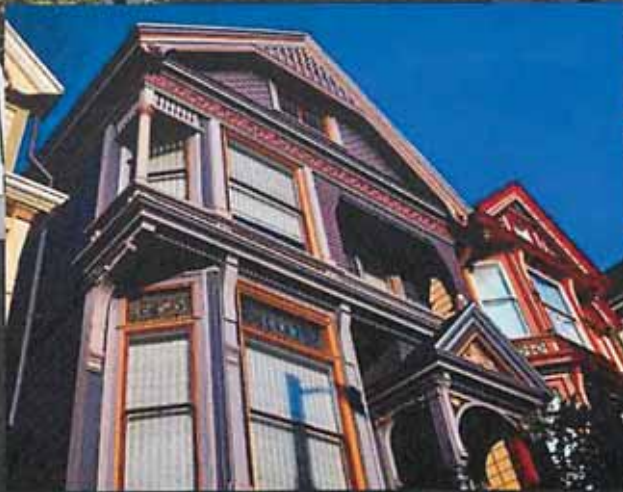


Development Opportunities

**Location #1
Option 3**



GATEWAY, DESIGN, IDENTITY



Development Opportunities

Location #2
Park Area



Development Opportunities

Location #2 Entitlements



Development Opportunities

Location #2 Option 1



Development Opportunities

Location #3
47th Terrace



Development Opportunities

Location #3 Entitlements



Development Opportunities

Location #3 Option 1



Development Opportunities

Location #3 Option 2



Development Opportunities

Location #3 Option 3



DESTINATION, NEIGHBORHOOD



Development Opportunities

**Location #4
Scarlet
Investments
Property**



Development Opportunities

Location #4 Entitlements



Development Opportunities

Location #4 Option 1



Development Opportunities

