



Santos/Palermo Circle Planning Study

Town of Fort Myers Beach, Florida

February, 1999

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Origin of This Study

In October 1998, the Town Council of Fort Myers Beach commissioned this small-area planning study in response to three separate controversies:

- ▶ The council was being asked to extend the life of a temporary parking lot across from the Lani Kai for another five years;
- ▶ The town had been asked to change the location of outdoor seating at the adjoining Marozza's restaurant (that application was later withdrawn); and
- ▶ Property owners on Santos Road had asked for commercial uses during recent Comprehensive Plan hearings, a move strongly protested by many residents of Palermo Circle.

The council wanted to consider the effects of all of these proposals on surrounding land before making any binding decisions.

A study area was delineated as the bay side of Estero Boulevard from Palermo Circle to Carolina Avenue; all of Santos Road; and the remainder of the Venetian Gardens subdivision (surrounding all of Palermo Circle)

Study Objectives

The following objectives were identified for this study:

- ▶ Advise the Town Council how to best respond to the zoning request for extending the temporary parking lot;
- ▶ Examine land-use alternatives for Santos Road, as called for by Policy 4-C-11 of the town's new Comprehensive Plan, including the effects that commercial uses might have on adjoining residential neighborhoods;
- ▶ Consider longer-range plans for the land between Santos and Estero Boulevard, from the 7-11 store at Palermo Circle to the Lani Kai timeshare resort, including the proposed sidewalks and street trees extending from Times Square
- ▶ Consider potential uses for the existing 20-foot-wide right-of-way that runs between Marozza's (now Mississippi's Place) and the temporary parking lot;
- ▶ Identify potential improvements for the Venetian Gardens subdivision, which is heavily affected by surrounding commercial activity.

Study Format

This study began with a hands-on planning workshop held the afternoon of January 8, 1999, at Town Hall. This workshop was organized by the same consulting team that was working concurrently on a master plan for the downtown area along Old San Carlos Boulevard and Crescent Street.

Property owners, businesspeople, and residents who had attended previous public meetings or expressed an interest were invited to attend. The Fort Myers Beach Observer published a feature article inviting the public to attend. The appendix provides a list of those who participated in this session.

Workshop attendees were divided into three groups, each with representatives of the various interests present. Each group worked separately to identify problems and opportunities and to draw possible improvements on enlarged maps of the study area. At the end of the workshop, a spokesman from each group presented that group's best ideas. The following list includes the major ideas from all three groups:

Palermo Circle:

- ▶ Create a clearer identify for the private residential neighborhood by landscaping the island in front of the 7-11 store, or by building some type of entry gateway on Palermo Circle.
- ▶ Add shade and character to the neighborhood with more shade trees

Santos Road:

- ▶ Maintain the residential scale of the buildings; encourage preservation of existing buildings
- ▶ Do not allow strip commercial development; allow non-residential uses for daytime activities only under very strict limits:
 1. no retail, no entertainment, no medical offices
 2. no outdoor commercial activity
 3. no bars or restaurants
 4. some acceptable uses might be: bed-and-breakfast inns; artist studios; professional offices; townhouses
- ▶ Possible alternatives for future buildings:
 1. Vertical mixed-use (residential upstairs, offices or studios downstairs)
 2. Townhouses
- ▶ Provide a continuous low wall to separate Santos Road from the commercial activities on Estero Boulevard
- ▶ Allow a water taxi stop at the end of Santos
- ▶ Consider public purchase of the lots along Santos for public parking lots or a two-level parking garage
- ▶ Provide a common dumpster or compactor, screened from view with a tall fence and emptied only during daylight hours
- ▶ Improve street lighting on Santos to discourage loitering

Estero Boulevard:

- ▶ Adopt realistic standards for parking lots, recognize that these lots are more than just temporary uses:

1. surround them with a low wall with shrubbery;
 2. control stormwater runoff and dust, perhaps with crushed rock;
 3. reduce the number and increase the quality of the signs; provide some lighting; place trash cans on sidewalk
- ▶ Don't require such expensive standards that the parking lots will be replaced by new buildings
 - ▶ Provide trash cans along the sidewalks of Estero Boulevard

General:

- ▶ Better code enforcement throughout the neighborhood, since trash is being allowed to accumulate and even the seawalls are deteriorating
- ▶ Form a "Venetian Gardens Association"
- ▶ Address across-the-harbor problems:
 1. dumping of fuel and oil
 2. bilge pumping from commercial boats
 3. excessive noise from restaurants on San Carlos Island

Following the January 8 workshop, the consulting team evaluated these suggestions and considered other alternatives that might also prove feasible. Additional research was conducted into existing rights-of-way; suitable surfaces for beach parking lots; and alternative uses for the 20' right-of-way that runs between Santos and Estero Boulevard. Preliminary alternatives were sketched and evaluated internally.

