

Future Land Use Element

City of Punta Gorda Comprehensive Plan 2045

Ordinance 2013-2024

February 7, 2024

Table of Contents

I. EXECUTIVE SUMMARY	3	Existing Land Uses of Critical Concern	18
II. INTRODUCTION.....	4	Table 1.6 – Recreation Land Uses in the City of Punta Gorda	19
Purpose	4	Map #2 – Conservation & Recreation Land Use Categories	20
Relationship to the City’s Comprehensive Plan.....	5	Table 1.7 - Conservation Land Uses in the City of Punta Gorda	21
III. LEGISLATION.....	6	Table 1.8 - Residential Land Use in the City of Punta Gorda	21
Federal Regulations.....	6	Map #3 – Residential Land Use Categories	23
State Regulations: Florida Statutes.....	6	Map #4 – Vacant Land Use Categories	24
Local Regulations: City Ordinance	7	Table 1.9 - Vacant Lands in the City of Punta Gorda	25
Other Regulatory Plans	7	Figure 1.1 – Existing Development in Punta Gorda (from left to right): Duplexes: 22 DUA, Small Multifamily: 33 DUA, Mixed-Use Multifamily: 17 DUA (currently, there is only residential on the fourth floor, though density would be roughly 32 DUA if the second and third floors were also condo apartments instead of offices)	28
City Plans	8	Suburban Residential Lands	29
IV. INVENTORY & ANALYSIS	9	Mixed Use Lands	29
Population.....	10	General Categories	31
Table 1.1 – City of Punta Gorda’s/& Charlotte County Population.....	10	Map #5 – Punta Gorda Future Land Use – 2045	33
Table 1.2 – City’s Applied Growth Rates	11	Table 1.10 – The City of Punta Gorda’s Future Land Uses ..	34
Seasonal Population	11	Map #6 – Community Redevelopment Agency (CRA).....	38
Table 1.3 - Reserved.....	11	Map #7 – Historic Districts & Contributing Structures within the City of Punta Gorda.....	39
Table 1.4 – City of Punta Gorda’s Seasonal Population (2010 – 2045)	11	Map #8 – Overlay Areas	41
Transportation and Circulation.....	12	Land Use Challenges.....	42
Data Collection	14	Map #9 – Future Land Uses Changes from 1988 to 2020 ..	43
Existing Land Use.....	14		
Map #1 – Punta Gorda Generalized Existing Land Uses as of 2020.....	17		
Table 1.5 – Punta Gorda Generalized Existing Land Uses as of 2020.....	18		

Compatible Zoning.....	44
Natural Resources	44
Map #10 – City of Punta Gorda Soils	47
Map #11 – City of Punta Gorda Topography.....	48
Map #13 – Dredge Spoil Site Location	49
Map #12 – Charlotte County Watershed Overlay.....	50
V. ANALYSIS FLOOD DISASTER RISK	51
Coastal Planning Area	51
Map #14 – Coastal High Hazard Areas (CHHA)	52
Map #15 – Hurricane Evacuation Zone Map.....	53
Map #16 – Special Flood Hazard Area (SFHA)	54
VI. FUTURE GROWTH	55
Annexation Areas.....	55
Map #17 – City of Punta Gorda Annexation Study Areas....	57
Fiscal Impacts of Annexation Areas	62
Table 1.11 – Projected General Fund Revenues and Expenditures for Annexation Areas, 2030 (Source: Economic & Budgetary Analysis, Partners for Economic Solutions, 2019).....	62
Summary of Future Growth.....	63
VII. GOALS, POLICY, & OBJECTIVES.....	64

I. EXECUTIVE SUMMARY

The primary purpose of the *Future Land Use Element* is to define the logical pattern of development for the city including the protection of important historical, environmental, and neighborhood resources. In keeping with the State of Florida's Comprehensive Plan, the City's *Future Land Use Element* seeks to provide the framework for a compact and contiguous pattern of development. The *Future Land Use Element* provides the foundation for all other elements of the Comprehensive Plan to create a cohesive and precise vision of the future of the community. The plan horizon for the Goals, Objectives, and Policies in this plan is 2045.

The data and analysis portion of this element examines the planning period from 2016 to 2045. In addition, the data and analysis provide a history and inventory of existing development patterns in order to understand where the community is today through the filter of influences that shaped its past. All the analysis of densities and intensities, infrastructure, economic and historic resources, and the relationship of the built environment to the natural environment, flows from a singular event in 1884; when surveyor Kelley B. Harvey, hired by Isaac Trabue, laid out streets and blocks along the Peace River that would become the city of Punta Gorda.

Today, Punta Gorda boasts a small town atmosphere in approximately thirty-two (32) square miles of land and water. It is located on the southwestern coast of Florida about one hundred (100) miles south of Tampa and twenty-five (25) miles north of Fort Myers. Like most South Florida communities Punta Gorda grew in the boom and bust cycle, keeping with the trends of irrational exuberance and depression, of war and peace and prosperity. Then in 2004 the city of Punta Gorda received a direct landfall hit from Hurricane Charley. With sustained winds in excess of one hundred and twenty-five (125) miles per hour the city encountered extensive damage during the relatively brief period of extreme conditions. The cost of Hurricane

Charley included a significant loss in the city's stock housing and commercial buildings.

In the aftermath of this critical event, the citizens of Punta Gorda came together in order to establish a vision for the future of the city. These efforts were first led through the actions of the Community Redevelopment Agency (CRA) during February of 2005. The CRA sought direct community input through a charrette process that resulted in the *2005 CRA Charrette* document, which built on the visioning efforts first established in the *1990 Downtown Redevelopment Plan* and *2000 Eastside and Downtown Planning Study*. Then, in an overwhelming show of community pride and resiliency, the citizen founded advocacy group, TEAM Punta Gorda, was formed. The primary mission of TEAM Punta Gorda "is to serve as a collaborative resource, uniting our citizens in accelerating revitalization to achieve the potential of our unique waterfront community". In order to fulfill this mission, TEAM Punta Gorda hired renowned urban planning firm, Jaime Correa and Associates, to help the community crystallize a comprehensive community vision.

The results of this effort, the *2005 Citizens Master Plan*, extended well beyond the boundaries of the CRA, throughout the current city limits and into the surrounding area, helping to define the logical extension of the community desired development pattern. While the *2005 Citizens Master Plan* led to the implementation of a number of successful capital improvement projects, regulatory changes, new community programs, and strategic partnerships, a comprehensive list which can be found in the City's 2018 "Review of the 2005 Citizens Master Plan", a lack of commercial redevelopment and growing fiscal challenges led the City to proactively commission an update to the *Citizens Master Plan* in 2018—this time with a special focus on economic development, budgetary impacts, and revitalization. The City hired town planning firm Dover, Kohl & Partners to lead this new community engagement and planning process, along with economists from Partners for Economic Solutions (PES) and transportation engineer Richard Hall, from Hall Planning & Engineering (HPE).

The *2019 Citywide Master Plan* builds upon the findings and recommendations of the *2005 Citizens Master Plan*, especially in regard to urban design and sustainable growth. Both plans support the notion of a compact and contiguous pattern of development in the city, given the historic nature of Punta Gorda and the citizen's vision of the community as a great place to live, work, and play. Based on findings from PES's *Budgetary & Economic Analysis*, however, the *2019 Citywide Master Plan* put greater emphasis on updating the city's existing comprehensive plan, zoning, and land development regulations to encourage realistic redevelopment, especially in the Downtown and in other areas already served by City infrastructure and services. PES's report also highlighted additional economic challenges, including the nationwide decline in brick-and-mortar retail and Punta Gorda's highly seasonal population and its economic reliance on the tourism and service industries. These challenges, exacerbated by the COVID-19 pandemic of 2020 and its impact on leisure travel, hospitality, ecommerce, and overall employment, underscore the importance of focusing on existing City assets, diversifying housing types, and taking a measured and fiscally responsible approach to annexation, all of which were key recommendations of the *2019 Citywide Master Plan*.

Beyond ensuring a sustainable development pattern that minimizes the cost of delivering municipal services and infrastructure while increasing quality of life, the *Future Land Use Element* seeks to document, preserve, and enhance existing historic and natural resources. Historic assets define the character of the community giving it a connection to the past and helping to define its unique sense of place. Protection of environmental resources is also important given Punta Gorda's location on Charlotte Harbor, a beautiful and nearly pristine National Estuary Preserve. The protection of salt marshes, mangrove forests, and other wetlands serves not only the natural world, but also the built environment, by mitigating the negative impact of natural disasters, including tidal flooding and storm surge.

The *Future Land Use Element* through the establishment of Goals, Objectives, and Policies (GOPs) seeks to codify the desired vision of the city of Punta Gorda. This vision will govern the logical pattern for continued growth and development in accordance with the State of Florida Comprehensive Plan. The GOP's of the *Future Land Use Element* guide future growth in the fine balancing act between individual development rights and community benefit. Implementation of the Comprehensive Plan is an important component in preserving and reinforcing the city's urban form, pattern of development, preventing urban sprawl, and preserving historic and natural resources in order to create a more sustainable urban environment. Therefore, the GOPs must be far-reaching enough to encompass the full range of community vision, while allowing the necessary flexibility required by the rapidly changing social, economic, and technological landscape. Balancing growth with economic sustainability will become paramount in a time of increasingly limited resources.

// INTRODUCTION

Purpose

The *Future Land Use Element* allows the land development authority to locate the specific facilities needed to maintain the adopted level of services standards at the time development impacts occur. It defines the logical pattern of development for the city including the protection of important historical, environmental, and neighborhood resources and seeks to provide the framework for a compact and contiguous pattern of development. It is through the *Future Land Use Element* and the Future Land Use Map that the city's growth management strategy is fully implemented. It is essential that the uses prescribed by the Future Land Use Map be consistent with sound urban development policies which promote compatibility between development activities. The *Future Land Use Element* provides the foundation for all other elements of the

Comprehensive Plan to create a cohesive and precise vision of the future of the community throughout the plans horizon of 2045.

Relationship to the City's Comprehensive Plan

There are key connections between the *Future Land Use Element* and all of the elements of the City's Comprehensive Plan which include the following:

- ❖ The *Conservation Element* inventories and describes the city's existing and proposed natural preserves and conservation areas within and adjacent to the city. It provides the underlying foundation and detailed policies regarding conservation, use and protection of natural resources. This element also contains key data and goals concerning exceptional natural resource areas, wildlife corridors and other issues having implications for park and recreation location criteria and potential "greenway" linkages. The *Coastal Management Element* contains key data and goals concerning exceptional natural estuary areas, beach and waterway access and other issues having implications for park and recreation location criteria, and water based recreation activities (boat launches, public marinas) critical to the city's economy. It is essential that the uses prescribed by the Future Land Use Map (FLUM) (Map #5) be consistent with sound coastal policy, and that the policies of the *Future Land Use Element* promote compatibility between development activities.
- ❖ The *Infrastructure Element* is divided into three sections pertaining to Stormwater, Solid Waste and the provision of Sewer and Potable Water services. It connects to the *Future Land Use Element* through the impacts the proposed facilities have on the existing level of service at the time the proposed facilities are completed. Facility site location criteria and overall policies regarding the City's infrastructure must be taken into consideration

during the establishment of levels of service for water and sewer facilities if the adopted level of service is to be maintained at the time the development impacts occur.

- ❖ The *Housing Element* acts as the guide to local decision makers in their efforts to enact policy that will affect the housing needs of the residents of the city of Punta Gorda. It is connected to the *Future Land Use Element* as the element identifies the land to accommodate the housing needs of the city by designation of land for residential, mixed-use, sufficient amounts of land for related uses, and providing for compact and contiguous pattern of development.
- ❖ The *Recreation and Open Spaces Element* identifies the potential recreational opportunities available to the residents of the city. Such opportunities are required to satisfy level of service issues. The *Future Land Use Element* provides the overall growth management strategies for the city by defining the direction and intensity of future growth and development and strongly influences the analysis of future recreational demand and facility needs in different portions of the city.
- ❖ The *Community Facilities and Services Element* identifies the locations and arrangements of civic and community centers, public schools, hospitals, libraries, police and fire stations and other public facilities. This element identifies the City facilities as well as other facilities and services available to the community. The location of these facilities is dependent on the land use designation on particular properties. This connection is important to maintain the adopted level of services standards at the time the development impacts occur.
- ❖ The *Transportation Element* deals with the city's road network and addresses port and aviation facilities, bicycle paths and pedestrian walkways. The policies of the *Transportation Element* must reflect those of *Future Land Use Element* to ensure that roads are sited in the most appropriate areas possible and that these roads

are designed in a manner which minimizes impacts to the surrounding land uses and promote a pedestrian friendly community.

- ❖ The *Public School Facilities Element*, by virtue of the overall growth management strategies, analyzes the direction and intensity of future growth and development identified in the *Future Land Use Element* in siting future public school facilities consistent with the Future Land Use Map.
- ❖ The *Intergovernmental Coordination Element* reviews and inventories intergovernmental communication as it relates to other elements of the City's Comprehensive Plan. It identifies and analyzes existing mechanisms of intergovernmental coordination, identifies needs, and makes recommendations to ensure consistent implementation of the Comprehensive Plan as to the effect land use decisions have on a regional level.
- ❖ The *Capital Improvements Element* reflects the City's strategy for the delivery of infrastructure and other public services, which will serve a primary role in growth management. The capital improvements schedule and capital improvements program are tools used by the City for managing growth and maintaining or improving the level of service. It is updated annually pursuant to Florida Statutes.
- ❖ The *Historical Element* enhances the City's strategy to preserve and protect Punta Gorda's locally designated historic districts and landmarks by connecting key destination points through the Punta Gorda Pathways concept. These multi-use recreational trails will enable residents and visitors access to the city's most valued and important assets.
- ❖ The *Property Rights Element* ensures private property rights are considered in the government decision making process.

III. LEGISLATION

Federal Regulations

Although the City coordinates and participates with a variety of entities, there are no federal regulations governing the *Future Land Use Element*. Most entities realize the importance of identifying and resolving incompatible goals, objectives and policies and therefore voluntarily include processes and procedures that benefit the coordination efforts between the participating parties.

State Regulations: Florida Statutes

Florida Statutes (F.S.) are a collection of state laws organized by subject area into a code made up of titles, chapters, parts, and sections. The Florida Statutes are updated annually by laws that create, amend, transfer, or repeal statutory material. Several chapters are specifically identified in the City of Punta Gorda's Comprehensive Plan.

CHAPTER 163, FS

Chapter 163, FS (Local Government Comprehensive Planning and Land Regulation Act- also known as the Growth Management Act) requires that each city and county prepare and adopt a comprehensive plan containing mandatory elements that address growth management issues including conservation and coastal zone management.

CHAPTER 187

Chapter 187 of the Florida Statutes, details the State Comprehensive Plan. The plan contains many policies which impact all elements of the City's Plan. Policy considerations include land use, public facilities, transportation, government

efficiency and plan implementation. This element must also be compatible with the State Plan.

CHAPTER 373 AND 403

These chapters of the Florida Statutes contain requirements that deal with water resources and environmental control.

Local Regulations: City Ordinance

CHAPTER 26, LAND DEVELOPMENT REGULATIONS

The City of Punta Gorda intends to update portions of Chapter 26 to implement recommendations in the 2019 Citywide Master Plan, including adopting a form-based code for certain areas within the city. The description of Chapter 26 below reflects the pre-existing status of Chapter 26 in the year 2020. Chapter 26 of the City Code of Ordinances is known as the “Land Development Regulations (Codes)” and deal with a variety of Articles as follows:

Article 2

Promote infill development and affordability through housing opportunities to smaller households, discourage urban sprawl through the use of existing infrastructure and reduce auto dependency.

Article 3

The City of Punta Gorda describes the regulating districts adopted by the City. These zoning districts regulate the density and configuration of new residential and commercial construction. There are three (3) zoning districts which allow mixed use development. Additionally, the article allows accessory dwelling units in the Neighborhood Residential (NR) Zoning District.

The City’s LDRs allow new single-family and multi-family homes to be built on any platted lot of record, as respectively zoned.

The minimum lot size for single-family homes is 3,500 square feet in order to encourage affordable infill housing development on many of the city’s older vacant lots.

Article 4

Certain uses, not explicitly permitted in Article 3, may still be constructed, enhanced, or preserved provided they meet certain conditions described in this section of the code.

Article 5

This article allows for a variety of planned developments and promotes density allowances in return for flexibility in the building placement and housing mixture. Planned developments are meant to facilitate new development and redevelopment which feature a good mixture of land uses and housing types and which contribute to the creation of a walkable and interconnected street network.

Other Regulatory Plans

STRATEGIC REGIONAL POLICY PLAN (SRPP)

The Southwest Florida Regional Planning Council (SWFRPC) assists local governments and state agencies in planning for future development by providing a comprehensive regional approach which promotes sound urban planning principles to meet the growth demands of the area. In 1987 the SWFRPC adopted a Strategic Regional Policy Plan (SRPP) and subsequently amended it in 1991, 1995, 2002 and 2011. The 2011 SRPP provides a long range guide for the physical, economic, and social development of the region for the purpose of creating a healthier and sustainable future.

The City continues to participate in projects that protect our greater natural resources through the acquisition of regionally significant lands which provides for a variety of values and

functions. Through public awareness and educational programs recommended in the SRPP, the policies of the *Recreation and Open Spaces Element*, and the sound growth management practices, the City will continue to proactively promote planning strategies which protect and enhance the provision of regional open space and recreation. Citizen involvement is always at the forefront of the City's planning efforts. These efforts are identified in the numerous plans completed in cooperation of the citizens and staff.

City Plans

2000 Eastside and Downtown Planning Study

A plan which focused on the update to the 1990 Downtown Community Redevelopment Plan which was prepared in accordance with Florida Statutes and adopted by Community Redevelopment Agency and City Council in 1990. It also contained two key focal points within the Community Redevelopment Area, the East Side Residential Neighborhood, and the Central Retail District

2005 CRA Charrette

In the aftermath of Hurricane Charley, the citizens of Punta Gorda came together in order to establish a vision for the future of the city. These efforts were first led through the actions of the Community Redevelopment Agency (CRA) during February of 2005. The CRA sought direct community input through a charrette process that resulted in the 2005 CRA Charrette Document, which built on the visioning efforts first established in the 2000 Eastside and Downtown Planning Study.

2005 Citizens Master Plan

In an overwhelming show of community pride and resiliency the citizen founded advocacy group TEAM Punta Gorda was formed. The primary mission of TEAM Punta Gorda "is to serve

as a collaborative resource uniting our citizens in accelerating revitalization to achieve the potential of our unique waterfront community."

2009 Parks and Recreation Master Plan

Adopted in 2009, the Park and Recreation Master Plan provides an inventory of existing and proposed park sites; evaluates each site for its design as a passive or active park; details how the community wants to use each park (for festivals, art markets, relaxing, sports activities, etc.) with amenities added accordingly; and evaluates its level of service (LOS) to the residents. The benefits identified in the City's Park and Recreation Master Plan promote the city's sense of place by providing a strong foundation on which the parks and recreation system can continue to grow and develop, creating a boater's destination and increasing business opportunities. This development is essential for a sustainable community. Our health, community, economy, and environment all benefit from investments in a well-developed parks and recreation system. The plan is updated every five (5) to ten (10) years.

Complete Streets Resolution

In 2014, the City adopted a Complete Streets Ordinance to ensure that the safety of all roadway users would be at the forefront of any transportation planning, engineering, construction, or infrastructure rehabilitation project within the city. This ordinance marked the renewal of a long-standing City commitment to bicycle and pedestrian modes of transport as well as enhancing the quality of life for all residents and visitors through investment in roadway safety.

2019 Transportation Buildout Study

In March of 2019 City Council adopted the findings and recommendations of the 2019 Transportation Buildout Study. Developed with guidance from technical analysis and stakeholder and community input, the objectives of this study

were to identify long-term transportation needs and provide strategic guidance on implementing additional studies and capital projects to meet those needs, including the future development of the Charlotte County/Punta Gorda MPO 2045 Long Range Transportation Plan. The report includes an examination of existing conditions such as crash data and area specific population and employment projections to 2045, as well as traffic modeling and analysis through 2045, new context classifications, and key action items such as roadway improvements.

2019 Punta Gorda Climate Action Plan

The Punta Gorda Climate Action Plan was completed in June of 2019 and adopted as an addendum to the 2009 City of Punta Gorda Adaptation Plan. Funded by a NOAA Resiliency Planning grant, and contracted out to Taylor Engineering Inc., this Climate Action Plan includes a vulnerability analysis for city-owned critical infrastructure given different inundation scenario, a living shoreline technical guide, and updated adaptation strategies for pre-defined Adaptation Focus Areas.

Plan Punta Gorda: Citywide Master Plan (2019)

With new concerns regarding the economic and fiscal sustainability of the city given its existing tax base, job growth, demographics, and neighboring planned developments, the City of Punta Gorda commissioned an update to the 2005 Citizens Master Plan, with a focus on economic feasibility and budgetary impacts. The Citywide Master Plan was accepted by City Council in November 2019 and includes recommendations and strategies regarding housing, commercial development, historic preservation, land use, boating, streets and mobility, and open space. A dedicated public planning process was initiated for this Master Plan to allow community members to engage with each other, city staff, leadership, and planning consultants and envision the future of Punta Gorda together. The Plan also includes a comprehensive list of strategies and

actions items to achieve this future vision, as well as an implementation matrix that includes key information on how to enact the plan over time.

IV. INVENTORY & ANALYSIS

In 1884, on the instructions of subdivision founder Isaac Trabue, surveyor Kelley B. Harvey laid out streets and blocks along the Peace River that would become the city of Punta Gorda. All waterfront property was designated as parks and the streets were run perpendicular and parallel to the Peace River in a grid pattern. The Town of Trabue, a subdivision, was recorded on February 24, 1885. In 1887 a group of residents opposed to Isaac Trabue's efforts to control the development of the town gathered to vote on incorporation. These founding fathers chose the old Spanish name for the area of Punta Gorda when filling incorporation papers in the Manatee County seat of Pine Level.

The city of Punta Gorda is located south of the confluence of the Peace River and the Myakka River, on Charlotte Harbor. The city contains approximately thirty-two (32) square miles of land and water. The city limits generally follow the centerline of the Peace River and Charlotte Harbor on the northern and western boundaries, with the eastern boundary generally following Cooper Street, Airport Road, U.S. 41 (excluding Charlotte Park Subdivision) and Burnt Store Road. The southern boundary of the city generally follows the southern boundary of the Burnt Store Meadows Subdivision and contains most of the contiguous portions of the State Charlotte Harbor Buffer Preserve. The drainage patterns of the city are toward the Peace River and Charlotte Harbor by way of man-made canals, a storm drainage system in the older sections of Punta Gorda and via the two branches of Alligator Creek in the southern parts of the

city. There are no groundwater aquifer recharge areas in the city.

In the aftermath of hurricane Charley, two (2) of the city's existing mobile home parks were largely demolished, the downtown and adjacent historic residential district devastated and condemnation of a multitude of single family, multi-family and commercial structures, the storm fundamentally altered the nature of the built environment of the city.

[Figure - Regional Locator Map](#)

Population

Florida's population has increased from the 1940's through the 2020 Census. The Office of Economic and Demographic

Research (EDR) reports a variety of statistics of all Florida counties and cities including population estimates. The population projections used by the City are based on the 2020 Census population and the 2020 (EDR) estimate. The City projections are also based on the projections published by the Charlotte County-Punta Gorda Metropolitan Planning Organization in the 2045 Transportation Plan.

Staff reviewed the City's population growth since 1990 using the Census population figures for the years 1990, 2000, and 2010, and 2020 to create population projections for 2030, 2040, and 2045. These projections are shown for the City of Punta Gorda, Unincorporated Charlotte County, the County-wide total and the City of Punta Gorda percent share of the total county population are shown in Table 1.1 - City of Punta Gorda's/ & Charlotte County Population.

Table 1.1 – City of Punta Gorda's/ & Charlotte County Population

Place	1990	2000	2010	2020	2030*	2040*	2045*
City of Punta Gorda	10,747	14,344	16,641	19,471	21,768	24,337	25,773
Unincorporated County	100,228	127,283	143,337	167,376	187,126	209,207	221,550
Total	110,975	141,627	159,978	186,847	208,894	233,544	247,323
% of Share	10%	10%	10%	10%	10%	10%	10%
*Population projections Source: The US Census Bureau, The Office of Economic and Demographic Research (EDR)							

Projections for the city of Punta Gorda were then developed using the University of Florida Bureau of Business and Economic Research (BEER), and the Office of Economic and Demographic Research (EDR) estimates as the baseline numbers. City staff used a mathematical extrapolation technique. Mathematical extrapolation techniques involve the manipulation of data on a

given population, without comparison to other populations, in order to project a trend. Extrapolation techniques require historical data series, measured at two or more intervals, which can be plotted or arranged to show a pattern or trend. The City used a linear growth rate of 1.18 percent per year for population projections.