Location #4 Option 2



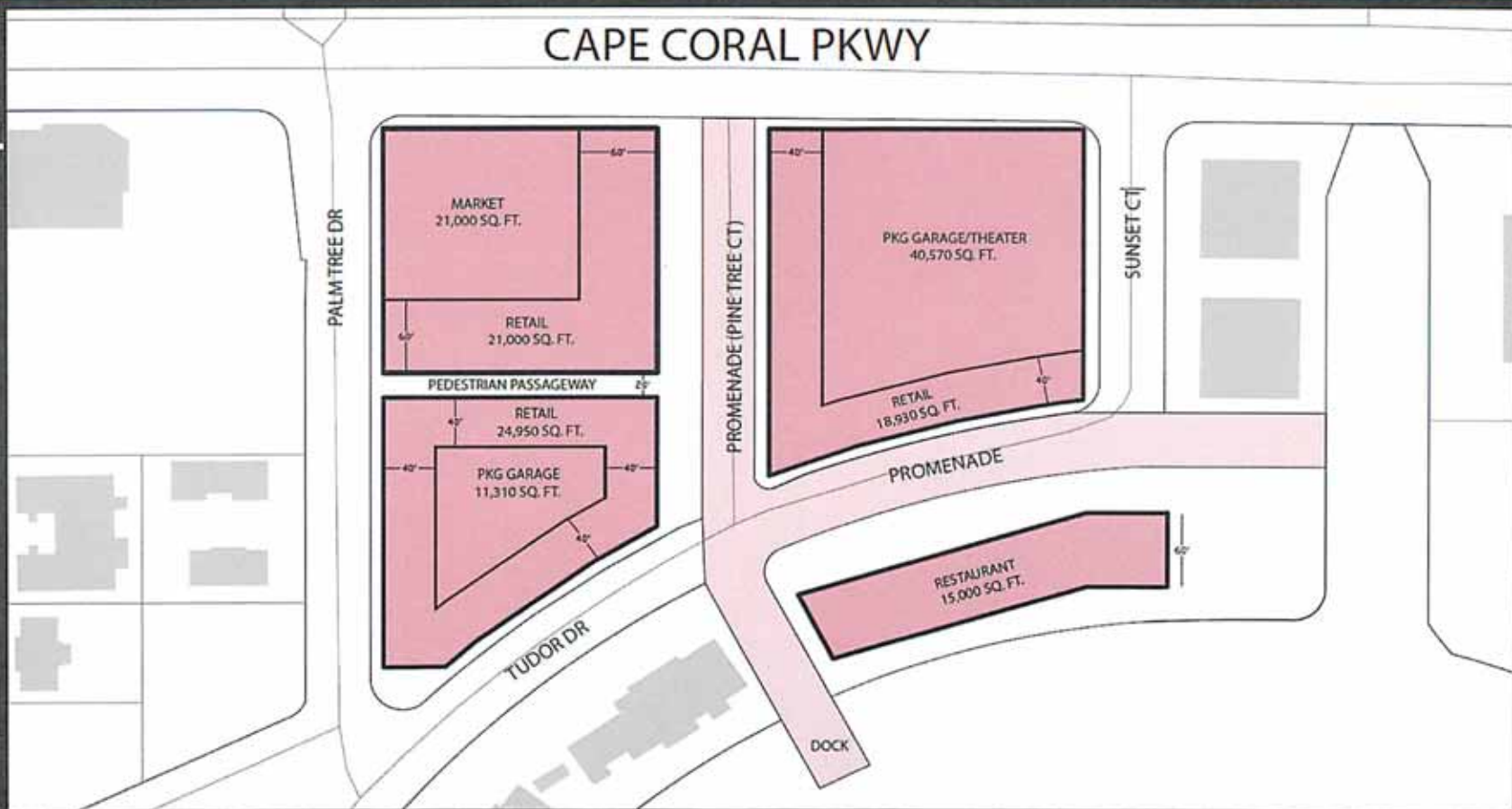
Development Opportunities

**Location #4
Option 3**



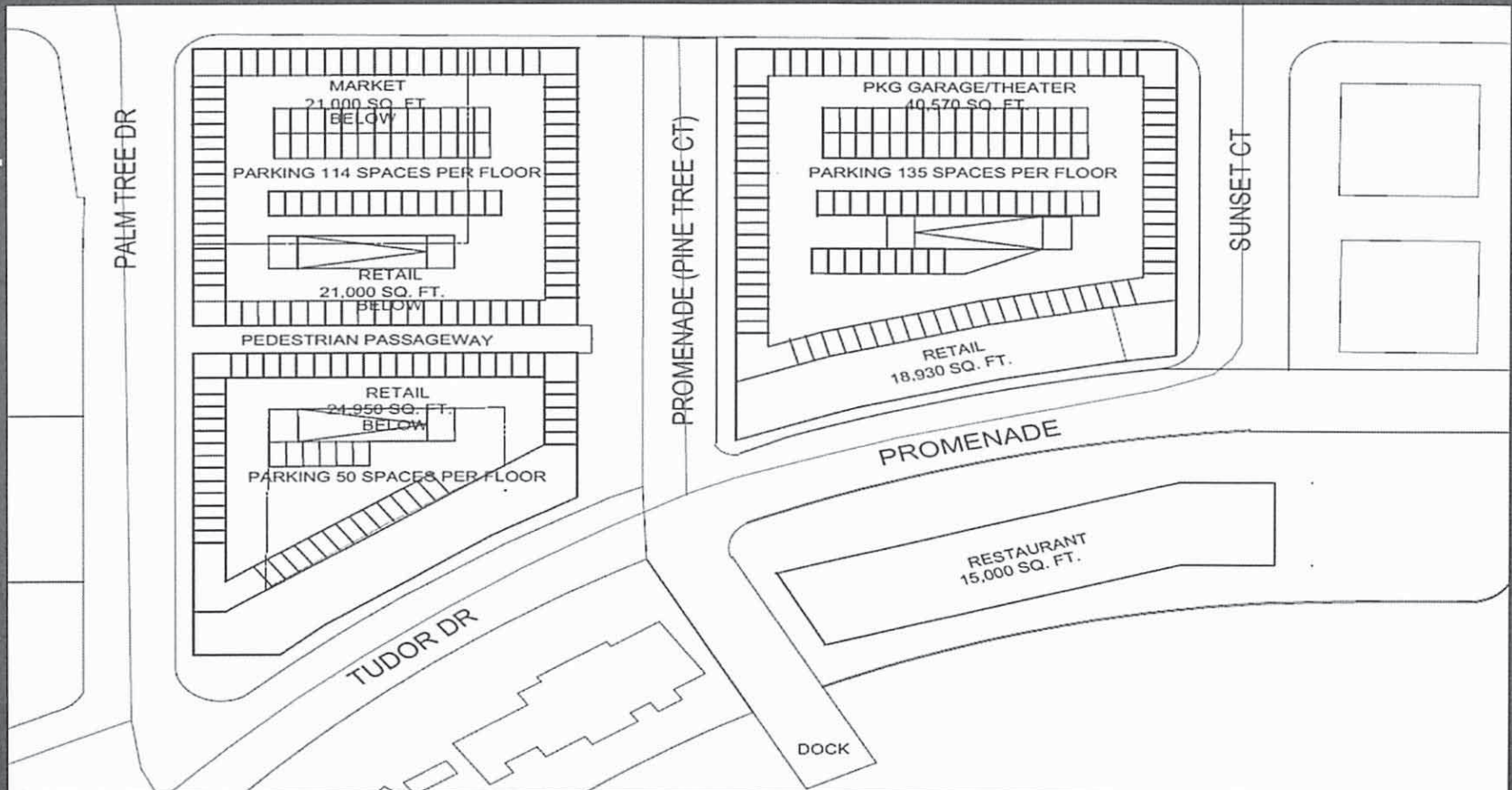
Development Opportunities

Location #4
Option 3



Development Opportunities

**Location #4
Option 3**



Development Opportunities

Very Preliminary Feasibility Scarlet Investments

	Valuation		
	Project Cost	Cash Flow Value	Difference
West 1	\$9,732,337	\$8,271,734	\$(1,460,603)
West 2	\$6,251,900	\$5,696,869	\$(555,032)
West 3	\$6,219,049	\$3,931,814	\$(2,287,235)
West 4	\$3,666,210	\$7,108,581	\$3,442,371
	\$25,869,497	\$25,008,998	\$(860,499)

Development Opportunities

**Very Preliminary
Feasibility
Scarlet
Investments**

	Investment				
	Yr 1 Income	Yr 1 ROI	Equity	Cash Flow	Yr 1 ROE
West 1	\$661,739	6.8%	\$2,676,393	\$339,211	12.7%
