ANALYZING MAJOR ISSUES

The Evaluation and Appraisal Report provides a frank assessment of the Comprehensive Plan's successes and shortcomings in handling the major planning issues over the last seven years. Based on this assessment, the EAR recommends corrective actions and new approaches to address the Plan's shortcomings and to steer the community toward its long term vision. There have been numerous opportunities over the past few years for citizens to voice their concerns about the way the City is growing and more importantly, to express how they would like to see it grow. The Florida Statutes governing the EAR direct the local government to address major issues in the following manner:

- Identify the impacts of the issue (163.3191[2][e], F.S.)
- Assess whether objectives of the Plan as they pertain to major issues have been achieved (163.3191[2][g], F.S.)
- Discuss whether there have been changes in circumstances that were not anticipated and whether these changes resulted in either problems or opportunities for the community (163.3191[2][g], F.S.)and
- Identify actions or corrective measures, including plan amendments, that are anticipated to address the major issues (163.3191[2][i], F.S.)

The City of Punta Gorda's process of identifying major local issues began in July 2010 when the City held public workshops to discuss changes to the Comprehensive Plan. As a result of the public workshop, the City of Punta Gorda identified several issue outlined in Table 17.

City of Punta Gorda Evaluation and Appraisal Report Identified Major Issues

Issue	Source	Major Issue	Related Element & Comments
1) Development of supportive policies for a functional Transportation Concurrency Exemption Area (TCEA)	City Staff	Yes	Future Land Use: must encourage a pattern of development supportive of the non-auto transport. Transportation Element: Ensure policies are supportive of a Transportation Concurrency Exception Area & the future development of a logical Mobility Plan.
a) Density & Intensity	City Staff	Major Issue Component	Future Land Use: Appropriate densities and intensities given existing and planned levels of Public Infrastructure
b) Pattern of Land Uses	City Staff	Major Issue Component	Future Land Use: location efficiency of pattern of land uses. Transportation Element: Identify strategies to increase pedestrian safety by promoting traffic calming alternative strategies.
c) Outline a strategy for the development of a Mobility Plan	City Staff	Yes	Transportation Element: A requirement of a Transportation Concurrency Exemption Area.
c-1) Account for all viable transportation modes	City Staff	Major Issue Component	Transportation Element: Analyze all modes of auto, freight, bicycle, pedestrian, neighborhood electric vehicles, air, rail, and transit and analyze potential future use within the TCEA.
c-2) Include provisions for future fixed route or circulator transit	Citizen Concern	Major Issues Component	Future Land Use & Transportation Elements: Creation/existence of transit supportive land uses and bicycle/pedestrian networks should guide system planning, timing, and development.
d) Analysis of logical extents of a Transportation Concurrency Exemption Area	City Staff	Yes	Transportation Element: Address SB 360 and should be supportive of the concepts outlined in HB 697 greenhouse emission reductions.
d-1) Analysis of existing & committed multi-modal transportation network	City Staff	Major Issue Component	Transportation Element: Develop baseline for Transportation Concurrency Exemption Area.

d-2) Study Existing development pattern & coordinate with FLU	City Staff	Major Issue Component	Future Land Use & Transportation Elements: Proximity, availability, connectivity/access, and balance of residential units to retail/workplace
d-3) Coordinate w/Charlotte County in the definition of the Transportation Concurrency Area boundary.	City Staff	Major Issue Component	Future Land Use, Infrastructure, Intergovernmental Coordination, & Transportation Elements: Ensure coordination of existing and development plans in affected areas.
2) Analysis of the energy efficiency alternatives	City Staff	Yes	Examine all element policies to address HB 697 greenhouse emission reductions
a) proximity of daily needs and workplaces to residential	Citizen Concern	Major Issue Component	Future Land Use: proximity of uses may reduce number of auto trips and/or vehicle miles traveled. Transportation Element: Component of the new Mobility Plan. Recreation & Open Space: Connectivity between all major residential, commercial, and recreational areas through the completion of the City's Ring Around the City
b) Study optimal commercial intensity/residential densities that are walkable, bicycle friendly, and transit supportive	City Staff	Major Issue Component	Future Land Use: balance of residential units to retail/workplace potential Transportation Element: This will address a portion of the HB 697 requirements & may overlap w/ other issues discussed in Climate Adaptation and FLU.
c) Sustainable food production	City Staff	Yes	Future Land Use: Increases in local food production could help address concepts of HB 697. Recreation & Open Space Element: Implementation of GOP's identified in the recently adopted Parks & Recreation Master Plan.
c-1) Develop Future Land Use category suitable for local food production	City Staff	Major Issue Component	Future Land Use: Development is required only if analysis supports the creation due to the proximity of appropriate lands adjacency to the existing City Limits.

