

RECOMMENDATIONS / PROPOSED CHANGES [163.3191(2)(I)]

Plan Amendments Needed to Address Major Issues

The City will of Punta Gorda will transmit the adopted EAR to FDCA in time to meet the December 1, 2011 due date. Following a Finding of Sufficiency the City will have 18 months to amend its Comprehensive Plan to make the changes recommended below. An additional 6 months may be requested if necessary for the adoption of such amendments.

Recommended Policy Changes

Policy #	Issue	Recommendation to address Issue
Future Land Use Element		
Policy 1.1.14.8: 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 .05	The FAR in the existing Comp Plan does not account for existing Public facility sites	Modify Floor Area Ratio to accurately account for the existing City, County, and School Board facilities found on these lands. Associated with this modification a changes to the Future Land Use Map will be required to separate City Parks from City, County and School Board Facilities
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.)	Currently no existing Future Land Use Designation exists for Agriculture or local food production	Develop a FLU category for local food production
Policy 1.1.17.2: Where Punta Gorda develops and implements special purpose plans, such as	2009 adoption of the City of Punta Gorda Parks and	Continue policy, update <i>Recreation and Open Spaces Element</i> to maintain consistency with

neighborhood plans, the consistency of these plans with the comprehensive plan will be documented

Recreation Master Plan

this policy

No specific policy citation

The provisions of SB 360 (2008) and HB697 (2008) imply major changes to Future Land Use Element which must be supported with appropriate data and analysis

Craft new policies which call for the study of land use patterns and the transportation network in order to justify major policy changes implied by the legislation as supported by existing City of Punta Gorda planning activities over the past two decades

Conservation & Coastal Management Element

Policy 2.1.2.5: Punta Gorda will undertake public education activities involving a variety of environmental issues where alteration of public behavior can have important environmental benefits (e.g., judicious use of fertilizers, operation of boats in appropriate channels at appropriate speeds, use of native plants and other water conservation measures, etc.)

Examples in the policy are not current with environmental issues relevant to our area

Modify policy to eliminate lists

Policy 2.1.3.1: Punta Gorda will actively participate with Charlotte County and DeSoto County to encourage their adoption and in the enforcement of an appropriate Special Surface Water Protection Overlay District which controls land use and development practices within the Shell Creek and Prairie Creek watershed

Intergovernmental Coordination efforts

Will review this policy with the recent Charlotte County & DeSoto land use & development policies within the Shell & Prairie Creeks watershed of the Hendrickson Dam Reservoir and change & enhance accordingly

Policy 2.4.2.1: The City will work with the Southwest Florida Regional Planning Council to determine the potential sea level rise impacts on the Coastal Planning Area

Implementation of appropriate climate adaptation strategies of the recently developed Charlotte Harbor National Estuary Program and the Southwest

Maintain existing policy and develop policies that address HB697

Policy 2.5.1.2: The City shall encourage the construction of an open air market at Park to facilitate the sales of locally produced goods which will benefit residents, local business', commercial fishermen and visitors

Policy Enhancement

Modify policy to include the viability of the market of locally produced goods

No specific policy citation

Simplification of goals, objections and policies

Separate existing Conservation and Coastal Management Element into two separate and distinct Comprehensive Plan Elements

Infrastructure Element

Policy 3.1.1.2: The City of Punta Gorda will construct an off stream reservoir as an alternative water supply project as identified in the Southwest Florida Water Management District (SWFWMD) Regional Water Supply Plan

Development of an alternative water supply source. This project is identified in SWFWMD 2010 Draft RSWP

Modify policy to identify the new alternative water supply project

Policy 3.3.1.1: The City will evaluate the feasibility of developing a reuse system as outlined in the existing water use permit

Review of the high levels of chloride in the wastewater due to infiltration of brackish groundwater making the reuse water unacceptable for landscape irrigation

Modify policy to identify the Infiltration Study recommendations need to be meet prior to re-evaluation of reuse water for irrigation purposes