Table 1.2 – City’s Applied Growth Rates

Year	% Change
One Year	1.18%
Five Year	5.90%
Ten Year	11.80%
Source: City of Punta Gorda Urban Design	

Seasonal Population

The part time residents of Florida are typically present during the winter months and produce a significant increase to the population base. These “snowbird” residents usually cause a spike in the population from mid-November through mid-April. They may own a second home in the region or may have a long-term rental arrangement. The Southwest Florida Regional Planning Council estimates that during the season, winter

residents may increase the region’s population by as much as twenty-two percent (22%). SWFRPC based this estimate on a combination of taxable sales, the number of homes held for seasonal use, and the ratio of seasonal households to total households. Although precise numbers are not readily available, it was estimated that the city’s seasonal population is similar and is included in the overall County prediction.

Table 1.3 - Reserved**Table 1.4 – City of Punta Gorda’s Seasonal Population (2010 – 2045)**

Year	2010	2015	2016	2017	2018	2019	2020	2030*	2040*	2045*
Punta Gorda	16,641	17,675	17,884	18,095	18,308	19,961	19,471	21,768	24,337	25,773
Unincorp. County	143,337	149,466	151,096	152,744	154,410	161,809	167,376	187,126	205,648	221,550
Seasonal	35,195	36,771	37,175	37,584	37,998	39,989	41,106	45,957	50,597	54,411
Total County + Seasonal Population	195,173	203,912	206,155	208,423	210,716	221,759	227,953	254,851	280,582	301,734
*Population projection										

Source: City of Punta Gorda Urban Design, US Census, Bureau of Economic and Business Research (BEBR) University of Florida, and Southwest Florida Regional Planning Council

Workforce and Jobs

As described in Partners for Economic Solutions (PES) *Economic Development and Budgetary Analysis* (May 2019), prepared as part of the *2019 Citywide Master Plan*, the workforce living within Punta Gorda is relatively limited with less than 5,500 residents (30 percent of residents aged 16 or over) working or looking for work. This compares 39 percent of the Charlotte County population and 45 percent of the Southwest Florida population. Of the Punta Gorda residents that are employed, most (71 percent) work in white collar professions such as management, financial and professional services, sales, and administrative support, 19 percent work in service positions, and 11 percent are employed in blue collar professions such as construction, maintenance and repair, production, and transportation.

In terms of employment within Punta Gorda, according to the 2021 American Community Survey 5-Year Estimates, the employment rate is 31.7%, which is 23.7% lower than the national average. An average of all workers commutes 22.7 minutes to work, which is 4.4 minutes longer than the national average. According to data from 2015, most jobs are held by people living outside of the city limits. Of the 7,776 primary jobs located in Punta Gorda in 2015, only 711 (9 percent) were held by local residents. The cost of housing makes it harder for lower wage workers to live in or near the city. Among workers making less than \$1,274 per month, 20 percent traveled more than 50 miles to work. Overall, in 2015, 47 percent of workers employed in Punta Gorda traveled more than 10 miles to get to work and 21 percent traveled more than 25 miles.

Transportation and Circulation

U.S. 41 provides the major north-south transportation corridor within the city. I-75 provides transportation north and south and is located approximately one mile east of the current corporate boundary. Two (2) interchanges, US 17 and North Jones Loop Road, Exit 161, provide direct access to Punta Gorda. U.S. 17, Exit 164, terminates with its intersection at U.S. 41 in the northeast portion of the city and provides the primary transportation route to the east. Burnt Store Road (S.R. 765) allows north-south access to the southern portions of the city. Primary Collector roads are Marion Avenue-Olympia Avenue, Bal Harbor Boulevard, Aqui Esta Drive, Henry Street, Cooper Street, Coronado Avenue, Madrid Boulevard, Monaco Drive and Royal Poinciana. Other City streets also function as City collector streets. Details of the city's transportation and traffic circulation system can be found in the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) and in the *Transportation Element* of this Comprehensive Plan.

Real-Estate Market Potential

As noted also in Partners for Economic Solutions (PES) *Economic Development and Budgetary Analysis* (May 2019), in 2016, the Punta Gorda housing stock was dominated by single-family houses (63 percent), while 25 percent of homes were in buildings with 5 or more units. In 2018, ESRI estimated that the city had a total of 13,203 units, of which 26 percent were vacant, including those occupied less than half of the year.

According to the 2021 American Community Survey 5-Year estimate, 27.7% of housing units in Punta Gorda are rented, however, the homeownership rate in the city is 81.2%, which is 13.8% higher than the rest of the state. Based on population projections prepared by the University of Florida's Bureau of Economic and Business Research (BEBR) and the average share of homes in Charlotte County that are built in Punta Gorda, future demand could be 1,000 to 1,300 new housing units by 2030. Given the overall range in BEBR's projections, though, this number could be as much as double that. Based on their analysis, PES recommended 35 percent of new housing units be multi-family rentals to better accommodate workforce demand.

Annexation is a good way to increase the housing stock and improve the real estate market potential of the city. Since 2004 the City of Punta Gorda has annexed over 1,700 acres (2.3+ square miles) into the incorporated city limits at the voluntary request of property owners. Some recent city annexations include Nino's Bakery / Punta Gorda Self Storage, Eagle Point Mobile Home Community, Jones Loop Road Property, Park Hill Mobile Home Community, Walmart and Murphy Oil, Additional Jones Loop Road Property, Cooper Street Property, Burnt Store Presbyterian Church, and River Haven Mobile Home Park. While some of these newly annexed properties bring already established housing stock into the city, the 22.8 acres of vacant, wooded lands along Jones Loop Road brings new housing stock. In a City Council meeting in 2020, the City approved a mixed-used development project at that location that will bring 297 new rental apartments in the city, consistent with the Punta Gorda Comprehensive Plan's goal of creating a lively, economically-viable, pedestrian-oriented town.

Before the Covid 19 pandemic, Punta Gorda's office market was relatively stable based on data from 2017, with 1.3 million square feet of space and an occupancy rate of 96.8 percent. All the existing office space was constructed before 2010, with one recent exception. The demand for office is closely linked to

employment trends. The 2019 market analysis by PES recommended adding an estimate 220,000 square feet of smaller scale offices in downtown Punta Gorda, and medical offices surrounding the Bayfront Health area, by 2030. Post the Covid 19 pandemic, according to the 2021 American Community Survey 5-Year Estimates, 16.2% of workers worked at home. According to the same survey conducted a year before the pandemic, 11.9% of workers worked from home, showing a 4.3% decrease in the need for office spaces in the city.

Before the Covid 19 pandemic, tourism in Punta Gorda had increased significantly with the advent of passenger air service to Punta Gorda Airport, starting in 2007 with Allegiant Air. In 2018 they delivered 790,000 passengers; 150 percent higher than 2014. The sharp increase in air travel mirrored in the hospitality market. Hotel occupancies, excluding short-term rentals, increased from 49.3 percent in 2013 to 57.1 percent in 2014, and 69.5 percent in 2017. Tourism and a seasonal population also impact the city's retail market. With the expansion of on-line shopping and the national surplus of retail space, brick-and-mortar retailers face many challenges. Those competing most successfully offer authentic and personalized experiences. Downtown Punta Gorda is well positioned for this kind of retail. PES's market analysis in 2019 recommended an additional 20,000 to 25,000 square feet of well-designed retail space to round out existing offerings. However, according to a Comprehensive Economic Development Strategy (CEDS) report approved by the Southwest Florida Regional Planning Council (SFRPC) in 2022, tourism was one of the hardest hit sectors in the region because of the pandemic slowdown. When comparing tourism tax or "bed tax" collections for the Southwest Florida Region from previous years, the data shows that such collections had bounced back in the region since the last downturn in 2009. The region increased at a higher percentage (82.2%) than the State (60.9%). Then in 2020 with the pandemic, collections declined, falling from a regional high

of \$98,954 in 2018-2019 to \$90,176 in 2019-2020. This data shows that diversifying the economy beyond tourism should be a goal of the city, especially in the aftermath of Hurricane Ian.

Recent events, following the publication of the *Economic Development and Budgetary Analysis* in May 2019, should be noted when considering the market potential in Punta Gorda. In March of 2020, Florida recorded its first cases of the COVID-19 novel coronavirus, which originated in late 2019 in Wuhan, China. Soon after Governor DeSantis declared a State of Emergency. In April, the governor also instated a stay-at-home order, lasting through the end of the month, though he left additional emergency response measures and mandates to the discretion of local governments. With phased reopening occurring as early as May in several counties, Florida began to see a sharp surge in cases in June and July. As of August 20, 2020 the total reported cases of COVID-19 in Florida was up to 5888,602 and deaths reached 10,049. Charlotte County's reported cases was 2,435 and deaths were 106. Both the City of Punta Gorda and Charlotte County have followed CDC guidelines, implementing social distancing measures and mask mandates to help control virus spread.

In the aftermath of the Covid 19 pandemic, according to a University of Central Florida Institute for Economic Forecasting winter report for 2023-2026, The Punta Gorda Metropolitan Statistical Area (MSA) is expected to show mixed levels of growth in its economic indicators. Punta Gorda's Gross Metro Product will be \$5,835.57. Average annual wage growth of 3.1 percent will lead to an average annual wage of \$59,900, among the lowest level in the state. Personal income will grow by 5.1 percent. This will lead to a per capita income level of \$43,100. Population growth will average 1.9 percent. Employment growth is expected to average a rate of 0.1 percent annually. The unemployment rate is estimated to average 5.5 percent. The Financial sector will lead Punta Gorda at an average annual

growth rate of 2.7 percent. The Education and Health sector and the State and Local Government sector will expand at respective rates of 2.1 percent and 1.8 percent.

More than before, Punta Gorda will have to concentrate on protecting its existing assets, such as the historic downtown and restoring Fishermen's Village, once a colorful, vibrant artist colony and highly popular tourist destination, but now destroyed by hurricane Ian. Facilitating quality infill and mixed-use development in key locations will help support the overall economy and recovery. While single-family housing remains strong as an immediate response to the pandemic, existing shortages of workforce housing will be exacerbated by the induced economic recession, hurricane Ian, and high unemployment rate.

Data Collection

The data utilized in this section was obtained through analysis of Charlotte County GIS and Charlotte County Property Appraiser's Data by the City's Urban Design Division and identify all property within the corporate limits by the State of Florida Land Use Classification System which resulted in an existing land use map when verified and updated by the City's Urban Design Division. The tabulations of residential single family, multi-family and mobile home counts were developed from Charlotte County Property Appraisers information and by using certificates of occupancy (CO).

Existing Land Use

Land use is the human modification of the natural environment into a built environment. It is an important component of land use planning which should ensure an orderly compact and contiguous pattern which benefits a wider economy and population while respecting the natural environment and

community historic character. The first step in defining a logical future land use pattern is to inventory the existing pattern of land use including all vacant lands. In order to establish an existing pattern a system for categorizing the various types of existing development and vacant lands must be defined. The system must be complex enough to encompass the full range of existing development, yet simple enough to provide a useful basis for analysis. The City of Punta Gorda's generalized existing land uses are defined below:

Residential:

Residential use is any land on which the primary use is dwelling units. This category is further broken down into subcategories representing the primary dwelling types.

- Single Family: A structure used for human habitation, excluding multi-family residences and mobile homes (which are otherwise classified) Development is closely associated with the early development of canal front communities. This use continues to be a significant amount of land in the city.
- Mobile Home: A manufactured dwelling unit designed for year-round occupancy and affixed to a semi-permanent foundation. Mobile Homes have significantly decreased within the city over the last planning decade.
- Multi-Family: A structure in which two or more families have their residences. With the reduction of the amount of available land for single family residential, the city has seen a significant increase in the multi-family housing. This is an important indicator for the City's future's planning analysis.

Commercial

Commercial use is any land on which the primary use is commercial uses including office and retail.

Industrial

Industrial use is any land on which the primary use is industrial in nature including manufacturing facilities, warehouses, or open storage.

Agricultural

Agricultural use is any land on which the primary use is growing crops or raising livestock. There are no lands within the city that meet this definition.

Recreational

Recreational use is any land on which the primary use is recreational in nature. This category is further broken down into two (2) subcategories representing ownership types:

- ❖ Recreation-Public: Land held by federal, state, or local government primarily for recreational use
- ❖ Recreation-Private: Includes all privately held land developed for recreational use

Conservation

Conservation use is any land restricted in use due to its environmentally sensitive nature or is held in the public trust. This category may contain limited recreational uses including trails, paddle-craft launches, and similar passive or nature based activities. This category is further broken down into two (2) subcategories representing ownership types:

- ❖ Preservation (public lands): Federal, state, or local government lands
- ❖ Conservation (private lands): Ecologically sensitive lands held by private interests containing limited development rights

Educational

Educational use is any developed land owned by the Charlotte County School Board or any other public or private entity for

which the primary purpose of the development is education of children or adults.

Public

Public buildings and grounds include all parcels of land that contain publicly owned and operated buildings.

Institutional Other Public Facilities

Other Public Facilities is any developed land containing facilities operated in the public interest including hospitals, churches, and private clubs.

Vacant Land

Vacant Land is any land not containing an existing structure but is otherwise developable. This category is further broken down into three (3) subcategories representing existing regulatory restrictions:

- ❖ Vacant Residential: any land not containing an existing structure but is otherwise developable for residential uses
- ❖ Vacant Commercial: any land not containing an existing structure but is otherwise developable for commercial uses
- ❖ Vacant Industrial: any land not containing an existing structure but is otherwise developable for industrial uses

Right of Way (ROW)

ROW is any land or water used primarily for a transportation purpose, including automotive, boat, pedestrian, bicycle, and

train. This category is further broken down into two (2) subcategories:

- ❖ Right of Way Land
- ❖ Right of Way Water

Historic Resources

Historic Resources are any existing land use that is of special significance due to the age and character of the structures or uses found there. The city of Punta Gorda contains a substantial concentration of historic structures given the relatively short period of European habitation in the Southwest Florida Region. Just less than one hundred (100) acres or approximately one percent (1%) of the land area of the city contains structures listed on the Florida Master Site File of historic resources. The Historic Resources category is a special subset found within each of the previous existing land use categories, as the uses of the past generally align with the present land use pattern. A more thorough discussion of these resources occurs within the *Historic Element*.

Table 1.5 - Generalized Existing Land Uses in the City of Punta Gorda, illustrates the acreages and number of square miles associated with each of the various generalized Existing Land Use Categories. These categories are identified on Map #1 – Punta Gorda Existing Land Use. All data has been updated with information compiled by the City of Punta Gorda from the Charlotte County Property Appraiser data from May 2020.

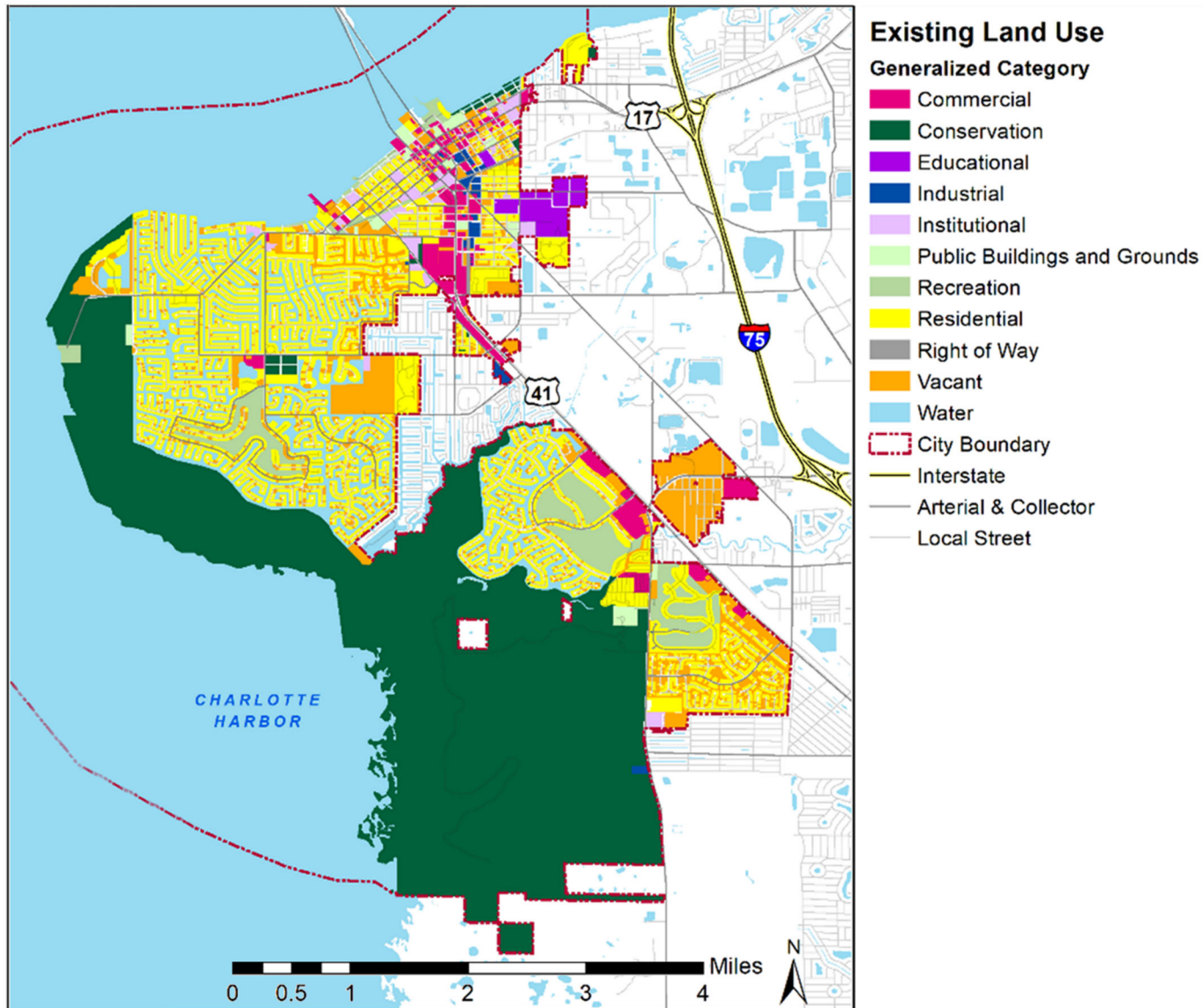
Map #1 – Punta Gorda Generalized Existing Land Uses as of 2020

Table 1.5 – Punta Gorda Generalized Existing Land Uses as of 2020

Land Use	Acres	Square Miles	Percentage of Total Land Use
Residential	2,372.03	3.72	22.35%
Commercial	332.19	0.52	3.13%
Industrial	45.35	0.07	0.43%
Agricultural	0.00	0.00	0.00%
Recreational	569.42	0.89	5.37%
Conservation	4,987.19	7.79	47.00%
Educational	122.66	0.19	1.16%
Public Buildings & Grounds	78.41	0.12	0.74%
Institutional	104.15	0.16	0.98%
Vacant Land	1,041.90	1.63	9.82%
Right of Ways Land	957.54	1.50	9.02%
Right of Ways Water*	10,011.60	15.64	N/A
Historic Resources**	95.76	0.15	0.90%
Total Land Uses	10,610.85	16.58	100.00%

Source: 2016 and 2020 City of Punta Gorda & Charlotte County GIS
 *Right of Ways Water includes all navigable waterbodies and are not added into the totals for land area.
 **Historic Resources counts the total area of properties containing historic structures. They are individually assigned to other land use categories and are not added into the totals for land area.

Existing Land Uses of Critical Concern

The city's continued development in accordance with its comprehensive plan and land development regulations will serve to minimize conditions that are inconsistent with the community's character and its proposed future land uses. An important component in the city's future development is the continuation of a compact and contiguous urban form and pattern of land uses, in preventing urban sprawl, and in preserving historic and natural resources in a functioning urban

environment. Further analysis of the City's existing land uses identifies several important land uses necessary for the city's continued compact and contiguous development.

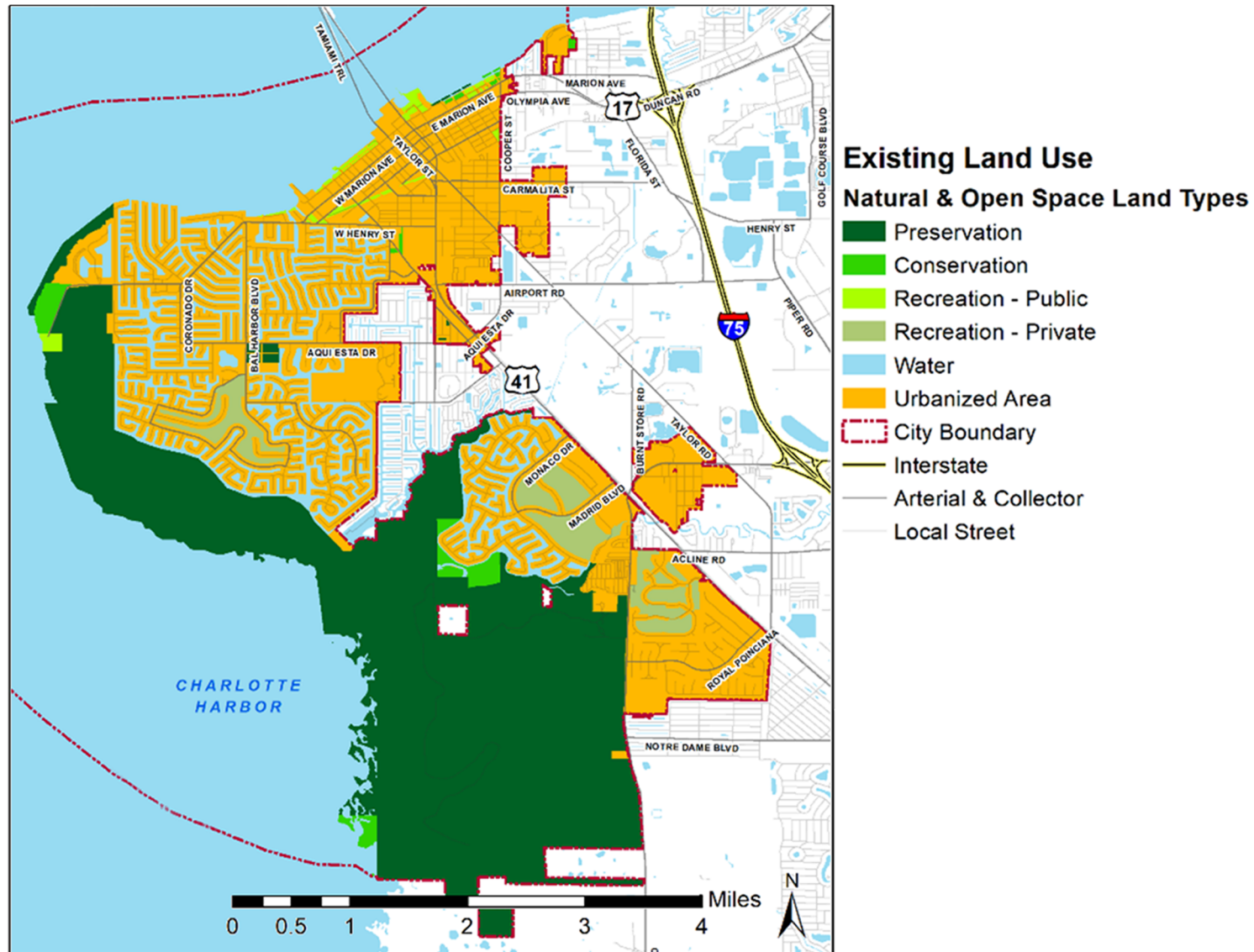
Recreation & Conservation: Recreation land uses are extremely important to the city of Punta Gorda. The acreages are identified in Table 1.6 - Recreation Land Uses in the city of Punta Gorda. Recreational lands are sub-divided into two classes Recreation-Public and Recreation-Private. Recreation-Public lands include park land and public recreation facilities and are intended to serve active and passive recreational needs of the public.

