



Burnt Store Road Area Plan

BCC Workshop, September 19, 2023



CHARLOTTE COUNTY
FLORIDA

BURNT STORE AREA PLAN

A PUBLIC / PRIVATE PARTNERSHIP

ORIGINALLY SUBMITTED JANUARY 2005

REVISED OCTOBER 2005



Public Private Partnership (PPP)

Over the last year, the Burnt Store Corridor started receiving significant development pressure on the large undeveloped properties north of the Charlotte/Lee County line. In an effort to allow a more comprehensive and coordinated approach to development along Burnt Store Road and throughout Charlotte County, the Board of County Commissioners directed county staff to undertake a planning effort to address cumulative impacts and needs of the area. To expedite the study, a group of large property owners in the area formed a partnership – The Burnt Store Improvement Initiative – to create an Area Plan for the Burnt Store Corridor. The partnership’s mission is to address comprehensive issues of concern to the Burnt Store Corridor as well as the surrounding area, roughly bounded by the Charlotte/Lee County line to the south, US 41 to the east and Tuckers Grade to the north. Charlotte County then formed a public/private partnership with the Burnt Store Improvement Initiative to oversee the Area Plan.

The cooperative effort is designed to undertake a comprehensive approach to planning future improvements to transportation, utilities and the natural environment along the corridor and throughout the surrounding area. The Burnt Store Road Area Plan presents an opportunity to meet the needs of today while preparing for tomorrow, and do it in a way that protects the area’s natural assets.



Burnt Store Area Plan

- Accepted 2005
 - In order to bring properties into the Urban Service Area and direct growth
 - Comprehensive Plan Policies adopted 2005
- Currently 10,559 units approved
 - Either PD or Final Detail Site Plan

Burnt Store Area Plan

- Subsequent to Plan adoption, Future Land Use Map (FLUM) Designations placed on properties
 - Burnt Store Limited Development
 - Burnt Store Village Residential
 - Previously existing agricultural, commercial, and residential FLUM designations

Burnt Store Area Plan

- Burnt Store specific FLUM designations implemented by Planned Development (PD)
- All projects increasing density must transfer TDU's onto property
 - Must follow TDU Ordinance, same, or more restrictive, Coastal High Hazard Area (CHHA) designation and Flood Zone designations
- Currently 2,062 units of density have been transferred onto properties

Burnt Store Area Plan

- Significant amount of land in Preservation
 - State-owned
 - County-owned
 - City-owned
 - Privately-owned
 - Heritage Station (almost half of the property)
 - Heritage Landing (almost half of the property)

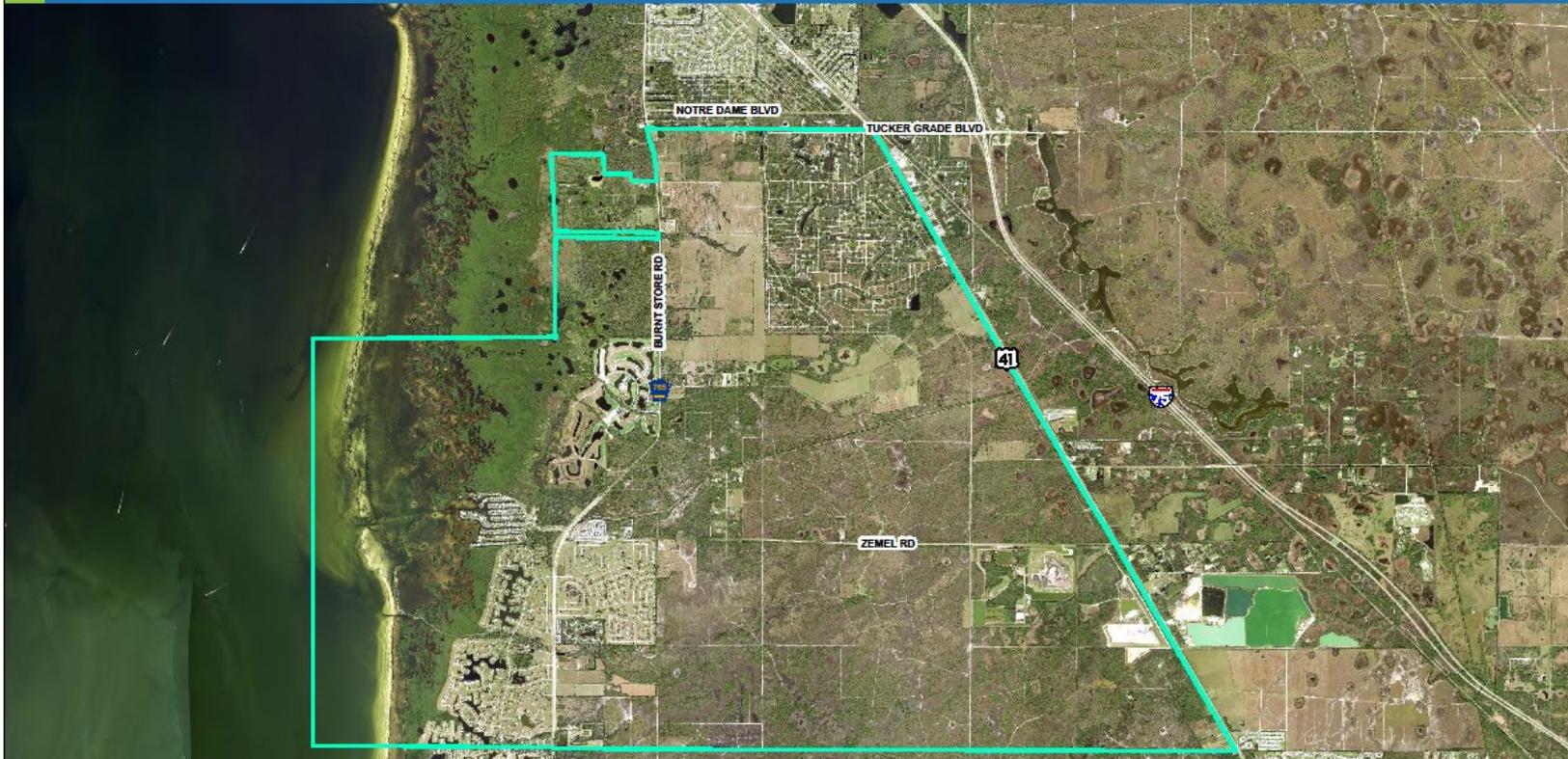
Burnt Store Area Plan

- All projects require open space under their Planned Development
 - Min. 20%
- Burnt Store Village Residential allows for commercial entitlements as well
 - Up to 10% per project
 - Location and other requirements

What the Plan Doesn't Address

- Existing Platted Residential Developments
 - Burnt Store Village, Lakes, etc...
 - Drainage
 - Roadway impacts
- New developments cannot impact stormwater offsite of the development
 - State and County regulations