No specific policy

SWFWMD is currently updating the Regional Supply Plan

The updated Regional Water Supply Plan will be included, if completed and adopted, in the EAR based amendments

Housing Element

Policy 4.1.2.3: Punta Gorda will adopt and enforce the Standard Unsafe Building Abatement Code of the

This is an improper citation. The City utilizes the 2007

Modify policy to maintain Unsafe Building Abatement regulations within the City Code of

Southern Building Code Congress	Florida Building Code now for unsafe building abatement	Ordinances
No specific policies		Review and develop strategies for future housing to include energy resources based on energy efficient design and construction
No specific policy	2010 US Census data was not available during the writing of this EAR.	Upon availability of the 2010 U.S. Census data, the City will provide analysis and update the Plan accordingly

Recreation & Open Space Element

Development of a Parks & Recreation Master Plan	Modify to reference the 2009 Park and Recreation Master Plan	Development of a Parks & Recreation Master Plan
In 2006 the City adopted the Alternative Transportation Plan 2030 which covered the bicycle/sidewalk, passive recreation and pedestrian facilities	In 2006 the City adopted the Alternative Transportation Plan 2030 which covered the bicycle/sidewalk, passive recreation and pedestrian facilities	Modify policy to reference Alternative Transportation Plan as the guiding document, and remove references to specific stakeholder "Charlotte Harbor Environmental Center"

Community Facilities Element

Policy 6.1.4.1: The City of Punta Gorda will coordinate the Five Year Stations Location and Master Plan with this comprehensive plan and its urban service area strategy	No current Public Safety Station Location and Master Plan exists	Modify policy to pre-establish the locational needs for public safety stations relative to the annexation areas established in the Future Land Use Element
Policy 6.1.5.2: The City of Punta Gorda will develop a mitigation plan to reduce the effects of natural hazards	The City continues to work with the Charlotte County Emergency Management Office, the RPC and DCA on improving, updating and	Modify existing policy to reference the Charlotte County–City of Punta Gorda Local Mitigation Strategy

completing mitigation plans

Transportation Element

Policy 7.1.1.5: The City will modify the future land use designations to include and support a mixed use land use designation which provides for compact and contiguous growth patterns that will reduce automobile trips and promote alternative modes of transportation, land use mixes, urban design, connectivity	Need higher residential densities to achieve appropriate residential/commercial mix	Modify Future Land Use designations where appropriate to allow a more transit supportive mix of residential and commercial development
Policy 7.1.2.1: To enhance accessibility, Punta Gorda will incorporate two curb ramps, pedestrian demand signals, audio and tactile pedestrian signal systems while meeting Americans with Disabilities Act (ADA) and American Association of State Highway and Transportation Officials (AASHTO) standards	Projects designed to meet minimum ADA, City or FDOT standards as appropriate	Modify to be less perspective to account for changes in best practices in facility design
Policy 7.1.2.2: Punta Gorda shall limit intersection radii associated with bicycle/pedestrian facilities so as to reduce road crossing distances for pedestrians and to slow motor vehicle traffic for turns (10 to 20 mph). Where this policy contradicts freight policies, Punta Gorda will seek to accommodate all modes through the use of median refuges and other innovative techniques	Projects designed to meet minimum ADA, City or FDOT standards as appropriate	Modify, to reference ITE Context Sensitive Solutions Standards
Policy 7.1.5.4: The City will continue implementing best practices in access management standards for arterial, collector, and local streets to maintain an appropriate balance for site access and safe and efficient multi-modal transportation function through the planning and development review processes	Policy does not account for the US 41 Corridor Access Management Plan	Additional policies regarding access management and alternative strategies for efficiency and safety are recommended for constrained corridors
Policy 7.2.1.5: Utilize the Florida Standard Urban	Policy references outdated	Update policy to eliminate model reference