On February 25, 1999, the consulting team presented concepts to a joint meeting of the Town Council and the Local Planning Agency. The remainder of this report is a full presentation of the recommendations from this study.

Recommendations of this Study

Palermo Circle

The residents of Palermo Circle are fiercely loyal to their neighborhood. They recognize that many people living at Fort Myers Beach are unfamiliar with their neighborhood or how close it is to intense commercial activity. The residents fear that further commercial expansions will threaten the neighborhood as a desirable place for permanent and long-term seasonal residents.

The plat for the "Venetian Gardens" subdivision was filed back in 1925, making this one of the very oldest neighborhoods on Estero Island. Eight existing homes have been identified in historic surveys conducted by Lee County. There are very few vacant lots. Many homeowners have lived in Venetian Gardens for long periods.

Due to the very low traffic volumes on Palermo Circle, there was little sentiment expressed at the workshop for installing sidewalks. The pavement of Palermo Circle is narrow but has proven adequate for walking.

Although the neighborhood has extensive landscaping now, the most desirable improvement along Palermo Circle would be continuous rows of street trees. The top photograph shows a typical side street at Fort Myers Beach; the enhanced photo below illustrates the shading effect of mature street trees and how they physically shape the public space in a neighborhood.

The Town of Fort Myers Beach recently established a program to improve the character of residential streets. This program is described in Policies 2-B-1 and 2-B-2 of the town's new Comprehensive Plan.

The town has already begun to provide technical assistance for this program. One example is the inclusion of Palermo Circle in this study; another is the preparation of an illustrated guide entitled: "Creating a Tropical Canopy on Fort Myers Beach: A Street Tree Reference for Residents." This guide provides photos and describes the characteristics of the black olive, gumbo limbo, golden shower, kapok, satin leaf, coconut palm, royal poinciana, jacaranda, tamarind, mastic, royal palm, mahogany, and pink trumpet. Copies of the guide are available at Town Hall.

Residents of Palermo Circle should obtain copies of the street tree reference book and begin selecting preferred species of street trees in their neighborhood. The basic parameters for street tree planting include:

- Street trees should be planted in straight lines on both sides of the street.
- Optimal spacing depends somewhat on the species selected, but tree spacing generally should be from 20 to 35 feet apart. Regular spacing is desirable, but allowances should be made for existing driveways, mature trees, utility poles, etc.
- The same species should be planted along a single street, but adjoining streets can use a different species.

The town has budgeted \$10,000 this fiscal year to match neighborhood contributions for street tree planting. The residents of Palermo Circle could be the first neighborhood at Fort Myers Beach to take advantage of this new program.

A second major improvement to the Venetian Gardens subdivision would be identifying its entrance in a dignified way. The landscaped island in front of the 7-11 store on Estero Boulevard has been maintained informally by neighborhood residents for many years. A continuation of this arrangement may be mutually beneficial for the store owner and neighborhood residents. However, without land ownership or a long-term lease, a more permanent entry monument should not be placed there.

A more suitable location for an entry monument would be on the Palermo Circle right-of-way just beyond Santos Road. A monument such as the ones sketched in Figure 3 could be constructed and maintained by local residents at this location.



Figures 1 and 2, street trees shaping public spaces



Figure 3, monumental entry on Palermo Circle

Santos Road — Private Uses of Land

Several Santos property owners appeared before the Town Council during public hearings for the new Comprehensive Plan. Their land was zoned for single-family homes, and the draft plan had proposed a change that would allow duplexes as well. The existing buildings look like single-family homes but have been converted over time into smaller apartments, with one building now having four rental units. The property owners asked that their land be considered for commercial uses as well as duplexes, as they have been severely affected by commercial uses along Estero Boulevard.

A number of homeowners on Palermo Circle strongly protested commercial uses on Santos Road, fearing that the commercial impacts would be merely moved deeper into the Venetian Gardens subdivision.