West 2	\$455,749	7.3%	\$1,719,273	\$125,098	7.3%
West 3	\$314,545	5.1%	\$1,710,239	\$29,184	1.7%
West 4	\$568,687	15.5%	\$1,008,208	\$85,506	8.5%
	\$2,000,720	7.7%	\$7,114,112	\$578,999	8.1%

DESIGN AND SENSE OF PLACE



SOCIAL OFFERINGS AND ACTIVITY



Development Opportunities

**Location #5
Bimini
Centre**



Development Opportunities

Location #5 Entitlements



Development Opportunities

**Location #5
Option 1**



Development Opportunities

**Location #5
Option 2**



Development Opportunities

**Location #5
Option 3**



Development Opportunities

Capacity Analysis

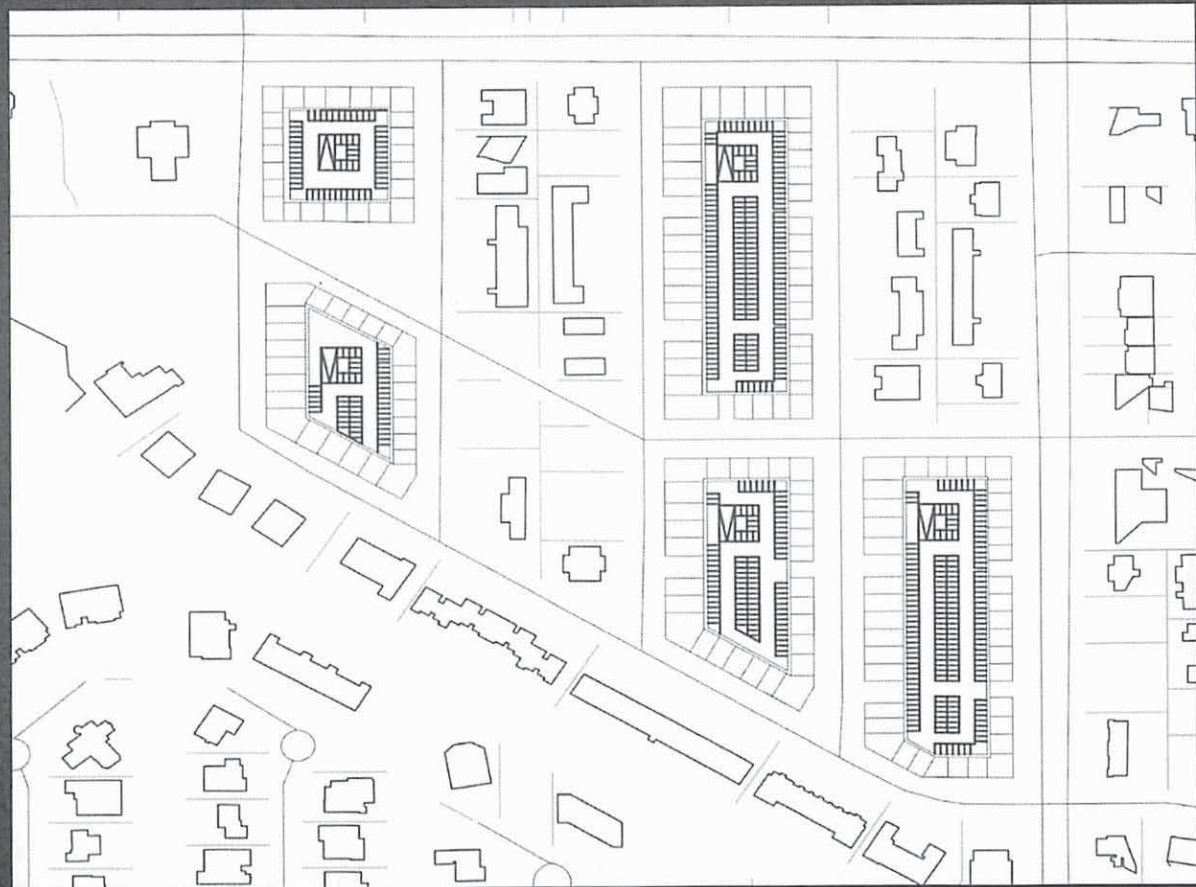
	GROUND RETAIL SF	GROUND RESID UNITS	PARKING SPACES FLOOR 1
Block A	9154	15	42
Block B	4746	22	49
Block C	11000	39	175
Block D	0	29	82
Block E	5560	34	176