<p>Transportation Model Structure (FSUTMS) or its replacement to coordinate road and transit improvements with existing and proposed population densities, housing, employment patterns, and land uses</p> <p>Policy 7. 2.1.6: The City will initiate and support strategies which promotes development towards a TCMS or a TCEA</p>	<p>model</p> <p>Legislation update</p>	<p>Update policy to account for legislation requirement</p>
<p>Policy 7.2.3.1: Playing an important role in the present and future economy of the City, Punta Gorda will assist and support efforts to expand aviation facilities, surface access, and land use compatibility on Development Authority Land</p>	<p>Local policy update</p>	<p>Additional policies clarifying, appropriate land uses, surface transportation linkages including transit as appropriate are necessary</p>
<p>Policy 7.2.4.1: Railroad crossing improvements (signage, warnings, and pavement) will be included in City capital improvement priorities</p>	<p>Identified need regarding pedestrian crossings to facilitate safe routes to school</p>	<p>Update to reflect pedestrian and bicycle safety and mobility</p>
<p>Policy 7.2.5.1: Punta Gorda will continue to cooperate with Amtrak toward providing access to the nation's passenger rail service</p>	<p>MPO 2035 Long Range Transportation Plan policies updates due in December 2010</p>	<p>Modify policies to ensure consistency with MPO planning activities</p>
<p>Policy 7.2.5.2: Punta Gorda will participate in MPO and Florida Department of Transportation (FDOT) studies evaluating improvements to freight rail service in Punta Gorda and Charlotte County. These improvements may include a regional facility to transfer goods between rail and truck and provision of industrial-zoned land with access to rail</p>	<p>MPO 2035 Long Range Transportation Plan policies updates due in December 2010, additionally Lee County MPO moving forward on rail system assessment to the south</p>	<p>Modify policy to include cooperation with regional entities like the Lee County MPO</p>
<p>Policy 7.2.6.1: Punta Gorda will evaluate intermodal connections, including surface transportation access to</p>	<p>MPO Long Range Transportation Plan update</p>	<p>Modify policy for consistency with MPO guidance regarding freight and intermodal</p>

<p>aviation, rail and seaport facilities</p>	<p>may include additional information/guidance regarding freight movement/intermodal connectivity in Dec 2010</p>	<p>connectivity</p>
<p>Policy 7.2.7.1: The City of Punta Gorda will remain open to the development of privately owned and operated water dependant transportation services compliant with local land use and community visioning</p>	<p>Consideration of appropriate water dependent transportation</p>	<p>Clarify water dependent transportation services that meet the community vision–Water Taxi and/or Passenger Ferry Services</p>
<p>Policy 7.3.1.2: The MPO Board shall consist of three County Commissioners, one City Council member, and one Airport Authority Commissioner, or as provided by an adopted revised MPO Apportionment Plan</p>	<p>Policy is unnecessarily detailed in regards to road composition</p>	<p>Modify policy to eliminate the composition of the Board, referring only to the MPO Apportionment Plan</p>
<p>Policy 7.3.3.4: Punta Gorda will continue to coordinate with the MPO concerning the analysis of and need for Congestion Management Strategies</p>	<p>City is currently working with MPO Staff and L RTP consultant on revising Congestion Management Strategies to fulfill requirements under SAFET–LU</p>	<p>Revise policy to reference new 2035 Long Range Transportation Plan Congestion Management System</p>
<p>Policy 7.3.3.5: Punta Gorda will implement congestion management strategies to address transportation demand management (TDM), including commuter assistance, the county-wide traffic signal system, intersection improvements, possible para-transit improvements, sidewalks/bikeways, access management, and growth management strategies</p>	<p>Revisions to Congestion Management Strategies expected in the 2010 update of the L RTP</p>	<p>Revise policy to reference new 2035 Long Range Transportation Plan Congestion Management System</p>
<p>Policy 7.3.4.5: The City will monitor level of service</p>	<p>Changes in Growth</p>	<p>Modify policy to account for legislative</p>

conditions to determine when a Transportation Management legislation changes, including provisions for studies of Concurrency Management System (TCMS) or a require the implementation of the transportation network and land use Transportation Concurrency Exemption Area (TCEA) a TCEA or alternative strategy patterns to support future substantive changes to Transportation Goals, Objective, and Policies needs to be established