The Town Council decided not to grant the Santos owners' request, but placed the following policy into the new Comprehensive Plan:

POLICY 4-C-11: The town is interested in considering land-use alternatives for parcels bordering Palermo Circle, Santos Road, and Estero Boulevard. Alternatives may include: Santos Road being added into the pedestrian zone; limited retail on the ground floor along Santos, with shared off-site parking; better buffering of existing parking and refuse areas; and a clear separation between all commercial uses and the residential areas on Palermo

Circle. These options would be explored by a privately-funded but town-initiated planning process, with full involvement of affected and nearby landowners.

The planning process described in Policy 4-C-11 became part of the current study.

It became clear during the workshop that there remained strong sentiment against Santos Road being developed for retail activities such as T-shirt shops or for medical offices, which would bring a large number of visitors and their cars into the neighborhood. There was even stronger sentiment against bars and restaurants, especially if they had outdoor seating; the late hours and noise generated by those uses would harm the entire neighborhood.

The Santos property owners responded that they were very aware of such impacts because they currently suffered them on a regular basis, and they had no desire to simply impose them on others.

The following types of commercial uses were identified as potentially suitable for Santos Road, provided they occurred in buildings of approximately the same size and type as exist presently:

- ▶ bed-and-breakfast inns
- ▶ professional offices (but not medical offices)
- ▶ artists' studios

If those types of commercial uses could be allowed but the more intense commercial uses were explicitly forbidden, Santos Road could serve as a transition between the intense commercial activities along Estero Boulevard and the quiet portions of Venetian Gardens subdivision.

The new Comprehensive Plan designated Santos Road in the “Mixed Residential” category on the new Future Land Use Map, in anticipation of rezoning the street to legalize duplexes.

However, the same category also allows the town to rezone it to a zoning district that allows:

“commercial activities [that] are limited to lower-impact uses such as offices, motels, churches, and public uses [provided they are] sensitive to nearby residential uses, complement any adjoining commercial uses, contribute to the public realm as described in this comprehensive plan, and meet the design concepts of this plan and the Land Development Code. These qualities and overall consistency with this comprehensive plan shall be evaluated by the town through the planned development rezoning process.” (Policy 4-B-4)

Thus, if the Santos Road owners petition the council for a planned development rezoning for their property in accordance with the suggestions in this study, the Town Council can approve it without amending the Comprehensive Plan. (The original proposal had been to change Santos Road from “Mixed Residential” to “Pedestrian Commercial,” which is the designation of land directly on Estero Boulevard.) Alternatively, the Town Council could direct that a special zoning district be created in the new Land Development Code and applied to Santos Road at the time the new code is adopted.

Considerable concern was expressed over trash disposal in this area. Currently, commercial dumpsters face Santos Road and Estero Boulevard without screening of any kind. The various commercial entities in this area could arrange to share a trash compactor that would minimize the space needed for trash disposal. If properly screened, its effect on adjoining uses would be minimal. Figure 4 of this report suggests an old-fashioned garage facing Santos Road that could house a joint-use trash compactor.

Santos Road — Public Spaces

The original plat of Venetian Gardens included Santos Road as a 20' wide public road extending from Palermo Circle to Carolina Avenue plus another 20' road connecting Santos to Estero Boulevard at the midpoint of Santos. Through the years, the county commission has vacated portions of Santos beginning at Carolina and extending through what is now Batiki West and the Lani Kai timeshare parking lot. Although the county has posted a sign indicating that public maintenance of Santos ends at the connecting road, those portions of Santos between the sign and the Lani Kai timeshare lot remain a public right-of-way. The permanently parked recreational vehicle and no-trespassing signs now found on Santos are inappropriate on this public road. Likewise, the signs on the connecting road that imply it is private and a tow-away zone should be removed.

Both of these roads are potentially important public spaces despite their limited use for traffic. The connecting road now provides access to Mississippi's restaurant and could do the same for the beach parking lot, reducing vehicular access onto busy Estero Boulevard. Either road could also be used to correct the significant drainage problems that exist in the immediate area as a result of previous construction that did not slow the flow of rainwater off paved surfaces or provide an acceptable path for discharge into the bay.

In an urban area such as this, standard retention areas are not the ideal drainage solution, since they use extremely valuable land and tend to separate urban uses from each other, contrary to the pedestrian philosophy the town is promoting. Fortunately, underground retention area can be constructed below public spaces such as roads or parking lots. Stormwater can be directed to these areas, either through catch basins or porous paving, where it can slowly infiltrate into the porous sand below. This is an ideal drainage solution from an environmental and urban planning standpoint. (Once constructed, underground retention areas must be carefully maintained or the retention area will become clogged and no longer serve its function.)