Recreation-Private includes all privately held developed land for recreational purposes primarily intended to serve a surrounding

residential community and include golf courses, marinas, and tennis/athletic clubs.

Table 1.6 – Recreation Land Uses in the City of Punta Gorda

Recreation Land Uses	Acres	Square Miles	Percentage of Recreational Land Uses	Percentage of Total Land Uses
Recreation – Private	499.64	0.78	87.75%	4.71%
Recreation – Public	69.78	0.11	12.25%	0.66%
<i>Total Recreation Uses</i>	569.42	0.89	100.00%	5.37%
Source: 2016 and 2020 City Punta Gorda & Charlotte County GIS				

Map #2 – Conservation & Recreation Land Use Categories

Identified in Table 1.7 - Conservation Land Uses in the City of Punta Gorda are vitally important to the continued healthy functioning of Charlotte Harbor and providing the urbanized area of the city with a buffer during tropical cyclone events. In addition to important ecological functions, these conservation lands provide unique recreational opportunities for the citizens and visitors to Punta Gorda.

The City coordinated with the Florida Department of Environmental Protection to annex into the City boundaries approximately twelve hundred (1,200) acres of environmentally

sensitive lands. This land provides a continuous boundary along the state conservation lands along the City's southwestern border. The City received the annexation of these lands to clarify jurisdictional responsibilities for public safety services, elimination of enclave conditions and to ensure continued maintenance of Community Rating System (CRS) points. This annexation assisted the City in maintaining and improving their CRS from a Class 6 to a Class 5. The CRS is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed the minimum National Flood Insurance Program (NFIP) requirements.

Table 1.7 - Conservation Land Uses in the City of Punta Gorda

Conservation Land Uses	Acres	Square Miles	Percentage of Conservation Land Uses	Percentage of Total Land Uses
Preservation (Public Land)	4,841.46	7.56	97.08%	45.63%
Conservation (Private Land)	145.73	0.23	2.92%	1.37%
<i>Total Conservation Uses</i>	<i>4,987.19</i>	<i>7.79</i>	<i>100.00%</i>	<i>47.00%</i>
Source: 2016 and 2020 City Punta Gorda & Charlotte County GIS				

The City's Conservation & Recreation Land Use Categories are identified on Map #2.

Residential: Residential land uses occupy the second largest land area, after conservation land, within the City of Punta

Gorda at over twenty-two percent (22%) of the total area. Table 1.8 - Residential Land Use in the City of Punta Gorda illustrates the respective land areas of the various types of residential uses. These land uses are identified on Map #3 - Conservation & Recreation Land Use Categories.

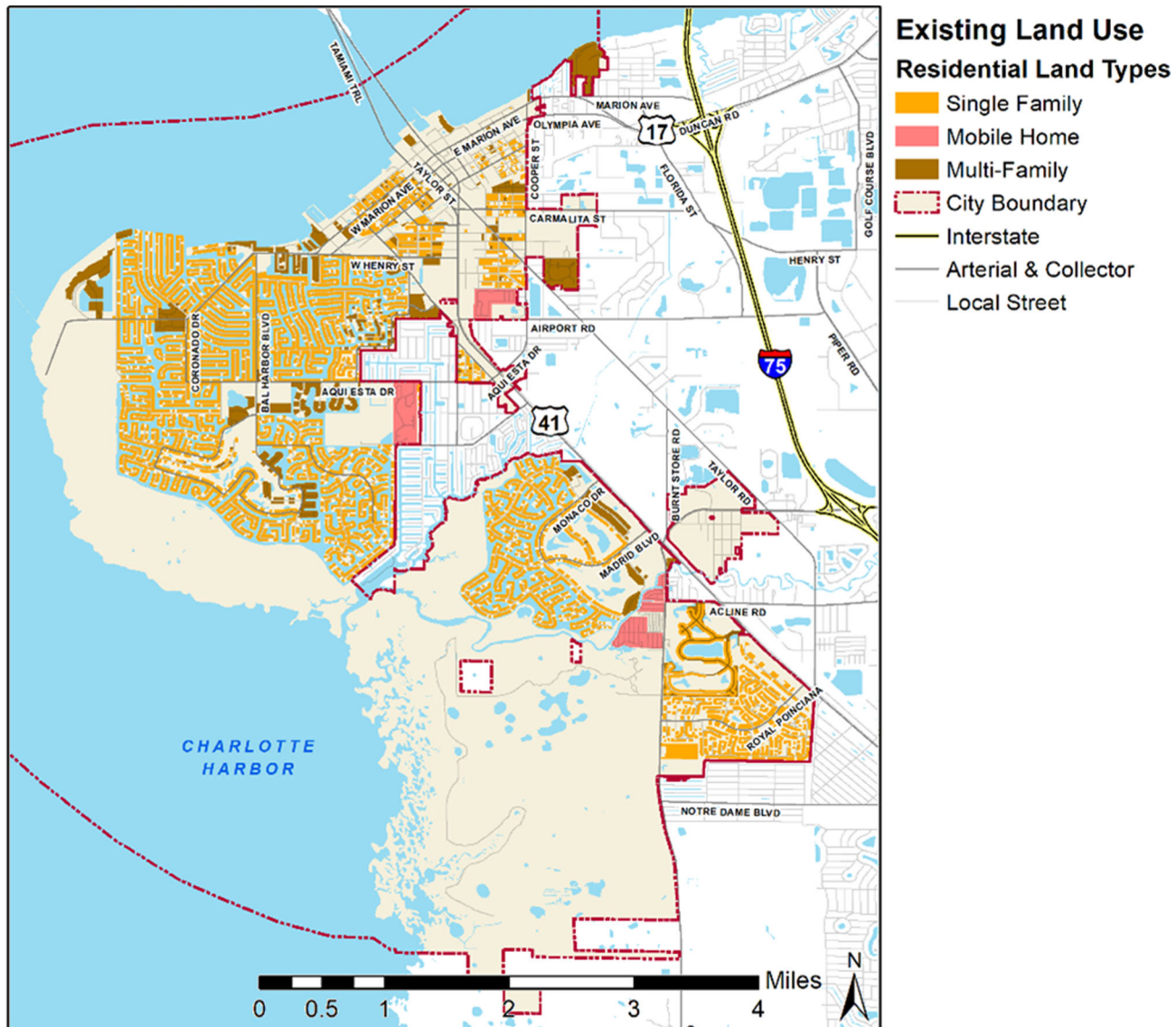
Table 1.8 - Residential Land Use in the City of Punta Gorda

Residential Land Uses	Acres	Square Miles	Percentage of Residential Land Uses	Percentage of Total Land Uses
Single Family	1,778.36	2.79	74.97%	16.76%
Mobile Home	147.68	0.23	6.23%	1.39%
Multi-Family	445.99	0.70	18.80%	4.20%

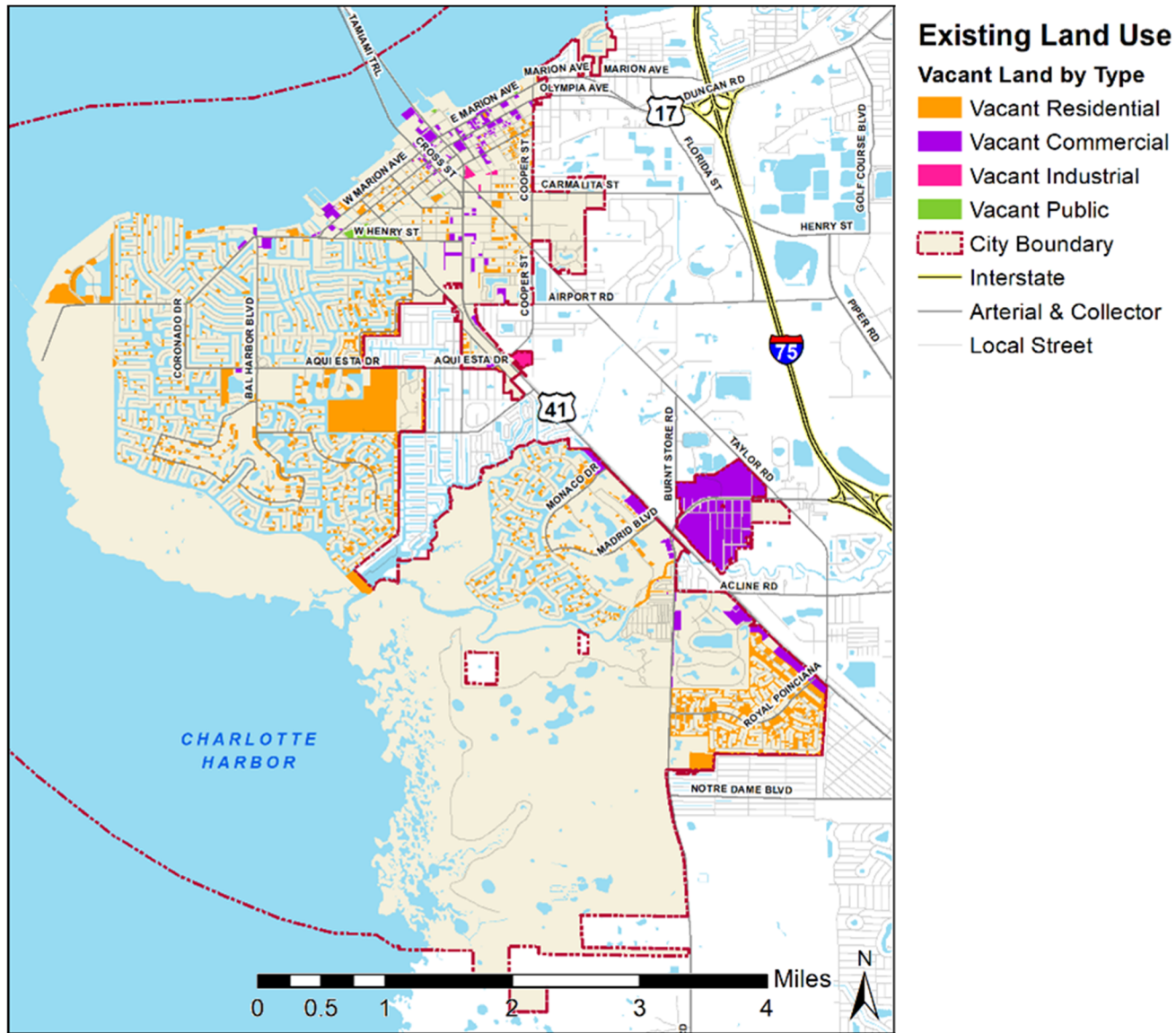
FUTURE LAND USE ELEMENT

Total Residential	2,372.03	3.72	100.00%	22.35%
Source: 2016 and 2020 City Punta Gorda & Charlotte County GIS				

Map #3 – Residential Land Use Categories



Map #4 – Vacant Land Use Categories



Vacant: Vacant Land Uses are vital to providing the space necessary for continued growth and development. Vacant lands occur in three basic types: Residential, Commercial, and

Industrial. These areas are identified on Map #4 - Vacant Land Use Categories and Table 1.9.

Table 1.9 - Vacant Lands in the City of Punta Gorda

Vacant Land Types	Acres	Square Miles	Percentage of Vacant Land	Percentage of Total Land Uses
Vacant Residential	686.21	1.07	65.85%	6.46%
Vacant Commercial	325.90	0.51	31.28%	3.07%
Vacant Industrial	13.74	0.02	1.32%	0.13%
Vacant Public	16.05	0.03	1.54%	0.15%
Total Vacant Land	1,041.90	1.63	100.00%	10.59%
Source: 2020 City Punta Gorda & Charlotte County GIS				

Continued infill within the existing vacant lands of the city is expected to continue in a manner consistent with the recent past. As single family lots become scarce it is expected that residential development interest will shift to the available multi-family, and mixed use lots. The share of mobile and manufactured homes is expected to remain fairly static, with any increases likely to occur due to annexation. Recent annexations have brought existing mobile home parks into the city. No new park creation is anticipated.

Future Land Uses

This section describes the future land uses that exist within the City of Punta Gorda and the potential development the City expects to see over the next planning decade.

Intent & Objectives of Future Land Use Planning

It is the intent of the *Future Land Use Element* and the implementing policies to promote compact and contiguous growth patterns to assist the city in growing and developing

into a viable economic center. Land use categories permit a wide range of residential densities, commercial intensities, preservation, and recreational uses that create a complete community. The city of Punta Gorda lies adjacent to the second largest estuary in Florida, the Charlotte Harbor Estuary. A variety of land uses surround this dynamic waterfront community. These land uses include a mix of residential, multi family, commercial, medical, and preservation and provide for a host of development opportunities. This section describes the future land uses that exist within the city of Punta Gorda and the potential development the City expects to see over the next twenty-four (24) years.

Existing goals and policies within the Comprehensive Plan support this vision including the following:

- ❖ *Future Land Use Element* Goal 1.1: The long term end toward which land use programs and activities are ultimately directed is the orderly growth and development of Punta Gorda in a high quality environment. Furthermore, over the next ten year

planning period, it is the intent of the City to continue to create a lively, economically viable, pedestrian oriented town with a publicly accessible waterfront, healthy neighborhoods, and a high quality of community character

- ❖ *Coastal Management Element* Policy 2B.1.4.2: Punta Gorda's waterfront will be characterized by water-dependent uses (e.g., boat ramps, marinas, dock facilities, fishing piers, etc.) and by other water-related uses such as waterfront parks, boardwalks, hotels, shopping and restaurant uses, waterfront residential uses, etc.
- ❖ *Future Land Use Element* Policy 1.1.10.2: Punta Gorda will encourage infill development within the city by maintaining a high level of urban services, by cooperating with the private sector in promoting the city to traditional retiree populations, by promoting other forms of economic growth, and by maintaining land development regulations that facilitate the sensitive integration of new development in older urban areas.
- ❖ *Conservation Element* Policy 2A.1.1.2: Punta Gorda will adopt and maintain land development regulations in accordance with the *Future Land Use Element* that will enable mixed use development including residential uses.

These policies are consistent with the State legislation that calls for communities to regulate growth. In chapter 163.2511, also known as the "Growth Policy Act," section (2) (a), the State calls for the promotion of fiscally strong urban centers, which benefit regional and state economies and help reduce sprawl. In section (2) (c) and (d), the State calls on governments to work with communities and the private sector to revitalize urban centers with urban policies that ensure the preservation and redevelopment of urban cores through adequate and sustainable infrastructure, services, community facilities, and economic development. Furthermore, regional entities and

local governments should provide incentives to promote urban infill and redevelopment, as described in section (2) (f).

Chapter 163.3177, part of the "Community Planning Act", section (6) (a) 9 a, identifies several indicators for a plan or plan amendments that fail to discourage the proliferation of urban sprawl including the dedication of substantial areas of land to low-intensity, single-use development, the failure to preserve natural resources and maximize public facilities and services, barriers to infill development or redevelopment of existing neighborhoods, and the failure to encourage a functional mix of uses. The statutes then determine in Section (6) (a) 9 b that a future land use element shall adequately discourage urban sprawl if it incorporates development patterns and urban forms that achieve at least four of the following:

- ❖ Directing or locating economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
- ❖ Promoting the efficient and cost-effective provision or extension of public infrastructure and services.
- ❖ Promoting walkable and connected communities and providing for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
- ❖ Promoting conservation of water and energy
- ❖ Preserving open space and natural lands and providing for public open space and recreation needs
- ❖ Creating a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.
- ❖ Providing uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development

pattern such as transit-oriented developments or new towns.

The existing *Future Land Use Element* and associated Land Development Regulations of the City demonstrate that a platform that encourages compact development and discourages urban sprawl is provided in accordance with these Statutes. However, the actual development that occurs within this platform is driven by forces beyond the power of the local government including lending practices, transportation infrastructure investments at the County, State & Federal level, market demand, the activities of adjacent local governments, and individual property owner choices.

Calibrating Residential Density

Residential density is the number of homes in a given area, typically measured as the number of “dwelling units” per acre (DUA). The previous set of residential density caps defined in Punta Gorda’s Comprehensive Plan were a relic of the joint County/City Comprehensive Plan from the 1980s. A survey of existing densities in Punta Gorda’s historic neighborhoods revealed several instances of parcels that surpass previous

density caps. In order to achieve the goals elaborated in this comprehensive plan, including promoting compact and contiguous infill development, encouraging economic development and the revitalization downtown, preserving historic character, and allowing for a diverse range of housing types that more closely match the needs of local population, it is critical to properly calibrate permitted residential density.

While single-family suburban densities of up to 5 dwelling units per acre net are appropriate in most of Punta Gorda’s residential communities, the original platted areas of the city require higher densities to allow for more traditional housing types including duplexes, triplexes, quadruplexes, rowhouses, small lot single-family homes, and garden apartments. Some of these “missing middle” housing types already exist in Punta Gorda, with net residential densities ranging from 10 to 30 dwelling units per acre. Not only are these typologies consistent with the city’s historic pattern of development, but they also provide smaller, more affordable housing options and make it more feasible for local developers and homebuilders to construct incremental infill development.



Figure 1.1 – Existing Development in Punta Gorda (from left to right): Duplexes: 22 DUA, Small Multifamily: 33 DUA, Mixed-Use Multifamily: 17 DUA (currently, there is only residential on the fourth floor, though density would be roughly 32 DUA if the second and third floors were also condo apartments instead of offices)

Given several large and longstanding vacant properties in Downtown Punta Gorda, setting the right level of permitted density in this part of town is equally important. Traditionally, downtown areas feature the highest intensity of land uses and development potential in a city. The Sunloft Center, one of the few existing examples of mixed-use redevelopment in Downtown Punta Gorda in recent years, has a net residential density just under 17 DUA. This is largely due to the fact the second and third floors of this four-story building were designed as offices. Had these instead been condo apartments, the residential density of the parcel would be roughly 32 DUA. While the local community has expressed concerns about the scale, quality, and character of mixed-use developments downtown, these are concerns that can be effectively addressed through updates to the City's land development regulations. Increasing the permitted residential density to reflect the scale of existing redevelopment projects will not only make new redevelopment projects more feasible, but it will also allow for smaller housing units, appropriate for active seniors, empty nesters, and young professionals looking to live in a walkable and vibrant area.

Transfers of Development Potential

Despite instances of existing development that exceeds the density maximums defined by previous future land use designations and zoning classifications, the City has also noted, at an anecdotal level, development that falls well short of the maximum levels permitted. As most of the city was platted prior to 1990, development generally occurs on the scale of a single lot or small parcel. With this small scale and scattered site

pattern of development, it is difficult to see how the new, single-family home built on 2 single family lots or the duplexes built on high density multi-family parcel, impact the ultimate build-out of the community. The cumulative effects of these underdeveloped properties could pose significant impacts on the economic and fiscal performance of the City in the future. Therefore, it is important to better understand these impacts in the near term.

In order to establish a baseline for understanding the impacts of the observed development trends an analysis of development over the past five years should be undertaken. This analysis will look at what has been built in the context of what could have been built. The difference between these two values, potential development minus actual development, will demonstrate the level of underutilization of existing infrastructure and services that may occur moving into the future. The underutilization of infrastructure and services has broad implications for the fiscal sustainability and economic development of the community in the long term.

While the implications of the levels of underdevelopment could be dire, there are potential solutions within the context of the existing Comprehensive Plan. One good potential solution for this issue would be the expanded use of transfer of development rights. Transfer of Development Rights or TDRs have been used by many communities around the country to accomplish larger community land development goals without infringing upon the land rights of individual property owners. In its simplest form, TDR programs allow a property owner to separate a specific development right from their land and grant

it to another landowner. This transfer of development rights does not increase the development rights in the community; it only permits them to be moved around to locations where they are desired and away from areas where they are not. TDR programs have been used to encourage infill and redevelopment, preserve historic resources, protect environmentally sensitive areas, and achieve other community goals.

Currently within the City's Comprehensive Plan and Land Development Regulations there is an existing system of transfer of development rights (TDR). This TDR mechanism has not been utilized in any significant way since it was instituted in 1989. The TDR program is limited to specific uses of environmental protection or historic preservation and thus is not useful for other growth management purposes, such as redirecting growth from rural to more urban areas by identifying TDR sending areas other than just environmental areas and historic properties. However, with minor changes to the existing land development regulations, the current TDR program could still be a useful tool, particularly for protecting historic buildings that are located in areas that allow higher densities. Owners of these buildings could transfer the extra density to another property, rather than having the higher allowable density be a disincentive to keeping a historic building in place.

Suburban Residential Lands

Suburban residential lands are areas intended to be used predominantly for housing and generally feature more recently developed properties. Other uses that are consistent with residential character may be permitted subject to the requirements of the land development regulations. Examples of potentially compatible uses include, but are not limited to, houses of worship, nursing homes, parks, golf courses, libraries, schools, and day care centers. In order to preserve the

existing character of established suburban neighborhoods, the development pattern in these areas features mostly detached buildings that are more spread apart and necessitate the use of automobiles to access other areas of the city. The following residential land classifications exist to provide a range of housing densities and housing types:

Low Density

This classification permits residential structures other than mobile homes at net densities up to 5.0 units per acre.

High Density

This classification permits residential structures other than mobile homes at net densities up to 15.0 units per acre.

Mobile Home

This classification permits residential structures and mobile homes at net densities of up to 12.0 units per acre. Recreational vehicles may be permitted at densities of up to 8.0 units per acre.

Mixed Use Lands

There are various degrees of mixed-use development in the city from traditional downtown, concentrated institutional uses, small scale industrial, and more typical auto oriented uses. In order to allow for the complete range of development typologies the City offers nine (9) mixed use land use categories. These nine categories permit horizontally and vertically mixed-uses through the provisions of both commercial intensity and residential density in an additive manner.

Downtown

These lands encompass the traditional commercial core of the city. These areas are intended to be developed in a pedestrian oriented manner consistent with the historic pattern; therefore, the most intense retail and office space allowances are combined with an encouragement of vertically integrated mixed-use development. Residential uses may be permitted at net densities of up to 35 units per acre. Residential may be permitted at densities exceeding 35 units per acres for projects that provide a predetermined set of community benefits based on criteria defined in the land development regulations. Development in the Downtown area should have an active ground floor and engage well with the street through storefronts, entrances, stoops, and the like. In areas between Downtown and adjacent, less-intense land uses, development should appropriately transition in height, scale, and massing.

Village Center

The Village Center land use category is intended for smaller mixed-use commercial centers outside of the downtown core. Development in these areas should be pedestrian oriented and encourage a vertically-integrated mix of uses, though at slightly lower intensities than what is permitted in the Downtown land use category. Residential uses at net densities of up to 30 units per acre are permitted. Residential densities may exceed 30 units per acre for projects that provide a predetermined set of community benefits based on criteria defined in the land development regulations.

Traditional Neighborhood

The Traditional Neighborhood land use category is reflective of typically older and primarily residential neighborhoods. This area is defined by a unique mix of single-family and multifamily housing types such as duplexes, triplexes, cottage courts, small garden and courtyard apartments, and townhouses, all

designed to blend cohesively together. Live/work buildings and small footprint accessory commercial buildings are also permitted throughout the Traditional Neighborhood. Residential uses at net densities of up to 25 units per acre are permitted, except within local historic districts, which have lower permitted densities as defined in the land development regulations. Residential densities may exceed 25 units per acre for projects outside of local historic districts that provide a predetermined set of community benefits based on criteria defined in the land development regulations.

Flex Commercial Corridor

The Flex Commercial Corridor land use category is intended to accommodate a wide array of commercial, office, light industrial, and PDR (production, distribution, and repair) uses. While traditionally these areas have followed a more auto oriented development pattern, this areas can also accommodate street-oriented mixed use development including multifamily residential, especially in areas adjacent to residential neighborhoods and at key crossroads. The designation will allow net residential densities of up to 25 units per acre. Residential may be permitted at densities exceeding 25 units per acre for projects that provide a predetermined set of community benefits based on criteria defined in the land development regulations. These areas have been given the maximum amount of flexibility in order to absorb as much new affordable, multifamily, and commercial development as the market demands.

Highway Commercial Corridor

The Highway Commercial Corridor land use category is intended to accommodate commercial, retail, and office uses that are more auto oriented due to scale and typology while respecting the pedestrian and alternative transportation modes through development design standards. The designation will allow residential density in areas where residential uses will

promote affordable housing or compact and contiguous development at densities up to 3.5 units per acre. Residential development may be permitted at densities exceeding 3.5 units per acre for pre-existing small platted lots or developed under the planned development process.