c-2) Support creation of community gardens	Citizen Concern	Major Issue Component	Future Land Use: Ensure no roadblocks exist to community garden creation. Recreation & Open Space: Implementation of GOP's of the Parks & Recreation Master Plan.
c-3) Study existing and potential food production areas in all of South Charlotte County	City Staff	Major Issue Component	Future Land Use: May identify the need for strategies to annexation non-urban areas for food production area preservation
3) Analyze Climate Adaptation/Sea Level Rise Strategies	City Staff	Yes	Staff will be reviewing the alternative strategies provided in The City of Punta Gorda's Climate Adaptation Plan which was approved by Council to be used in the EAR review. The goal will be to develop an action plan preparing Punta Gorda for future climate change.
a) Review & evaluate the recommended adaptation strategies with regard to HB697	City Staff	Major Issue Component	Conservation & Coastal Management Elements: Review and add policies to include factors that affect energy conservation. Housing Element: Review strategies for future housing to include use of energy resources based on energy deficient design and construction.
b) Explore City's future directions regarding sea level rise, & reduction of greenhouse gas emissions	City Staff	Major Issue Component	Conservation & Coastal Management Elements: Review and consider strategies from the City of Punta Gorda's Climate Adaptation Plan over the next planning decade. Seek strategies to combat SLR effects on the City's shoreline.
4) Declining Tax Revenues and Budget Cutbacks	City Staff	Yes	Capital Improvement Element: How does the City maintain its LOS and complete capital improvement projects with limited funding and budget cutbacks?

TABLE 17 – SOURCE: CITY OF PUNTA GORDA URBAN DESIGN DIVISION 2010

Development of Supportive Policies for a Functional Transportation Concurrency Exemption Area (TCEA)

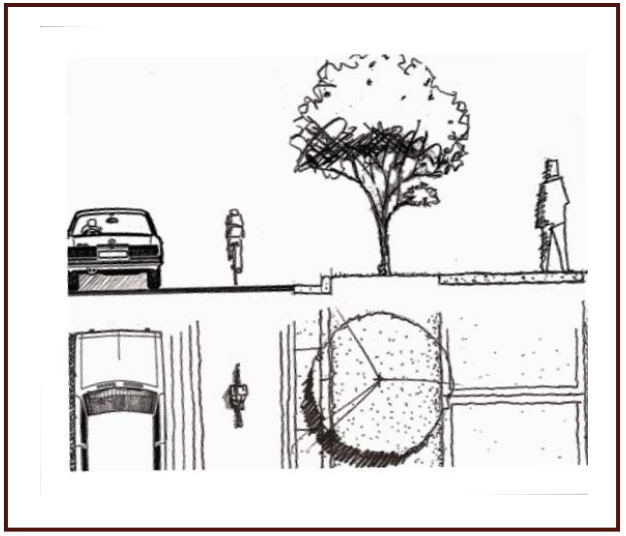
The City's current Comprehensive Plan calls for the exploration of alternative transportation concurrency methods to ensure that roadway construction and regional traffic demands do not impede the continued infill and redevelopment of the core areas of the City. The City has examined three strategies, a Transportation Concurrency Management Area (TCMA), a Multi-Modal Transportation District (MMTD), and a Transportation Concurrency Exception Area (TCEA). These strategies have various requirements and conditions that make them more or less applicable to the City. The three strategies are described below.

Transportation Concurrency Management Area (TCMA)

The establishment of a Transportation Concurrency Management Area (TCMA) can promote infill development. TCMA boundaries require careful delineation within a compact urban environment which has a highly connected transportation infrastructure with alternate routes and/or modes. Establishing a TCMA allows local governments to adopt an area-wide Level of Service (LOS) if the local government provides analysis describing how infill development will be facilitated and how travelers will meet their mobility needs within the TCMA.

Multi-Modal Transportation Districts (MMTDs)

Multi-Modal Transportation Districts (MMTDs) are geographic areas which also must be carefully defined. MMTDs are areas in which a local government establishes automobile travel as a secondary priority. The local government's primary transportation priority in these areas is the movement of people on foot. Pedestrian activity is encouraged with a focus on safety and supporting amenities such as lighting, landscaping, building orientation and street furniture. Urban design and access to transit services are crucial in the establishment and successful operation of MMTDs. While Punta Gorda is very progressive in its urban design, the current lack of public transit services may preclude this option.



Transportation Concurrency Exception Areas (TCEAs)

Transportation Concurrency Exception Areas (TCEAs) are geographic areas, also carefully defined, that promote infill, adaptive reuse and redevelopment activities. These areas are typically established where appropriate transportation infrastructure already exists and where travelers can reasonably use a number of travel modes. TCEAs can provide incentives to developers to build within their boundaries through opportunities for increased density, utilization of existing infrastructure and reduced need for parking and road building. These benefits to developers can discourage sprawl and influence the allocation of public investment funds.

The tools above focus on the enhancement of the existing transportation system. Expansion of existing roadways is typically not considered or considered as a much lower priority. Enhancing existing infrastructure and mode choice for well defined geographic areas which have compact development patterns and a wide mixture of land uses in close proximity is a priority for the City of Punta Gorda.

The City places a high priority on the enhancement of existing infrastructure and facilities for two reasons. The City is committed to creating a livable community through the development of a compact, contiguous mixture of land uses which are well connected. The City also must effectively invest and/or reinvest limited financial resources in public facilities which support the broader economy and facilitate a healthy, high quality lifestyle for Punta Gorda residents and visitors alike.

To further the City's goals, objectives and policies regarding compact, contiguous mixture of well connected land uses, the City will analyze the logical extents of a Transportation Concurrency Exception Area (TCEA) in lieu of the other two alternatives. This choice was significantly influenced by the Florida Legislature's passage of Senate Bill 360 (SB 360) in 2009. This bill allowed areas identified as Dense Urban Land Areas (DULAs) to delineate Transportation Concurrency Exception Areas (TCEAs) through establishing and implementing mobility plans. To qualify as a DULA a jurisdiction's density has to exceed 1,000 persons per square mile. As of the fourth quarter of 2010, Punta Gorda has an estimated full time population of over 17,000 persons and just over 15.6 square miles of land area. Thus, Punta Gorda's estimated density is slightly below 1,100 persons per square mile

which qualifies the City as a DULA. Although a challenge to SB 360 is underway in the courts, the legislation, coupled with House Bill 697 (HB 697) passed in 2008, which requires communities address energy efficiency and the reduction of greenhouse gas emissions, provides guidance to the City to further explore the establishment of a TCEA and the development of a comprehensive mobility plan for the City.