CHARLOTTE COUNTY BURNT STORE AREA PLAN

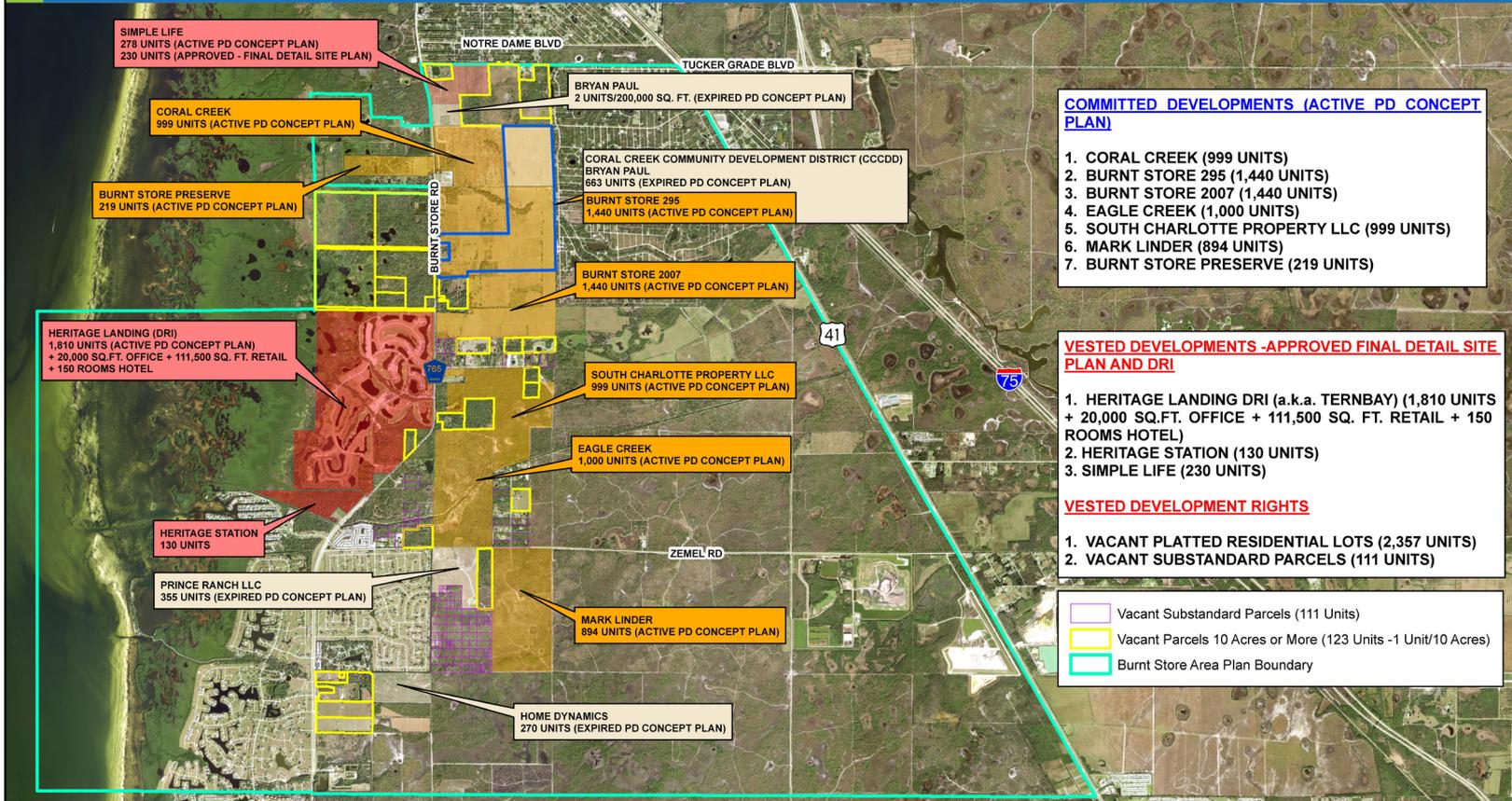


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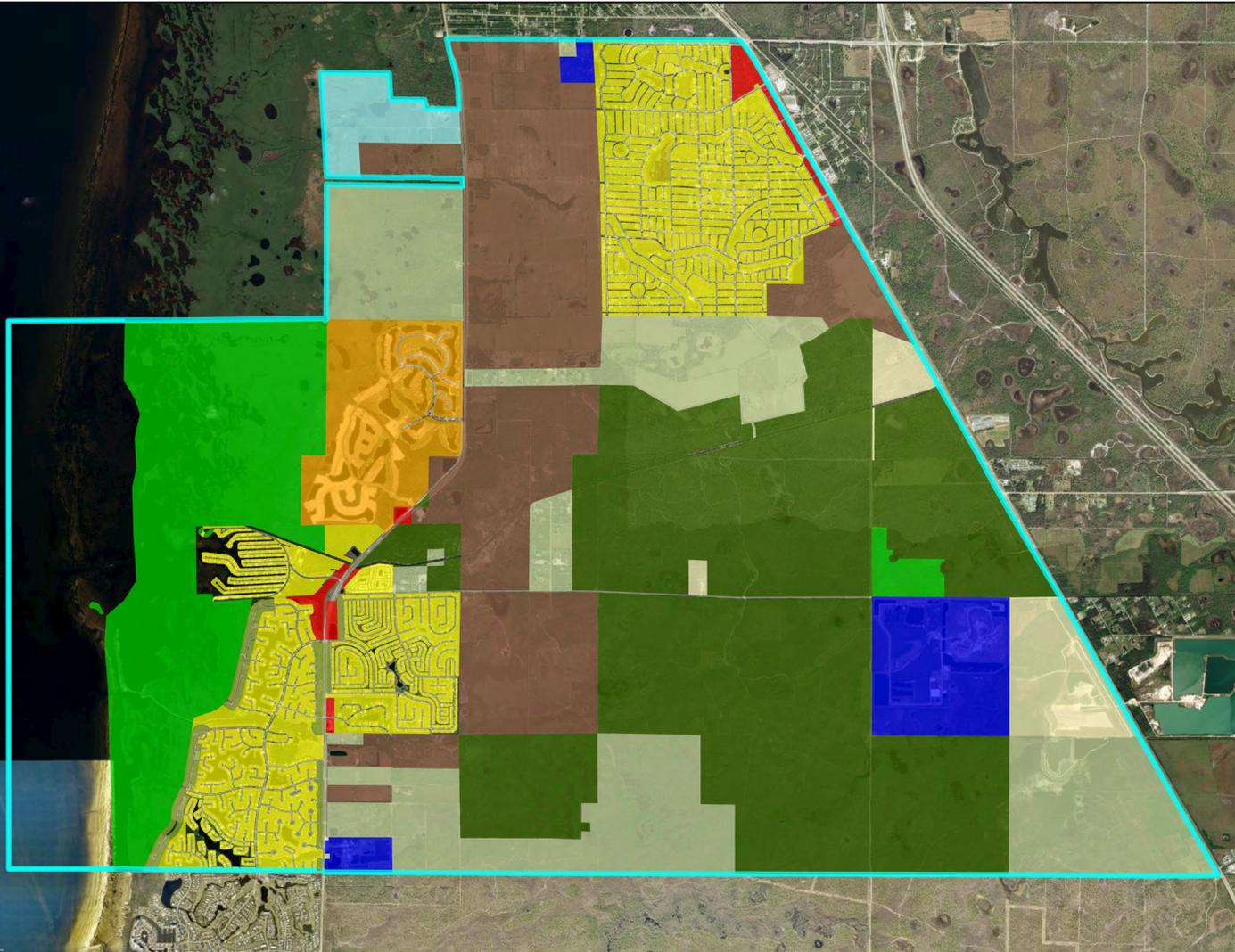
CHARLOTTE COUNTY

PLANNED DEVELOPMENTS (PDs) WITHIN THE BURNT STORE AREA PLAN



Future Land Use

- Agriculture
- Burnt Store Limited Development
- Burnt Store Village Residential
- City
- Commercial
- Low Density Residential
- High Density Residential
- Low Intensity Industrial
- DRI Mixed Use
- Parks & Recreation
- Preservation
- Public Lands & Facilities
- Resource Conservation
- Rural Community Mixed Use