Professional Office Lands

Professional Office lands are lands primarily intended for office, professional, medical, and institutional uses. Retail uses consistent with the character and primary function of the category will be permitted. In these areas, residential uses at net densities of up to 15.0 units per acre. Residential may be permitted at densities exceeding 15.0 units per acre for pre-existing small platted lots, or developed under the planned development process.

Light Industrial Lands

Industrial lands are intended for activities predominantly connected with manufacturing, assembly, processing, distribution, or storage of material goods. Uses considered to be potentially noxious or hazardous are to be approved only by special exception under the zoning ordinance. Residential uses may be permitted where found to be compatible with primary uses.

Loop Annexation Area

The Loop Annexation Area land use category is applied to newly annexed land immediately east of US 41 on both sides of Jones Loop Road. Land designated as this category will be regulated in accordance with the 2013 Interlocal Service Boundary Agreement and Joint Planning Agreement between Charlotte County and Punta Gorda that established the Loop Municipal Services Area. Exhibit D in that agreement specifies a combination of county and city future land use categories for various portions of annexed land. Section 10 of that agreement acknowledges that those categories allowed up to 328

residential units on all land subject to voluntary annexation and that the city would grant an additional 122 residential units certificated through the county's Transfer of Density Units (TDU) ordinance.

General Categories

Lands within the following categories are intended to serve a wider public purpose than either residential or commercial lands. The non-residential intensity associated with these lands might require accessory buildings such as storage area and classrooms, and will most likely occur as single story buildings. These categories include all conservation, preservation, recreation, and other public lands.

Recreation-Private Lands

Recreation-Private lands are intended for recreational uses that are not public property and which are primarily intended to serve a surrounding residential community.

Public Lands

Public lands are lands owned by the public and used for public purposes such as governmental offices and operational facilities. Recreational uses may be permitted, but such uses are generally classified as "recreation-Public" on Map #5 - Future Land Use.

Preservation Lands

Preservation lands are publicly owned lands generally held as open space for environmental, flood hazard mitigation, educational, recreational, cultural, or archeological purposes. Minimal development appropriate to the furtherance of these purposes may be allowed.

Conservation Lands

Conservation lands are privately owned lands, exhibiting characteristics similar to “Preservation” lands, which are held in private ownership. Development on these lands by their private owners is to be permitted to a density of one dwelling unit per ten acres, or one dwelling unit per lot or parcel of less than ten acres if such lot or parcel existed prior to January 15, 1997. Other uses may include water reservoirs, campgrounds, non-commercial docks, game preserves, fish hatcheries, hunting and fishing camps, recreation areas, etc. Consistency of any particular proposed use with this FLUM category will be determined in part by responsiveness to any applicable State or

Federal permitting requirements. Responsiveness to permitting conditions for this purpose means meeting State or Federal permit conditions or proposing reasonable alternatives to protect the environmental values on which such permit conditions are predicated. In any event, no building permit will be issued without all required State or Federal permits and conformity to the land development regulations pursuant to review by the Development Review Committee. Conservation lands are appropriate as sending zones for Transferrable Development Rights (TDR).

Map #5 – Punta Gorda Future Land Use – 2045

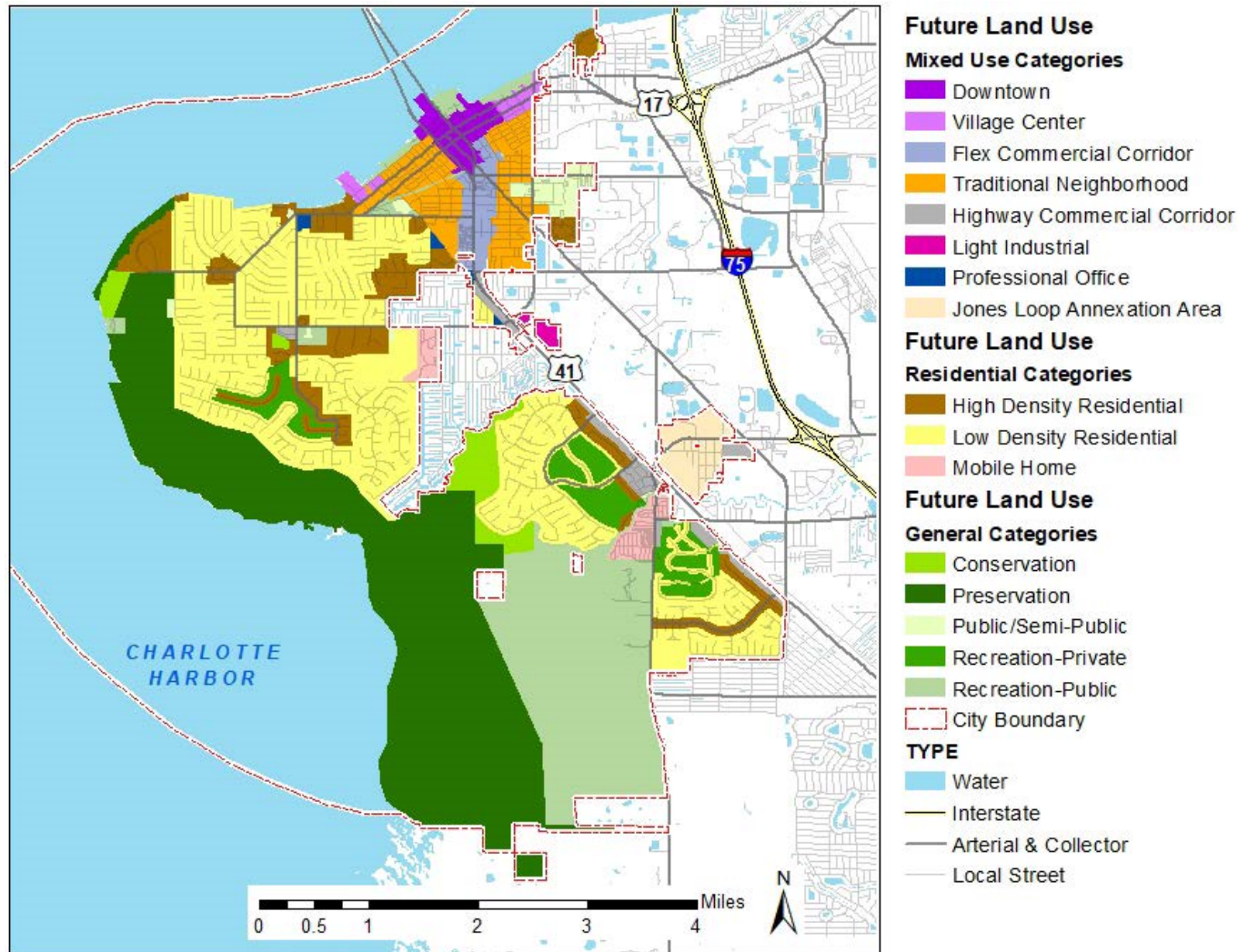


Table 1.10 – The City of Punta Gorda’s Future Land Uses

Future Land Use Category	Description		Units/Acre & Floor Area Ratio	Acreage	% of Total Acreage
Residential Categories	High Density Residential	Permits residential structures other than mobile homes.	15.0 units/acre	845.86	7.14%
	Low Density Residential	Permits residential structures other than mobile homes.	5.0 units/acre	3,349.54	28.28%
	Mobile Home	Permits residential structures & mobile homes. Recreational vehicles permitted.	MH 12.0 units/acre	179.66	1.52%
Commercial/ Mixed Use Categories	Downtown	Intended to be developed in a pedestrian oriented manner consistent with the historic pattern. A mix of retail, dining, offices, and multifamily residential are permitted.	25 units/acre; 30 units/acre Missing Middle; 50 units/acre with development mitigation (outside of Main Street Overlay); FAR = 5.0	176.61	1.49%
	Village Center	Intended for smaller mixed-use commercial centers outside of the downtown core. Development should be pedestrian oriented.	25 units/acre; 30 units/acre Missing Middle; 45 units/acre with development mitigation; 50 units/acre in Waterfront Overlay with development mitigation; FAR = 2.0; FAR = 5.0 with development mitigation	104.67	0.88%

FUTURE LAND USE ELEMENT

	Traditional Neighborhood	Defined by a unique mix of single-family and multifamily housing types such as duplexes, triplexes, cottage courts, small apartments, and townhouses.	25.0 units/ acre (net)	437.61	3.69%
	Flex Commercial Corridor	Intended to accommodate a wide array of commercial, office, light industrial, PDR (production, distribution, and repair), and mixed-use developments.	30 units/acre Missing Middle; 45 units/acre with development mitigation; FAR = 1.5; FAR = 3.0 with development mitigation	195.55	1.65%
	Highway Commercial Corridor	Intended to accommodate commercial, retail and office uses that are more auto oriented due scale and typology while respecting pedestrian and alternative transportation modes through development design standards.	15 units/acre with Planned Development; FAR = 1.5	290.73	2.45%
	Professional Office	Office lands are lands primarily intended for office, professional, medical, and institutional uses.	15 units/acre with Planned Development; small, pre-existing platted lots or Planned Developments may exceed 15 units/acre; FAR = 2.0	35.43	0.30%
	Light Industrial	Intended for activities predominantly connected with manufacturing, assembly, processing, distribution, or storage of material goods.	15.0 units/acre with Planned Development; FAR = 1.5	9.39	0.08%

FUTURE LAND USE ELEMENT

	Loop Annexation Area	Intended to accommodate a wide variety of future growth and development.	450 total entitled units plus any approved TDU; FAR = 1.5; FAR = 5.0 through Planned Development	224.85	1.90%
General Categories	Conservation	Privately owned lands, like preservation lands, which are held in private ownership. These lands are generally undeveloped and have considerable environmental significance.	1 unit/10 acre or 1 unit/lot of < 10 acre FAR = 0.05	273.63	2.31%
	Preservation	Publicly owned lands, generally held as open space for environmental, flood hazard mitigation, educational, recreational, cultural, or archaeological purposes with minimal development promoting these purposes.	0 units/acre FAR = 0.05	3,296.06	27.83%
	Public/Semi-Public	Lands owned by the public and used for public purposes such as governmental offices and operational facilities.	0 units/acre FAR = 1.0	184.58	1.56%
	Recreation - Private	Intended for recreational uses that are not public property and which are primarily intended to serve a surrounding residential community.	0 units/acre FAR = 0.05	406.32	3.43%
	Recreation - Public*	Intended to serve active and passive recreational needs of the public.	0 units/acre FAR = 0.05	1,834.23	15.49%
<p>Source: Urban Design Department 2020</p> <p>*A significant portion of the Recreation-Public lands in the city are owned by the State of Florida as part of the Charlotte Harbor Buffer Preserve. These lands are held for and operate as Preservation lands but are categorized on the Future Land Use Map as Recreation-Public at the request of the State agency responsible for the management of the land.</p>					

Overlays

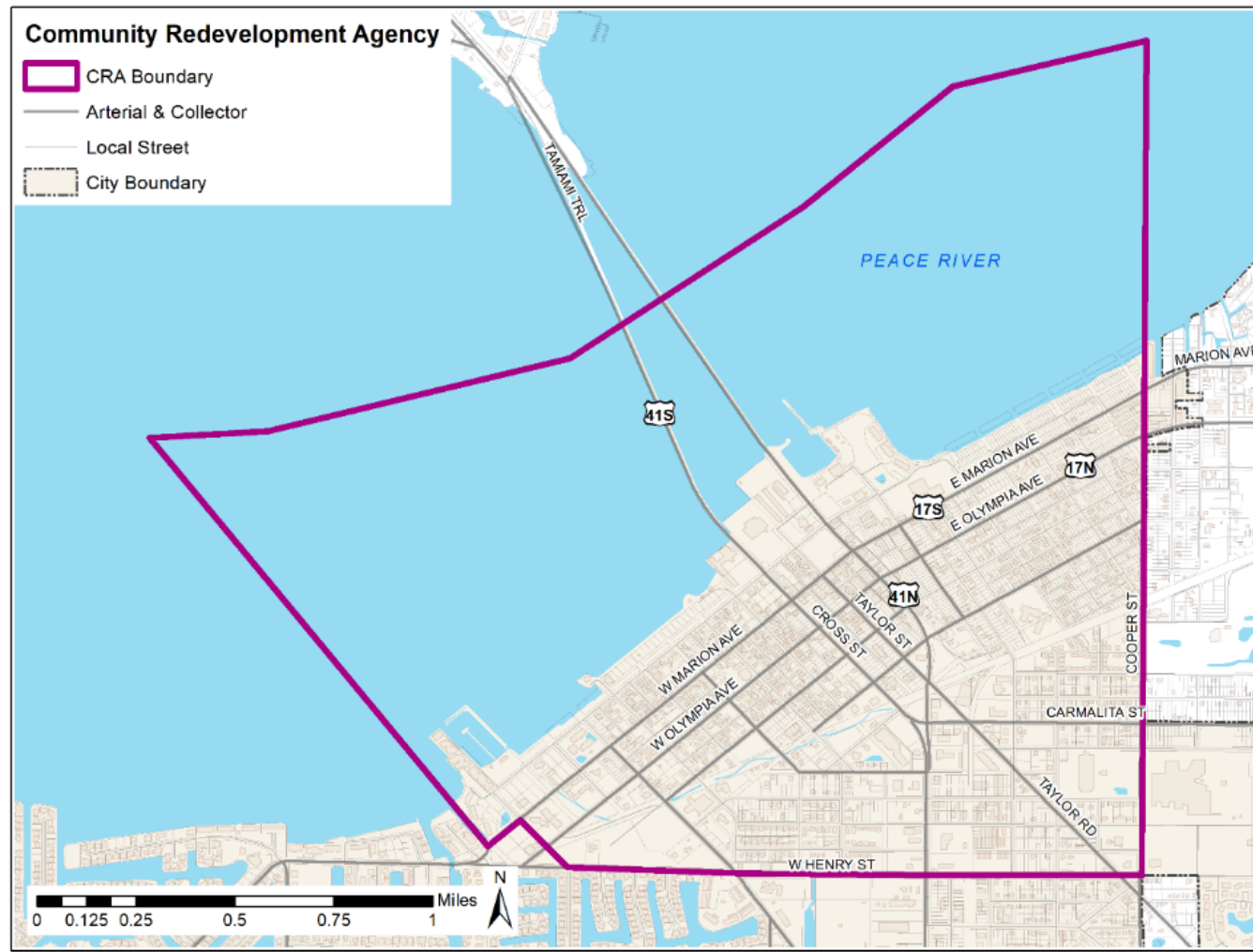
Overlay designations on the FLUM are identified on Map #6 - Community Redevelopment Agency (CRA), Map #8 - Overlay Areas, and are described as follows:

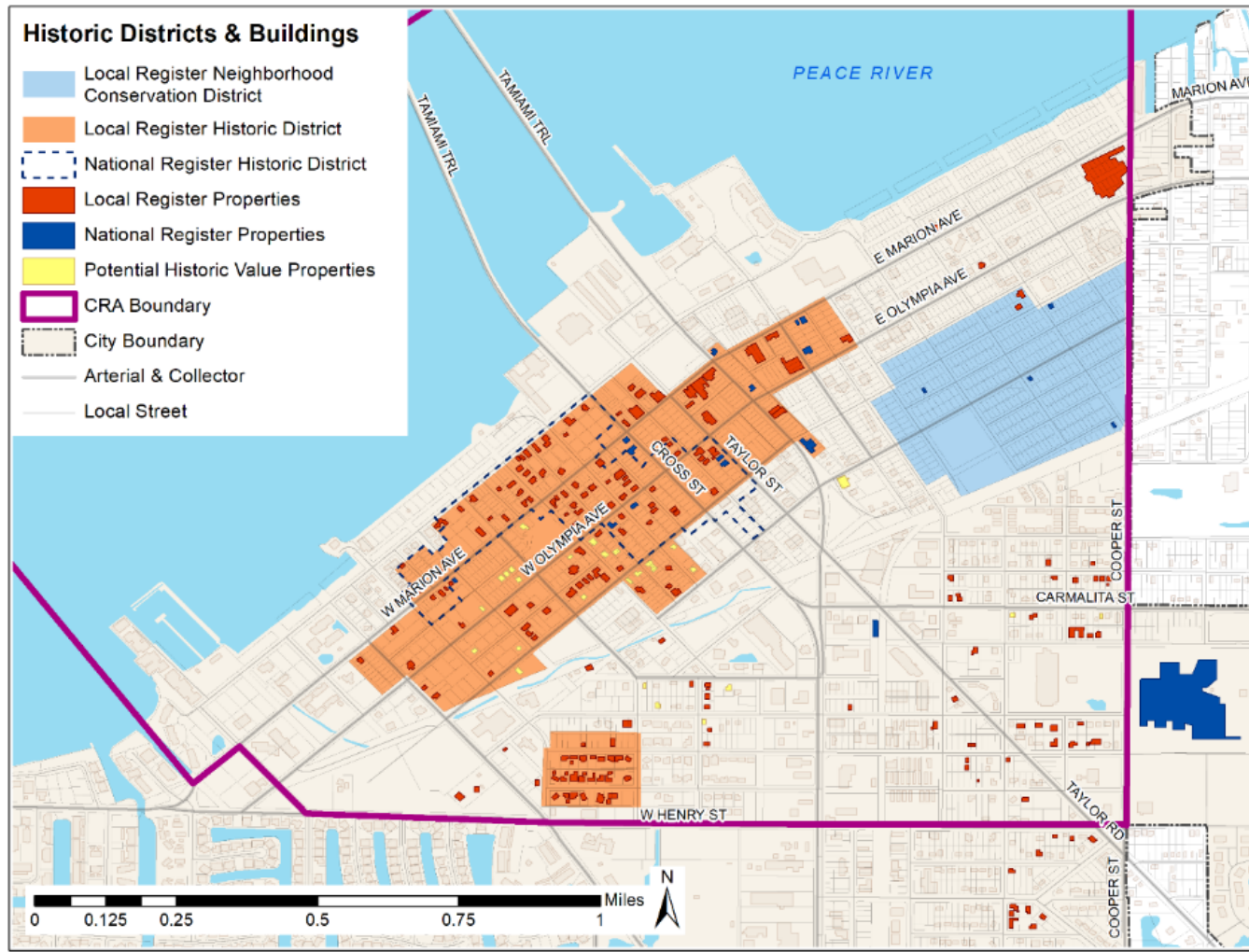
Community Redevelopment Area (CRA)

In 1989, the City of Punta Gorda adopted Ordinance 989-90 creating the Punta Gorda Redevelopment Agency and adopted the 1990 Downtown Redevelopment Plan. The primary purpose of the plan was to establish a comprehensive set of public projects and programs aimed at facilitating the positive revitalization of Punta Gorda's downtown and eliminating the conditions of blight existing in the redevelopment area. The Punta Gorda Redevelopment Plan was divided into four areas:

- ❖ urban design framework
- ❖ traffic circulation and parking proposals
- ❖ capital projects
- ❖ redevelopment programs

Currently, the CRA exists primarily to extinguish the bonded debt for the construction of the two major capital improvements: Laishley Park and the Herald Court Centre (parking garage). Once these bonds obligations are satisfied, the CRA will sunset in accordance with the City's 2012 interlocal agreement with Charlotte County. As of 2020, CRA debt has been refinanced with a retirement date of January 1, 2028, which is earlier than the latest possible CRA termination date in the agreement (December 31, 2030).

Map #6 – Community Redevelopment Agency (CRA)

Map #7 – Historic Districts & Contributing Structures within the City of Punta Gorda

Historic Overlay

This area exists to protect historic resources within and adjacent to the original Trabue Plat of 1884, where most of the city's historic resources are found. The city of Punta Gorda contains a substantial concentration of historic structures given the relatively short period of European habitation in the Southwest Florida Region. This area includes three local register districts: The Downtown Historic District, the Main Street Historic District, the Grace Street Mid- Century Historic District, and the Neighborhood Conservation District. Local historic districts and neighborhood conservation districts will be subject to distinct development standards and intensities, which shall be further elaborated in the City's zoning and land development regulations. A more complete accounting of the city's historic resources is contained in the *Historic Element* of the Comprehensive Plan.

Medical Overlay District

This area exists to promote the development of top quality medical services in a campus type approach, which is intended to foster a streamlined, seamless and more efficient delivery of medical services.

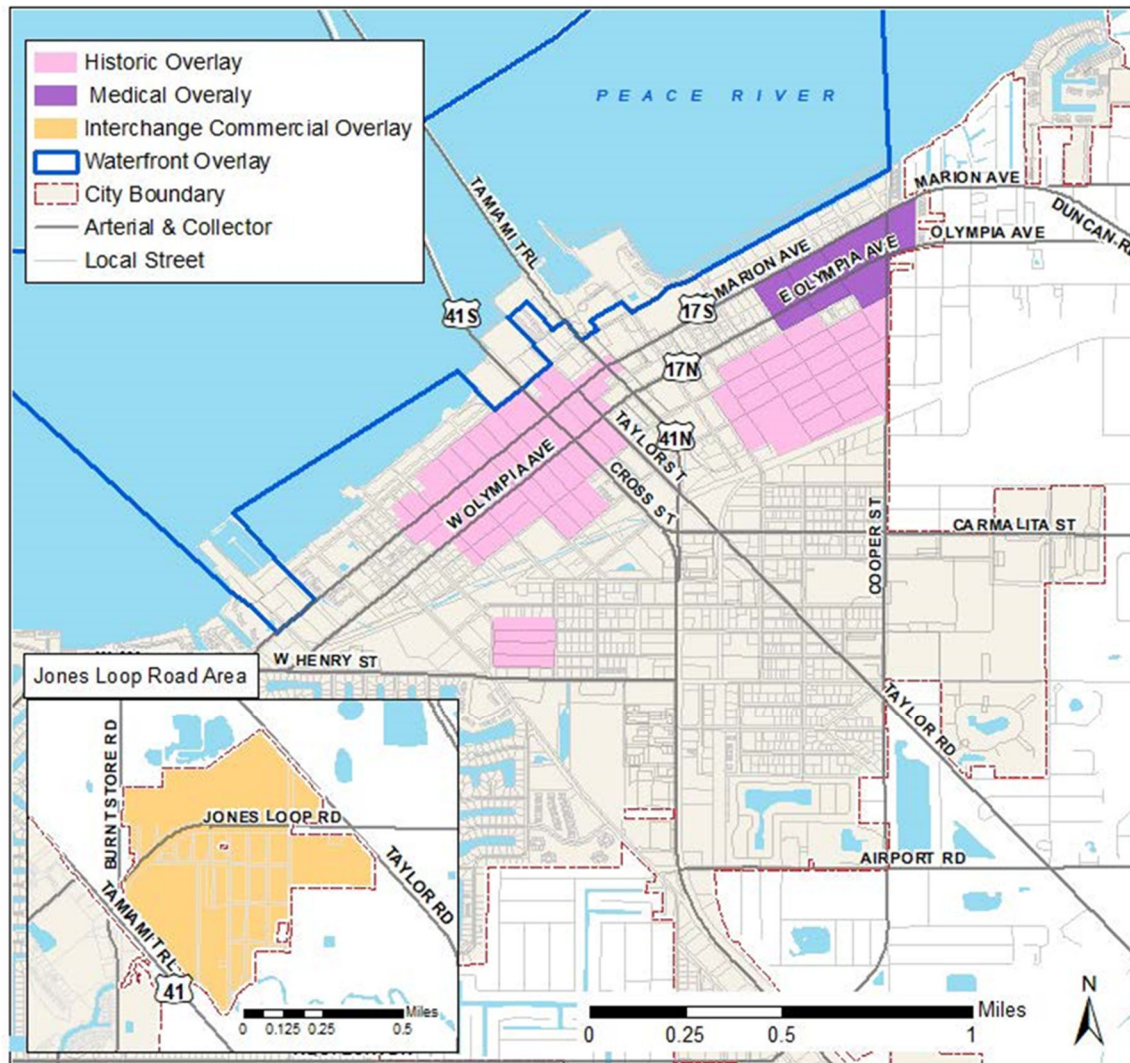
Waterfront Overlay

This area exists to promote a lively, economically viable, environmentally sustainable, and publicly accessible waterfront.

Interchange Commercial Overlay

The Interchange Commercial Overlay is established to promote economic opportunity by attracting high quality development to the I-75 interchange commercial area. Businesses in this zoning category generally require large tracts of land convenient to the I-75 exit benefiting from interstate automotive traffic and are generally located along the N. Jones Loop Road corridor.