Development Opportunities

Capacity Analysis

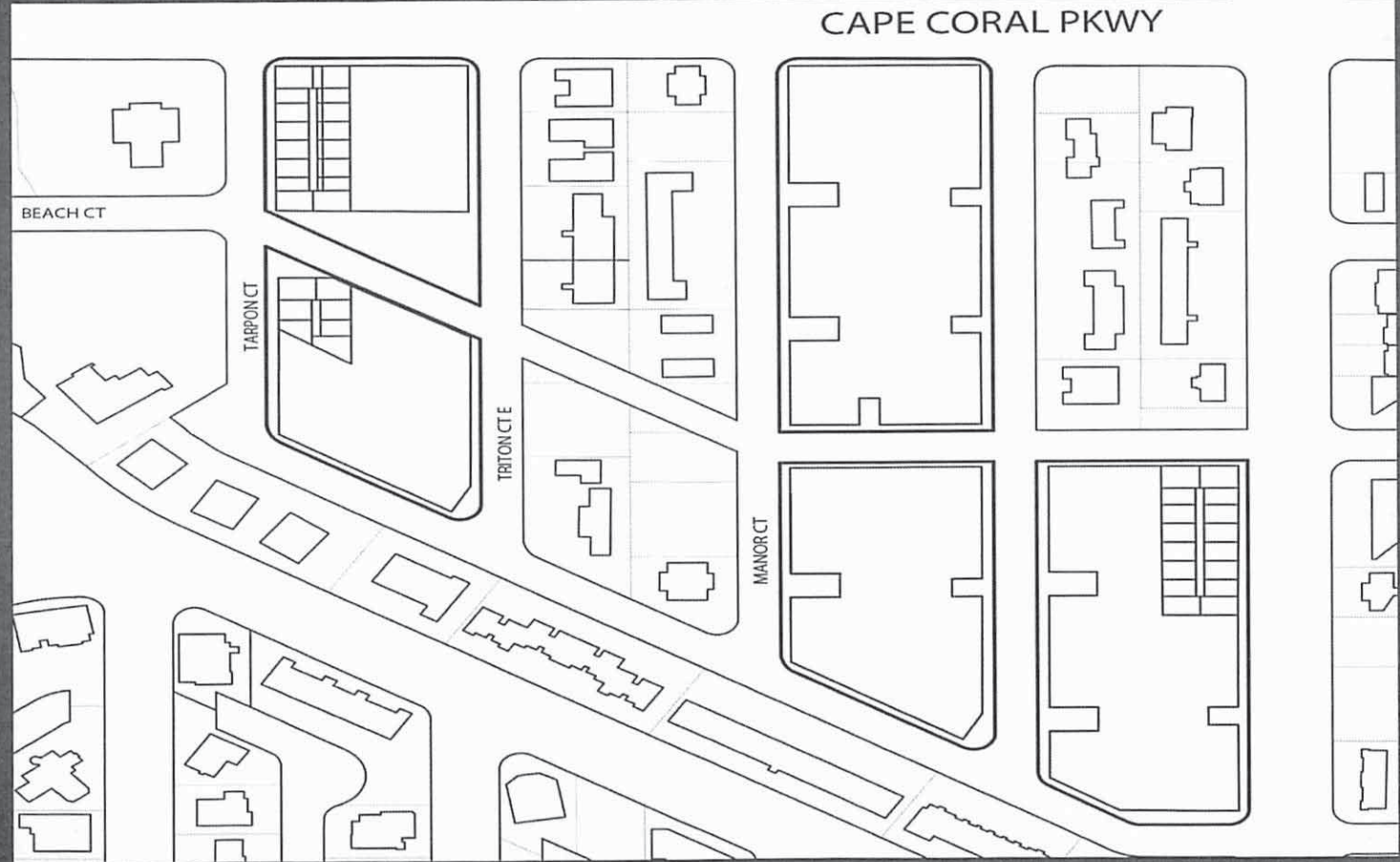
	RESID UNITS PER FLOOR 2- 6	PARKING SPACES PER FLOOR 2- 6	TOTAL UNITS 1-6	PROVIDED TOTAL PARKING 1- 6
Block A	24	58	135	314
Block B	25	49	147	270
Block C	39	175	234	1050
Block D	29	82	174	492
Block E	39	176	229	919



