

Punta Gorda Interstate Airport Park Economic Sector Plan**FLU App IX Objective 1: Punta Gorda Interstate Airport Park (PGIAP) Economic District**

To design land use standards and regulations for the PGIAP Economic District comprised of the Punta Gorda Interstate Airport Park and surrounding properties that guides the development of uses and structures to enhance the social and economic resources of the County. The following policies comprise the economic sector plan for the PGIAP Economic District, and the area is illustrated as an Economic Sector Planning Area (ESPA) on FLUM Series Map #8.

FLU App IX Policy 1.1: PGIAP for Job Creation

The County shall provide opportunities in the PGIAP ESPA that expands and diversifies employment opportunities and the County's tax base and that provides vital economic support for residents of Charlotte County.

FLU App IX Policy 1.2: Protection of PGIAP from Incompatible Uses

The County shall prohibit incompatible uses from developing within the PGIAP ESPA and shall discourage land use changes that would allow incompatible uses that could hamper expanded use of the airport from developing in proximity to the district boundary.

FLU App IX Policy 1.3: PGIAP Future Land Use Map Designation

The County shall designate all land within the PGIAP ESPA as Enterprise Charlotte Airport Park, which category is defined within FLU Appendix I: Land Use Guide.

FLU App IX Policy 1.4: PGIAP ESPA Support Funding

The County may consider the creation of a special district, unit, or other funding mechanism in accordance with any of the powers or the authority granted under Chapters 125, 163 and 189, Florida Statutes, in order to direct development of the PGIAP ESPA.

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U.S. 17 Economic Sector Plan**FLU App IX Objective 2: U.S. 17 Economic Sector Plan**

To create parameters for the U.S. 17 Economic Corridor and Neighborhoods that guide future development. These areas are jointly illustrated as an Economic Sector Planning Area (ESPA) on FLUM Series Map #8. The following policies regarding the U.S. 17 ESPA are considered an economic sector plan, and are intended to encourage the following:

- Job creation.
- Redevelopment and beautification of existing neighborhoods.
- Preservation, access to and enhancement of the natural environment.
- Application of low impact development practices.
- Development of sustainable communities.
- Provision of adequate infrastructure to meet current and future needs.

FLU App IX Policy 2.1: U.S. 17 Interconnection

The County shall create and adopt regulations to identify the circumstances and parameters under which new developments are to be interconnected, such as with interconnecting parking lots and an interconnected network of routes for pedestrians and cyclists providing links to schools, parks, adjacent neighborhoods and developments as well as passive recreational trails along flowway areas.

FLU App IX Policy 2.2: Provision for Infrastructure and Services along U.S. 17

The County shall review the possibility of creating a frontage road or a reverse frontage road system along the corridor, shall create and adopt regulations to promote healthy neighborhoods, and shall explore alternative transportation possibilities such as rail linkages to create railroad passenger service or auto train stations.

FLU App IX Policy 2.3: Public Facilities Requirement along U.S. 17

All properties greater than 100 acres in area are required to work with public service providers to locate public facilities on their property. The expectation of land dedication shall not exceed ten percent of the total land area for the project and shall be creditable toward impact fees, or other forms of County compensation.

FLU App IX Policy 2.4: U.S. 17 Multi-use Public Spaces

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The County shall require developers to coordinate with all interested government entities, including Charlotte County school officials, to identify future locations for multi-use public spaces that can combine school, recreational, and conservation uses.

FLU App IX Policy 2.5: Hurricane Shelters along U.S. 17

Schools and other community facilities located along the U.S. 17 corridor, but outside the Coastal High Hazard Area, shall be designed to serve as hurricane shelters to meet the identified evacuation needs as established by Southwest Florida Regional Planning Council.

FLU App IX Policy 2.6: Redevelopment Areas along U.S. 17

The County recognizes that the Cleveland and Solana neighborhoods would benefit from the preservation of the historical fabric of the areas and enhancement of their sense of identity and their sense of place. By 2018, the County shall work with these neighborhoods to establish advisory boards to help advise the County on Revitalization Plans for these areas.

FLU App IX Policy 2.7: U.S. 17 Redevelopment Areas Funding Opportunities

In order to fund redevelopment opportunities, the County shall consider the creation of Community Redevelopment Areas (CRAs), or utilize other applicable programs, for Solana and Cleveland in order to finance public improvements that enhance property values and quality of life, such as the extension of water and sewer mains.

FLU App IX Policy 2.8: U.S. 17 Redevelopment Area Streetscape Improvement

To lend support to the existing businesses in Solana and Cleveland, the County shall work with private and public entities to provide U.S. 17 streetscape improvements, including landscaping, decorative lighting, and way-finding signs, consistent with the streetscape improvements within the City of Punta Gorda.