In order to successfully develop a TCEA, transportation and land uses must be considered in concert. Evaluation of a proposed TCEA should contain an analysis of the following:

- Land use densities and intensities
- Proximity of land uses to one another
- Connectivity of the existing transportation network
- Transportation mode options including facilities and frequency of service
- Future plans for funding services and infrastructure improvements

The purpose of conducting this analysis is to determine if viable alternatives to automobile travel exists within specific geographic areas. If viable transportation alternatives exist within a proposed TCEA(s), then the City can take steps to further promote infill, adaptive reuse and redevelopment activities by strengthening land use connections and having appropriate land use densities and intensities. These factors also influence the City's ability to generate tax revenue and thus the strategic allocation of limited financial resources. These issues were identified as minor issues related to developing supportive policies for a functional TCEA.

Density & Intensity

In order to develop, manage and operate a complete, cost effective multi-modal transportation system that facilitates the efficient movement of people and freight through and within the city, land uses must be balanced. A mix of nonresidential and residential uses (jobs, services and housing) should be located in close proximity to one another to encourage interactions

DOWNTOWN MARION AVENUE
BRICK REPAVING

between uses; this type of area is commonly referred to as a livability center. Land use decisions should be continuously coordinated with transportation decisions and supported by the existing and proposed transportation network. The City currently supports and will continue to support densities and intensities that encourage livability centers where citizens have transportation modal choice and commercial options within close proximity to housing options.

The City evaluated nonresidential intensities during their last update to the Comprehensive Plan. Moving forward, it is necessary to evaluate the City's residential densities. As identified in the review of the Future Land Use Element, the successful implementation of a TCEA strategy will require establishing greater residential densities more consistent with those of a less auto-centric city. The City continues to support densities which will encourage walking and bicycling. These enhanced densities support place making and provide sufficient magnitude to support transit/circulator services through pedestrian trip generation. Transit supportive densities within the City may reduce greenhouse gas emissions from both commuter and leisure travelers who currently use the automobile as the transportation mode of choice.

Appropriate densities also benefit the City by reducing infrastructure expenditures on a per acre basis due to increased infrastructure utilization. Appropriate densities also offer a mix of housing types. Compact residential developments provide housing options for all of Punta Gorda's citizens from young professionals to empty nesters. Compact residential areas allow the City to deliver essential services in both a timely and cost effective manner.

Pattern of Land Uses

Just as important as the density and intensity of land uses is the mix of land uses within and around a community. The pattern of land uses influences transportation decisions and vice versa. Typically, transportation is a derived demand. That is to say that residents travel between residential and nonresidential land uses to fulfill daily needs and not for the sake of travel itself. Greater distances between land uses limit modal choice and typically promote the use of the automobiles. These greater distances increase vehicle miles traveled, increase greenhouse gas emissions associated with combustion of fossil fuels, promote surface transportation congestion and increase the reliance on fuels imported from outside of the region which has adverse economic implications for the local economy.

Modal choice is increased through a variety of municipal regulatory mechanisms which guide the pattern of land uses within the City. One important way Punta Gorda seeks to increase modal choice is by strongly encouraging both the horizontal and vertical integration of disparate yet complimentary land uses, residential and nonresidential as appropriate. The City uses ordinances and the Land Development Regulations to govern the physical layout of land parcels, easements and rights-of-way upon the urban landscape. These documents are implementation tools for the comprehensive plan and should provide specific rules which execute the policies contained in the Comprehensive Plan. The City realizes that some of these implementation tools, including chapters regarding Subdivision Regulations and Streets, may need modifications. Modifications to these chapters should include:

- Promotion and development of small blocks which increase the connectivity of land uses.
- Development of transportation infrastructure which takes all users into

2005 CITIZEN MASTER PLAN:
PLAN REDEVELOPMENT

account not only automobiles.

- Promotion of land use connectivity for pedestrians and cyclists.

Outline a Strategy for the Development of a Mobility Plan

To appropriately coordinate land use decisions and effectively allocate public financial resources to transportation improvement projects within a TCEA, the development of a comprehensive mobility plan is required. A local government's mobility plan is commonly defined as the strategies which support and fund mobility within a Transportation Concurrency Exception Area (TCEA) including alternative modes of transportation. Briefly, mobility plans examine existing conditions, provide principal findings and strategic areas of improvement, propose mobility or mitigation strategies, project results and finally address funding and implementation strategies. During the examination of existing conditions, the analysis identifies the study area boundaries, reviews of local, regional and state regulatory guidelines, performs an analysis of the multimodal environment and performs a transportation network analysis. This is the baseline data.

Mobility planning efforts involve examining baseline travel data, including an accounting of all existing viable transportation modes and infrastructure. This baseline provides the starting point for population growth and growth in travel by mode projections. Mobility planning also sets monitoring activities at regularly scheduled intervals to measure the effectiveness of the local jurisdiction's transportation strategies.