Development Opportunities

Capacity Analysis

	7TH - 12TH FLOOR	PARKING REQUIRED
	UNITS	
Block A	16	16
Block B	7	7
Block C	0	0
Block D	0	0
Block E	16	16



Development Opportunities

Capacity Analysis

Current Envelope Requires Average of 80 Units/Acre To Fill

	GROUND D RETAIL SF	GROUND D RESID UNITS	RESID UNITS PER FLOOR 2- 6	PARKING SPACES FLOOR 1	PARKIN G SPACES PER FLOOR 2-6	TOTAL UNITS 1- 6	PROVIDE D TOTAL PARKING 1-6	REQ PARKIN G NON RES 1 /400 *	REQ PARKIN G RES 1 /unit	TOTAL REQUIRE D PARKING	Total Ground Floor Space	Units per Acre	7TH - 12TH FLOOR	PARKIN G REQUIR ED	Add'l Units per Acre	Total Units Per Acre
Block A	9,154	15	24	42	58	135	332	23	135	158	22,654	113	16	16	13	126
Block B	4,746	22	25	49	49	147	294	12	147	159	24,546	84	7	7	4	88
Block C	11,000	39	39	175	175	234	1,050	28	234	262	46,100	68	0	0	-	68
Block D	0	29	29	82	82	174	492	0	174	174	26,100	77	0	0	-	77
Block E	5,560	34	39	176	176	229	1,056	14	229	243	36,160	70	16	16	5	75
PARKING: RES 1 /unit; REST/BAR-1/100SF; NON RES-1/400SF																
	30,460	139	156	524	540	919	3,224	76	919	995	155,560	77	39	39	22	80



**End of Show Placeholder Slide
(Extra Slides Follow)**

CITY-OWNED PROPERTY



Rubicon Plaza



Scarlett Investments



Bimini Centre of Cape Coral

Areas in Blue are NOT under the
Control of Bimini Center



ENHANCED WATERFRONT - RIVERWALK



Bottom Line

**What connects
your residents?**

- Aesthetics (Look & Feel)
- Activities (Social Offerings)
- Openness (Welcoming)



Bimini Basin Implementation Plan Summary




- **City consultant RMA has prepared the Implementation Plan for Bimini Basin**
- **The plan contains strategies for the City to partner with developers to implement the land use strategies shown in the plan**
- **The City desires to facilitate development and redevelopment of Bimini Basin as a catalyst for the future**
- **Desired Outcome – Authorized the City Manager & staff to prepare an RFP for development of Bimini Basin**
- **Estimated cost ± \$100 K with responses due this fall**

Description	Type
▢ Memo and attachments	Backup Material
▢ Revised - Community Values Issues in Cape Coral Power Point (revised 3/26/2018)	Backup Material

MEMORANDUM

CITY OF CAPE CORAL
DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Mayor Coviello and Councilmembers

FROM: John Szerlag, City Manager 
Vincent Cautero, Community Development Director 
Robert H. Pederson, Planning Manager 

DATE: March 22, 2018

SUBJECT: March 26 COW Meeting - Community Values Issues Related to Parking

Executive Summary

The City currently regulates a number of activities that tend to evoke strong emotions and debate from residents, both pro and con. In the broadest sense, these issues relate to "community values" as to the appearance of the City and the extent to which certain activities should be regulated to preserve and enhance the character of residential neighborhoods. These issues come up during citizens' comments at Council meetings, in e-mails and phone calls to Council and staff, and during discussions related to the update of the Land Use and Development Regulations.