Zoning

Open Space & Rural

- PKR
- AG
- ES

Residential

- MHC
- MHP
- RSF3.5
- RSF5
- RMF5
- RMF10
- RMF12
- RMF15
- RE1

Commercial

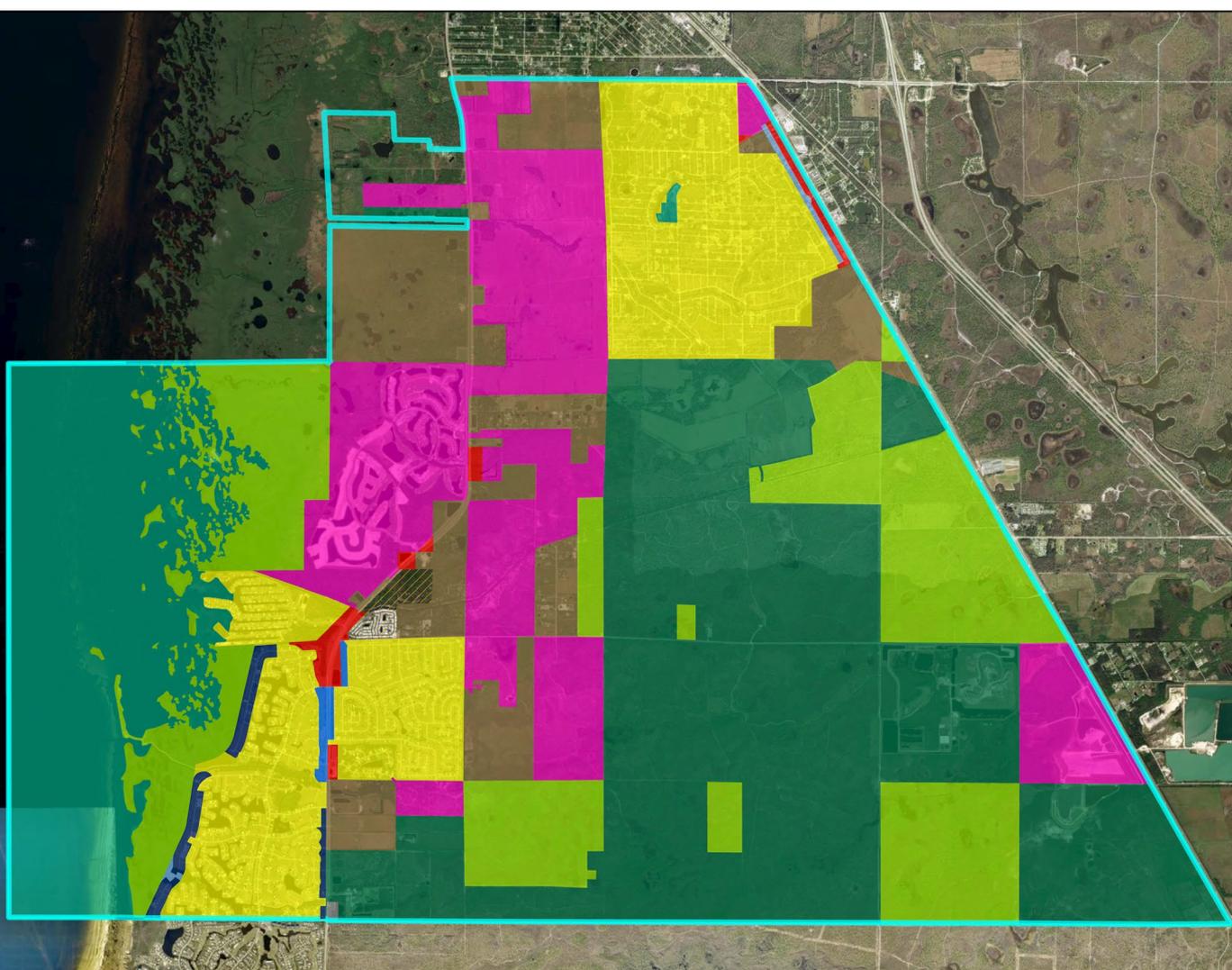
- CG

Industrial

- IG
- II

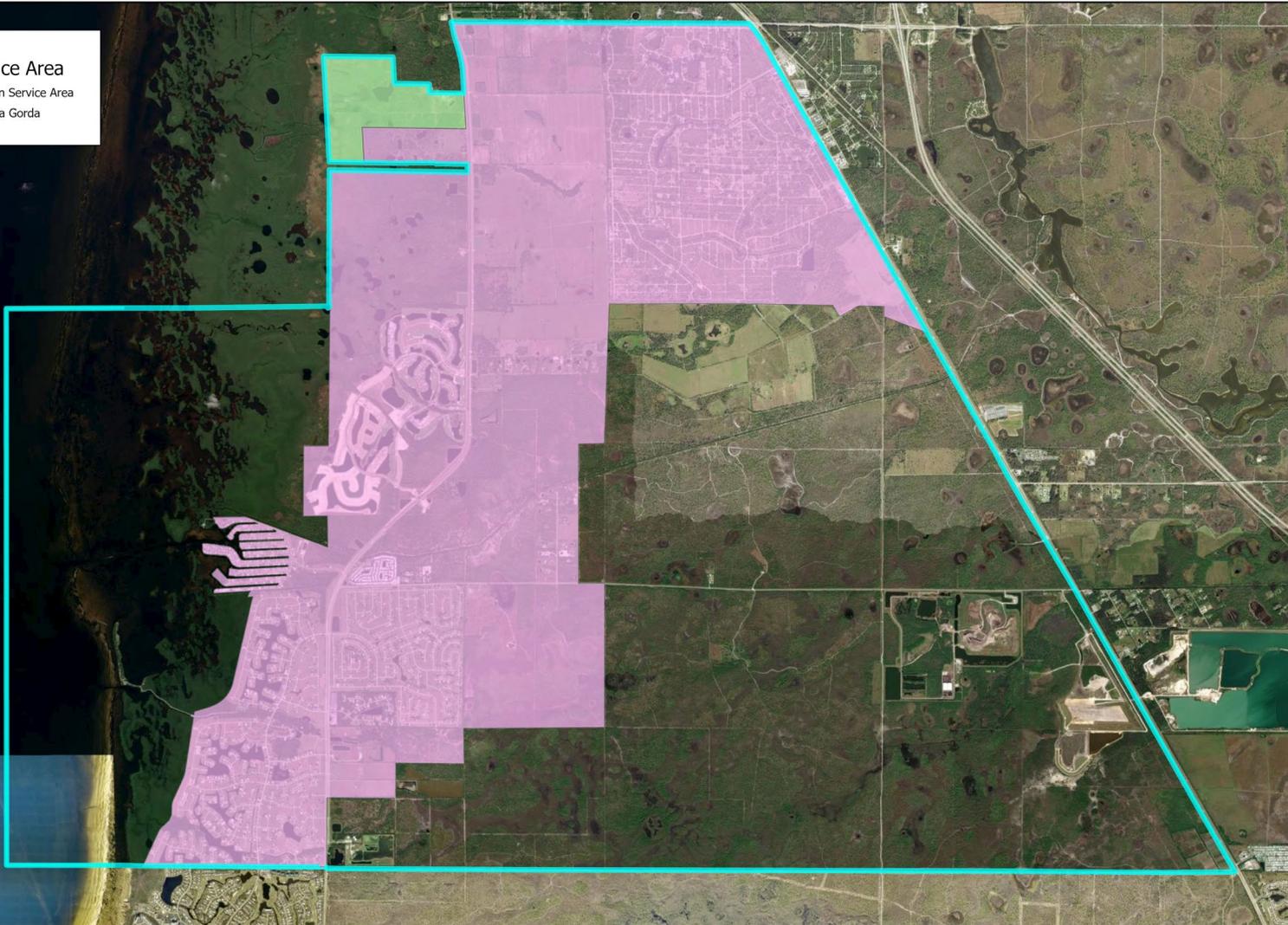
Mixed Use

- PD



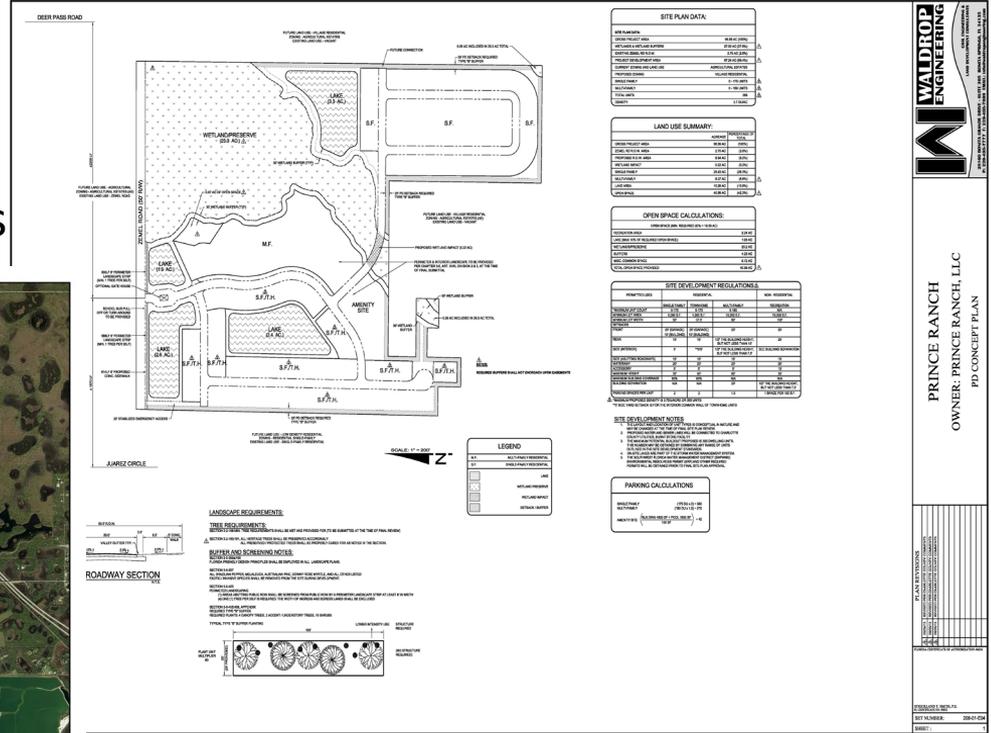
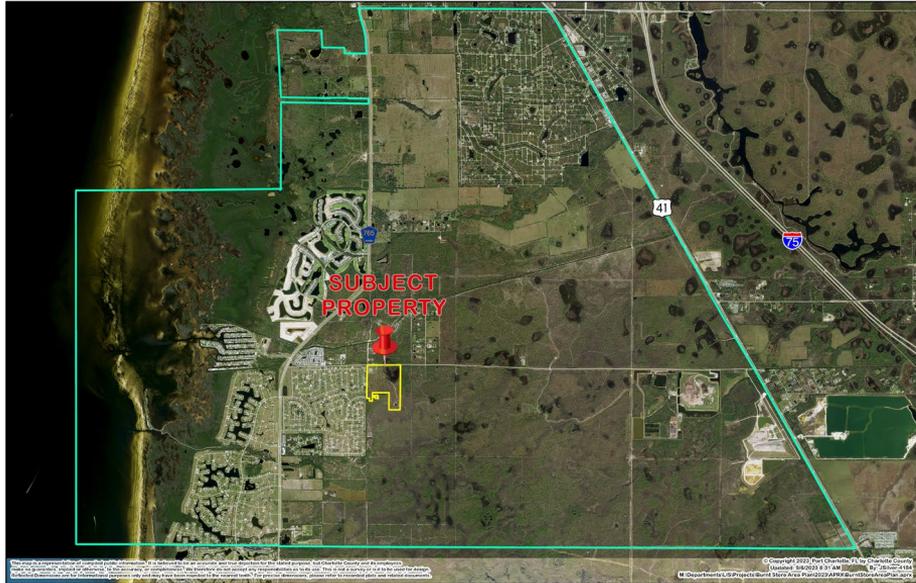