This study proposes the following uses initial improvements to public spaces near Santos Road:

- ▶ The connecting road would initially remain open for two-way traffic and provide access to Mississippi's and the adjoining beach parking lot.
- ▶ The Town of Fort Myers Beach would undertake a retrofit project to use these rights-of-ways to improve stormwater management in the immediate area.
- ▶ Street lights would be provided along both streets.

Figure 4 illustrates how Santos Road would look with street trees, a low wall separating the parking lots, and a utility building that could house a trash compactor.

The long-term plan would make the following changes:

- ▶ As the adjoining properties are redeveloped (as discussed later in this report), the connecting road would be converted to a pedestrian way or arcade, providing valuable retail exposure and eliminating most through traffic.
- ▶ A sidewalk would be built on the beach side of Santos Road if sidewalk easements are provided by the land owners.

These additional improvements are illustrated later in this report.



Figure 4, view of improved Santos Road

Parking Lots Along Estero Boulevard

Norman Primeau operates a seasonal parking lot at 1397 Estero Boulevard, open to the public for a daily fee. This lot has been in sporadic operation for many years. It was granted zoning approval in 1993 to operate for five more years as a “temporary” parking lot. Temporary parking lots need not be paved or retain their own rainfall. The “temporary” status also allows an owner to avoid annual permit renewals; not provide bumper blocks to organize parking spaces; not provide handicapped spaces; and avoid most landscaping and buffer requirements. Mr. Primeau has requested permission to continue operating this temporary lot for five additional years.

Parking lots that serve several different land uses are strongly encouraged by the “shared parking” concept of the new Comprehensive Plan (see Policy 7-F-1).

The town’s codes for temporary parking lots were loosened slightly in 1997, allowing temporary lots to operate for a longer season (from November 15 to July 15, instead of only December 15 to May 31), and allowing the Town Manager to require more extensive screening and improved signs. However, temporary lot permits were still to be granted for only a single season.

Many specific concerns have been raised about the continued use of this particular parking lot under the temporary standards:

- ▶ The parking surface, which is loose sand, is dusty during dry weather.

- ▶ The loose surface creates polluted stormwater runoff after rainfall; there is no system to slow down the water flow to remove pollutants, or to allow solids to settle out.
- ▶ The parking lot looks bad, with an unattractive plywood fence, no professional signage, and occasional accumulations of trash.
- ▶ RVs and cars are sometimes parked on Santos and on the 20' wide public right-of-way between this lot and Mississippi's restaurant.
- ▶ Parked cars sometimes extend out over the narrow Estero Boulevard sidewalk.
- ▶ Visibility exiting onto Estero is sometimes blocked.

Many of these concerns would also arise at other locations were temporary parking lots are allowed to operate over a period of years; consequently, the current standards need to be revised in upcoming amendments to the Land Development Code.

In this case, county staff recommended granting the requested extension to Mr. Primeau for another five years, but requiring:

- a gravel/shell based parking lot;
- bumper blocks to delineate all spaces;
- a buffer of native vegetation along Santos (the north property line) and the short road (the west property line);
- an 8' high fence along Santos; and
- access directly to Estero Boulevard.

The Local Planning Agency voted on September 8, 1998, to recommend the extension, but they added some new conditions such as retaining stormwater runoff and making all signs comply with the town's new sign code. The LPA also recommended allowing the existing plywood fence along Santos to be replaced by the new shrubs; eliminating the proposed 8' fence; and adding bumper blocks (but only along the perimeter, to keep cars from extending over public rights-of-way).

At the Town Council hearing on October 6, Mr. Primeau objected to many of the conditions proposed by the staff and Local Planning Agency, including:

- **stormwater retention**, which he said wasn't necessary because his unpaved lot drains itself (claiming that the stormwater that runs off his lot originates from an adjoining paved parking lot);
- **8' fence along Santos**, which he thought would be unsightly and would cause a security problem (although he was willing to replace all existing fences with shrubs);
- **access restriction**, since he wanted to keep the existing access in addition to the new access onto Estero Boulevard;
- **bumper blocks**, which he felt were not desirable in the interior spaces because they would block trucks, motor homes, and RVs from using this lot.