Examples of community values issues related to parking in residential areas include:

- Parking of RV's, trailers, etc. in residential areas
- Parking of boats on residential lots
- Parking commercial vehicles (with graphics, ladder racks, etc.) on residential property
- Parking on grass
- Parking on vacant lots

Each issue is clearly a policy choice for Council. We have prepared the attached information and background on each issue for Council review. We have also prepared a PowerPoint presentation and overhead exhibits for the March 26 Committee of the Whole meeting.

Changing, eliminating, updating, or revising current code requirements will be based on Council direction. Absent specific Council direction otherwise, management recommends that any desired changes be incorporated into the ongoing Land Development Code update project.

We are available to discuss any of these issues at your convenience.

VAC/RHP:ed

C: Dolores Menendez, City Attorney
Department Directors

RV and Trailer Parking

Current Code

The Land Use and Development Regulations prohibit parking of RV's or trailers in residential zoning districts. There is an exception (with a permit) for loading and unloading an RV for up to three days.

Should RV parking be allowed?

Pros:

- Convenient for people visiting friends
- RV storage facilities are limited and expensive in SW Florida

Cons:

- RV's are much larger than other personal vehicles
- RV's can become semi-permanent residences if not regulated
- RV's cannot easily be parked in many master-planned communities (due to small driveways and build-to lines)
- If poorly maintained or inoperable, RVs can be a blemish to the residential neighborhood
- Generator noise and greywater/blackwater discharge from RVs could also be an issue and not in keeping with the residential character of neighborhoods

Options for the Council

1. Maintain the status quo

Parking RVs and trailers is prohibited

2. Develop an ordinance permitting RV or trailer parking

Such an ordinance would consider the location(s) of where RV's or trailers could be parked, whether connecting the RV to utilities or power would be allowed, use or occupancy of the RV when parked, etc.

Parking on Grass

Background

Council and staff have received requests to ban parking on the grass in residentially zoned areas. This seems to occur with greater frequency on lots with duplexes.

Current Code

The Land Use and Development Regulations do not restrict parking on grass. The number of vehicles is also not regulated.

Why does this occur?

Staff believes there are several reasons why vehicles are parked on the grass:

- Multi-generational households with several vehicles;
- Unrelated persons (each with a vehicle) sharing housing arrangements – related to the cost of housing or rents;
- The code only requires a one-car garage. Garages are often used for storage of other personal property; and
- The design of driveways and stub-out turnarounds contributes to this problem.

Options for the Council

1. Maintain the status quo

Parking on the grass is allowed

2. Develop an ordinance prohibiting parking on the grass

Implications of prohibiting parking on the grass

- If parking on the grass is prohibited, enforcement of the new rule will be expected. This will create additional workload for Code Enforcement.
- If vehicles are required to park on impervious surfaces, yards may begin to look more like concrete parking lots. Is this in keeping with a residential appearance?
- Additional paving on lots increases stormwater runoff

Should the Council wish to proceed with such an ordinance, staff recommends that it be done so in conjunction with the overall code update project that is currently underway.

Alternatives

- Require all new residences to have two-car garages. This may reduce parking on the grass if at least part of the garage is used for parking. This would increase the cost of housing, particularly duplexes.
- Change the design of driveways, particularly for duplexes
 - Require a circular driveway
 - Expand the turn-around bump out on the side of driveways and require this area to be expanded for parking. These areas are almost never used as a turn-around but as an area for parking.

Boat Parking

Current Code:

The Land Use and Development Regulations permit parking of boats in residential zoning districts, as follows:

- At docks or on boat lifts
- In the rear yard of a residential property and behind the house, provided the boat has a current registration, if required
- The number of boats is not restricted. The length or height of boats is also not limited.

The Land Use and Development Regulations prohibit parking of boats in side yards, front yards, or in a driveway.

Should boat parking rules be relaxed?