Urban Service Area

- Inside Urban Service Area
- City of Punta Gorda



Prince Ranch

- PD approved, 2010 (Expired)
- 355 Units
- Mix of single- & multi-family units



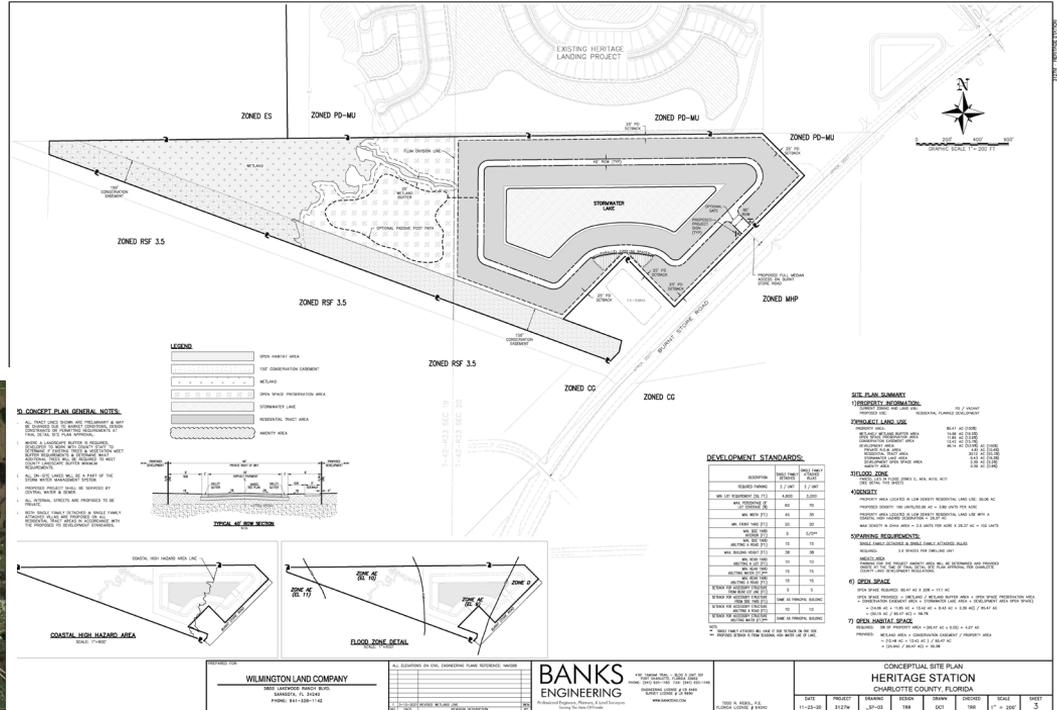
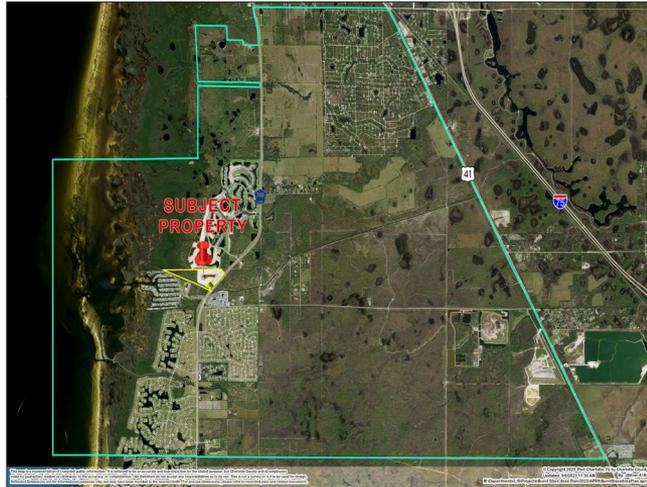
WALDROP ENGINEERING

PRINCE RANCH
OWNER: PRINCE RANCH, LLC
PD CONCEPT PLAN

DATE: 10/10/10
BY: [Signature]