Account for all viable transportation modes

The City has made and continues to make every practical, financially feasible effort to account for all viable transportation modes. However, existing land uses must be taken into consideration. It is not practical to construct sidewalks connecting all low density residential neighborhoods to all nonresidential land use attractors. Nor is it financially feasible for a future transit system to provide service to scattered residential areas isolated from nonresidential land uses. Residential density and proximity of residential and nonresidential land uses are important factors influencing modal choice and practicality of providing transportation options.

Transportation options become limited as distances increase between disparate land uses. The City's goal is to increase modal choice for residents and visitors alike. This goal can only be realized through close coordination of transportation and land use decisions and quality urban design with a focus on place making. These coordinated decisions should continue to require the consideration of all viable transportation options.

Consideration of all transportation modes is essential to creating a livable community. Accounting for all modes of transportation promotes modal choice for residents and visitors and creates many benefits for communities. Modal choice can:

- reduce the cost of transportation, which is especially important for low income families and housing affordability for these families
- increase physical activity which improves health and thus quality of life
- reduce greenhouse gas emissions
- decrease dependence on foreign oil
- reduce the vulnerability of the local economy to energy price increases

All trips, even single occupancy personal automobile commuter trips, begin and end on foot except for those persons who are transportation disadvantaged. Recognizing this fact, it is important to consider the transportation network from a comprehensive, interrelated, multi-modal view. Travelers make trip planning decisions related to mode choice based upon a number of factors. Whether consciously or unconsciously, the traveler will always consider travel alternatives during trip planning. These conscious or unconscious travel decisions are made through a quick analysis of accessibility, convenience, and cost. In order to increase

2005 CITIZEN MASTER PLAN:
PLAN TRAFFIC STUDY

opportunities for modal choice the City will examine the existing conditions related to the following transportation modes:

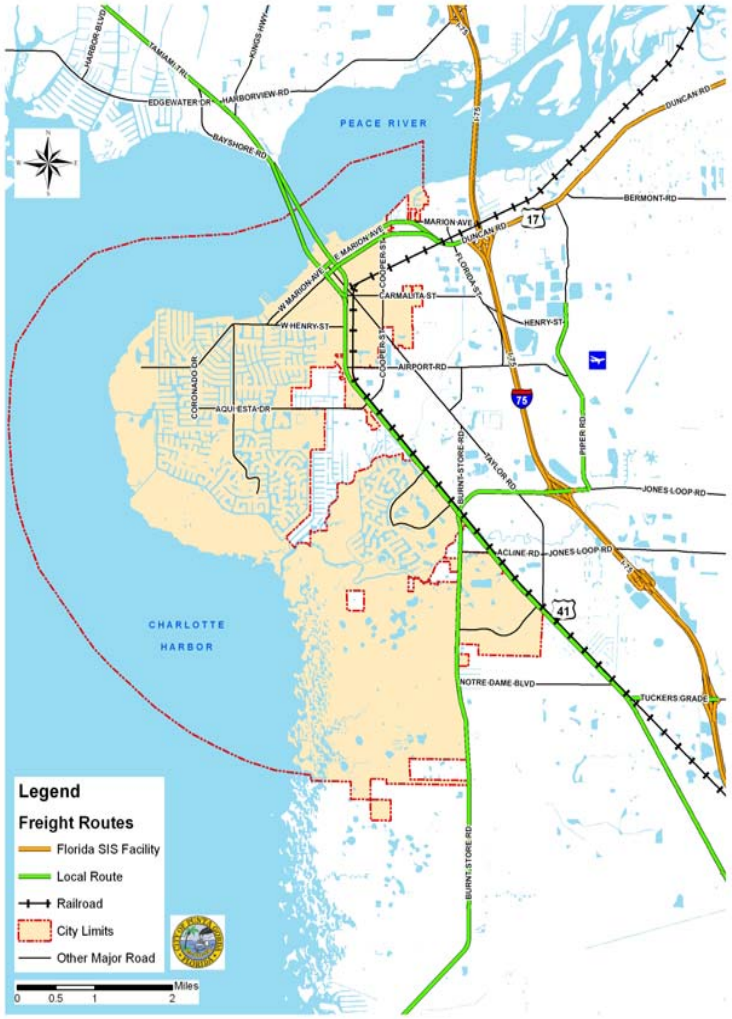
Automobiles

Automobiles are the dominant form of surface transportation in Southwest Florida and in the City of Punta Gorda. The vast majority of work and non-work trips are made by private automobiles. Automobiles will continue to serve the majority of the City's population for some portion of their regular trip making. Through trips, made by automobiles along the US 41 and US 17 corridors will continue to be a significant challenge to Punta Gorda's efforts to increase the walkability of the CRA as it is bisected by these one way pairs. Automobiles must be considered as part of the overall transportation system. However, the City will continue to emphasize improvements to alternate modes of travel in order to decrease dependence on the automobile as the sole viable modal option.

Rail

The Seminole Gulf Railway is the only railway service provider for the City of Punta Gorda and the Southwest Florida Region. Seminole Gulf Railway is a short-line railway operator that connects to the national railway network via CSX tracks in Arcadia, Florida located approximately 25 miles northeast of the City. At present the Seminole Gulf Rail line experiences limited demand due primarily to a lack of heavy industry in Southwest Florida. Designation of a TCEA and implementation of a comprehensive mobility plan will increase the need for collaboration between railway operators and the City's s planning and transportation staff regarding public investment, increased use of alternative modes of transportation and increased need for pedestrian safety.

