

FLU Objective 6.3: U.S. 17 Corridor Planning Area

To create parameters for the U.S. 17 Corridor Planning Area (FLUM Series Map #11) that guide future development and that accomplish the following:

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

FLU Policy 6.3.1: Interconnection

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

FLU Policy 6.3.2: Provision for Infrastructure and Services

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

FLU Policy 6.3.3: Public Facilities Requirement

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

FLU Policy 6.3.4: Multi-use Public Spaces

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

FLU Policy 6.3.5: Hurricane Shelters

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

FLU Policy 6.3.6: Redevelopment Areas

The County recognizes that the Cleveland and Solana neighborhoods would benefit from the preservation of the historical fabric of the areas and enhancement of their sense of identity and their sense of place. By 2012, the County shall work with these neighborhoods to establish advisory boards to help advise the County on Revitalization Plans for these areas.

FLU Policy 6.3.7: Redevelopment Areas Funding Opportunities

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

FLU Policy 6.3.8: Redevelopment Area Streetscape Improvement

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

FLU Policy 6.3.9: Encouraged Uses

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

FLU Policy 6.3.10: Landscaping and Buffer Requirement

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

FLU Policy 6.3.11: Established Flowways

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

and wildlife habitat conservation and preservation. Proposed crossings of flowways shall include appropriately sized culverts or bridges to maintain surface water flows and wildlife underpasses where appropriate.

FLU Policy 6.3.12: Greenways Plan

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

FLU Policy 6.3.13: Water Access

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

FLU Policy 6.3.14: Eco-tourism Center

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

RURAL SETTLEMENT AREA OVERLAY DISTRICT (RSAOD)

In an effort to establish meaningful planning guidelines and standards for the future development of the area east of U.S. 17, north of Shell Creek and south of DeSoto County, the County establishes the 4,900 acre Rural Settlement Area Overlay District, depicted on FLUM Series Map #8. This district shall provide a comprehensive and functional transition between the suburban development pattern to the west of U.S. 17, the industrial uses within DeSoto County, and the rural and conservation uses to the east of the district.

General Range of Uses

Regional Economic Development uses, single-family residential dwelling units, multi-family residential units, commercial uses including office

Maximum Density/Intensity

Density: Maximum density is 6,000 dwelling units; base density is one dwelling unit per ten acres or 490 dwelling units

Intensity: Commercial uses are limited to a maximum of 500,000 square feet

Regional Economic Development uses are limited to a maximum of 1,000,000 square feet.

Developable area: Maximum developable area shall be limited to 2,450 acres.

Special Provisions

1. *Development Timing/Phasing:* To achieve the type of development contemplated for the Rural Settlement Area Overlay, the following criteria must be met:
 - a. The completion of a Master Development Plan for the entire Rural Settlement Area, described further in #2.
 - b. The provision of the necessary infrastructure to serve the entire Rural Settlement Area.
 - a. All development approvals shall be timed to ensure that the improvements necessary to serve each phase of development are programmed within the Charlotte County CIE prior to the approval of any development activity within that phase.
 - ii. The County shall coordinate with Sun River Utilities or its successor to ensure that adequate potable water supplies and sanitary sewer collection are available for development. The County shall not approve any final site plans for development within the Rural Settlement Area prior to the availability of central water and sanitary sewer services.
 - iii. No building permits shall be issued after the first 200,000 square feet of non-residential development or the 1,000th residential unit until potable water and sanitary sewer wastewater lines are extended to those portions of Peace River Shores, Peace River and Peace River Highway subdivisions that are located inside the Urban Service Area. The collective owners and/or developers of the Rural Settlement Area and the Sun River Utility shall fund the extension. Funding mechanisms may include Community Development District bonds, MSBU revenues, grant monies and rebatable agreements.
2. *Master Development Plan:* The County shall require the submittal of a single Master Development Plan covering the entire Rural Settlement Area to be approved by the Board of County Commissioners prior to any development. The Master Development Plan must that include the following:
 - a. A Master Concept Plan that delineates the future use areas of the property and distinguishes areas as either Regional Economic Development centers or Villages.
 - b. A Rural Settlement Area Pattern Book and Development Guide that includes specific design guidelines for the development, to ensure that the development adheres to the principles of sustainability and low impact design as defined within this Comprehensive Plan.

- c. An Infrastructure Financing Strategy and Procedure for Implementing the Financing Strategy throughout the Area.
 - d. Method to demonstrate that the proposed development helps to reduce greenhouse gas emission within Charlotte County.
 - e. A management strategy for all open space and identification of a funding source to support management and maintenance.
3. *Phasing of Development:* The chart below sets forth the minimum commercial or Regional Economic Development square footage required for the number of dwelling units, and vice versa. This phasing is linked to the issuance of a Certificate of Occupancy. The following phasing schedule shall be followed:

FLU Table A-9: Rural Settlement Area Overlay District Phasing Requirements	
Dwelling Units	Square Feet (Cumulative)
500	10,000
1,000	35,000
2,000	100,000
For every extra 1,000 dwelling units	Add an extra 50,000 square feet