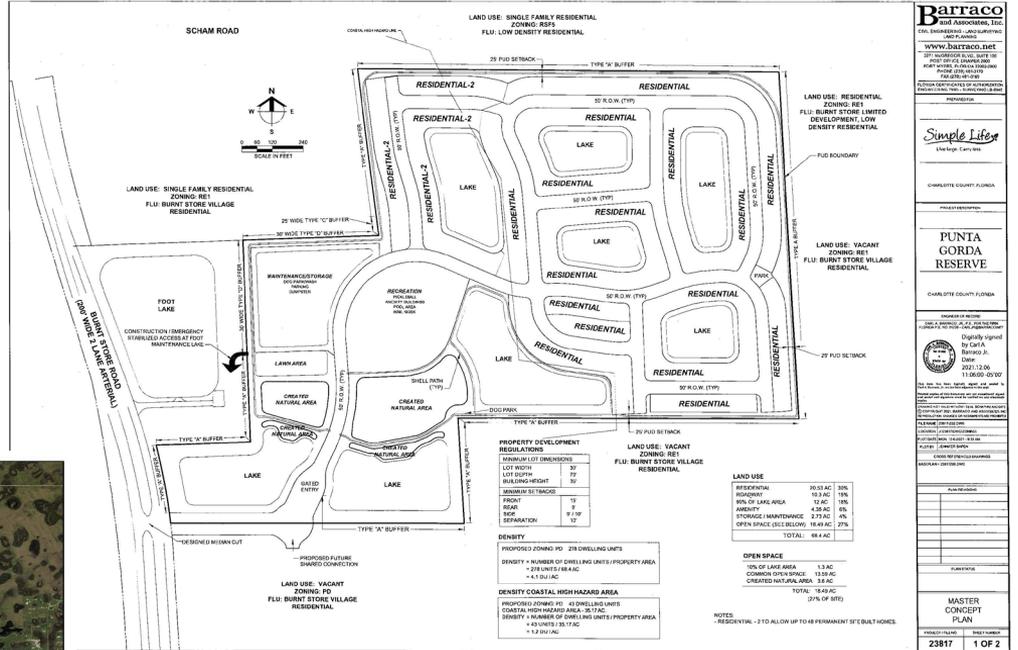
Heritage Station

- Final Detail Site Plan Approved, 2022
 - 130 units
 - Under construction



Simple Life

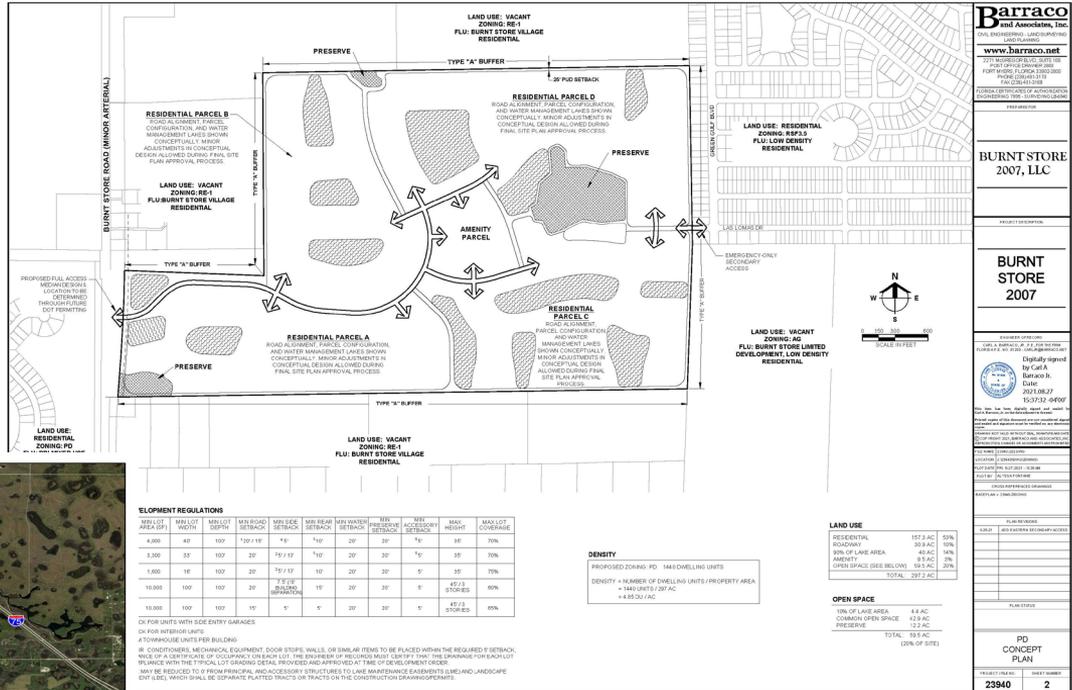
- Approved, 2021
 - Active
- 278 Units
 - “Tiny Homes” and site built single-family rentals.



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 PROJECT IDENTIFICATION OF EXHIBITATION
 INFORMATION: 23817-001-001-001
 PREPARED BY:
 PROJECT NO.:
 DATE: 11/06/2020
 SCALE: AS SHOWN
 DRAWN BY: J. BARRACO
 CHECKED BY: J. BARRACO
 DATE: 11/06/2020
 PROJECT NO.: 23817-001-001-001
 SHEET NO.: 1 OF 2
 PROJECT NAME: 23817
 SHEET NUMBER: 1 OF 2

Starling

- PD Approved, 2021
 - Active
- 1,440 Dwelling Units
 - Single and multi-family structures



Next Steps

- Finalize transportation update
- Discussion and direction regarding:
 - Environmental updates
 - Evaluation of non-residential allowances
 - Other options?

Update to Study

- If directed, Staff would look into whether capacity in workload allows for internal updating
 - Possibly enlist consultant to update
- Bring results back to BCC for discussion/acceptance
- Prepare any needed Comprehensive Plan or Code changes
 - Bring through Public H
- Hold Stakeholder meetings
 - Residents, Property Owners', Development Community

Burnt Store Road Corridor Study

Transportation

September 19, 2023



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Burnt Store Road Corridor Study

Two objectives:

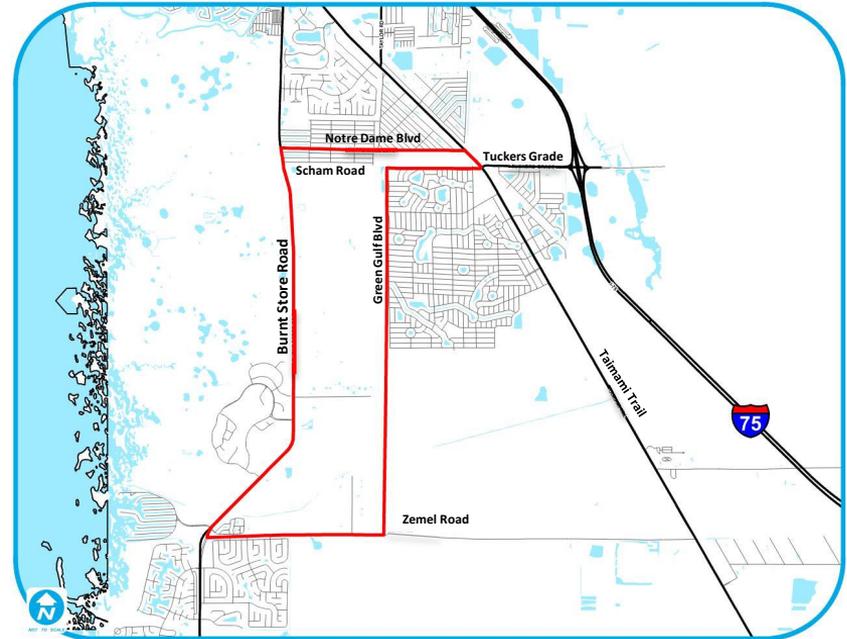
- I. Prepare Transportation Traffic Modeling Analysis to identify Future Capacity Needs
- II. Preliminary Engineering to establish a roadway alignment for an East-West corridor (Tuckers Grade Extension) between Burnt Store Road and U.S. 41

I. Traffic Modeling

- Study Area
- Purpose and Objectives
- Growth Assumptions
- Transportation Alternatives Tested
- Conclusions / Recommendations

Study Limits

- Burnt Store Road Between, Zemel Road, Notre Dame Blvd., and Green Gulf Blvd.