FLU App IX Policy 2.9: U.S. 17 Encouraged Uses

In order to revitalize and promote the U.S. 17 commercial and business areas, including Solana and Cleveland, and to reduce trip generation, the County shall encourage mixed use developments, conversion of mobile homes to conventionally-built homes, live/work spaces, bed and breakfasts, and multi-family developments along the U.S. 17 Corridor.

FLU App IX Policy 2.10: U.S. 17 Landscaping and Buffer Requirement

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The County shall work with developers and property owners to provide street tree planting and landscape buffers along the U.S. 17 highway corridor in order to enhance the safe and pleasant experience of pedestrians and improve the visual experience of travelers. This shall include the provision of enhanced landscape elements at community entryway points, clustered tree requirements to encourage view corridors into commercial areas, and streetscape improvements.

FLU App IX Policy 2.11: U.S. 17 Established Flowways

The County shall incentivize the protection of historic flowways (SPAM Series Map #6) by designating them as environmentally sensitive and allowing density to be severed from these areas. Passive recreational uses may be incorporated into upland areas adjacent to restored flowways. Development along a flowway must provide for public use by providing pedestrian paths and connections to adjacent properties. Public uses shall not include any activities that are detrimental to drainage, flood control, water conservation, erosion control or fish and wildlife habitat conservation and preservation. Proposed crossings of flowways shall include appropriately sized culverts or bridges to maintain surface water flows and wildlife underpasses where appropriate.

FLU App IX Policy 2.12: U.S. 17 Greenways Plan

The County shall implement a Greenways Plan (SPAM Series Map #6) for the U.S. 17 Corridor area that will connect flowways and wildlife corridors. The flowways and wildlife corridors may be a minimum of 300 feet wide for 20 percent of their length but shall be a minimum of 500 feet wide for the remaining 80 percent of their length. The County shall also work with the property owners and various State and Federal agencies to explore funding source in order to construct wildlife crossings underneath U.S. 17 and C.R. 74 (Bermont Road).

FLU App IX Policy 2.13: U.S. 17 Water Access

The County shall work toward the creation of additional public and private boat access points including kayaks and canoes along the Peace River, Shell Creek and Prairie Creek, consistent with an approved boat facility siting study and Manatee Protection Plan.

FLU App IX Policy 2.14: U.S. 17 Eco-tourism Center

The County shall consider expanding permitted uses to encourage an eco-tourism center for Charlotte County by allowing bed and breakfast establishments, small cafes, nature centers and other eco-tourism facilities, such as kayak and bicycle rental and repair shops that are sensitive to the environment yet provide mobility to visitors and residents.

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Murdock Village Economic Sector Plan

FLU App IX Objective 3: Murdock Village Economic Center

To create guidelines for the development of a mixed-use, high-tech, energy efficient and environmentally friendly community for the Murdock Village Economic Center. The following policies regarding the Murdock Village Economic Center are considered an economic sector plan, and the area is illustrated as an Economic Sector Planning Area (ESPA) on FLUM Series Map #8.

FLU App IX Policy 3.1: Murdock Village Partnership

The County shall consider partnerships with the private sector and other governmental entities to facilitate redevelopment initiatives by leveraging County assets to improve the overall economic and physical condition of the MVCRA.

FLU App IX Policy 3.2: Murdock Village Future Land Use Map Designation

The County shall designate all land within the Murdock Village ESPA as Murdock Village Mixed Use, which category is defined within FLU Appendix I: Land Use Guide.

FLU App IX Policy 3.2: Murdock Village Zoning Regulations

The County shall adopt a mixed use zoning district to implement redevelopment of the Murdock Village Economic Center. This district shall include design and development standards as well as specific Floor Area Ratios (FARs) for the land use relationships established in the Redevelopment Plan. The standards shall include design and maintenance criteria for new and redeveloped properties, streets, pedestrian and bicycle facilities, signage, and public areas within the development. The standards will address the incorporation of human-scale aesthetics into street and building design. Building design and location shall reinforce a pedestrian-oriented character including linkages between land uses through a functional bicycle-pedestrian system. Public gathering places shall be incorporated within each distinct land use area.