4. *Density Transfers:* Transfers of density shall be required in order to attain any density above 490 dwelling units. Density shall be transferred from the platted land identified on SPAM Series Map #12: Areas Removed from the (1997-2010) Urban Service Area. The sending zone lots shall be placed under a conservation easement.
5. *Open Spaces/Greenbelt:* A minimum of 50 percent of the Rural Settlement Area shall be set aside as open space exclusive of development areas. The intent of open space areas is for preservation and restoration of indigenous upland and wetland vegetation as well as the creation of passive recreational opportunities. All open space shall be placed under a conservation easement granted to the County at time of approval of the Master Development Plan.
- a. A greenbelt is required around the southern and eastern perimeters of the Rural Settlement Area, forming a large open space that will create a clear physical delimiter between the urban uses within the Rural Settlement Area and the rural uses bordering the Rural Settlement Area. The greenbelt shall be a minimum of 250 feet in width.
 - b. Open space will be made accessible to the public, but a portion of the open space may be reserved for and designated for use by the residents of the Rural Settlement Area only. Open space may contain hiking and bridle trails. Reserved open space areas must be clearly designated through the development review process.
 - c. The County shall explore granting impact fee credits toward the cost of restoration and perpetual maintenance of non-reserved open space as indigenous vegetation, or toward the creation, restoration, and maintenance of identified wildlife corridors and linkages. In order to be considered for impact fee credits, the area to be created or restored or

maintained shall be a minimum of 500 feet in average width and evidence shall be provided of the arrangements established to have the area maintained in perpetuity.

6. *Regional Economic Development and Commercial Development Standards:* All sites of industrial and commercial development within the Rural Settlement Area shall be designed in accordance with sustainable best management practices and all non-residential buildings shall be constructed in compliance with the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Green Building Certification, the Florida Green Building Coalition Commercial Building Designation or the Green Building Initiative's Green Globes system; all new industries locating in the area shall be ISO 14001 compliant or shall be otherwise in accordance with Natural Step or other similar green business operating practices.
7. *Rural Village Standards:* The Rural Settlement Area will be developed with no more than six Villages; each Village shall be no more than 390 acres. Areas developed as Villages are required to contain a village center wherein higher density and intensity shall be placed, with a reduction in density and intensity as one moves farther out from the center. There shall be clear separation between Villages by use of a greenbelt around each village. All village centers shall be mixed use or multi-use in nature, either through vertical mixing of residential and commercial uses or by providing for strong pedestrian connectivity between uses. Village centers shall be well integrated with surrounding development and shall provide for pedestrian character through the following techniques:
 - a. Vehicular, pedestrian and/or bicycle connections to adjacent residential, commercial, civic or industrial development will be provided.
 - b. Buffering of different abutting uses shall be required only where compatibility concerns exist. Buffering from adjacent developments, when deemed absolutely necessary, will not preclude future interconnectivity.
 - c. On-street parking with landscaping and design features such as corner and mid-street bump outs, which afford traffic calming and produce a comfortable and safe pedestrian environment, will be promoted.
 - d. Screening for parking lots along streets, sidewalks, and open spaces. Parking lots and structured parking garages without ground floor commercial uses shall be shielded from the view of the sidewalk, preferably located behind or to the sides of buildings, to enhance the pedestrian environment of the street.
 - e. Shared parking arrangements which encourage walking between multiple destinations shall be encouraged to promote a "park once" environment.. Deviations from the County's parking requirements will

be considered to minimize parking areas, based on projected pedestrian activity, joint use of parking lots, and parking spaces for uses with different peak hours.

The minimum density within a village center will be seven units per acre. The maximum lot size at the outer edge of a Village is one acre. For each 200 dwelling units that receive a Certificate of Occupancy, there must be at least 8,000 square feet of non-residential use under construction.

8. *Residential Development Standards:* Residential development in the Rural Settlement Area shall provide for compact land use forms.
9. *Transportation System:* The transportation system within the Settlement Area shall be designed as an interconnected network aimed at promoting connectivity between communities and streets as well as walkability between uses. Individual projects must be designed as part of an overall transportation network within the Rural Settlement Area, not as separated, stand alone developments.
 - a. All new development shall provide the appropriate connections of road segments, and shall preserve and protect existing and future rights-of-way to provide for an efficient multi-modal transportation system. The transportation system shall be designed so that multiple streets, bicycle paths and sidewalks continue between adjacent neighborhoods and developments to facilitate convenient movement and disperse traffic throughout the local network. Dead-end streets are prohibited, except when necessary at the edge of development to provide stub outs for future connections to adjacent, undeveloped properties, or when environmental features necessitate the construction of a dead-end street.
 - b. Communities shall construct an interconnected network of public streets in a predictable block pattern that encourages walking, reduces the number and length of automobile trips and provides multiple circulation routes. Block sizes will be established with the intent of providing for walkable distances between intersecting streets.
 - c. Interconnections between complementary uses shall be required, including access to and circulation among parking lots and to pedestrian paths. Shared driveways, frontage streets, and parking with cross access easements shall be required to reduce conflicts with the main flow of traffic.
 - d. Specify the design of street types that are functional, visually appealing, and promote walking and cycling. Street cross-sections will be acceptable road types for both public construction projects and for privately built roads and will be consistent with the principles of context sensitive design and walkability. Reduced right of way widths and travel lanes will be encouraged to the extent that they meet AASHTO standards.

- e. To ensure that adequate funding sources are available for the provision of infrastructure, and that each property owner is fairly compensated for their contribution to the infrastructure system, improvements may be funded through a variety of mechanisms that include, but are not limited to, Community Development Districts (CDDs), Municipal Services Taxing Units (MSTUs), Municipal Service Benefit Units (MSBUs), grants, and impact fees/impact fee credits.
10. *Wildlife Undercrossings*: The collective owners and developers of the Rural Settlement Area shall provide wildlife undercrossings, along with appropriate signage and roadside treatments, within the Rural Settlement Area to provide protections for wildlife movement between open space areas. The owners and developers shall also work with the County and with various State and Federal agencies to design and construct a wildlife crossing underneath U.S 17 prior to 2030.
 11. Development in the RSAOD shall utilize Low Impact Design techniques to supplement and enhance traditional stormwater retention/detention development.