SEMINOLE GULF RAILWAY



MAP 11 – FREIGHT MAP

Freight

Trucking still dominates other forms of transportation in the delivery of freight. Freight delivery by truck is supported by Punta Gorda's extensive, interconnected roadway network, which includes US 17, US 41, I-75, N Jones Loop Road and Burnt Store Road. The Punta Gorda Airport (PGD), which offers two regularly scheduled service carriers Allegiant Air and Direct Air, and general aviation services, is co-located with an industrial park and thus is well positioned to serve industrial park tenants' needs for high value freight transport. While Punta Gorda rests on the banks of the Peace River which flows into Charlotte Harbor, the harbor is not a deepwater port and thus does not support freight shipments. The Seminole Gulf Railway is the only railway service provider for the Southwest Florida Region.

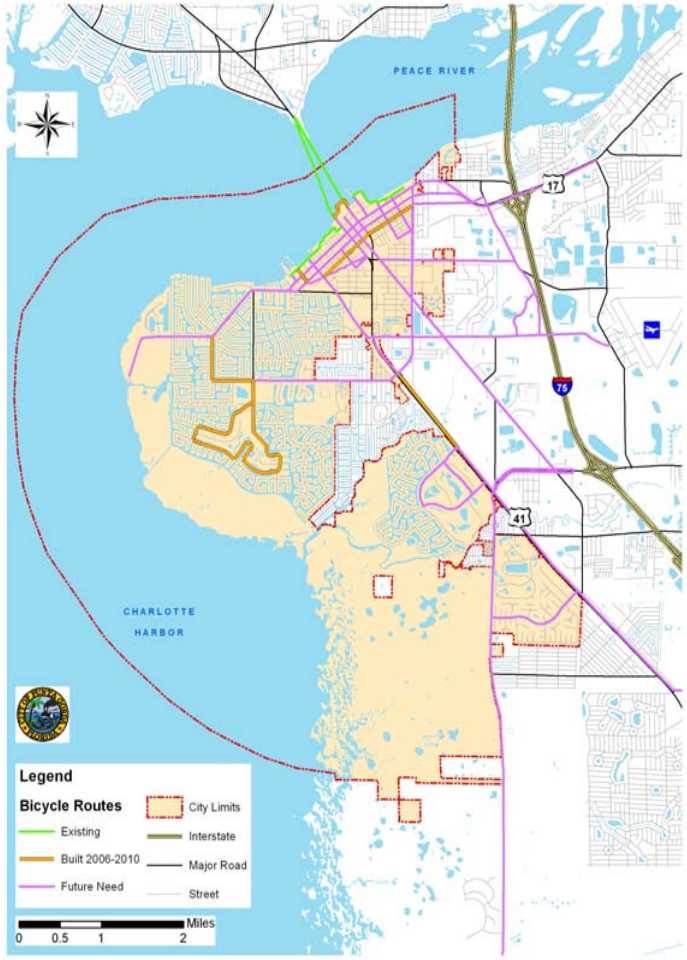
The rail line runs within a couple of miles of the Punta Gorda airport and passes under I-75 and US 17 prior to running parallel to US 41 through the southern extent of the City of Punta Gorda. Seminole Gulf Railway is a short-line railway operator that connects to the national railway network via CSX tracks in Arcadia, Florida located approximately 25 miles northeast of the City. Map 11 delineates the extensive freight network in the Punta Gorda Area.

Designation of a TCEA and implementation of a comprehensive mobility plan will increase the need for collaboration between freight

transporters and the City's planning and transportation staff. Balancing pedestrian/bicycle safety and freight movements, finding ways to maximize the utilization of non-truck freight movement, and increasing public investment in these alternative modes of transportation will be prime areas of future collaboration and planning.

Bicycle

Following national trends, the City has seen interest in bicycling grow in recent years. Due to this growing interest and as a strategic decision to enhance Punta Gorda's standing as a boating destination of choice, the City is investing heavily in bicycle supportive infrastructure and programs. Through the Ring Around the City project, the City intends to connect all major neighborhoods to each other and to all activity centers. The Ring Around the City will serve as the arterial system for a fully integrated bicycle/pedestrian transportation network. In recognition of this effort, the City of Punta Gorda received Honorable Mention from the League of American Bicyclists on City's 2010 application for Bicycle Friendly Community. On the programmatic front, the grassroots community group TEAM Punta Gorda partnered with the City of Punta Gorda and the local business community to implement the first bicycle loaner program in the State of Florida. The program allows tourists and residents to borrow bicycles from three locations within the CRA and



MAP 12 – BICYCLE ROUTE MAP

MAP 13 – PEDESTRIAN MAP

return them during daylight hours. The program primarily serves leisure travelers; however, it does reduce vehicle miles traveled (VMT) and increases the awareness of alternate modes of travel within the City. Designation of a TCEA and implementation of a comprehensive mobility plan will generate pressure to maintain existing bicycle facilities and provide public investment to expand the bicycle transportation network and increase safety measures. Map 12 identifies the existing and future bike routes available for the City's residents and tourists.