Purpose and Objectives

- Considers the 2005 Burnt Store Area Plan
- Recent Increase in Development Proposals
- Identify Future Capacity Needs of Current and Future Traffic



Growth Assumptions

- Multiple Development Proposals at Various Stages of Planning/Design/Construction:
 - 14 Individual Developments
 - Vacant Platted Residential Lots
 - 13,000 Dwelling Units; 1,100 Employees
- Reviewed MPO's 2045 Population and Employment Forecast
- Prepared growth for Future Year Horizons (2023, 2035 and 2045)

Growth Assumptions

- Burnt Store Road area developments
- Associated growth to traffic analysis zones for modeling

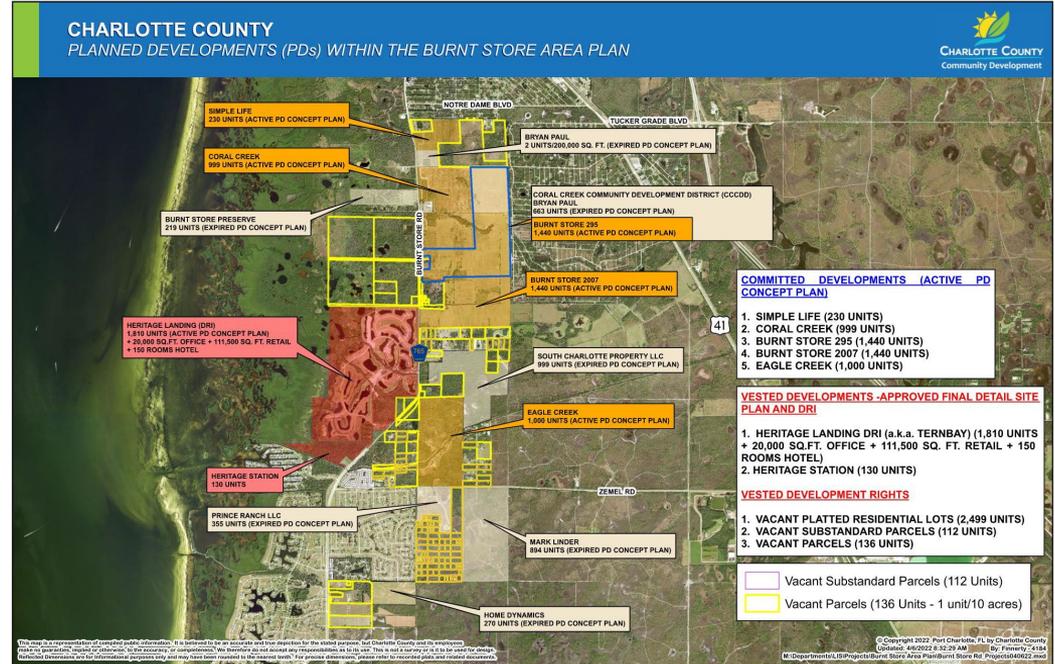
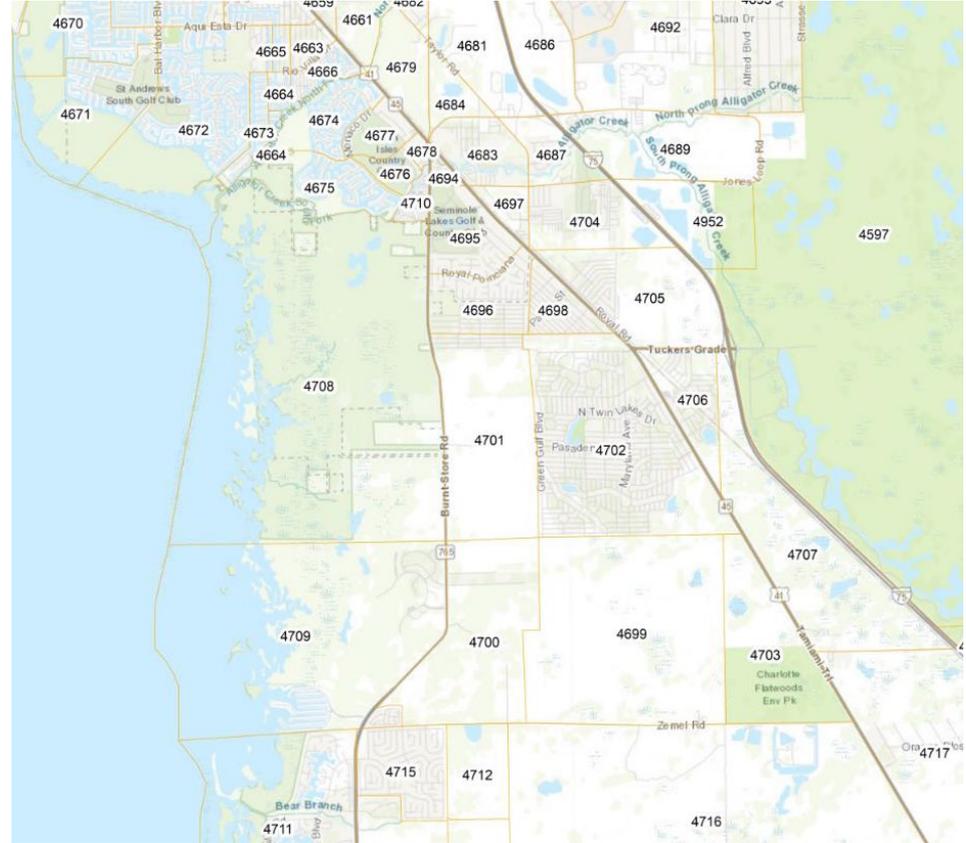


FIGURE 1: DISTRICT ONE REGIONAL PLANNING MODEL TRAFFIC ANALYSIS ZONES



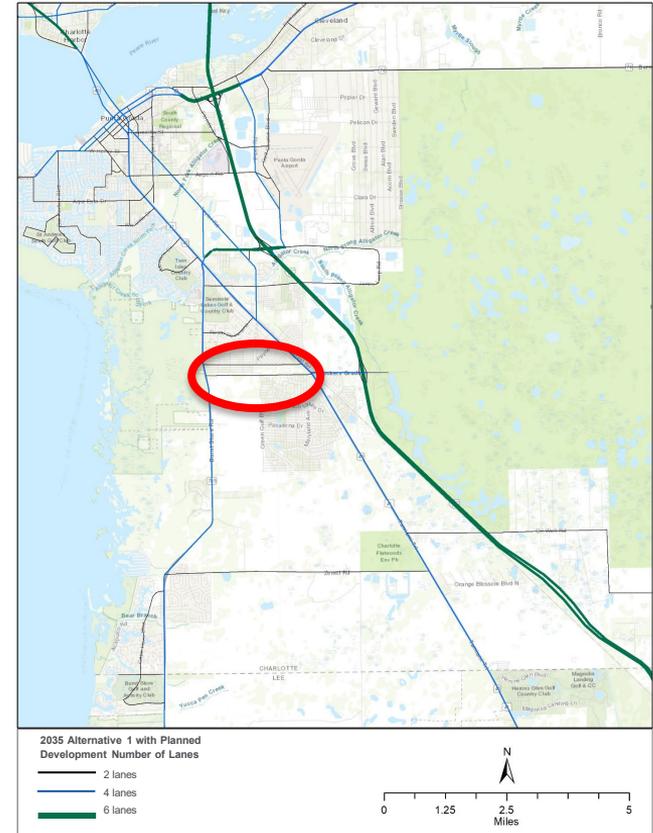
Growth Assumptions

- Timing of future developments
- Phased Growth based on uncertainty of future development
- Applied to proposed development totals