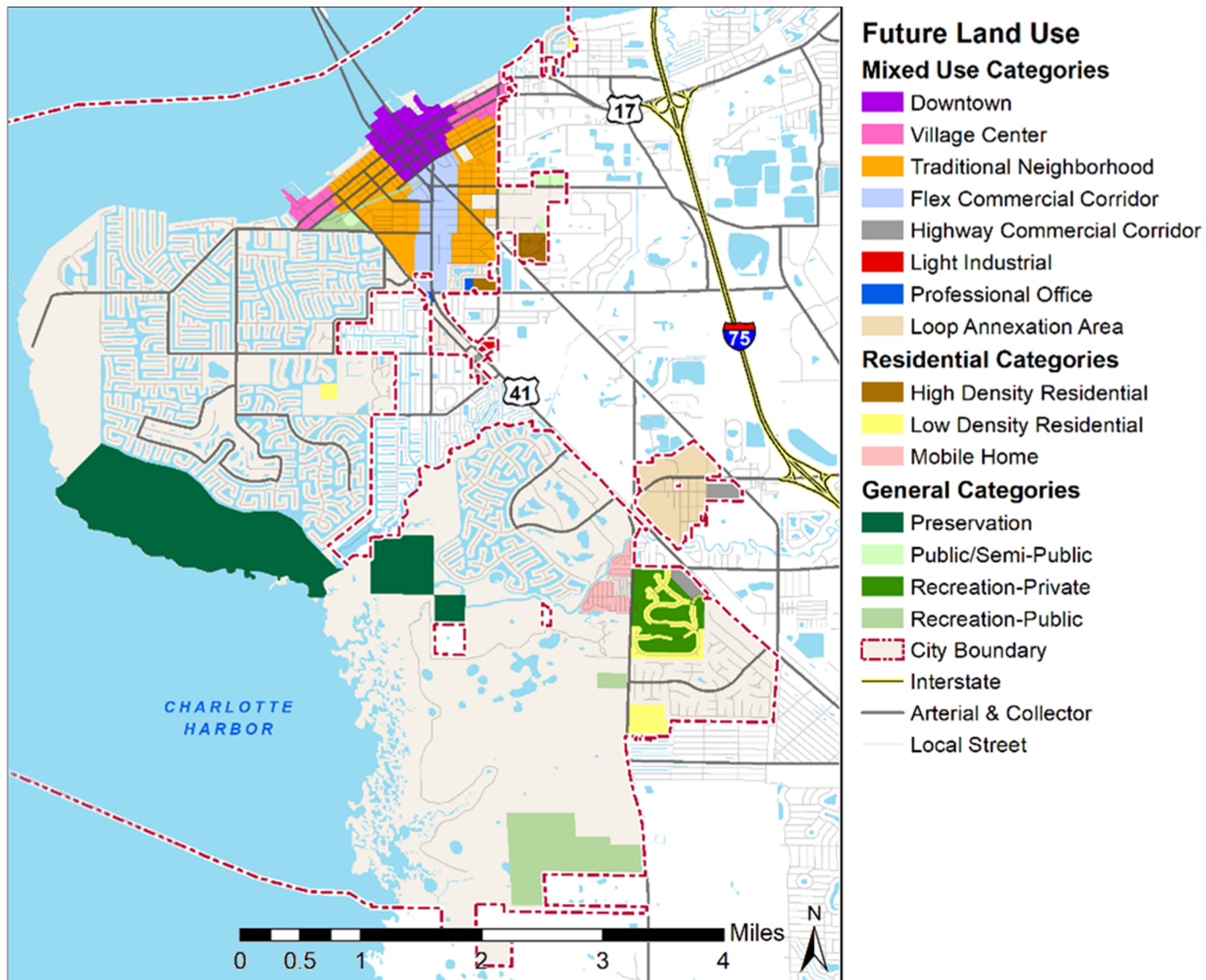
Map #8 – Overlay Areas



Land Use Challenges

The City of Punta Gorda has experienced relative stability in its Future Land Use Map. From 1988 through 2018 the vast majority of changes to the Future Land Use Map have occurred as the result of annexations. With the recommendations of the 2019 Citywide Master Plan, a few updated and primarily mixed use land categories have been added. While these updated categories maintain the basic intent of the previous future land use map and categories, they are meant to provide greater flexibility in the mix of uses and development patterns accommodated in the City's non-residential areas. It is the

intent of the City to update the land development regulations for these areas, incorporating form-based elements. Map #9 illustrates all of the Future Land Use Map changes from 1988 to 2020.

Map #9 – Future Land Uses Changes from 1988 to 2020

The land uses adjacent to the harbor are a mixture of single and multifamily developments, commercial uses, marinas, public land, preservation, and recreation and all are vulnerable to hurricane and storm damage. While Legislation encourages mixed use, high density development in urban infill and redevelopment areas, this type of growth is criticized in coastal areas for placing more people and property at risk from coastal flooding events and the risks of climate change. However, the city's urban core has the infrastructure in place to accommodate these mixed use developments with a variety of uses at higher densities and intensities. Moving into the future the City will continue to work with the residents, businesses, and developers to promote mixed use, high density urban infill and redevelopment projects in configurations which are intended to be more resilient to future natural disasters.

The City will utilize land use strategies in reviewing future developments which promote water dependent recreation, commercial and residential development, keeping in mind that Charlotte Harbor is the key economic, cultural, and environmental resource which defines the quality of life found here. Some of the strategies to be used include:

Compatible Zoning

Zoning compatibility is generally about separating residential uses from commercial, industrial, institutional, and other uses. However, the City of Punta Gorda with its Mixed Use land use categories seeks to blend these non-residential uses with residential uses to produce neighborhoods that host a more complete array of daily goods and services to meet the needs of residents and visitors alike. Balancing proximity of non-residential uses to residential uses while preserving neighborhood tranquility will be the constant challenge with this approach to creating more complete neighborhoods.

Policy Plans

Policies which align development within the city to adopted level of service for hurricane evacuation clearance guidance provided by the Southwest Florida Regional Planning Council.

Future Land Use Categories

Mixed use land categories support the planning vision of the City. Future development within the city business area is also critical to the long term economic viability of the city.

Conservation and Preservation Lands

Conservation, Preservation, and State-Owned Public-Recreation land uses, are vitally important to the continued healthy functioning of Charlotte Harbor and providing urbanized area of the city with a buffer during tropical storm and hurricane events. In addition to the important ecological functions, these lands provide unique recreational opportunities for citizens and visitors to Punta Gorda. While the City benefits from the more than 5,000 acres of land held for preservation and conservation the City continues to explore ways to acquire additional lands for preservation particularly along the waterfront. Preservation of lands provides both ecological benefits and reduces the coastal flooding risk to the adjacent development within the city.

Natural Resources

Although the city of Punta Gorda's natural resources are more fully discussed in the *Conservation, Coastal Management* and the *Recreation and Open Spaces Elements*, it is important to detail a few of these attributes in the context of existing and future land uses. The city of Punta Gorda is bounded to the north and west by Charlotte Harbor one of the most pristine estuarine ecosystems in the State of Florida. The local economy

is largely built on the direct and indirect economic impacts derived from this resource. From water dependent recreation to just enjoying the view, the citizens and visitors of Punta Gorda rely on Charlotte Harbor as a key economic and cultural resource that helps to define the quality of life found here.

The continued protection of Charlotte Harbor is the key to continued economic viability for the City of Punta Gorda. Protection of the estuary resource depends on various landward components including the protection and restoration of wetlands, minimization of urban water runoff, and recreational uses that maximize citizen and visitor appreciation of the natural environment while minimizing adverse impacts.

Soils, topography, natural resources, and historic resources do not present significant barriers to the development of vacant land within the city. Soils are more particularly described in the *Conservation Element*, but generally speaking the environment is heavily man-altered containing significant amounts of fill in canal areas. These soils, identified on Map #10 - City of Punta Gorda Soils, are generally suitable for development but sometimes require substantial additional fill to achieve the appropriate base flood elevation. Topography, identified on Map #11, is very flat so slopes present no challenge to development.

Environmentally Sensitive Lands and Wetlands

Through various State and local government land acquisition programs 45.63% of land within the city of Punta Gorda is held for preservation purposes. These lands include substantial Mangrove stands, salt marshes and other wetland areas that form a critical buffer zone between the urbanized area of the city and Charlotte Harbor. This buffer zone serves as both a filter from urban run-off and as a hazard protection barrier protecting the urbanized area from the worst impacts of tropical cyclonic events.

In addition to publicly held lands, 145.73 acres of the land containing wetland and other environmentally sensitive resources is held by private owners. These lands are protected through Federal and State environmental protection regulations and by the local regulatory requirements of the comprehensive plan and the land development regulations. Due to the various regulations these lands provide the same type of buffer protections as the governmentally owned resources. Map #12 - Charlotte County Watershed Overlay delineates both publicly held preservation lands and privately held conservation areas, in relation to the existing urbanized area and open water bodies.

Well Fields and Well Field Protection Areas

The City of Punta Gorda receives its municipal potable water supply from the surface waters of the Shell and Prairie Creek, as well as a groundwater well and an emergency interconnect. All development within the city is required to connect to this municipal supply. As there are no potable water wells within the corporate limits, the City maintains no well field protection areas. Additionally, there are no identified Groundwater Recharge areas within city. Due the importance of the Shell and Prairie Creek watershed to the water supply for Punta Gorda portions of this watershed are protected by the Charlotte County Watershed Overlay which is illustrated on Map #12.

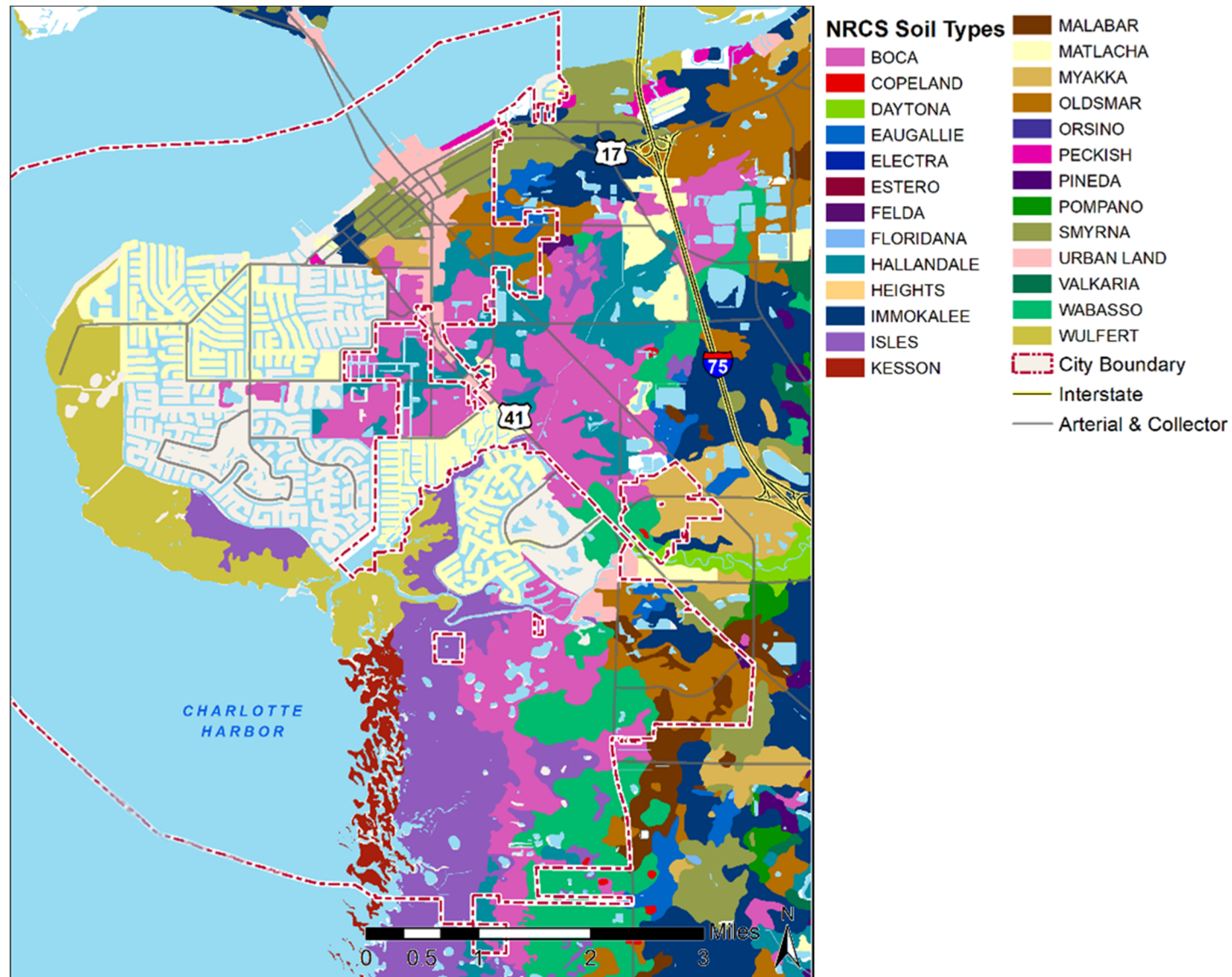
Dredge Spoil Sites

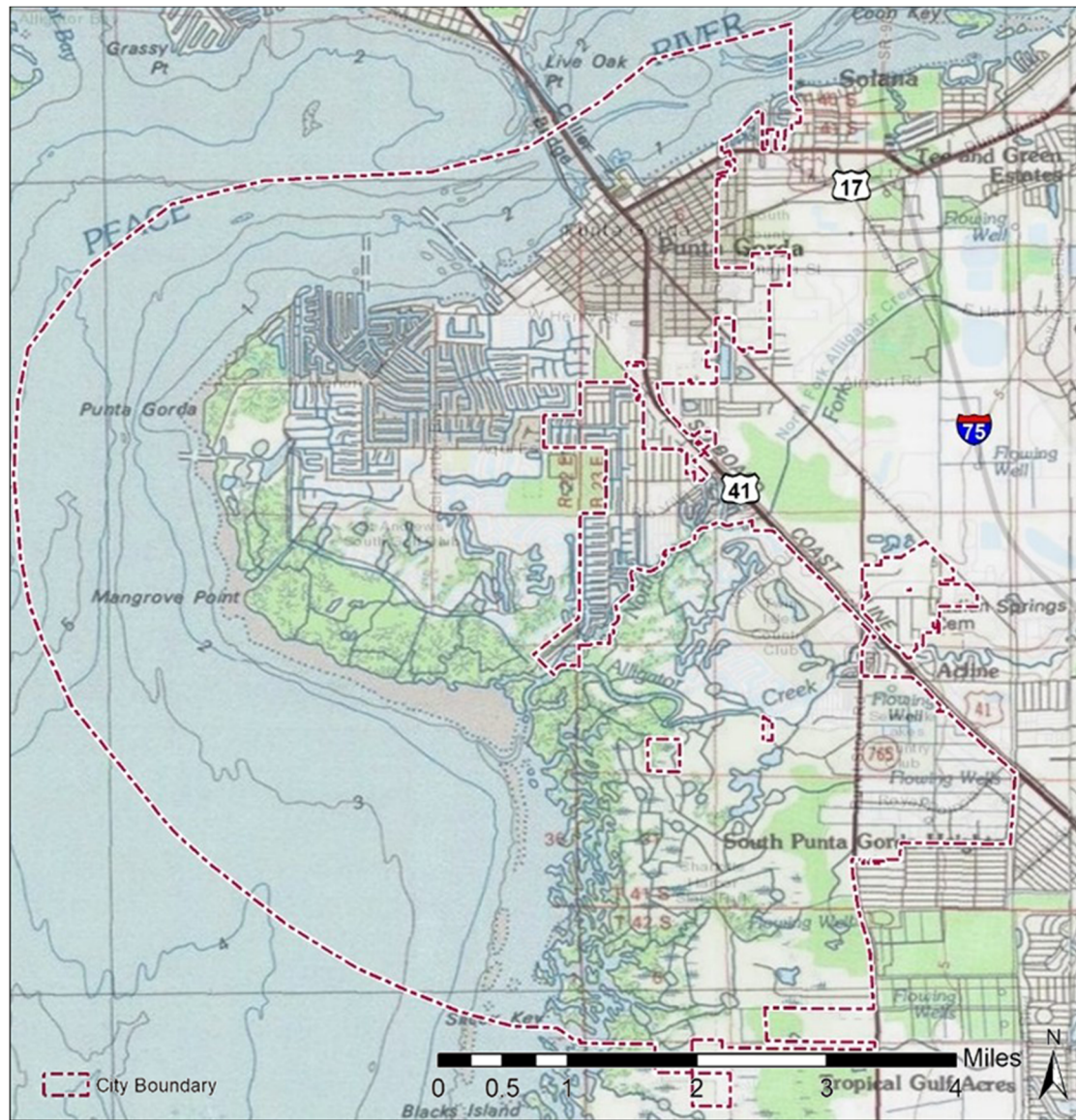
The city of Punta Gorda contains over 50 linear miles of tidal canals. These canals require maintenance dredging for continued proper functioning. These dredging activities are conducted under the supervision of the City of Punta Gorda Public Works, Canal Maintenance Division on behalf of the Punta Gorda Isles Canal Maintenance District and the Burnt Store Isles Canal Maintenance District. Dredge spoils can cause stress to natural estuarine systems if not properly stored and disposed. In order to minimize adverse environmental impacts and

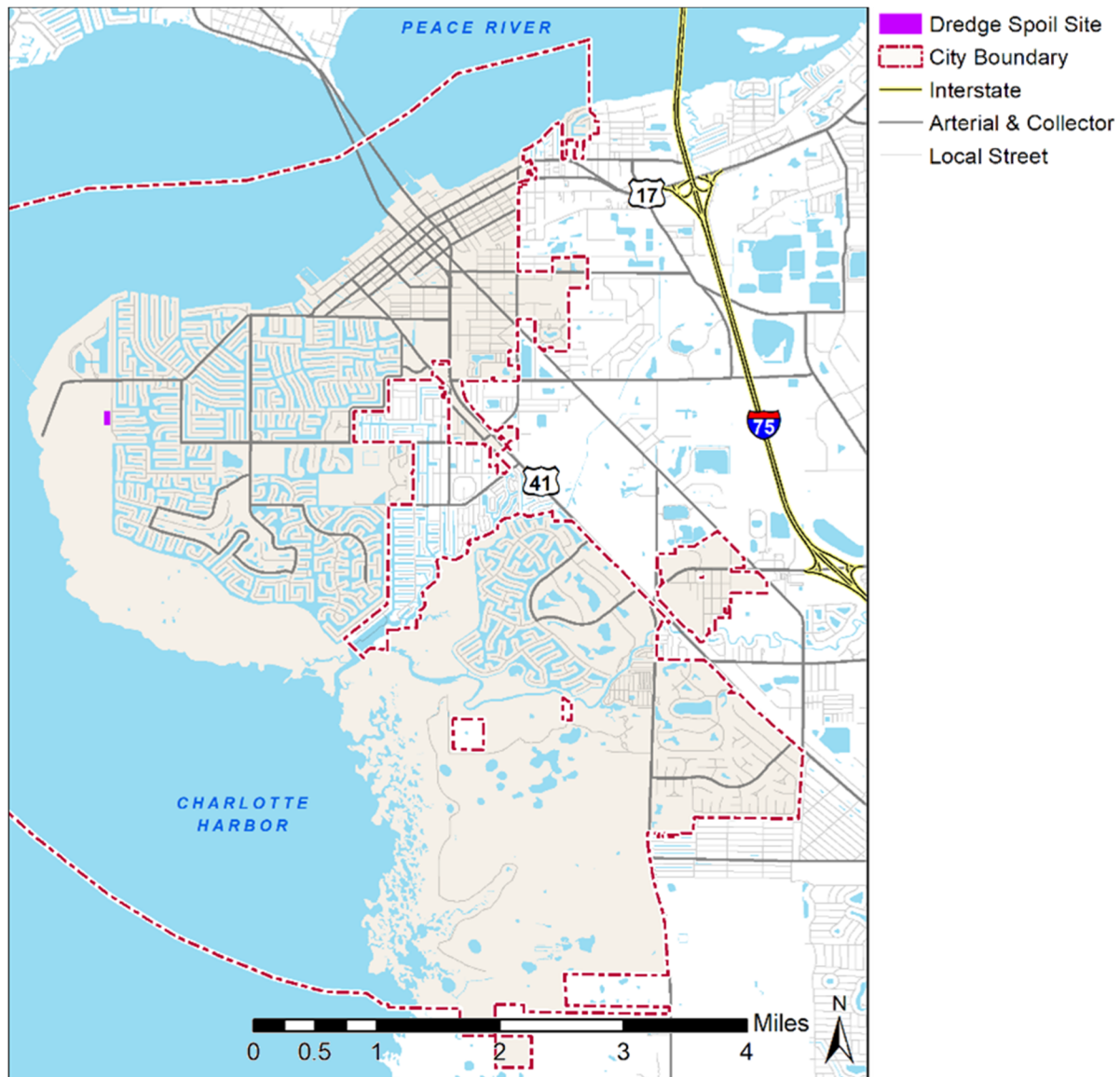
comply with state and federal regulations the City of Punta Gorda owns and operates a dredge spoil site to facilitate the

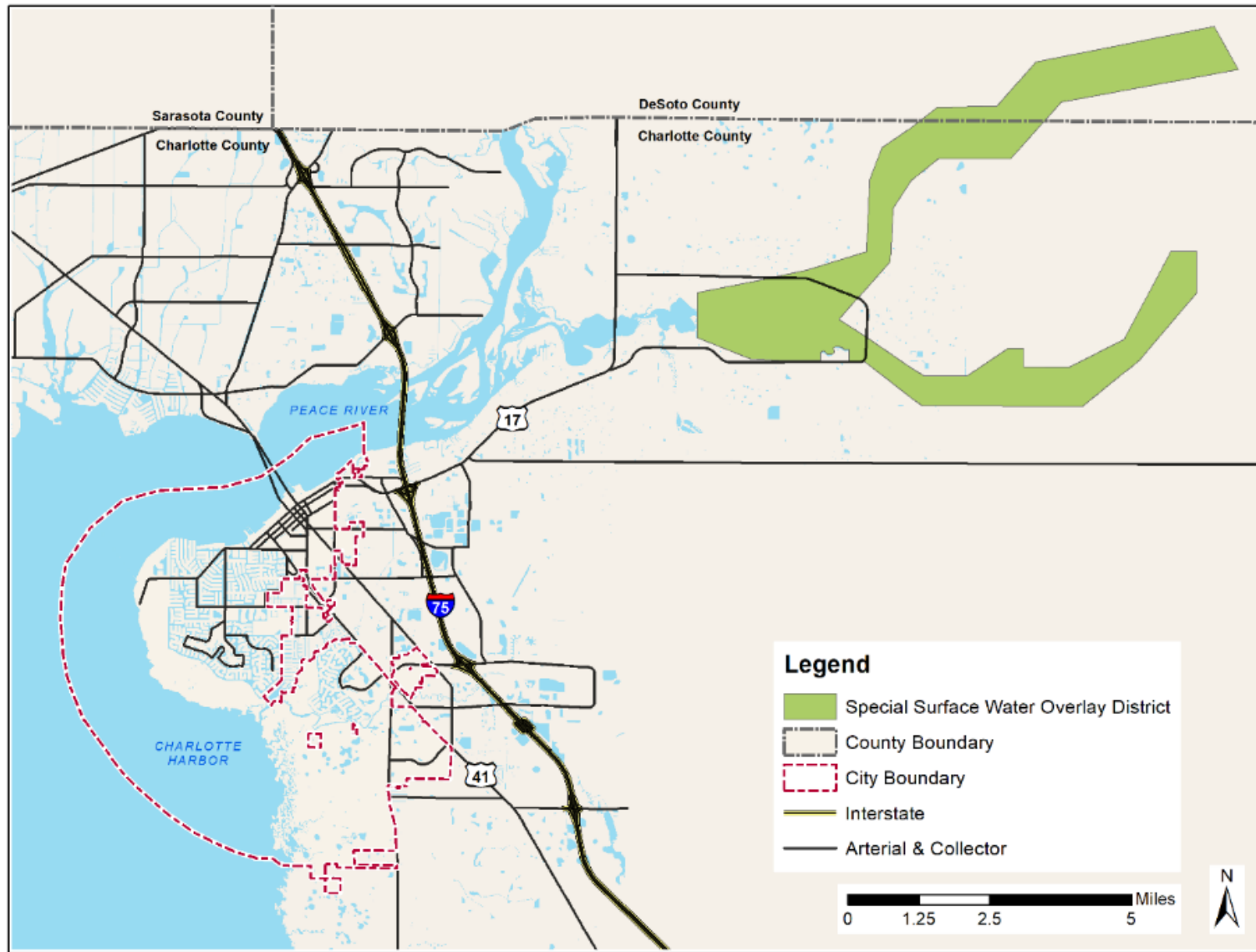
maintenance activities as identified on Map #13 - Dredge Spoil Site Location.