Pedestrian

With Punta Gorda's continued emphasis on quality urban design and compact and contiguous development, the City will seek to increase pedestrian activity through development of pedestrian corridors and connections, as shown on Map 13. The City currently has representation on the MPO's Bicycle and Pedestrian Advisory Committee and continues to prioritize funding for sidewalk facilities and search for grant opportunities to enhance existing sidewalks with landscaping, lighting and street furniture. The City would like to take additional steps including traffic calming and other innovative techniques to increase pedestrian safety in the CRA, particularly crossing the US 41 and US 17 one way pairs. Designation of a TCEA and implementation of a comprehensive mobility plan will increase the need for collaboration between the MPO, FDOT, other stakeholders and

MAP 14 – POTENTIAL NEV'S MAP

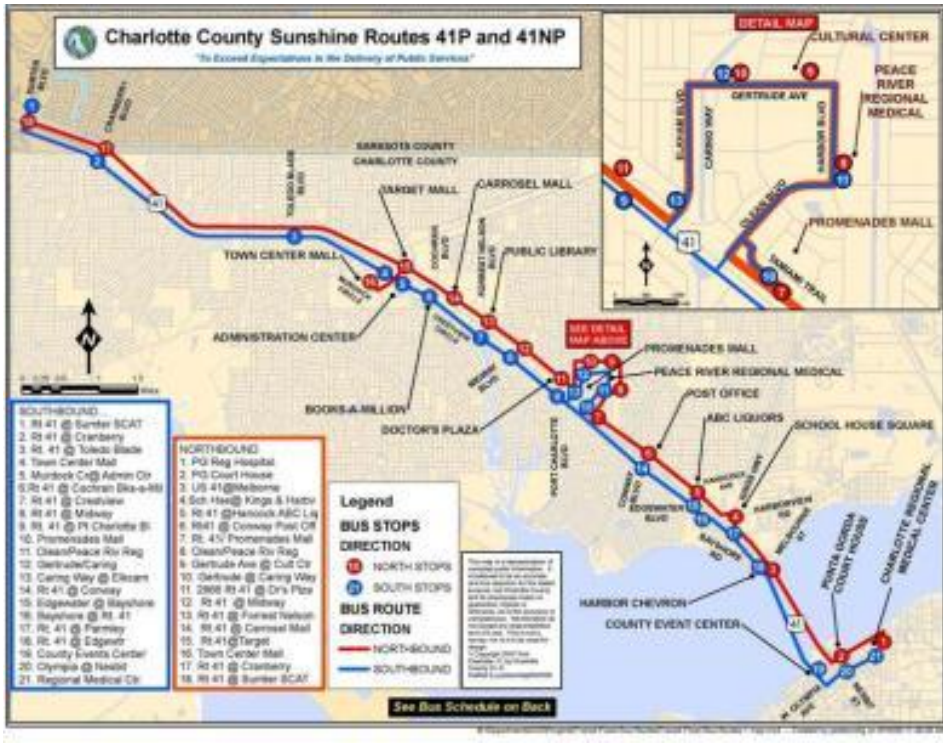
the City's planning and transportation staff regarding public investment, increased use of alternative modes of transportation and increased need for pedestrian safety.

Neighborhood Electric Vehicles

Also known as Low Speed Vehicles, Neighborhood Electric Vehicles (NEVs) have four wheels, a top speed of no more than 25 miles per hour and a gross vehicle weight rating of less than 3,000 pounds. While these vehicles are seldom observed in Punta Gorda, the street network and speed limit of most streets present an almost ideal environment for the operation of these vehicles. Widespread adoption of these vehicles could provide a local, short trip alternative to the private automobile, enhance tourism and provide much notoriety for the City. The City may consider future ordinances which align speed requirements of transportation facilities in the CRA and other areas as appropriate with NEV requirements. Designation of a TCEA and implementation of a comprehensive mobility plan will increase the need for collaboration between the MPO, FDOT and other stakeholders and the City's planning and transportation staff regarding public investment and safety concerns related to NEVs. Map 14 identifies the potential NEV routes available within the City boundaries.

Transit

Neither the City nor Charlotte County currently has a fixed route transit system. As detailed on Map 15, Charlotte County's initial fixed route transit service proposal, the County recently considered the following routes and stops for future service within both the City and the County.



MAP 15 – PROPOSED CHARLOTTE COUNTY FIXED ROUTE TRANSIT (2009)

While Charlotte County's initial plan does not include service to either Fisherman's Village or the Punta Gorda Airport, these two areas are significant hubs of activity for Punta Gorda visitors and residents. Fisherman's Village is a tourist area with a number of retail shops and eateries. The Airport experiences significant variations in surface transportation volumes which correspond to flight arrivals and departures. These areas, along with other activity centers within Punta Gorda, should be considered as stops on a fixed route transit system or as stops on a local circulator system as transit services in Charlotte County and Punta Gorda are developed. The City has taken steps to identify major activity centers. The initial activity centers identified are the downtown, the medical district, Fishermen's Village within the CRA, and the airport located just outside the current City Limits. Further refinement of nodes with appropriate land use mixes will establish priority areas for the establishment of a more interconnected transportation network including the location of future transit service. The refined inventory of activity centers will allow the City to examine which nodes currently support the park once strategy and those that

need land use modifications to support the strategy. Identified nodes should be examined for connectivity with other nodes, land uses and circulation within the node itself. Designation of a TCEA and implementation of a comprehensive mobility plan will increase the need for collaboration between Charlotte County, a future transit agency, the MPO and the City's s planning and transportation staff regarding public investment, service routes, service headways and increased need for pedestrian safety.