Development	2023	2035	2045
Heritage Landing	100%	100%	100%
Heritage Station	100%	100%	100%
Simple Life	100%	100%	100%
Burnt Store Preserve	0%	60%	80%
Prince Ranch LLC	0%	60%	80%
Bryan Paul	0%	60%	80%
Coral Creek Community Development District	0%	60%	80%
South Charlotte Property	0%	60%	80%
Mark Linder	0%	60%	80%
Home Dynamics	0%	60%	80%
Coral Creek	0%	80%	100%
Burnt Store 2007	0%	80%	100%
Eagle Creek	0%	80%	100%
Burnt Store 295	0%	80%	100%
Vacant Platted Lots	0%	80%	100%

Two Transportation Alternatives Tested

- Alternative 1
 - Burnt Store Road 4 lanes
 - Tuckers Grade Extension between Burnt Store Road and US 41
 - 2 lane arterial
 - 2035 and 2045



Analysis

- Initial model testing resulted in low travel demand
- Travel demand model showed no capacity needs
- Calibrated travel demand results using ITE trip generation rates

Alternative 1

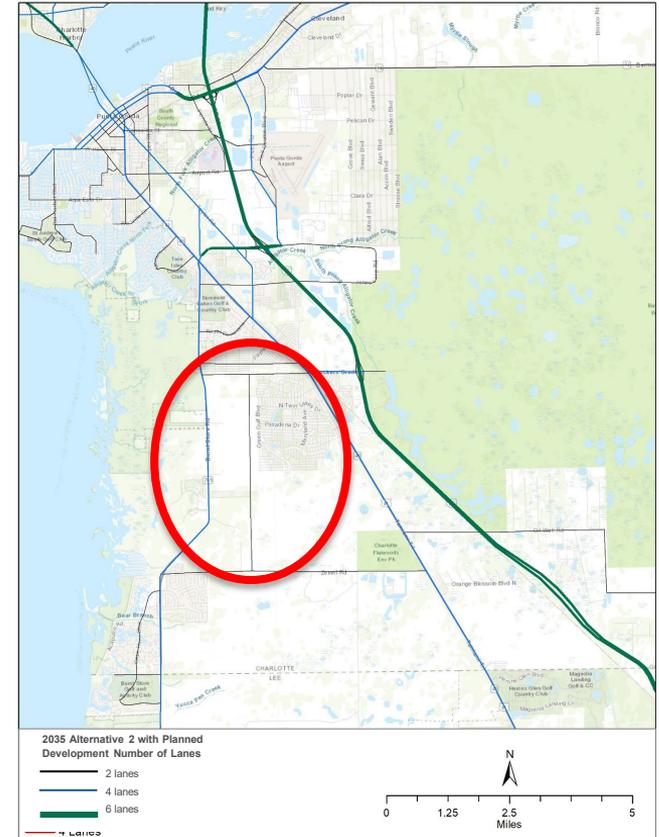
- Year 2035 calibrated model volume results
 - 2-Lane Tuckers Grade Extension needed
 - Connectivity of developments to Tuckers Grade Extension is required to provide capacity relief to Burnt Store Road
 - US 41 near Lee County Line becomes congested

Alternative 1

- Year 2045 calibrated model volume results
 - Tuckers Grade Extension
 - Volumes Approaching 2-lane capacity
 - 4-lane widening will need to be considered
 - Burnt Store Road
 - Volumes Exceed 4-Lane Capacity
 - Operational Improvements to handle Intersection Volumes
 - Widening to 6-Lanes is Needed
 - Zemel Road
 - Volumes Approaching 2-Lane Capacity

Alternative 2

- Burnt Store Road 4 lanes
- Tuckers Grade Extension between Burnt Store Road and US 41
- New N/S Roadway between Zemel Road and Tuckers Grade Extension
 - 2 lane arterial
 - 2035 and 2045



Alternative 2

- Primary benefit is connecting developments to Tuckers Grade Extension.
- Conflicts with proposed development pattern
- Impacts to environmental areas closer to Zemel Road
- Full connection between Zemel Road and Tuckers Grade Extension is removed from further consideration

I. Traffic Modeling

Conclusions & Recommendations

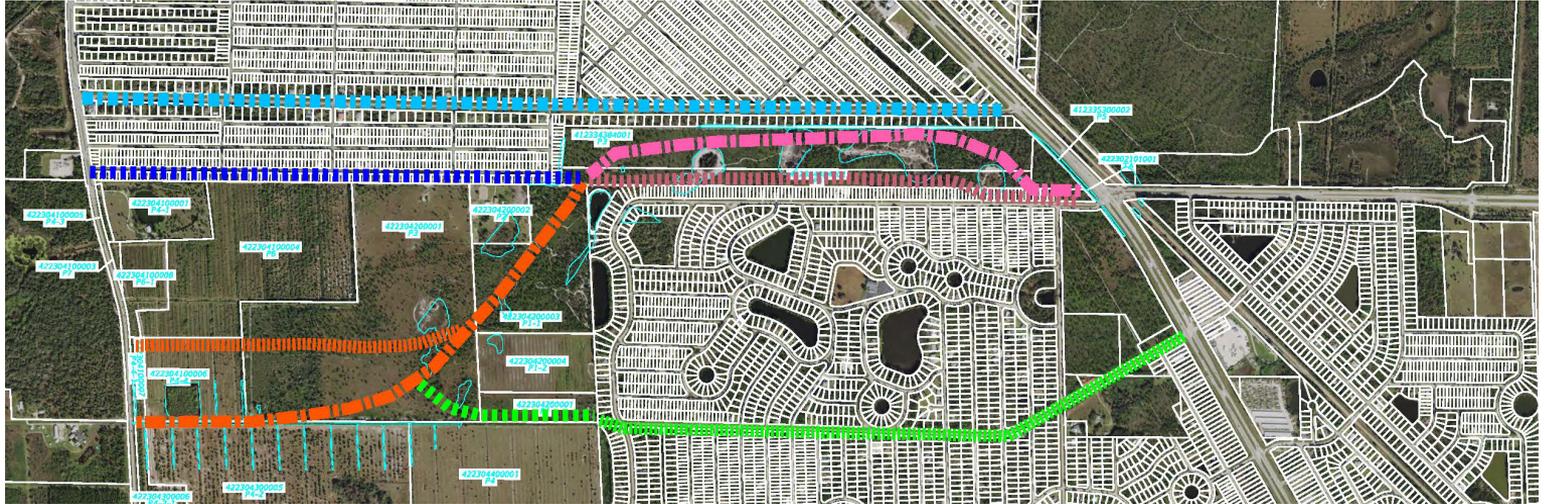
Actual development sequence, pattern, and connectivity will dictate the timing of the proposed improvements

- Tuckers Grade Extension
 - Construct 2-lane roadway between 2030 - 2035
 - Widen to 4-lane roadway by 2045
- Burnt Store Road
 - Include future operational and multimodal improvements.
 - 6-lanes to be considered after the construction of a 2-Lane Tuckers Grade Extension
 - 6-lanes are needed by the year 2045 or sooner
- Continued coordination with MPO Long Range Transportation Plan.