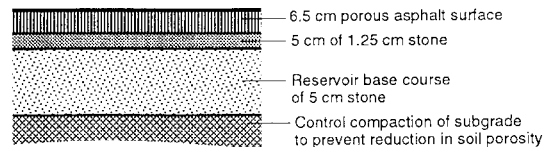
The sentiment of nearby property owners has been to encourage the continued of this parking lot, but to upgrade it to offset the problems that have been identified. Concern was expressed that if the required upgrade was too expensive, the lot may be built upon rather than used for parking.

A complicating factor here is whether Mr. Primeau will choose to formally “opt into” the redevelopment overlay district. This action would waive the open space and buffering requirements of the current Land Development Code, but also require conformance with the entire overlay district for a period of ten years. The overlay district would also waive the drainage requirements; however, the regional exfiltration system that was originally planned for treating stormwater runoff (LDC Sec. 34-1143(b)) has not been pursued, creating conflicting provisions for drainage.

Mr. Primeau could choose to improve the new portions of this parking lot with standard asphalt paving and to install above-ground or below-ground retention areas. But, as this lot would probably qualify as a “low-turnover” parking lot, there are other possibilities that may be more desirable. The current LDC allows low-turnover parking lots to have alternative surfaces, provided the areas are “adequately drained and continuously maintained in a dustfree manner.” The sandy surface of this parking lot simply cannot be “maintained in a dustfree manner” during the busy dry season. Without retention areas, the surface itself slowly washes into the canal, crossing other private property and ultimately polluting the bay.

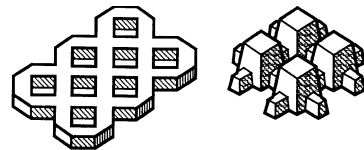
Alternatives to current conditions, or to expensive asphalt paving and standard retention areas, should be encouraged here. No retention should be required for any water that may flow onto this property from adjoining lots or from Estero Boulevard. Several alternative surfaces are available that would be pervious to rainwater, thus eliminating the need for separate retention areas. They include:

- Permeable pavement, which looks like standard asphalt or concrete but which is made with very little sand or dust, allowing water to slowly penetrate the seemingly solid surface. The gravel or crushed limerock placed below the permeable surface also would have very little sand, sometimes with as much as 40% void space. This allows rain to fill these voids and then slowly sink into the soil below. (Porous pavement is discussed further in the stormwater management element of the new Comprehensive Plan.)



Illustrative cross section of a porous asphalt pavement

- Open-celled paving blocks of concrete or plastic, with the cells filled with gravel or planted with grass (two available types, lattice and castellated, are illustrated here); or



- A less-permanent surface of clean gravel could also be used. This surface would be created by removing the existing sandy surface to a depth of six inches and replacing it with six inches of clean river rock or smooth gravel with a diameter less than 3/4". This type of surface is almost dust-free provided that the gravel source is river rock or similar naturally occurring material, rather than the less expensive crushed stone that is sometimes used for this purpose. Loose gravel has a high percentage of voids that fill with rainwater, which can then slowly sink into the porous sand below. Runoff is thereby reduced or eliminated. Enough 1/2"

or 3/4" diameter river rock to provide a 6" thick layer across this site can be delivered from local suppliers for under \$17,000.

The following conditions would require that Mr. Primeau's parking lot to be upgraded if he wishes to continue operating it next year. These conditions would ameliorate the dust and runoff problems; replace the unsightly fence with a low wall; and keep parked vehicles from blocking traffic or pedestrians. Signs are not addressed because the town adopted a new sign code on February 1, 1999. These conditions are designed to allow continued use of this parcel for parking, consistent with the longer-term redevelopment of this parcel in accordance with the town's redevelopment plans:

1. *A special exception for this parking lot is hereby granted in accordance with Section 34-1145 of the Fort Myers Beach Land Development Code. This parking lot may continue to operate as a temporary parking lot until July 15, 1999. After that date, all LDC requirements for commercial parking lots must be met, except as may be modified by the following conditions.*
2. *The surface of this parking lot must be improved. The following alternative surfaces for this parking lot, or their functional equivalents, may be installed, in combination with (or instead of) asphalt paving and conventional retention areas:*
 - a. *Permeable pavement (such as open-graded asphalt concrete over open-graded crushed stone); or*
 - b. *Open-celled paving blocks of concrete or plastic, with the cells filled with gravel or planted with grass; or*
 - c. *A temporary surface of gravel, which would be approved for a five-year period, built by removing the existing sandy parking surface to a depth of six inches and replacing it with six inches of clean river rock or smooth gravel (not crushed limerock), with an average diameter of 3/4" or smaller.*
3. *The existing wood fence along the north and west property lines must be removed and replaced with a 36" to 48" high stuccoed concrete block wall that is capped and kept painted. Thirty native shrubs shall be planted and maintained per 100' on each side of the wall unless the Town Manager approves a wall design sufficiently attractive to make the shrubs unnecessary.*
4. *Bumper blocks shall be placed along the perimeter of the parking lot so that parked cars do not damage the wall or extend onto any public right-of-way.*
5. *No access to this parking lot shall be allowed directly to Santos Road or Estero Boulevard. One or two accesses are allowed onto the 20' right-of way that runs between Santos and Estero, but no part of either access may be located closer than 20 feet to Santos or Estero.*