Policy 7.3.6.1: Criteria to rank new projects for funding under Federal, State and local capital improvements programs in Punta Gorda include

- * Project preserves/improves highway pavement (~10 points)
- * Project preserves/improves bridges (~10 points)
- * Project improves highway safety (~10 points)
- * Project reduces congestion, particularly where levels of service do not meet adopted standards (~10 points)
- * Project addresses public transportation (~10 points)
- * Project improves an intermodal facility (~10 points)
- * Project improves hurricane evacuation and recovery (~10 points)
- * Project supports urban service strategies (~10 points)

New projects ranked by weighted points criteria system

Modify policy to incorporate provisions of existing Policy 7.3.8.1

Criteria with half the importance of the above include the following:

- * Project improves or provides alternatives to the Florida Intrastate Highway System (~5 points)
- * Project improves traffic circulation (~5 points)
- * Project has limited environmental impact (~5 points)
- * Project improves freight movement (~5 points)
- * Project protects rights-of-way (~5 points)
- * Project provides continuity of capital programming (~5 points)

points)

Policy 7.3.8.1: Roadway widening projects, on local residential streets and/or on streets with existing houses and driveways, will be avoided, unless alternative solutions are determined to be worse overall because of their relative impact on other policies, such as natural resource protection

New projects assessed under this policy

Eliminate policy and include these provisions in Policy 7.3.6.1

Policy 7.3.10.2: Other routes, not designated as hurricane evacuation routes in the Transportation Element, may be considered for improvement for hurricane evacuation purposes

Evaluation of potential hurricane evacuation alternatives

Modify policy to require the establishment of a local hurricane evacuation route map

No specific policy citation

The provisions of SB 360 (2008) and HB697 (2008) imply major changes to Future Land Use Element which must be supported with appropriate data and analysis

Analyze land use patterns and the transportation network in order to validate major policy changes necessary by the legislation and as supported by existing City of Punta Gorda planning activities over the past two decades

Policy 7.1.1.5: The City will modify the future land use designations to include and support a mixed use land use designation which provide for compact and contiguous growth patterns that will reduce automobile trips and promote alternative modes of transportation, land use mixes, urban design, connectivity

Need higher residential densities to achieve appropriate residential/commercial mix

Modify Future Land Use designations where appropriate to allow a more transit supportive mix of residential and commercial development

Public School Facilities Element

Policy 8.1.1.2: The City hereby adopts less than district-wide Concurrency Service Areas (CSA's) through the merger elementary school boundaries, and the use of individual attendance boundaries to establish middle

Several scenarios have been reviewed and the City, County and School Board agree that all individual attendance

Need to change policy to reflect elementary school boundaries as individual attendance boundaries

school and high school CSAs in which to measure the level of service standard. [9J-5.025(3)(c)(1)]

boundaries will be used to establish CSAs in which to measure the level of service standard. [9J-5.025(3)(c)(1)]

Policy 8.1.2.7: No later than March 1, 2009, the City shall adopt school concurrency provisions into its Land Development Regulations (LDR)

School concurrency provisions incorporated into existing City Land Development Regulations

Modify policy to maintain school concurrency provisions currently adopted in the Land Development Regulations

Intergovernmental Coordination Element

Policy 9.1.1.7: When and if the City implements local plans and projects consistent with the Comprehensive Plan (e.g., street beautification, economic development, tourism development, etc.), it will consider possibilities for coordination with other entities which have related plans and purposes (e.g., Charlotte County Development Authority, Charlotte County Economic Development Council, Charlotte County Tourism Development Council, etc.)

The Charlotte County Development Authority has changed their name. The Board is now known as the Charlotte County Airport Authority. Over the years other entities have changed names

Update the policy to eliminate the examples of the entities

Capital Improvements Element

No policies changes are anticipated

Historic Element

No policies exist

Need policies to support historical document

Develop policies to further existing preservation, archeological, and architectural efforts, to strengthen preservation of existing structures, to enforce historical preservation efforts

TABLE 22 – URBAN DESIGN STAFF 2010