"Ring Around the City"

The City is also working to promote connecting the waterfront to the other land uses and surface transportation options within the City. The City has created a multi-modal path known as the "Ring Around the City", Map 16. This pathway system, shown below, will serve as the "arterial" spine for a feeder system of bicycle and pedestrian facilities that will ultimately connect all the neighborhoods of the City to each other and to the primary activity centers.

MAP 16 – RING AROUND THE CITY MAP

Air

The Punta Gorda Airport has made amazing strides since 2008. The airport currently has two regularly scheduled service carriers: Allegiant Air and Direct Air. Allegiant Air connects Punta Gorda to five regional airports: Knoxville, TN, Greenville – Spartanburg, SC, Lexington, KY, Greensboro, NC, and Grand Rapids, MI. Direct Air connects Punta Gorda to eight regional

airports: Kalamazoo, MI, Niagara Falls, NY, Worcester, MA, Toledo, OH, Allentown, PA, Plattsburg, NY, Rockford, IL, and Springfield – Central, IL. The airport also offers general aviation services including flight training and hangar storage for personal aircraft. The airport is collocated with an industrial park and thus is well positioned to serve industrial park tenants' business travel needs and high value freight needs. It should be noted that the Punta Gorda Airport is outside of the municipal boundaries of the City of Punta Gorda; however it is within the City's Utility Service Area and the Annexation Study Area defined in the Comprehensive Plan. Designation of a TCEA and implementation of a comprehensive mobility plan will increase the need to provide improved connectivity to the airport through the use of alternative modes of transportation.

BAILEY TERMINAL – PUNTA GORDA

Include Provisions for Fixture Fixed Route or Circulatory Transit

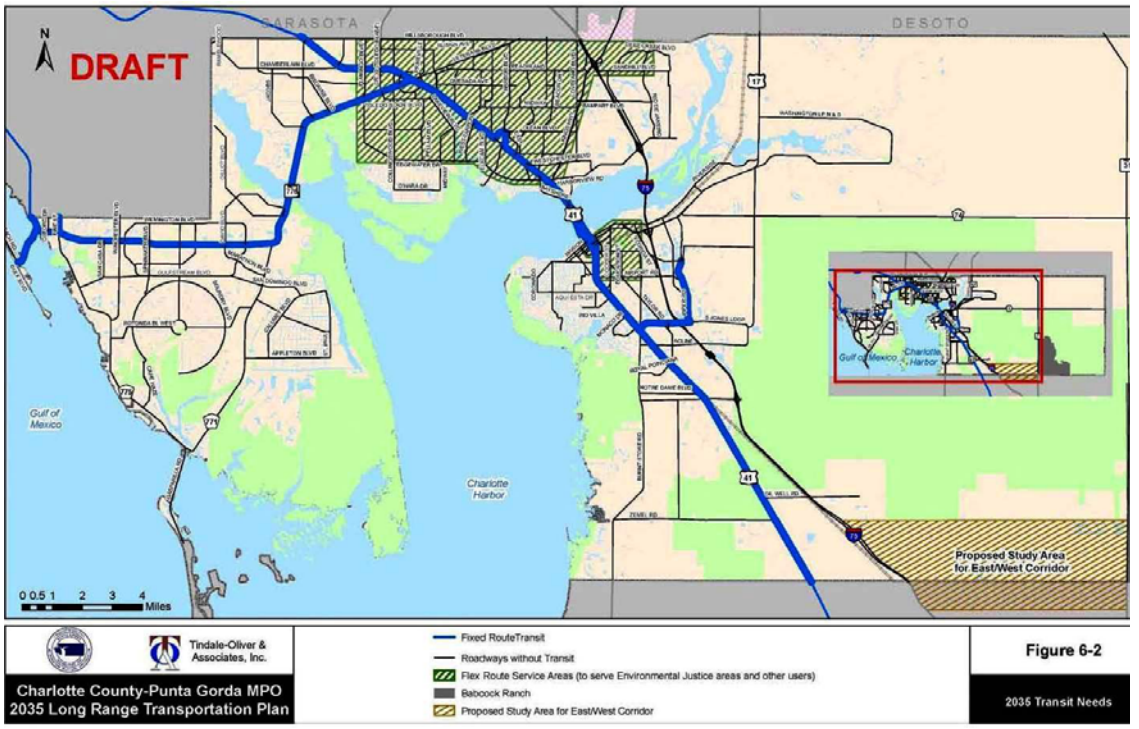
The basis of a financially feasible transit system is appropriate land use densities and intensities. The City has worked diligently to be transit ready and continues to encourage transit supportive land uses with a connected multi-modal transportation network (as illustrated by the "Ring Around the City"). The existence of transit supportive land uses and bicycle/pedestrian networks will contribute to and guide system planning, timing, and development. However, factors beyond the control of the City affect availability of transit service within the City and surrounding communities.

Punta Gorda has worked closely with and continues to work closely with Charlotte County and the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) in planning for transit options which connect points within the City to destinations in the broader region. Charlotte County does not currently provide fixed route transit and has deferred implementation that had been planned according to the MPO's adopted Transit Development Plan in recent years. The City currently does not have

sufficient resources to develop such a system on its own. Instead, the City receives service through the Charlotte County Dial-a-Ride system. In recent months, Charlotte County has considered fixed route transit for select locations within the County including locations within the City of Punta Gorda. County Staff confirmed that the issue of fixed route transit will be considered again by the Charlotte County Board of County Commissioners in 2011. Map 17 presents potential transit routes and stops contemplated by the MPO long range transportation plan.