Map #10 – City of Punta Gorda Soils



Map #11 – City of Punta Gorda Topography

Map #13 - Dredge Spoil Site Location

Map #12 - Charlotte County Watershed Overlay

V. ANALYSIS FLOOD DISASTER RISK

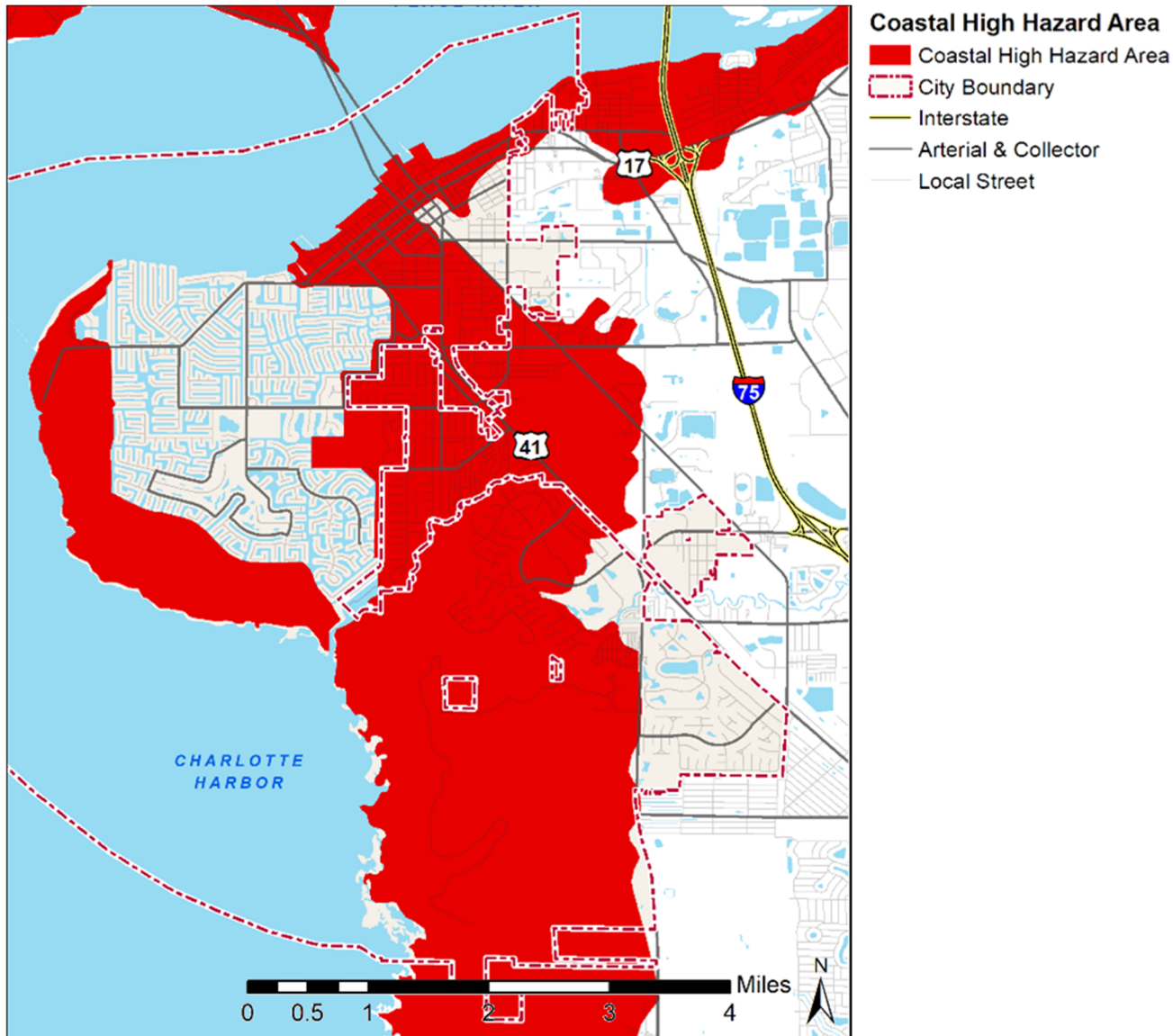
Coastal Planning Area

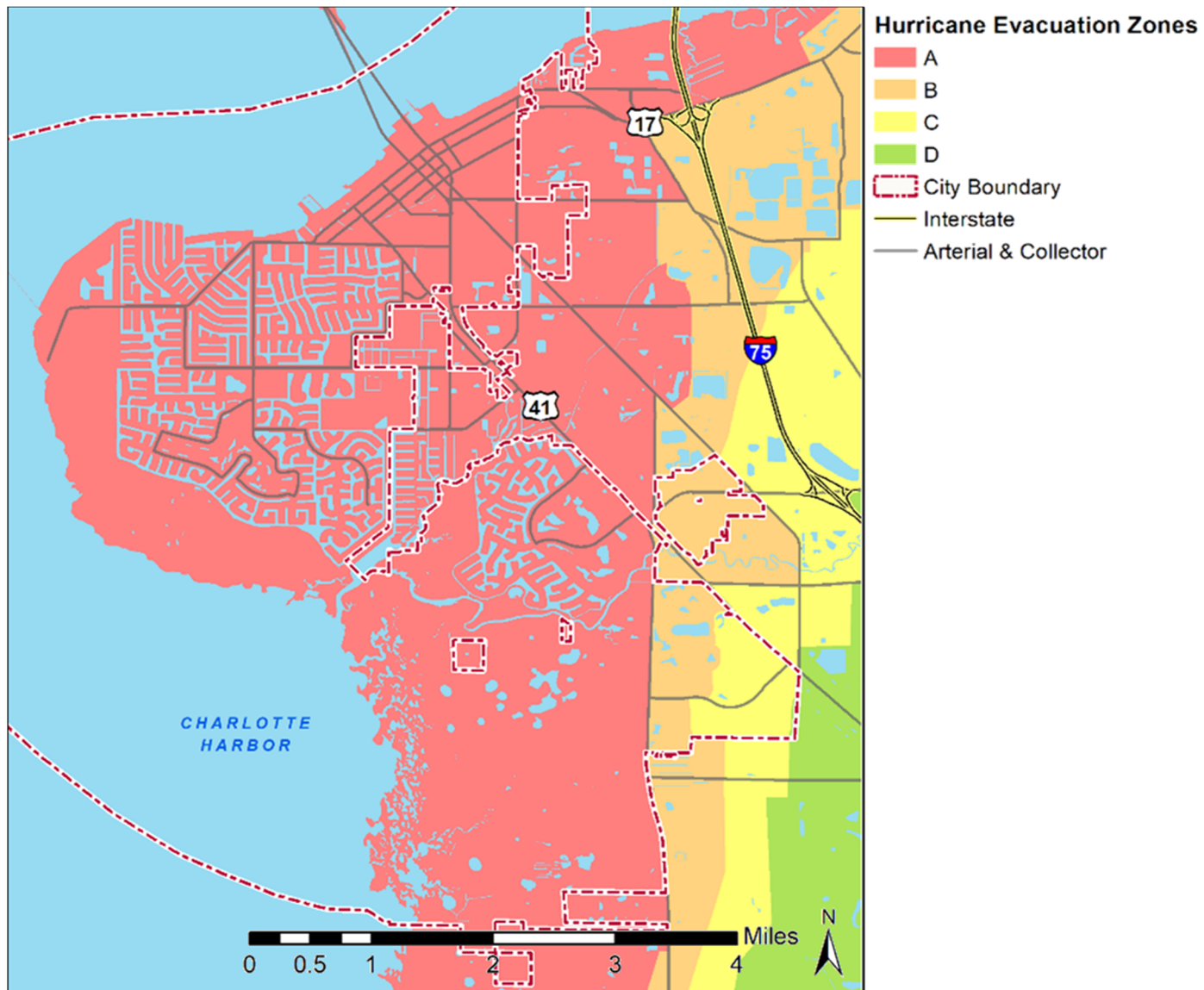
While this topic is more fully discussed in the *Coastal Management Element*, generally speaking almost all of the city of Punta Gorda is located in a low lying area and subject to a variety of coastal flooding events including tidally influenced flooding, rain induced flooding and storm surges. The Coastal Planning Area includes all of the city's land.

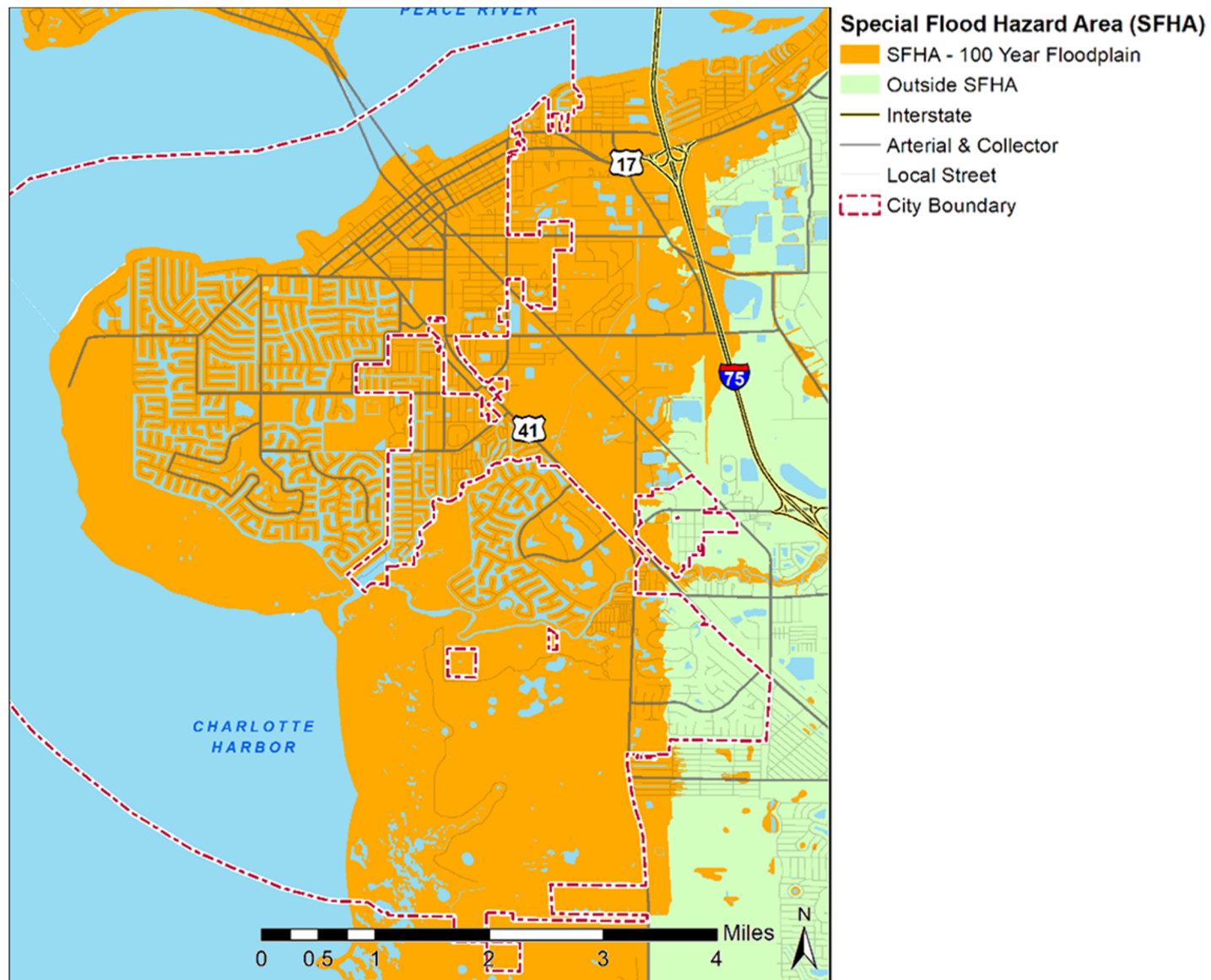
The Coastal High Hazard Area (CHHA) illustrated on Map #14 – Coastal High Hazard Area (CHHA), occurs within the Coastal Planning Area and encompasses those areas which would require evacuation in the event of a Category 1 Hurricane, as

designated by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model, and as established in the regional hurricane evacuation study applicable to local government as defined by State Statute 163.3178(2)(h). This definition was changed during the 2006 Legislative Session and covers a larger area than the previous definition which centered on storm surge, waves, erosions, and velocity zones designated by FEMA's Flood Insurance Rate Maps (FIRM). These areas have high vulnerability to hurricane and storm damage.

Map #15 - Hurricane Evacuation Zone, illustrates the Hurricane Evacuation Zones for the Punta Gorda area. These evacuation zones were developed in 2010 and updated in 2016 by the Southwest Florida Regional Planning Council to establish in the regional hurricane evacuation areas for the region.

Map #14 – Coastal High Hazard Areas (CHHA)

Map #15 - Hurricane Evacuation Zone Map

Map #16 - Special Flood Hazard Area (SFHA)

In addition to the Hurricane Evacuation Zone Map the City utilizes the Federal Emergency Management Agency (FEMA) Flood Zone Maps to determine coastal and other flood risk vulnerability with the City. The City adopted FEMA's Flood Insurance Rate Map (FIRM) for use in regulating construction within the floodplain. CRS is designed to provide communities with a platform for establishing the highest standards in floodplain management. As of 2016, the City maintains a Class 5 in the CRS program, which allows property owners within the city up to a 25 percent discount on their regular flood insurance rates.

The type of flooding that typically occurs in the city of Punta Gorda is coastal flooding, occurring when an expanse of water from Charlotte Harbor overflows the shoreline and submerges the adjacent land area. Other flood risks including flash floods associated with rain events can occur. This land area subject to flood water risk is referred to as the Special Flood Hazard Area (SFHA) also known as the 100 year floodplain. This area is used by most Federal and State agencies as a standard for floodplain management and is used to determine the requirement for flood insurance. Most of the city lies within the SFHA as shown on Map #16 - Special Flood Hazard Area (SFHA).

For those land uses in the different hazard areas, local governments may adopt special requirements governing construction which reasonably protect against hazards in each area. The City of Punta Gorda regulates development in floodplains through Article 14 Flood Hazard Areas of the City's Land Development Regulations.

The City's Stormwater Management and Control of Erosion, Sedimentation and Runoff regulations also address measures which protect against storm hazards through design standards for stormwater management systems described in the City's Land Development Regulations. Current regulations, which limit coastal development, exist within areas most concerned

with environmental impacts. However, it is important to keep in mind that the entirety of the city, including all Future Land Use Categories, most existing private development, public infrastructure, and nearly all community critical facilities, occur with either or both the Special Flood Hazard Area or the Hurricane Evacuation Zone Areas A, B or C. Therefore, the City of Punta Gorda's primary focus is on limiting vulnerabilities through appropriate mitigation and development standards.

VI. FUTURE GROWTH

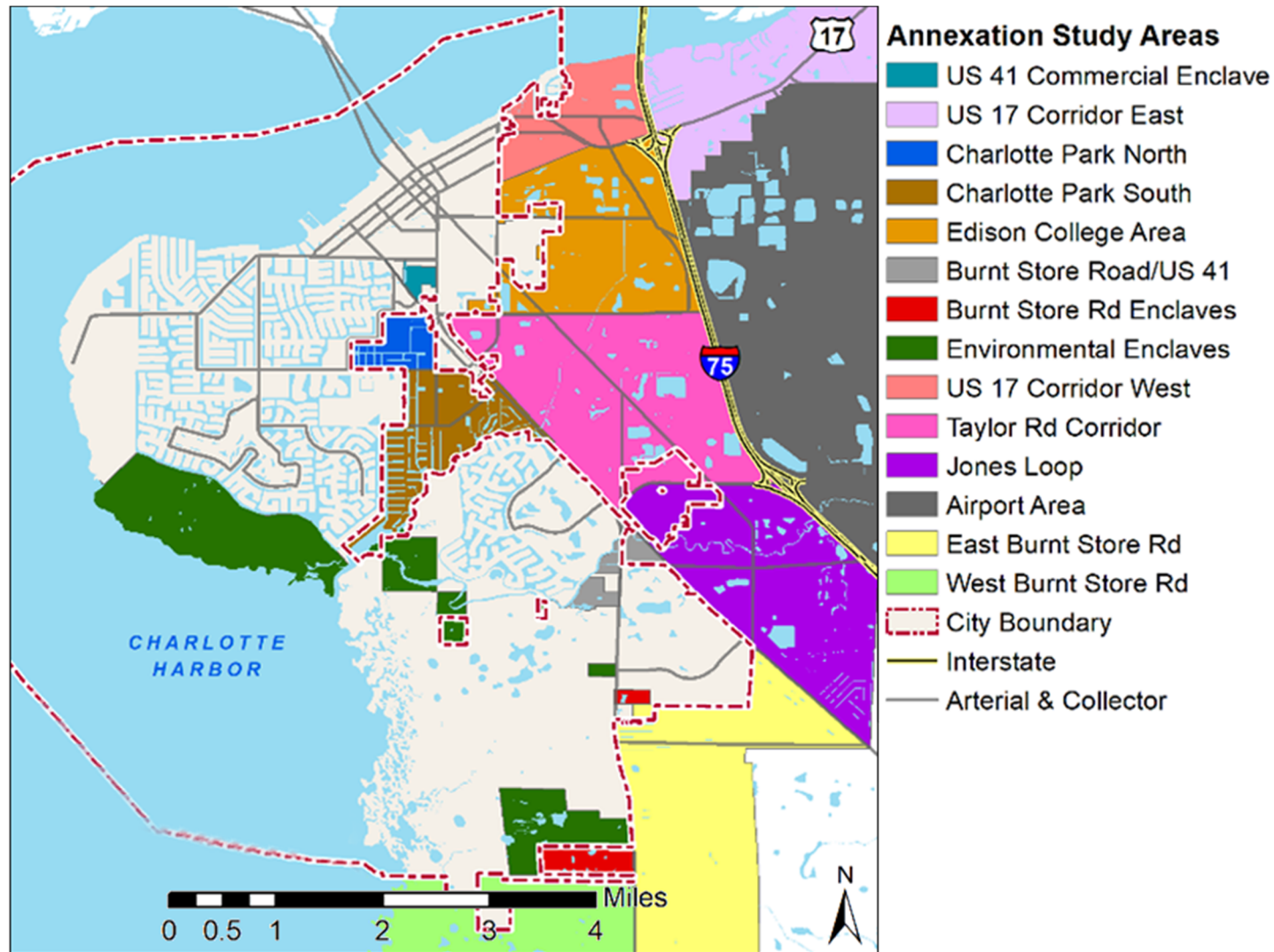
Annexation Areas

While the City of Punta Gorda has been primarily focused on development and redevelopment within the existing city limits, as the community matures and approaches build-out, annexations will become an increasingly important to continued economic viability. In order to better understand the cost and benefits of annexations, City Council, in 2006, requested that the City staff study areas of likely annexation resulting in the Annexation Study of 2006. The 2019 Citywide Master Plan's Economic & Budgetary Analysis also took an updated look at the costs and benefits of annexation.

The Annexation Study of 2006 identified fourteen (14) areas for annexation and defined the criteria to be used for consideration. The areas identified on Map #17 - City of Punta Gorda Annexation Study Area; fell into two (2) generalized categories: areas to be further considered for annexation; and those not eligible for annexation at this time

The areas not eligible for annexation at the time included various challenges including enclave creation, non-contiguous nature, or outside of the existing Utility Service Area, that would prohibit annexation. Areas for further consideration included

many de facto enclaves, as well as adjacent areas that have high economic development and residential growth potential. An analysis of the areas and the potential impacts are discussed below.

Map #17 – City of Punta Gorda Annexation Study Areas

1- US 41 Commercial Enclaves

Completely surrounded by the city of Punta Gorda, this area is an extension of the downtown area of the city. Most of the area is built with a small amount of vacant land. The area already receives water and wastewater service from the City of Punta Gorda. Ranked first (1st) out of the fourteen (14) areas by the City, recommended for annexation in 2006. With the exception of a single parcel the entirety of the US 41 Commercial Enclave has been annexed into the City.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Eliminates an enclave
- ❖ Good potential for increased value
- ❖ Annexation would provide more efficient services, Growth not significant

Disadvantages: N/A

2 – US 17 Corridor West

This area is adjacent to the city and also provides the main arterial connection between the city center and I-75. The area is currently served by the utility system of the City of Punta Gorda and a portion along the river has recently been annexed. It is likely that this area will be further divided with a portion potentially annexing soon and the other waiting until more development occurs. The lack of roads and other services will hinder development. However, the location near the river should make the area too valuable to remain vacant. Ranked second (2nd) out of the fourteen (14) areas by the City, recommended for annexation in 2006. Since 2006 there has been little interest in voluntary annexation in this area.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Allows for development

- ❖ Good potential for increased value
- ❖ Annexation would provide more efficient services
- ❖ Controls transportation access into the city

Disadvantages:

- ❖ Widespread growth not eminent

3 – Charlotte Park North

This area is bordered on three sides by the city of Punta Gorda and by Charlotte Park South on the fourth. The area is entirely residential and almost completely developed. Charlotte Park North is part of the area that was under consideration for annexation in 2000. Although ranked third (3rd) out of the fourteen (14) areas by the City, recommended for annexation in 2006, there has been little interest in voluntary annexation in this area.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Eliminates an enclave
- ❖ Good potential for increased value
- ❖ Annexation would provide more efficient services, Growth not significant

Disadvantages:

- ❖ Growth not significant

4 – Charlotte Park South

This area is bordered on three sides by the city of Punta Gorda and with access to US 41. The area is primarily residential and substantially developed. Charlotte Park South is part of the area that was under consideration for annexation in 2000. Recent communications suggest that this area may now be receptive to annexation. Ranked fourth (4th) out of the fourteen (14) areas by the City, recommended for annexation in 2006.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Eliminates an enclave
- ❖ Good potential for increased value
- ❖ Annexation would provide more efficient services, Growth not significant

Disadvantages:

- ❖ Growth not significant

5 – Burnt Store Road/US 41

This area is surrounded on three sides by the City of Punta Gorda with access to US 41. The existing development is low density with some commercial along the US 41 corridor. The area receives utility services from the City of Punta Gorda. Ranked fifth (5th) out of the fourteen (14) areas by the City, recommended for annexation at in 2006. Since 2006 there has been significant interest in voluntary annexation resulting in the annexation of two commercial parcels on US 41 as well as the Eagle Point and Parkhill Estates mobile home parks.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Eliminates an enclave
- ❖ Good potential for increased value
- ❖ Annexation would provide more efficient services, Growth not significant

Disadvantages:

- ❖ Distance from City services
- ❖ Growth not significant

6 – Burnt Store Enclaves

Consisting of two sections, the northern parcel is located east of US 41 near Cuneo Road and is bordered on three sides by the city of Punta Gorda by residential development.

The southern parcels are bordered on one side by the city of Punta Gorda and have access to US 41. The area has potential for some development with low density residential and commercial along US 41. The area is within the service area of the City of Punta Gorda Utility System. Ranked sixth (6th) out of the fourteen (14) areas by the City, recommended for annexation in 2006. Since 2006 the northern parcel near Cuneo Road has been annexed into the City.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Eliminates an enclave
- ❖ Good potential for increased value

Disadvantages:

- ❖ Distance from City services
- ❖ Growth not significant

7 – Florida SouthWestern State College Area (Edison College Area)

This area, identified in the 2006 study as Edison College Area, is located adjacent to the center of the city of Punta Gorda and is on the west side of the I-75 Corridor. The designation of the area is due to the potential for the location of the Charlotte campus of Florida SouthWestern State College within the boundaries. Some preliminary discussions have occurred between the representatives of the College and the City. Since 2006, a few parcels have been annexed into the City, including Charlotte County School Board properties along Carmalita, as well as a small cluster of properties on the north side of Airport Rd that contain the Emerald Lake mobile home park, a few commercial parcels, and the Verandas of Punta Gorda senior apartments complex.