This parcel is in the "Pedestrian Commercial" category of the town's new Comprehensive Plan. The current Redevelopment Overlay District is written to encourage buildings to be placed near this sidewalk to help "frame" the public space along Estero Boulevard and to encourage walking by placing shop windows directly on the sidewalk. Such a configuration is consistent with the

continued use of the rear or sides of this parcel for parking (either solely for the business on the site, or available on a fee basis for other visitors).

Mr. Primeau obtained a development order in 1988 to build a 5,000-square-foot elevated retail/office building, with parking at ground level and vehicular access from Estero Boulevard and from two points on Santos Road. This development order was extended in 1993, 1995, and 1997, but will expire in March of 1999. The building/parking configuration shown in this development order is still allowed by the town's codes because the overlay plan remains optional. Town consultants will be recommending that a refined version of the overlay plan become mandatory at the time of development or redevelopment, and that new retail space be dry-floodproofed and placed at ground level wherever possible. Accordingly, the 1988 development order has become obsolete and should not be extended further.

Estero Boulevard — Private Uses of Land

Figure 5 shows all of the proposed initial improvements for land uses near Estero Boulevard. Features include:

- The Venetian Gardens entry monuments just beyond Santos Road
- Santos Road buildings at their current size and scale, with street trees and overhead lighting added
- The recommended configuration for the Primeau parking lot, with access only from the 20' road near Mississippi's
- A trash compactor large enough to serve all the businesses in an attractive garage-like building facing Santos Road
- Low walls separating Santos Road from Estero Boulevard parking lots



Figure 5, initial improvements for land near Estero Boulevard

Suggested long-term improvements are shown in Figure 6, which differs from the initial plan in the following ways:

- The existing 7-11 store and Mississippi's restaurant would be rebuilt nearer Estero Boulevard.
- The entrance to the parking lot for the 7-11 would be moved from the front to the side of the lot.
- The parking lots for the 7-11, Lani Kai, and Mississippi's would be interconnected and operated as "shared parking" (as discussed in the Old San Carlos Blvd./Crescent St. Master Plan of February 1999).
- The Primeau parcel would be developed with a mixed-use building as shown; its parking lot would have one access from Estero Boulevard.
- The Primeau and Mississippi's buildings would be oriented to the existing 20' right-of-way, which would be converted to a pedestrian way.
- A sidewalk would be built along one side of Santos Road if sidewalk easements can be obtained from the property owners.



Figure 6, long-term improvements near Estero Boulevard

Estero Boulevard — Public Spaces

The Estero Island CRA's plans for better sidewalks along Estero Boulevard were scaled back in 1996 when construction bids came in higher than expected. Sidewalks on the bay side were delayed indefinitely. The plans were for a 7' wide decorative sidewalk with curbs and street trees, designed to match the 10' wide beach sidewalks.

The delay was unfortunate, but now offers the opportunity to provide a wider sidewalk on the bay side. The 10' sidewalks as built on the beach side should be considered the very minimum where pedestrian levels are high; 12' would be better. The town's new Land Development Code could specify that new buildings be built 5' back from the existing right-of-way line, with that 5' space becoming part of town-installed and -maintained sidewalks if sidewalk easements are obtained from landowners. The extra construction cost could come from a less-fancy design of the sidewalks, which could be built with more concrete and only occasional use of the decorative pavers. The construction of these sidewalks could be an early phase of the Estero Boulevard streetscaping program being undertaken by the Town of Fort Myers Beach.

Conclusion

The front cover of this report presents a composite view of the long-term improvements proposed in this study.

Appendix

Workshop participants

Pat Alvarez	Mary Ella Hoke	Beverly Primeau
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