FLU App IX Policy 3.3: Murdock Village Equivalency Matrix

	<u>Single Family</u>	<u>Multi Family</u>	<u>Regional Commercial</u>	<u>Other Commercial</u>	<u>ILF / ALF</u>	<u>Office Showroom</u>	<u>Community Commercial</u>	<u>Recreational Facility</u>	<u>Internal Commercial</u>	<u>Student Housing</u>
<u>Single Family</u>	<u>N/A</u>	<u>1.33 du / du</u>	<u>242.14 sf / du</u>	<u>59.74 sf / du</u>	<u>3.50 lu / du</u>	<u>0.79 ksf / du</u>	<u>188.26 sf / du</u>	<u>12.83 ac / du</u>	<u>179.07 sf / du</u>	<u>2.66 lu / du</u>
		<u>1.3276</u>	<u>0.2421</u>	<u>0.0597</u>	<u>3.5000</u>	<u>0.7857</u>	<u>0.1883</u>	<u>12.8333</u>	<u>0.1791</u>	<u>2.6552</u>

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Multi Family	<u>0.75 du / du</u> <u>0.7532</u>	<u>N/A</u>	<u>182.39 sf / du</u> <u>0.1824</u>	<u>45.00 sf / du</u> <u>0.0450</u>	<u>2.64 lu / du</u> <u>2.6364</u>	<u>0.59 ksf / du</u> <u>0.5918</u>	<u>141.81 sf / du</u> <u>0.1418</u>	<u>9.67 ac / du</u> <u>9.6667</u>	<u>134.88 sf / du</u> <u>0.1349</u>	<u>2.00 lu / du</u> <u>2.0000</u>
Regional Commercial	<u>4.13 du / ksf</u> <u>4.1299</u>	<u>5.48 du / ksf</u> <u>5.4828</u>	<u>N/A</u>	<u>246.70 sf / ksf</u> <u>0.2467</u>	<u>14.45 lu / ksf</u> <u>14.4545</u>	<u>3.24 ksf / ksf</u> <u>3.2449</u>	<u>777.51 sf / ksf</u> <u>0.7775</u>	<u>53.00 ac / ksf</u> <u>53.0000</u>	<u>739.53 sf / ksf</u> <u>0.7395</u>	<u>10.97 lu / ksf</u> <u>10.9655</u>
Other Commercial	<u>16.74 du / ksf</u> <u>16.7403</u>	<u>22.22 du / ksf</u> <u>22.2241</u>	<u>4,053.46 sf / ksf</u> <u>4.0535</u>	<u>N/A</u>	<u>58.59 lu / ksf</u> <u>58.5909</u>	<u>13.15 ksf / ksf</u> <u>13.1531</u>	<u>3,151.59 sf / ksf</u> <u>3.1516</u>	<u>214.83 ac / ksf</u> <u>214.8333</u>	<u>2,997.67 sf / ksf</u> <u>2.9977</u>	<u>44.45 lu / ksf</u> <u>44.4483</u>

¹ Land use exchanges are based on two-way P.M. peak hour project traffic. Use of this matrix shall be limited to the following minimums and maximums to ensure that impacts for transportation, water, wastewater, solid waste, and affordable housing are not exceeded. Commercial includes such uses as: shopping centers; restaurants; churches; educational (all levels); technical and vocational facilities; movie theaters; clubs and lodges; hotel/motel; funeral homes; and offices A university which is governed by Sec 1013.30 F.S., is subject to the requirement to adopt a Campus Master Plan and enter into an interlocal agreement with the local government to address its impacts and is therefore, not subject to the maximum development amounts permitted within the MVMU, i.e., development amounts which are established under an approved Campus Master Plan and interlocal agreement shall not be considered as being derived from development totals allowed within the MVMURD, notwithstanding that it may be located within the boundaries of the MVMURD.

<u>Land Use</u>	<u>Minimum / Maximum</u>	<u>Land Use</u>	<u>Minimum / Maximum</u>
<u>Single Family</u>	<u>500 dus / 5,000 dus</u>	<u>Student Housing</u>	<u>0 lus / 1,000 lus</u>
<u>Multi Family</u>	<u>400 dus / 5,300 dus</u>	<u>Community Commercial</u>	<u>0 sfqla / 400,000 sfqla</u>
<u>Regional Commercial</u>	<u>200,000 sfqla / 1,500,000 sfqla</u>	<u>Recreational Facilities</u>	<u>0 ac / 250 ac</u>
<u>Other Commercial^b</u>	<u>593,600 sfqla / 2,291,448 sfqla</u>	<u>Internal Commercial</u>	<u>0 sfqla / 100,000 sfqla</u>
<u>ILF / ALF</u>	<u>0 lus / 1,000 lus</u>	<u>Office Showroom</u>	<u>0 sf / 200,000 sf</u>

^b Other Commercial and General Commercial are the same for the purposes of this Equivalency Matrix

Example Exchange -- Add 500 ALF / ILF living units by reducing Other Commercial: 500 lus / 58.5909 lus/ksfqla = 8.534 or 8,534 sfqla of Other Commercial