Pros:

- Provides the property owner with greater flexibility.
- Many boats would fit comfortably in the driveway and would not be more conspicuous than a SUV or truck.
- Restricting boats to the rear yard under the current LUDR can make parking the boat in this area rather difficult depending on the size of the boat and the size of the site.

Cons:

- Boats parked in the rear yard may be a detriment to community aesthetics.
- Allowing boats to be parked in driveways may result in cars being parked on the lawn due to lack of driveway space.
- Multiple boats may be parked on a residential lot.

Options for the Council

1. Maintain the status quo

Parking of boats is allowed as discussed above

2. Maintain the status quo but limit the number of boats that may be parked on residential property

3. Develop an ordinance expanding allowable boat parking

Such an ordinance would consider the location(s) of where boat or boat trailers could be parked, the number of boats allowed, possible size or height limits if parked in side or front yards, etc.

Commercial Vehicle Parking

What are Commercial Vehicles? - Current Code

The LUDRs regulate parking of commercial vehicles in single-family residential areas. Those regulations may be summarized as follows (The complete code language is available as a separate handout):

- Commercial vehicles are defined by gross vehicle weight (GVW) or height. Examples include semi-tractors, box trucks (similar in size to UPS trucks), etc.
- Vehicles with lettering or advertising content cannot be left outside unless the lettering is covered up. Cars, SUVs, and Jeeps are allowed to have some lettering that is uncovered. Lettering on pickup trucks must always be covered.
- Ladder racks on pickup trucks may not have anything left in the rack for overnight parking.
- Utility racks are not allowed at all.
- Flatbed pickup trucks are prohibited in single-family zoning districts.
- Trailers of any sort are not permitted (LUDRs allow pop up trailers if stored in the closed position).

Should commercial vehicles be allowed to park in residential area?

Pros:

- Greater flexibility for and convenience for workers who drive work vehicles home at night.
- Reduced response time for emergency repairs (e.g., plumbing or HVAC issues).
- Pickups are the largest segment of the automotive market. Many drive pickups as their primary transportation. Is there a fundamental difference just because a pickup may have lettering or a ladder in a ladder rack?

Cons:

- Allowing commercial vehicles to be parked in driveways may encourage people to park their car more frequently in the lawn of their home due to lack of driveway space.
- Some commercial vehicles may detract from the residential character and neighborhood appearance.

Options for the Council

1. Maintain the status quo

2. Maintain the status quo but consider relaxing the regulations for:

- Pickups and vans (up to 1-ton) with lettering or advertising
- Pickups and vans (up to 1-ton) with ladder racks

REVISED 3/26/2018

Community Values Issues in Cape Coral

**Committee of the Whole Meeting
March 26, 2018**

Executive Summary

- ▶ **Parking in residential areas is a frequent issue for Code Compliance**
- ▶ **Typically addressed in homeowner's docs and covenants elsewhere**
- ▶ **Cape Coral = pre-platted. Parking reg's in the Land Use Code**
- ▶ **We are seeking Council direction for any changes in parking requirements**
- ▶ **Desired changes will be incorporated into LDC update**

Parking in Residential Neighborhoods

- ▶ **Trailers**
- ▶ **Recreational Vehicles**
- ▶ **Boat Parking**
- ▶ **Commercial Vehicles**
- ▶ **Parking on the Grass**

Trailers - Current Code

- ▶ **Parking of trailers prohibited unless in a garage**
- ▶ **A boat on a trailer in the rear yard is permitted**



01/04/2018 07:04

Not Permitted



Not Per

Not permitted



Not permitted



Not Permitted

01/04/2018



Not Permitted

12/14/2017



Not Permitted



Not Permitted

11/20/2017

OPTIONS FOR COUNCIL

Maintain the status quo:

- **Parking of trailers prohibited**

Revise Code to permit parking of trailers – Factors to consider:

- **Location on a site (front, side, or rear yards)?**
- **On grass or improved surface?**
- **Type of trailers (boat, enclosed, utility, etc.)?**
- **Size (Length, # of axles, etc.)?**
- **Require covers?**
- **Other?**

RVs in Residential Zoning

Current Code:

RV parking is prohibited in all residential zoning districts



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01/17/2018 15:13





OPTIONS FOR COUNCIL

Maintain the status quo:

- **Parking of RVs prohibited**

Revise Code to permit RV parking—Factors to consider:

- **Location (front, side, or rear yards)?**
- **On grass or improved surface?**
- **Size (Length, # of axles, etc.)?**
- **Require screening?**
- **Other?**