II. Preliminary Engineering

- Tuckers Grade Extension / East-West Connector
- Alternative Alignments
- Typical Sections
- Right of Way
- Access Management
- Implementation
- *Environmental / Archaeological*
- *Stormwater ponds*
- *Engineer's Estimate of Construction Costs*
- *Public Information Meeting*

Alternative Alignments



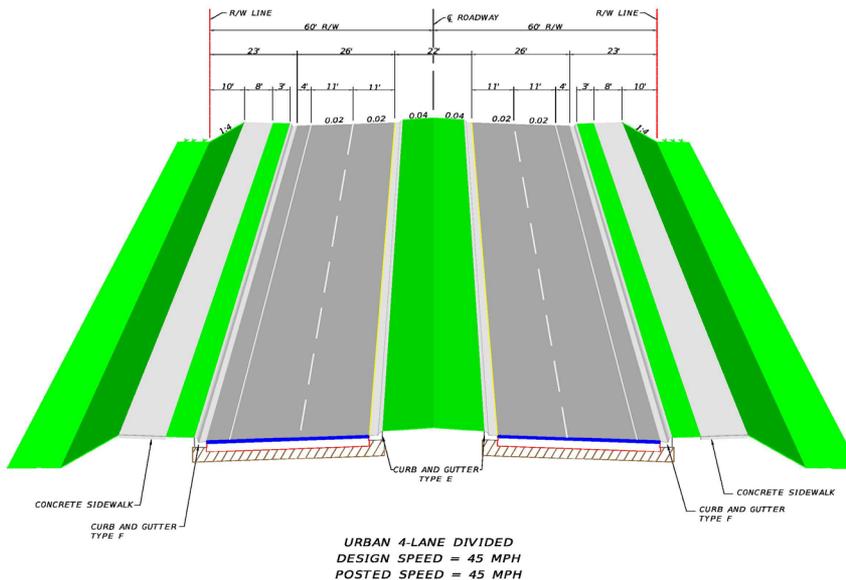
- Legend

-  Norte Dame Corridor - Alignment A
-  Scham Corridor - Alignment B1
-  Scham Corridor Extension - Alignment B2
-  Scham Corridor Extension - Alignment B3
-  East-West Corridor - Alignment C1
-  East-West Corridor - Alignment C2
-  Tribune Corridor Extension - Alignment D1
-  Tribune Corridor - Alignment D2

Typical Section

4-Lane Divided Urban

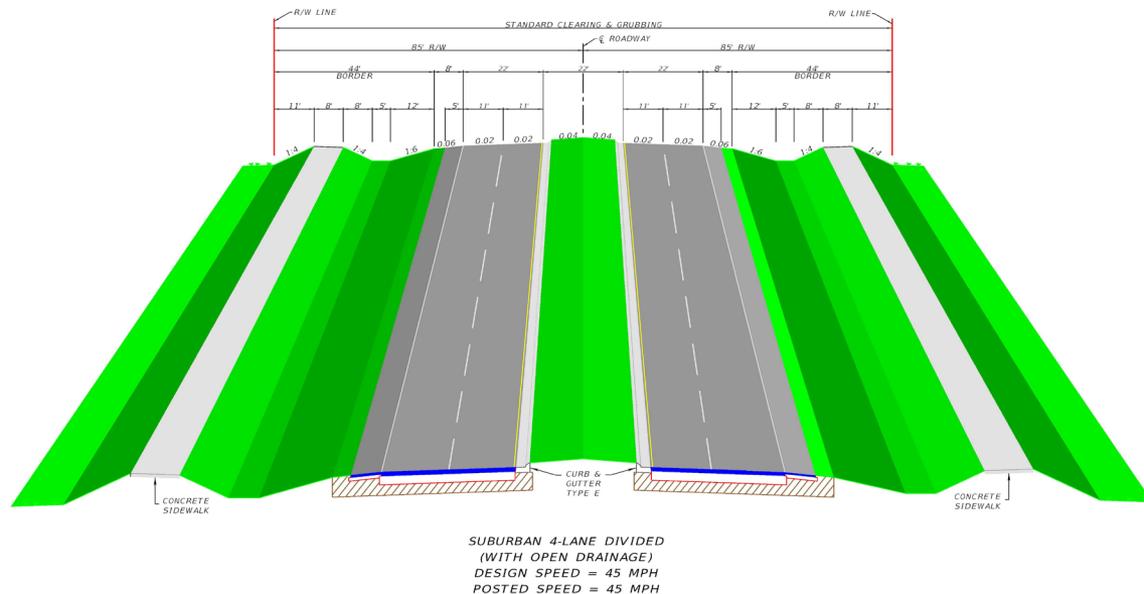
- Curb & Gutter
- Right-of-Way 120ft
- Design Speed 45mph
- Posted Speed 45mph



Typical Section

4-Lane Divided Suburban

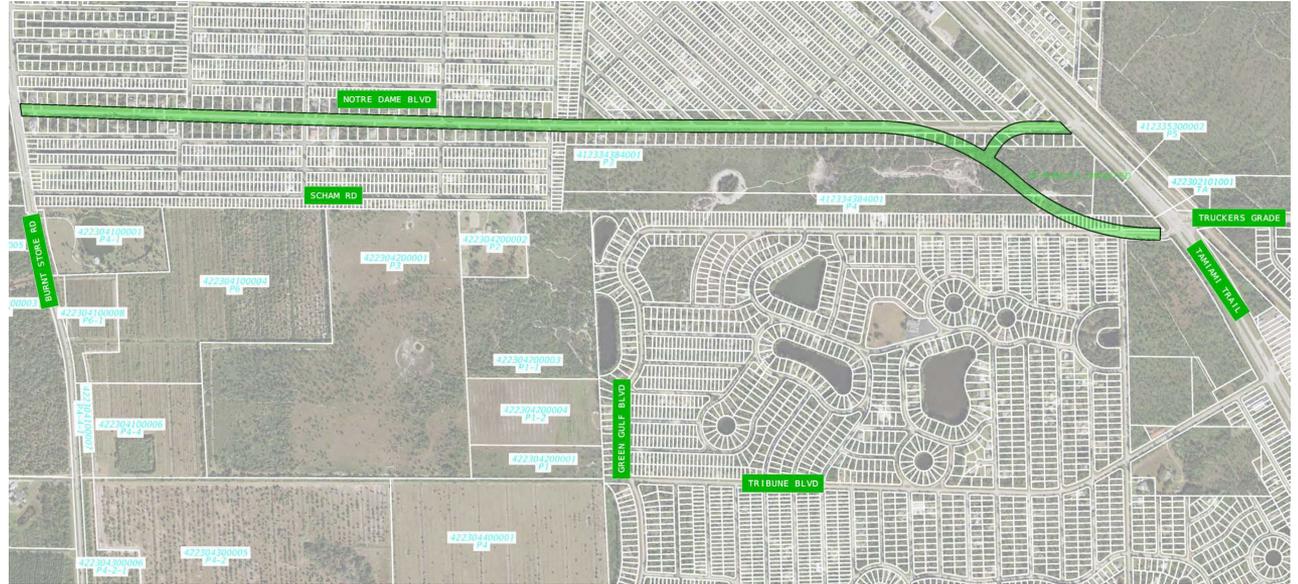
- Curb & Gutter;
Swales
- Right-of-Way 170 ft
- Design Speed
45mph
- Posted Speed
45mph



Alternative Alignments

Notre Dame Blvd Right-of-Way 120ft

- Right-of-Way Acquisition few parcels
- Residential Frontage
- Numerous Driveways
- Traffic Increase
- Design Speed 45mph
- Posted Speed <45mph



Alternative Alignments

- Tribune Blvd
Right-of-Way 60ft
- Right-of-Way
Acquisition Numerous
Parcels
- Residential Frontage
- Numerous Driveways
- Traffic Increase
- Design Speed 45mph
- Posted Speed <45mph



Alternative Alignments

- East-West Connector
Right-of-Way 120ft
- Right-of-Way Acquisition few
Parcels
- Commercial
Frontage
- Design Speed
45mph
- Posted Speed
45mph



Implementation

The timing and the pattern of developments will dictate the schedule of the roadway improvements. The Traffic Modeling Analysis assumptions reflect the following:

- **Between the years 2030 – 2035** the extension of Tuckers Grade is needed and should be constructed as a 2-lane arterial roadway. Right-of-way should be acquired for a future 4-lane arterial.
- Developments east of Burnt Store Road and closest to the Tuckers Grade Extension should be encouraged to have access to both roadways for an efficient network and traffic distribution.
- **Beyond the year 2030 and after the construction of a 2-Lane Tuckers Grade Extension**, a six (6) lane Burnt Store Road should be considered.
- **By the year 2045** or sooner the widening of Burnt Store Road to a 6-lane facility will be needed.
- **By the year 2045** or sooner the widening of Tuckers Grade extension to a 4-lane divided roadway will be needed.
- **By the year 2045** or sooner Zemel Road volumes will approach the 2-lane roadway capacity

Questions and Comments