Advantages:

- ❖ Within the Utility Service Area

- ❖ Good potential for increased value

Disadvantages:

- ❖ Substantial area of no taxable value (state college and three County owned facilities)

8 – Environmental Enclaves

There are six (6) parcels completely surrounded by the city of Punta Gorda. All of these areas are environmentally sensitive and concern over the impact of development in the general area exists. Due to the isolated and or protected nature of the areas, there is no development expected on the sites. Ranked eighth (8th) out of the fourteen (14) areas by the City recommended for annexation in 2006, most of this area has since been annexed in the City.

Advantages:

- ❖ Punta Gorda would ensure that the areas are protected
- ❖ Providing services would be more efficient
- ❖ Services required would likely be minimal
- ❖ Eliminates enclaves

Disadvantages:

- ❖ No tax base for the areas
- ❖ Need for annexation to provide services for development does not exist

9 – Taylor Road Corridor

The inclusion of this area adds the potential for an employment center with some of the industrial and commercial uses. Annexation also allows for better planning along the US 41 Corridor. The area is within the Utility Service Area of the City and other City services are within a reasonable distance to the areas. Ranked ninth (9th) out of the fourteen (14) areas by the City, not recommended for annexation in 2006. Since 2006 most of the annexation in this area was associated with the 2014 “Loop Annexation Area”. This area is generally bisected

by N. Jones Loop Road and offers the potential for significant development based on the location between US 41 and the Jones Loop Interchange of Interstate 75. One other parcel in this study area, on the east side of US 41 between Aqui Esta Dr and Cooper St, has also been annexed.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Good potential for increased value
- ❖ Significant potential for economic development and employment centers

Disadvantages:

- ❖ Significant expansion of City services required
- ❖ Significant capital improvements required

10 – Jones Loop

The inclusion of this area adds the potential for an employment center with some of the industrial and commercial uses. The residential uses to the southern end of the area would assist with the housing stock in the city. Annexation also allows for better planning along the US 41 Corridor. The area is within the Utility Service Area of the City and other City services are within a reasonable distance to the areas. Ranked tenth (10th) out of the fourteen (14) areas by the City, not recommended for annexation in 2006. Since 2006 the only annexation in this area was associated with the 2014 “Loop Annexation Area”. This area is generally bisected by N. Jones Loop Road and offers the potential for significant development based on the location between US 41 and the Jones Loop Interchange of Interstate 75. The annexation of the majority of the property within the “Loop Annexation Area” has raised interest in adjoining property owners in annexation and more voluntary annexations are anticipated in the coming years.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Good potential for increased value
- ❖ Significant potential for economic development and employment centers

Disadvantages:

- ❖ Significant expansion of City services required
- ❖ Significant capital improvements required

11 – US 17 Corridor East

This area is located on the eastern side of I-75, away from City services. The area is within the Utility Service Area and the City will provide water and wastewater services to all sites. Much of the area will develop as commercial along the US 17 Corridor and at the US 17/I-75 interchange. The areas along the river and south of US 17 will likely develop into residential areas. Ranked eleventh (11th) out of the fourteen (14) areas by the City, not recommended for annexation at this time.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Good potential for increased value

Disadvantages:

- ❖ Distance from city is significant

12 – West Burnt Store Road

Extending south of the current city limits, this area ranges between 6 and 12 miles from the center of Punta Gorda. Some development has occurred; however, the area is largely vacant. This area is outside of the ability of the City to offer water and wastewater services. A Master Plan has been completed by Charlotte County for the area with development controls and limits. Ranked twelfth (12th) out of the fourteen (14) areas by the City, not recommended for annexation at this time.

Advantages:

- ❖ Good potential for increased value
- ❖ Master Planning completed

Disadvantages:

- ❖ Significant expansion of City services required
- ❖ Outside of Utility Service Area
- ❖ Significant capital improvements required

13 – Airport Area

Recent planning efforts by the County have designated virtually this entire area as commercial/industrial. Some residential development has occurred in the northern portion of the area, but it is not substantial. It is unlikely that these residential areas will be eliminated, but they will not expand. Annexation of this area may be decided on more political factors than operational. The County may wish to keep control of the Airport and the surrounding support services. Ranked thirteenth (13th) out of the fourteen (14) areas by the City, not recommended for annexation at this time.

Advantages:

- ❖ Within the Utility Service Area
- ❖ Good potential for increased value
- ❖ Significant potential for economic development and employment centers

Disadvantages:

- ❖ Significant expansion of City services required
- ❖ Significant Capital Improvements required

14 – East Burnt Store Road

Extending south of the current city limits, this area ranges between 5.5 and 12 miles from the center of Punta Gorda. Some development has occurred; however, the area is largely vacant. The northern portion of the area is within the Utility Service Area of the City although little actual utility infrastructure exists. The bulk of the study area is outside of the ability of the City to offer

water and wastewater services through the existing system. However, Charlotte County Utilities operates a water and wastewater system that covers the remaining area which is completely separate from the rest of its water and wastewater systems. Charlotte County also adopted a Master Plan for this area with substantial areas of low density residential development with minor commercial nodes along Burnt Store Road; however, this area has experienced little of this planned for development in the decade since the plan's adoption. Ranked fourteenth (14th) out of the fourteen (14) areas by the City, not recommended for annexation at this time. Since 2006, one small cluster of residential parcels, bound by Pampas St, Cuneo Dr, and the former city limits.

Advantages:

- ❖ Good potential for increased value
- ❖ Master Planning completed

Disadvantages:

- ❖ Significant expansion of City services required
- ❖ Outside of Utility Service Area
- ❖ Significant capital improvements required

At the time of the 2006 Annexation Study it was envisioned that referendum based annexations of the various areas would be pursued based on in depth studies of each individual area and community will. However, the City of Punta Gorda's policy is to pursue only voluntary annexations on a property by property basis. In this process each individual property can be accessed

on its individual merits within the context of the Annexation Study criteria. Each annexation is examined based on the economic opportunities, service delivery efficiency, natural preservation, and/or other Comprehensive Plan goals, objectives, and policies

Fiscal Impacts of Annexation Areas

As a part of the Economic & Budgetary Analysis for the 2019 Citywide Master Plan, Partners for Economic Solutions (PES) quantified the potential fiscal impacts of the annexation areas in the 2016 study. Some areas would require higher capital investments and/or operating costs including new fire stations, expanded police staff, and additional public works crews and equipment.

Table 1.11 – Projected General Fund Revenues and Expenditures for Annexation Areas, 2030 shows the estimated gross/net revenues, expenditures, and initial capital investment, for each annexation areas. Though areas like US 17 West, Edison College, and the Airport, would generate more costs than revenues to the City, other close in areas already covered by city services, like Charlotte Park, US 41/Burnt Store Rd, and Jones Loop could bring in new net revenues from \$240,000 to \$700,000 annually. Though annexation of all areas excluding 12 and 14 would generate a net loss to the city, the fiscal analysis showed that it would shift the citywide tax split from 89 percent residential to 80 percent residential, allowing non-residential uses to bear a larger portion of the tax burden.

Table 1.11 – Projected General Fund Revenues and Expenditures for Annexation Areas, 2030 (Source: Economic & Budgetary Analysis, Partners for Economic Solutions, 2019)

Annexation Area	Gross Revenues	Expenditures	Net Revenues	Required Initial Capital
1 - US 14 Enclave	Already Annexed			
2 - US 17 West	\$578,400	\$1,167,633	(\$589,233)	\$2,737,000

FUTURE LAND USE ELEMENT

3 - Charlotte Park North	\$241,700	\$0	\$241,700	\$0
4 - Charlotte Park South	\$993,100	\$556,734	\$436,366	\$300,000
5 - US 41/Burnt Store Rd	\$335,100	\$0	\$335,100	\$0
6 - Burnt Store Rd Enclave	\$1,900	\$0	\$1,900	\$0
7 - Edison College Area	\$482,800	\$1,244,234	(\$761,434)	\$2,737,000
8 - Environmental Enclaves	NA	NA	NA	NA
9 - Taylor Rd	\$493,400	\$614,668	(\$121,268)	\$600,000
10 - Jones Loop	\$1,011,400	\$307,501	\$703,899	\$0
11 - US 17 East	\$1,121,000	\$1,193,334	(\$72,334)	\$2,737,000
13 - Airport	\$417,600	\$1,227,667	(\$810,067)	\$3,037,000
TOTAL	\$5,676,400	\$6,311,772	(\$635,372)	\$12,148,000
12 - Burnt Store Rd East*	\$738,300	\$665,667	\$72,633	\$2,137,000
14 - Burnt Store Rd West*	\$1,015,800	\$665,667	\$350,133	\$2,137,000
* Lies beyond the City's utility service area and is unlikely to be annexed and not included in the total				

Summary of Future Growth

The primary purpose of the *Future Land Use Element* is to define the pattern of development for the city including the protection of important historical, environmental, and neighborhood resources. In keeping with the State of Florida's Comprehensive Plan, the City's *Future Land Use Element* seeks to provide the framework for a compact and contiguous pattern of development. While the City's primary focus over the course of the planning horizon will be on continued infill and redevelopment, the City will strategically permit voluntary annexations. The overarching goal for all growth and development, be it infill, annexation, or redevelopment, will be the furtherance of the city's vision as the economic, cultural, and social hub of Charlotte County.

VII. GOALS, POLICY, & OBJECTIVES

Goal 1.1: The long term end toward which land use programs and activities are ultimately directed is the orderly growth and development of Punta Gorda in a high quality environment. Over the next planning period, it is the intent of the City to continue to create a lively, economically viable, pedestrian oriented town with a publicly accessible waterfront, healthy neighborhoods, and a high quality of community character.

Objective 1.1.1: Punta Gorda will coordinate future land uses with appropriate topography and soil conditions, including flood and wetland issues.

Policy 1.1.1.1: Punta Gorda will maintain or increase the total acreage in “Conservation” or “Preservation” FLUM classifications.

Measurement: Total acres in “Conservation” and “Preservation.”

Policy 1.1.1.2: Punta Gorda will require, as applicable, an Environmental Resource Permit, for any development permitted through the City’s Development Review Committee (DRC).

Measurement: ERP’s required for DRC Approvals.

Policy 1.1.1.3: Punta Gorda will regulate development so as to mitigate potential flood-related hazards in flood prone areas.

Measurement: Flood hazard requirements complied with on building permit applications for construction in flood prone areas.

Objective 1.1.2: Punta Gorda will coordinate future land uses with the availability of facilities and services.

Policy 1.1.2.1 Punta Gorda will require the availability of water and sewer, and other facilities and services for which there are LOS standards, concurrently with new development in the city. Additionally, development orders and permits will be specifically conditioned on the availability of the facilities and services necessary to serve the proposed development; and that facilities that provide utility services to the various land uses are authorized at the same time as the land uses are authorized. Punta Gorda will regulate the time frame for availability of such facilities and services within areas to be annexed.

Measurement: LOS-related facilities required in annexation.

Policy 1.1.2.2: Punta Gorda will conduct planning for LOS-related facilities and services required taking into account designated FLUM categories in the planning area.

Measurement: LOS-related facilities required.

Objective 1.1.3: The City of Punta Gorda is committed to the redevelopment and renewal of blighted areas, and the prevention of blight in other areas through the following policies:

Policy 1.1.3.1: Punta Gorda will pay off the bonds that supported prior capital projects in the Community Redevelopment Area (CRA) in accordance with the City’s interlocal agreement with Charlotte County and will sunset the CRA by the end of 2030 as mandated in that agreement. The City will ensure that these capital

improvements are maintained after the sunset of the CRA.

Measurement: Implementation of identified CRA capital projects.

Policy 1.1.3.2: The City will implement improvements to public facilities and infrastructure, public services, housing, etc. which benefit low- and moderate-income persons, using Community Development Block Grant (CDBG) and/or other sources of funds.

Measurement: Funds received annually and applied to projects benefitting low- and moderate-income persons.

Policy 1.1.3.3: The City will work with local organizations and consistently update land development regulations to ensure the creation of a diverse mix of infill housing that may include more affordable types that align with workforce needs in Punta Gorda.

Measurement: Number of building permits filed annually for affordable, workforce, and missing middle (duplex, triplex, fourplex, townhouse, courtyard apartment, bungalow court, etc.) homes.

Policy 1.1.3.4: Punta Gorda, in cooperation with citizen groups, will continue to develop and implement a citywide beautification program, including landscaping, public art, and other decorative improvements, in appropriate street right-of-ways and other public locations in Punta Gorda.

Measurement: Existence of organized citizen group effort, project financing,

completion of construction plans, and project.

Policy 1.1.3.5: Punta Gorda will provide technical assistance in the historic rehabilitation or adaptive reuse of historic properties.

Measurement: Number of meetings held annually with persons interested in historic rehabilitation or adaptive reuse of historic properties held by Economic Facilitator or other City staff.

Policy 1.1.3.6: The City will ensure that local historic and neighborhood conservation district requirements do not impose additional and/or excessive development barriers on key infill and redevelopment opportunity sites.

Measurement: Number of building applications filed annually for infill and redevelopment projects of a certain size located in a local historic and neighborhood conservation districts.

Objective 1.1.4: Punta Gorda will eliminate or reduce uses inconsistent with the community's character or future land uses by maintaining zoning that is consistent with the FLUM, by enforcing code provisions for the elimination of unlawful, non-conforming uses and structures, and by fostering appropriate redevelopment through a comprehensive process of economic facilitation.

Policy 1.1.4.1: Punta Gorda will prohibit the rebuilding of structures not conforming to the zoning regulations, flood regulations, or building code if such structure is damaged by

fire or other disaster in excess of 50% of its value.

Measurement: Number of non-conforming structures damaged each year and determined to be ineligible for rebuilding due to the extent of damage.

Policy 1.1.4.2: Punta Gorda will prohibit the re-establishment of a use that does not conform to the zoning regulations where such non-conforming use ceases for a period of one year, or less if required by ordinance, as established by Business Tax Receipts records or other appropriate means.

Measurement: Number of Business Tax Receipts lapsing each year that are determined to be for non-conforming uses of structures or land, and which would require the elimination of the non-conforming use under the implementing regulation.

Policy 1.1.4.3: Punta Gorda will promote infill development and redevelopment consistent with the Future Land Use Map through its land development regulations and other means such as public improvements and economic facilitation.

Measurement: Proportion of building permits issued each year which are for construction in areas of existing development which are served by water and sewer; number of economic facilitation contacts.

Policy 1.1.4.4: Punta Gorda will maintain a Future Land Use Map and land use classification system that provides for the distribution, extent, and location of a variety of land uses.

Measurement: Maintenance of Future Land Use Map

Objective 1.1.5: Punta Gorda will ensure the protection of natural resources through ownership/control for preservation and conservation, through protective FLUM classifications, and through regulatory criteria for new development and infrastructure.

Policy 1.1.5.1: Punta Gorda will support the acquisition, through various state and federal grant programs or other means, of environmentally sensitive lands within Punta Gorda, and will apply the “Preservation” FLUM classification to any new environmentally sensitive public land acquisition done for the primary purpose of preservation.

Measurement: Application(s) prepared and submitted for grants, or other funding sources, for purchase of environmentally sensitive lands. New lands acquired by public and protected by “Preservation” FLUM classification.

Policy 1.1.5.2: To address issues of environmental sensitivity for development project proposals involving undisturbed lands outside the “Preservation” FLUM area, Punta Gorda will take actions consistent with the Comprehensive Plan’s *Conservation Element*, such as requiring environmental surveys and utilizing the FDEP’s Environmental Resource Permit (ERP) process.

***Measurement:** Environmental surveys, ERP's, and other actions in response to environmentally sensitive conditions.*

Policy 1.1.5.3: Punta Gorda will develop a green infrastructure program for new capital projects that sets updated standards for impervious versus pervious surface area, sustainable building materials, xeriscaping, and low impact stormwater management.

***Measurement:** Creation and adoption of a green infrastructure program, to be updated as necessary every five years.*

Objective 1.1.6: Punta Gorda will protect historic resources through historic district designation and historically sensitive land development regulations.

Policy 1.1.6.1: Punta Gorda will continue to promote historic preservation by maintaining a Historic Preservation Advisory Board, by offering technical assistance to persons interested in the adaptive reuse of historic structures, by facilitating events planned by community groups in celebration of local history, and by reviewing and updating its inventory of historic resources.

***Measurement:** Number of meetings of Historic Preservation Advisory Board, number of technical assistance meetings held by staff, and number of history-related events recommended for approval by the Development Review Committee and, updated historic resources inventory.*

Policy 1.1.6.2: Punta Gorda will allow the transfer of development rights (TDR) from a historic

property being preserved to a receiving site. The TDR process for historic preservation will allow the transfer of the residential density or commercial floor area entitlement to an appropriate receiving site and it will require documentation of the transfer to be placed in the public records.

***Measurement:** Existence of regulations governing TDR's which permit the transfer of a preserved historic property to a receiving site.*

Policy 1.1.6.3: In order to prevent further loss of historic assets, Punta Gorda will adopt and maintain a local register of historic buildings and will designate local historic and neighborhood conservation districts in areas where either large concentrations of these contributing buildings still exist or where the historic urban pattern of the city is still apparent, respectively.

***Measurement:** Number of demolition permits for buildings on the local register of historic properties.*

Policy 1.1.6.4: The City will establish and maintain a long-term relocation and adaptation strategy for historic properties in areas vulnerable to Sea Level Rise.

***Measurement:** Damage in dollars to historic properties as a result of Sea Level Rise and subsequent heightened storm surge impacts.*

Objective 1.1.7: Punta Gorda will mitigate the negative impacts associated with climate change and sea level rise by proactively adapting existing and providing new

public infrastructure; promoting the use of Transfer of Development Rights (TDR); and by pursuing the acquisition of lands for preservation.

Policy 1.1.7.1: Construction of public facilities in coastal flood risk area will be in furtherance of one or more of the following: downtown revitalization, efficiencies in the provision of service, or service to existing populations.

Measurement: For public facilities construction proposed in coastal areas, a written determination of how such facilities will contribute to downtown revitalization, efficiencies in provision of service or service to existing populations. Such determination is to be made part of the annual capital improvements program.

Policy 1.1.7.2: To ensure that growth and investment foster a more resilient City, Punta Gorda will adopt and maintain adaptation guidelines for new capital projects and private developments according to the Adaptation Focus Areas defined in the Punta Gorda Climate Action Plan.

Measurement: Existence and enforcement of adaptation guidelines that are updated as necessary every 10 years.

Policy 1.1.7.3: In partnership with regional and state agencies and local organizations, the City will establish and maintain a Climate Adaptation Assistance Program that provides technical assistance and financial support for commercial

property owners to implement climate adaptation measures.

Measurement: Number of building retrofits undertaken annually for adaptation purposes.

Policy 1.1.7.4: The City will perform a comprehensive analysis of existing land uses in relation to the future land use map to establish appropriate sending and receiving zones and update the Transfer of Development Rights Program.

Measurement: The completion of the analysis and the creation of a Transfer of Development Rights Process.

Policy 1.1.7.5: The City will seek out opportunities to acquire lands for preservation to mitigate the risk of coastal flooding events due to storms and climate change.

Measurement: Acres of land acquired for Preservation.

Objective 1.1.8: Punta Gorda will continue to eliminate, reduce, or mitigate conditions that are inconsistent with any interagency hazard mitigation report recommendations, including those in the Florida Statutes.

Policy 1.1.8.1: The City of Punta Gorda will continue to participate in the Community Rating System (CRS) program, provide public education on flood hazards, have development and building regulations that mitigate flood hazard, maintain and/or improve stormwater drainage, train City staff in flood issues, and control the siting of mobile homes.

Measurement: Continued participation in the CRS program.

Policy 1.1.8.2: Punta Gorda will participate in intergovernmental coordination processes regarding the location of any future dredge spoil disposal sites within or around its borders.

Measurement: Participation in intergovernmental coordination processes, and documentation thereof, should antecedent conditions exist.

Objective 1.1.9: Punta Gorda will coordinate consistency of new development with the Charlotte Harbor Surface Water Improvement and Management (SWIM) Plan, and the Charlotte Harbor National Estuary Program's Comprehensive Conservation Management Plan (CCMP).

Policy 1.1.9.1: Punta Gorda will implement a stormwater quality program including public education, development standards, facility improvements, and maintenance components.

Measurement: Public education provided, stormwater standards imposed through DRC permitting process, stormwater facilities improved or maintained.

Policy 1.1.9.2: Punta Gorda will maintain and enforce regulations requiring flood elevation and/or flood proofing techniques for building in floodplains.

Measurement: Elevation and floodproofing required by building permit conditions.

Policy 1.1.9.3: Punta Gorda will continue to serve its customers with adequate potable water and sanitary sewer.

Measurement: Annual estimate of residential customers served with water and sewer.

Policy 1.1.9.4: In formulating utility extension policies, Punta Gorda will seek to accommodate planned densities in unincorporated areas.

Measurement: Review of policies in the comprehensive plan to accommodate for County's transfer of development units within the unincorporated portion of the utility service areas.

Policy 1.1.9.5: Punta Gorda will apply appropriate site planning requirements such as environmental surveys, on-site stormwater management, wetlands preservation, etc., according to the needs of the situation in the context of applicable law and sound planning practice.

Measurement: Development Review Committee applications processed each year and discussion of the required submittals.

Objective 1.1.10: Punta Gorda will discourage urban sprawl by controlling the extension of urban facilities and services to non-urban areas and by encouraging urban infill development.

Policy 1.1.10.1: To the extent that Punta Gorda proactively pursues annexations, it will do so on the basis of a comprehensive rationale, such as that described in the basic studies supporting

the comprehensive plan. Punta Gorda will seek first to annex enclaves, near enclaves, and adjacent urbanized areas. Considerations include, but are not limited to, environmental and health benefits, land needs for various uses, cost and revenue impacts, and benefits of jurisdictional consolidation.

Measurement: Annexation study or studies which include evaluation of the aforementioned considerations.

Policy 1.1.10.2: Punta Gorda will encourage infill development within the city by maintaining a high level of urban services, by cooperating with the private sector in promoting economic growth, and by maintaining land development regulations that facilitate the sensitive integration of new development in older urban areas.

Measurement: Expenditures for city promotion and economic facilitation; existence of regulations affecting downtown redevelopment.

Policy 1.1.10.3: Punta Gorda will refrain from the extension of water and sewer lines into sparsely developed areas in order to discourage a leapfrog development pattern of urban sprawl. Water distribution lines or sewage collection lines may be extended within the areas identified as the Sheriff/ECC/Airport Area and the Jones Loop Area in the 2006 Annexation Study.

Measurement: Annual written description of water and sewer line extensions and a description of the areas in which these extensions took place.

Objective 1.1.11: Punta Gorda will continue to plan for water and sewer plants, water and sewer lines and related facility needs in advance of development, making provision for required property through acquisition and developer dedication.

Policy 1.1.11.1: Punta Gorda will maintain regulations governing the subdivision of land such that adequate rights-of-way and utility easements are maintained, and Punta Gorda will evaluate utility needs prior to the abandonment of any rights-of-way, utility easements, or other public facility sites.

Measurement: Existence of subdivision regulations providing for rights-of-way and easements; and written determination with respect to utility needs for any right-of-way, easement, or public facility abandonment during the year.

Policy 1.1.11.2: Punta Gorda will maintain an ongoing utility planning process to ensure the adequate capacity of its water and sewer facilities, consistent with the comprehensive plan concurrency requirements and the requirements of federal and state utility permitting and regulatory agencies.

Measurement: Reports submitted annually to utility permitting agencies addressing usage, capacities, and future improvements or expansions.

Objective 1.1.12: Where particular aims of the comprehensive plan may be advanced (such as affordable housing, commercial and mixed use development, historic preservation, environmental

conservation, economic development, downtown revitalization, and community health), Punta Gorda will employ or make available innovative land development techniques, city programs, and public investments.

Policy 1.1.12.1: Punta Gorda has made available a Transfer of Development Rights (TDR) process for historic preservation, protection of environmentally sensitive areas, reduction of coastal flooding risk, downtown redevelopment, or sale of property at a discount to a public agency for public purpose.

Measurement: Number of inquiries each year and number of TDR's issued.

Policy 1.1.12.2: In order to support the creation of affordable and workforce housing, the City of Punta Gorda will provide a tax/fee rebate program for residential projects that include affordable and workforce units, help establish a community land trust and/or land bank, and expand support for local housing agencies and nonprofit organizations.