Commercial Vehicle Parking

- ▶ **Current Code permits:**

- **Cars/SUVs with graphics or wraps**

- ▶ **Current Code prohibits:**

- **Pickup and vans with lettering, graphics, wraps, ladder & utility racks**
- **Larger trucks and commercial vans**





03/31/2017 09:07













Pickup w/ lettering, ladder rack, & utility boxes



Pickup with lettering and rack = not permitted



SUV with lettering/graphics – legally parked

OPTIONS FOR COUNCIL

Maintain the status quo:

- **Parking of commercial as per current code**

Revise Code to alter commercial parking requirements – Factors to consider:

- **Location (front, side, or rear yards)?**
- **On grass or improved surface?**
- **Max Size (GVW, # of axles, etc.)?**
- **Racks, graphics allowed?**
- **Length of time?**
- **Other?**

BOAT PARKING

- ▶ **Current Code permits:**
- ▶ **Boats in rear yards only**
- ▶ **No limit on # of boats registered to property owner/occupant**
- ▶ **All other boat parking prohibited**



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OPTIONS FOR COUNCIL

- ▶ **Maintain Status Quo**
- ▶ **Revise Code to permit boat parking – Factors to consider:**
 - **Location (front, side, or rear yards)?**
 - **Limit # of parked boats allowed?**
 - **On grass or improved surface? EDS driveway standards do not address access to rear or side of lot**
 - **Size (Length, # of axles, etc.)?**
 - **Require screening or covers?**
 - **Other (Damage to swales, revise EDS driveway stds., access through adjacent lots (swale protection))**

GRASS PARKING

- ▶ **Current code:**
- ▶ **Permits parking on the grass on occupied property**
- ▶ **Parking on vacant lots prohibited**

Not permitted – perpendicular to R-O-W and on vacant lot





Permitted parking



Permitted parking

OPTIONS FOR COUNCIL

- ▶ 1) Status Quo – Parking on grass permitted
- ▶ 2) Revise code to prohibit grass parking
- ▶ 3) Other options:
 - Change required design for duplex driveways and parking pads - examples
 - Require 2-car garages
 - Other?

Parking Regulations in Surrounding Communities					
	Ft. Myers	Bonita Springs	Estero	North Port	Lee County
				Limit of 6 vehicles	
Parking on Grass	No	No	Yes	No	Yes
Trailer Parking	Yes - driveway, side, or rear yards allowed	Yes, anywhere	No	1 trailer in driveway OK. 2nd in side yard OK if under tarp and buffer req'd.	Yes, anywhere
RV Parking	Yes - driveway. Side and rear yards on a paved surface	Yes, anywhere	Yes, anywhere	1 RV in driveway OK. Side and rear ok on an improved surface with neighbor consent and screening	Yes, anywhere
Boat Parking	Yes if boat on trailer. Rear or side yard	Yes, anywhere	No	Yes. 1 boat on trailer in side or rear only	Yes, anywhere
Commerical Vehicles	Yes - Pickups and vans. Nothing larger	Yes under 12,000 GVW	No	Driveway OK up 6,000 lbs GVW	Yes under 15,000 GVW

Thank you

Q and A

&

Council Direction

Parking Regulations in Florida’s Largest Cities					
	Jacksonville	Miami	Tampa	Orlando	St. Pete
Parking on Grass	Yes		Yes	No	No
Trailer Parking	Yes, rear yard only		Yes, but only if proven to be recreational for personal use	Personal use trailers only – same requirements as RVs and boats	Yes, Thursday – Sunday only on driveway only
RV Parking	Yes, rear yard only		Yes, side or rear. If impossible, then driveway OK. 26’ max length, 10” height	Yes, side and rear only; under 10’6” & 25’ LOA height and screened. On approved surface	Yes, Thursday – Sunday only on driveway only
Boat Parking	Yes, rear yard only		Yes, side or rear. If impossible, then driveway OK. 26’ max length, 10” height	Yes, side and rear only; under 10’6” & 25’ LOA height and screened. On approved surface	Yes, Thursday – Sunday only on driveway only
Commerical	No, except pickups and vans ok (graphics)		No, for larger than pickup or vans	No. No graphics or	No. 1 pickup or van with graphics OK in

Parking Regulations in Florida's Largest Cities					
	Hialeah	Tallahassee	Port St. Lucie	Ft. Lauderdale	St. Pete
Parking on Grass					
Trailer Parking					
RV Parking					
Boat Parking					
Commerical Vehicles					