Measurement: Number of new building permits filed annually for projects that include affordable and workforce housing units.

Policy 1.1.12.3: The City will prioritize affordable and workforce housing projects as a local preference when seeking funding and housing credits from the Florida Housing Finance Corporation.

Measurement: Amount of funding and number of housing credits secured annually from the Florida Housing

Finance Corporation for affordable and workforce housing projects.

Policy 1.1.12.4: In partnership with local nonprofits and as part of a larger Continuing Care Retirement Communities Program, the City will support the creation of more assisted living projects.

Measurement: Number of new building permits filed for assisted living projects in a given year.

Policy 1.1.12.5: The City will consider the use of impact fee adjustments, special assessments, Business Improvement Districts (BID), and Community Development Corporations (CDC) in areas where business or mixed-use growth is desired and recommended. These areas include the greater downtown area, where these techniques could supplement current CRA activities and replace or extend ongoing functions of the CRA after its anticipated sunset before 2030.

Measurement: Number of special assessment areas, BIDs, and CDCs operating under consideration in Punta Gorda.

Policy 1.1.12.6: Punta Gorda will consider creating a façade improvement program to improve storefronts and façades of commercial buildings and will consider partnerships with chambers of commerce and anchor institutions to promote events and programming that sustain local businesses and add to the community's sense of place.

Measurement: Number of inquiries received annually for the Façade Improvement Program.

Policy 1.1.12.7: Punta Gorda will work closely with the Charlotte County Economic Development Office and local chambers to attract more small and mid-sized PDR (production, distribution, and repair), aviation, and health-related businesses to the City and establish clear targets and outreach plans for securing future businesses and residents.

Measurement: Number of net new businesses located in Punta Gorda annually.

Policy 1.1.12.8: To create a more vibrant downtown for locals and visitors alike, the City will partner with local organizations to provide new art programs, production, and cultural spaces.

Measurement: Number of partnerships for artists, performers, arts-related businesses, and cultural organizations.

Policy 1.1.12.9: The City will continually explore and implement innovative parking programs to manage parking demand and supply downtown, including shared valet services, time limited parking, residential parking permits, and transportation improvements that reduce overall car trips.

Measurement: Downtown parking occupancy rates during peak and non-peak hours measured annually.

Policy 1.1.12.10: Punta Gorda will establish a Street Tree Program that allows individual citizens, developers, business owners, and community groups to contribute to Punta Gorda's urban canopy by purchasing new trees, while the City commits to maintaining and watering them.

Measurement: Inquiries about the Street Tree Program and number of trees planted through the program annually.

Policy 1.1.12.11: Punta Gorda's Downtown, Village Center, Traditional Neighborhood, Professional Office, Flex Commercial Corridor, Highway Commercial, and Light Industrial FLUM categories will be configured to allow mixed uses in the Downtown Redevelopment Area and other appropriate parcels.

Measurement: Existence of mixed use provisions for these FLUM categories as outlined in Policies 1.1.14.2 and 1.1.14.3.

Objective 1.1.13: In order to enact recommendations of the 2019 Citywide Master Plan, the City of Punta Gorda will amend its land development regulations and Code of Ordinances, focusing on priorities like promoting diverse and affordable housing development, enabling commercial and mixed use infill development, improving walkability and bikeability to ensure community safety and economic vibrancy, and ensuring high-quality growth that preserves and enhances community character.

Policy 1.1.13.1: Punta Gorda will create and adopt a form-based code in key areas and along key corridors where development and investment are likely and desirable. This code

may include new architectural and site-design guidelines, as well as new frontage and street standards.

Measurement: Existence of a form-based code and design standards in the City's Code of Ordinances.

Policy 1.1.13.2: In exchange for a predefined set of development mitigations such as, open space, public parking, and/or boating/water-related amenities, Punta Gorda will consider granting additional development potential in the form of increased height, density, or floor area ratio (FAR).

Measurement: Number of inquiries each year and number of community benefits achieved.

Policy 1.1.13.3: The City will enact a public art ordinance for Downtown Punta Gorda that considers a required percentage of new development budgets for projects of a certain size be earmarked for public art.

Measurement: Existence of a public art ordinance and number of public art pieces created annually.

Policy 1.1.13.4: To help activate the downtown center, the City will allow temporary and pop-up arts, entertainment, business incubator, and retail uses in underutilized properties.

Measurement: Number of Temporary conditional Use permits filed annually.

Policy 1.1.13.5: Punta Gorda will reduce and eliminate minimum parking requirements

wherever possible throughout the city to encourage more pedestrian-oriented, affordable, and mixed use developments and to reflect changing transportation habits and mode split goals.

Measurement: Reduction of minimum parking requirements in the City's Land Development Regulations.

Policy 1.1.13.6: The City will enact bicycle parking requirements that establish short and long-term parking ratios for all new non-residential and multifamily residential projects. A percentage of required bicycle parking may also be met by providing bicycle facilities and amenities, such as covered bicycle parking and employee-based shower and locker facilities.

Measurement: Number of covered/uncovered bicycle parking spaces.

Policy 1.1.13.7: Punta Gorda will preserve existing greenspaces and city parks, particularly along the waterfront, by limiting the amount of paved and impervious surfaces in City-owned land.

Measurement: Percentage of pervious versus impervious surfaces in public parks and open spaces.

Policy 1.1.13.8: In order to improve overall safety and in accordance with the Complete Streets Resolution of 2013, the City will update and maintain pedestrian and bicycle friendly Street Design Standards that would replace existing Street Standards contained in Chapter

20: Streets & Sidewalks and Chapter 20a: Subdivisions of the Code of Ordinances by June 30, 2025.

Measurement: Existence of Street Design Standards in the City Code of Ordinances.

Policy 1.1.13.9: To help ensure the preservation of historic assets, the Punta Gorda will adopt a local register of historic properties, two new local historic districts, the Downtown Historic District and the Grace Street Mid-Century Historic District, and a local neighborhood conservation district, the Downtown Neighborhood Conservation District.

Measurement: Existence of a local register of historic properties and local historic and neighborhood conservation districts.

Policy 1.1.13.10: In order to encourage new diverse and more affordable housing types, the City will maintain:

- a) Residential density controls and land uses that are calibrated to allow for missing middle housing types including townhomes, duplexes, fourplexes, cottage courts, and small apartment buildings;
- b) Zoning and land development regulations that permit affordable micro units and accessory dwelling units (ADUs); and

- c) Reduce minimum lot widths and remove replatting fees in Traditional Neighborhood FLUM areas.

Measurement: Number of building permits filed for affordable or missing middle homes in a given year.

Policy 1.1.13.11: In order to encourage new commercial and mixed-use development, the City will maintain:

- a) Zoning code and land development regulations that remove unnecessary regulatory barriers to building viable commercial and mixed use projects;
- b) Flexible land development regulations for areas where commercial development is recommended and desirable; and
- c) Development Mitigation requirements that require a minimum amount of commercial and office space to achieve increased building, building height and/or residential density.

Measurement: Number of building permits filed for new commercial projects and mixed use development with office space in a given year.

Policy 1.1.13.12: In order to implement the recommendations and vision set forth in the 2019 Citywide Master Plan, certain FLUM categories were modified in 2020:

- a) Changed a portion of the areas designated as Professional Office land category to the Village Center land use category;
- b) Changed a portion of areas under the Light Industrial land category to Flex Commercial Corridor land category;
- c) Renamed the Residential land categories into the Suburban Residential land categories;
- d) Removed the Medium Density category and incorporated these areas into High Density category;
- e) Changed the Urban Village land category into the Downtown Core land category;
- f) Changed a portion of areas under the Highway Commercial Corridor land category into the Flex Commercial Corridor land category; and
- g) Added the Village Center, Traditional Neighborhood, and Loop Annexation Area land categories.

Measurement: Existence of the FLUM categories detailed in Objective 1.1.14.

Policy 1.1.13.13: In order to implement the recommendations and vision set forth in the 2019 Citywide Master Plan, certain FLUM overlay categories were modified in 2020:

- a) Revised the Historic Overlay to encompass four new local register districts: The Downtown Historic District, the Main Street Historic District, the Grace Street

Mid-Century Historic District, and the Neighborhood Conservation District

- b) Added the Interchange Commercial Overlay.

Measurement: Existence of the FLUM overlay categories detailed in Objective 1.1.14.

Objective 1.1.14: Punta Gorda will maintain a Future Land Use Map and land use classification system that provides for the distribution, extent, and location of a variety of land uses.

Policy 1.1.14.1: Residential lands are areas that are intended to be used predominantly for housing. Other uses that are consistent with residential character may be permitted subject to the requirements of the land development regulations. Examples of potentially compatible uses include, but are not limited to, houses of worship, nursing homes, parks, golf courses, libraries, schools, and day care centers. In order to preserve the existing character of the traditional suburban neighborhoods, reduce climate change risk, and ensure an economically viable traditional downtown and adjacent mixed use commercial area. Some residential lands are appropriate as sending zones via the City's existing transfer of development rights (TDR) program. The following residential land classifications exist to provide a range of housing densities and housing types.

- ❖ Low-Density: This classification permits residential structures other than mobile homes at net densities up to 5 units per acre.
- ❖ High-Density: This classification permits residential structures other than mobile

homes at net densities up to 15.0 units per acre.

- ❖ Mobile Home: This classification permits residential structures and mobile homes at net densities of up to 12.0 units per acre.

Recreational vehicles may be permitted at densities of up to 8.0 units per acre.

***Measurement:** Existence of implementing zoning classifications and number of units in new construction plans approved each year pursuant to regulations governing these zoning classifications.*

Policy 1.1.14.2: Downtown lands encompass the traditional commercial core of the city; therefore, they feature the most intense retail and office space allowances, combined with an encouragement of vertically integrated mixed use development. These areas shall be developed:

- a. In a pedestrian-oriented manner consistent with the existing and historic pattern.
- b. So as to allow net residential densities of up to 25 dwelling units per acre,
- c. Development projects which provide Missing Middle housing types may be allowed at net residential densities of up to 30 dwelling units per acre
- d. Development projects, outside of the Main Street Historic District Overlay, that adhere to a set of additional development requirements to be determined in the Land Development Regulations may be allowed at net residential densities of up to 50 dwelling units per acre.

- e. The development intensity shall not exceed a floor area ratio of 5.0.

***Measurement:** Plans reviewed checks of zoning for occupational license issuance or renewal, mixed use development plans reviewed.*

Policy 1.1.14.3: Traditional Neighborhood lands are reflective of typically older and primarily residential neighborhoods.

These areas shall be developed:

- a. To accommodate a unique mix of single-family and multifamily housing types such as duplexes, triplexes, cottage courts, small garden and courtyard apartments, and townhouses, all designed to blend cohesively together
- b. To also accommodate live/work and small-scale accessory commercial buildings
- c. So as to allow net residential densities of up to 25 units per acre, though projects that provide a predetermined set of community benefits, based on criteria defined in the land development regulations, may exceed this base density
- d. So as to restrict the intensity of development in local historic districts and set specific architectural, landscaping, and site design standards to achieve development that is consistent with the historic character

Measurement: Measurements analogous to those described for Policy 1.1.14.2.

Policy 1.1.14.4: The Village Center category is intended for smaller mixed-use commercial centers outside of the downtown core. Development in these areas should be pedestrian oriented and encourage a vertically-integrated mix of uses, though at lower intensities than what is permitted in the Downtown land use category.

These areas shall be developed:

- a. With walkable streets, public spaces, and active ground floor uses
- b. So as to allow net residential densities of up to 25 units per acre and intensities with a maximum floor area ratio of 2.0.
- c. Development projects which provide Missing Middle housing types may be allowed at net residential densities of up to 30 dwelling units per acre.
- d. Development projects that adhere to a set of additional development requirements to be determined in the Land Development Regulations may be allowed at net residential densities of up to 45 dwelling units per acre and intensities with a maximum floor area ratio of 3.0.
- e. Development projects within the Waterfront Overlay that adhere to a set of additional development requirements to be determined in the Land Development Regulations may be allowed at net residential densities of up to 50 dwelling units per acre

and intensities with a maximum floor area ratio of 5.0.

- f. Development projects within the Medical Overlay that adhere to a set of additional development requirements to be determined in the Land Development Regulations may be allowed intensities with a maximum floor area ratio of 6.0.

Measurement: Measurements analogous to those described for Policy 1.1.14.2.

Policy 1.1.14.5: Flex Commercial Corridor lands have been given the maximum amount of flexibility in order to absorb as much new affordable, multifamily, and commercial development as the market demands.

These areas shall be developed:

- a. To accommodate a wide array of commercial, office, light industrial, and PDR (production, distribution, repair) uses, as well as some street-oriented mixed use development including office and multifamily residential, especially in areas adjacent to residential neighborhoods and at key crossroads
- b. To allow net residential densities of up to 0 units per acre and intensities with a maximum floor area ratio of 1.5.
- c. Development projects which provide Mixed Use Missing Middle housing types as defined in the Land Development Regulations may be allowed at net residential densities of up to 30 dwelling units per acre.

- d. Development projects that adhere to a set of additional development requirements to be determined in the Land Development Regulations may be allowed at net residential densities of up to 45 dwelling units per acre and intensities with a maximum floor area ratio of 3.0.
- e. So any light industrial or PDR uses considered potentially noxious or hazardous are to be approved only by special exception under the zoning ordinance

Measurement: Measurements analogous to those described for Policy 1.1.14.2.

Policy 1.1.14.6: Highway Commercial Corridor lands identified on the Future Land Use Map shall be developed:

- a. To accommodate commercial, retail, and office uses that are more auto oriented due to scale and typology, while respecting the pedestrian and alternative transportation modes through development design standards
- b. So as the intensity of the development does not exceed a floor area ratio of 1.5
- c. To allow a residential density of up to 15 units per acre by Planned Development provisions of the Land Development Regulations, in areas where residential uses will promote affordable housing or compact and contiguous development.

Measurement: Measurements analogous to those described for Policy 1.1.14.2.

Policy 1.1.14.7: Professional Office lands are lands primarily intended for office, professional, medical, and institutional uses. Retail uses consistent with the character and primary function of the category will be permitted.

These areas shall be developed:

- a. So as the non-residential intensity of the development of Professional Office land use designation does not exceed a floor area ratio of 2.0.
- b. So residential uses may be permitted at net densities of up to 15 units per acre. Residential densities exceeding 15 units per acre for pre-existing small platted lots or if they are developed through the Planned Development process where at least 25 percent of the project is commercial.

Measurement: Measurements analogous to those described for Policy 1.1.14.2.

Policy 1.1.14.8: Light Industrial lands are intended for activities predominantly connected with manufacturing, assembly, processing, distribution, or storage of material goods

These areas shall be developed:

- a. So as the intensity shall not exceed a floor area ratio of 1.5.
- b. So uses considered potentially noxious or hazardous uses are to be approved only by

special exception under the zoning ordinance.

- c. With limited residential uses which may be permitted at densities of up to 15 units per acre by Planned Development provisions of the Land Development Regulations.

Measurement: Measurements analogous to those described for Policy 1.1.14.2 with the exception of residential density considerations in mixed use.

Policy 1.1.14.9: The Loop Annexation Area category is applied to newly annexed land immediately east of US 41 on both sides of Jones Loop Road.

- a. Land designated as this category will be regulated in accordance with the 2013 Interlocal Service Boundary Agreement and Joint Planning Agreement between Charlotte County and Punta Gorda that established the Loop Municipal Services Area.
- b. Exhibit D in that agreement specifies a combination of county and city future land use categories for various portions of annexed land.
- c. Section 10 of that agreement acknowledges that those categories allowed up to 328 dwelling units on all land subject to voluntary annexation and intensities with a maximum floor area ratio of 1.5.
- d. The City would grant an additional 122 dwelling units certificated through the county's Transfer of Density Units (TDU) ordinance.
- e. Any additional residential density beyond the 450 dwelling units specified in part c.

and d. of this policy shall only be provided through the county's Transfer of Density Units (TDU) program with location and configuration approved through Planned Development provisions of the City Land Development Regulations.

- f. Intensities obtained through the Planned Development process shall not exceed a floor area ratio of 5.0.

Measurement: Development plans, including Planned Development (PD) submittals, reviewed each year.

Policy 1.1.14.10: Recreation-Private lands are intended for recreational uses that are not public property and which are primarily intended to serve a surrounding residential community. These areas may allow development so as the intensity shall not exceed a Floor Area Ratio of .05.

Measurement: Development plans reviewed each year and zoning checks for occupational license issuance or renewal.

Policy 1.1.14.11: Recreation-Public lands are intended to serve active and passive recreational needs of the public. This FLUM category includes publicly owned parks and park sites. These areas may allow development so as the intensity shall not exceed a Floor Area Ratio of .05

Measurement: Description of new developments each year on Recreation-Public lands and the conformity of said

development to the description of uses in this policy.

Policy 1.1.14.12: Public lands are lands owned by the public and used for public purposes such as governmental offices and operational facilities. Recreational uses may be permitted, but such uses are generally classified as “recreation-Public” on the FLUM. These areas may allow development so as the intensity shall not exceed a Floor Area Ratio of 1.00.

Measurement: Measurements analogous to those performed for Policy 1.1.14.6.

Policy 1.1.14.13: Preservation lands are publicly owned lands generally held as open space for environmental, flood hazard mitigation, educational, recreational, cultural, or archeological purposes. Minimal development appropriate to the furtherance of these purposes may be allowed. These areas may allow development so as the intensity shall not exceed a Floor Area Ratio of .05.

Measurement: Description of existing development in preservation lands and any changes thereto in a given year.

Policy 1.1.14.14: Conservation lands are privately owned lands, exhibiting characteristics similar to “Preservation” lands, which are held in private ownership. Development on these lands by their private owners is to be permitted to a density of one dwelling unit per ten acres, or one dwelling unit per lot or parcel of less than ten acres if such lot or parcel existed prior to January 15, 1997. Other uses may include water reservoirs, campgrounds, non-commercial

docks, game preserves, fish hatcheries, hunting and fishing camps, recreation areas, etc. Consistency of any particular proposed use with this FLUM category will be determined in part by responsiveness to any applicable State or Federal permitting requirements. Responsiveness to permitting conditions for this purpose means meeting State or Federal permit conditions or proposing reasonable alternatives to protect the environmental values on which such permit conditions are predicated. In any event, no building permit will be issued without all required State or Federal permits and conformity to the land development regulations pursuant to review by the Development Review Committee. Conservation lands are appropriate as sending zones for Transferrable Development Rights. These areas may allow development so as the intensity shall not exceed a Floor Area Ratio of .05.

Measurement: Measurements analogous to those performed for Policy 1.14.1.8.

Policy 1.1.14.15: The FLUM series contains the following special overlays:

- ❖ **Community Redevelopment Area** - This area exists for the redevelopment and revitalization of downtown Punta Gorda. The Downtown Redevelopment Area is an overlay on underlying FLUM categories which may alter use, density, and intensity characteristics as described in the underlying category. The general intent is to provide for mixed uses and continued viability of properties platted in an earlier era. The City will adopt land

development regulations applicable to this area which further these purposes. This area is intended as a means to mitigate urban sprawl and promote infill development.

- ❖ Historic Overlay - This area exists to protect historic resources within downtown Punta Gorda. It protects contributing buildings from demolition or alteration and sets specific building form, landscaping, and site design standards for existing historic and new infill buildings. Properties in this overlay require review by the Historic Preservation Advisory Board (HPAB) prior to any major rehabilitation and are subject to the City's "First right of refusal" prior to demolition, allowing for the removal of structures to the City's designated History Park. Property owners are encouraged to seek preservation assistance from the HPAB. The intent is to promote the vitality of downtown Punta Gorda. This area includes two local historic districts, the Downtown Historic District and the Grace Street Mid Century Historic District, and one local neighborhood conservation district, the Downtown Neighborhood Conservation District.
- ❖ Historic Sites - These structures are all located outside the Historic Residential District. The same characteristics exist with respect to these properties as properties in the Historic Districts as regards HPAB review, HPAB assistance, and first right of refusal prior to demolition.

- ❖ Interchange Commercial Overlay - This area exists to promote economic opportunity by attracting high quality development to the I-75 interchange commercial area.
- ❖ Waterfront Overlay - This area exists to promote a lively, economically viable, and publicly accessible waterfront.

Measurement: Existence of these overlays and site designations, DRC applications reviewed each year for development or redevelopment of property in this area, historic structures preserved.

Policy 1.1.14.16: Educational land uses are permissible within all land use categories.

Measurement: The allowance of educational uses in all land use categories.

Objective 1.1.15: Punta Gorda will adopt or amend land development regulations necessary to regulate land subdivision, signage, and compatibility of adjacent land uses, drainage and stormwater management, open space, on-site traffic and parking, and additional subjects of land development regulations if appropriate.

Policy 1.1.15.1: Punta Gorda will maintain, adopt, or amend, as appropriate, land development regulations which:

- a. Regulate the subdivision of land including such matters as surveying, platting, replatting, standards for public facilities and utilities, easements, monuments, etc.

- b. Regulate the dimensions, locations, and physical appearance of on-site and off-site signage.
- c. Promote the compatibility of adjacent land uses through zoning, plan review and approval, inspections, and code enforcement predicated upon zoning requirements and allowances for circumstantial alternatives ensuring compatibility, as articulated in the land development regulations.
- d. Regulate on-site traffic and parking including such subjects as numbers of parking spaces, size and design of parking spaces, and parking lot aisles; ingress and egress from public streets or alleys, maintenance of fire safety, location of loading/unloading areas, location of handicapped parking, driveway and parking aisle design, parking construction materials and standards, etc.
- e. Regulate drainage and stormwater management by requiring on-site holding and treatment of stormwater according to appropriate standards.

Measurement: Existence of development regulations which serve the functions described in the policy.

Policy 1.1.15.2: Punta Gorda will adopt other appropriate land development regulations should they become necessary to address issues not currently germane to Punta Gorda (wellhead protection, groundwater aquifer recharge areas, agricultural lands, etc.).

Measurement: Adoption of appropriate land development regulations should antecedent conditions exist.

Objective 1.1.16: Punta Gorda will employ a Plan Configuration Management System to maintain the consistency of implementing documents and processes, such as LDR's, with the Comprehensive Plan; to evaluate project and program proposals against the Comprehensive Plan; and to evaluate potential changes in the Comprehensive Plan and its implementation.

Policy 1.1.16.1: Punta Gorda will conduct a comprehensive review and revision of its LDR's within one year of the adoption of its Comprehensive Plan, and this process will include consistency of the LDR's with the Comprehensive Plan.

Measurement: Completion of revised LDR's.

Policy 1.1.16.2: Where Punta Gorda develops and implements special purpose plans, such as neighborhood plans, the consistency of these plans with the comprehensive plan will be documented.

Measurement: Documentation of consistency.

Policy 1.1.16.3: Punta Gorda will utilize the Comprehensive Plan goals, objectives, and policies to develop a checklist or other evaluation tool to be used in evaluating consistency of particular development project proposals or program proposals with the Comprehensive Plan.

Measurement: Existence and utilization of checklist.

Policy 1.1.16.4: Punta Gorda will evaluate FLUM amendment and zoning change proposals according to their consistency with the Comprehensive Plan as a whole, and Punta Gorda may impose conditions on FLUM amendments or zoning changes if the evaluation indicates that such conditions are necessary to further consistency with the goals, objectives, and policies of the Comprehensive Plan. Conditions may include sunset provisions for FLUM amendments and rezoning where development does not occur within the specified time frame, conditions that require development through the PUD process, etc.

Measurement: Staff report recommendations to maintain consistency with the Comprehensive Plan.

Policy 1.1.16.5: Punta Gorda will utilize the measurements associated with the policies of the Comprehensive Plan to evaluate the overall status of the Comprehensive Plan goals, objectives, and policies, and this analysis will support the Evaluation and Appraisal Report (EAR) process as required in Chapter 163.3191 evaluation and appraisal of comprehensive plan.

Measurement: Reporting on Comprehensive Plan measurements and utilization in EAR process.

Policy 1.1.16.6: From time to time, issues may arise that may prompt a re-evaluation of the Comprehensive Plan and/or its implementing

documents and processes, such as LDR's. Examples of such conditions include substantial unexpected trends in the population or economy, failure of policies to achieve goals and objectives, failure of implementing documents and processes, changes in state and federal law, etc. A written analysis will be done when such re-evaluation occurs, and this analysis will be part of the EAR process or future plan amendments.

Measurement: Monitoring and reporting on changed conditions.