While lack of a fixed route transit system can limit modal choice, the City's planning activities have created a supportive environment for future transit services. The City will continue to revise Comprehensive Plan policies to explicitly encourage transit supportive development. Much of the urban design and infrastructure that facilitates a cost effective, efficient transit system also supports walkability, bikeability and liveability within a community. Punta Gorda continues to support compact urban design that mixes land uses and enhances the pedestrian experience. Public facilities such as bikeways and pedestrian ways are a primary focus of transportation improvements within the City.

Even with the establishment of fixed route transit at the County level, modal choice may need to be supplemented within or between



MAP 17 – CHARLOTTE COUNT-PUNTA GORDA MPO LONG RANGE TRANSPORTATION PLAN
TRANSIT NEEDS MAP

the major activity nodes in the City with a circulator transit program. The City has had some success with a seasonal privately run trolley. This service is for hire and typically runs during the cooler winter months when the population of Southwest Florida swells with seasonal visitors. The City has already expressed interest in developing a viable circulator transit program based on the long term goal of providing increased connectivity with the CRA. A circulator transit program could provide another modal choice for residents and visitors and support the overall mobility and livability of the community.

Analysis of Logical Extents of a Transportation Concurrency Exemption Area

Transportation Concurrency Exception Areas (TCEAs) are carefully defined geographic areas that promote infill, adaptive reuse and redevelopment activities. These areas are typically established where appropriate transportation infrastructure already exists and where travelers can reasonably use a variety of travel modes. TCEAs, by virtue of their existing infrastructure, may provide an incentive to developers. The establishment of a TCEA can incentivize compact and contiguous development discouraging suburban sprawl and reducing greenhouse gas emissions from the transportation sector.

This choice was significantly influenced by the Florida Legislature's passage of Senate Bill 360 (SB 360) in 2009. This bill allowed areas identified as Dense Urban Land Areas (DULAs), which were defined as having more than 1,000 persons to the square mile, to delineate TCEAs through establishing and implementing mobility plans. Punta Gorda qualifies as a DULA. It should be noted that a challenge to SB 360 is currently underway in the courts. However, the City recognizes the creation of a TCEA and its prerequisite Mobility Plan will support the City's established Transportation and Future Land Use Goals.

The establishment of a TCEA is a viable tool the City could use to address some of the statutory requirements introduced into law by House Bill 697 (HB 697). HB 697, which was passed in 2008, requires comprehensive plans to address energy efficiency in land use and the reduction of greenhouse gas emissions from the transportation sector.

Given the City's compact size, a viable TCEA may include portions of the unincorporated County. In order to maximize the value of any proposed TCEA special consideration should be given to unincorporated areas to determine if existing or emerging activity

centers exist which have a high degree of trip ends from the City of Punta Gorda. This analysis may recommend intergovernmental coordination of the proposed TCEA.

Analysis of existing & committed multi-modal transportation network

The first step in conducting the analysis of the existing and committed multi-modal transportation network is inventorying activity centers and determining whether or not these locations are transit supportive. The City will utilize previous reports generated by the MPO and Charlotte County regarding this data collection. After these locations have been identified, the transportation network should be overlaid on a map of the City that identifies the activity centers. Because the City is entirely surrounded by Charlotte County, consideration should be given to activity centers located in the County which are of significant magnitude and proximate to transportation facilities which connect to the City within the average commute time as defined by the US Census Bureau.

This will provide important background data and a better understanding of connectivity and distance separating activity centers and land uses. Areas determined to have sufficient magnitude (densities and intensities), an appropriate mix of land uses, transportation network connectivity, and transportation infrastructure which supports modal choice will be considered for future designation as a Transportation Concurrency Exception Area. This exercise should be performed in conjunction with the update of the Five-Year Alternative Transportation Capital Improvement Program.

Study Existing development pattern & coordinate with FLU

As a part of the last round of comprehensive plan amendments, the City of Punta Gorda determined maximum commercial intensity levels through the establishment of floor area ratio (FAR) for every mixed use and nonresidential Future Land Use category. Baseline data is essential in establishing a benchmark from which to measure future advancement toward established goals. Further analysis of the City's existing land uses will refine base densities and intensities that are minimally transit supportive. Analysis of the City's existing land uses may lead to land use revisions or new ideas about better connecting land uses.

Land use connectivity goals should also be established. The City will seek to increase the connectivity of parcels with adjacent parcels where appropriate. The City shall also seek to strengthen connections between neighborhood goods and services and proximate residential land uses. Connectivity goals will provide guidance for new development and redevelopment activities and further solidify the City's desire to promote modal choice through a high degree of connectivity between nonresidential and residential land uses (jobs and housing).

Connectivity should consider specific measures of transportation infrastructure by mode including lane miles of roadways, linear feet of sidewalks, linear feet of bikeways, width of travel ways, intersection spacing, number of intersections per square mile, future fixed route transit routes and transfer facilities and rail lines and terminals. Operational characteristics of the transportation infrastructure should also be analyzed including volumes and level of service standards. The City will continue to encourage an appropriate mix of residential and nonresidential land uses which support transportation investment decisions.

Coordinate w/Charlotte County in the definition of the Transportation Concurrency Area boundary.

To establish a TCEA, the logical geographic boundaries must be determined. As stated previously, TCEAs are typically established where appropriate transportation infrastructure already exists and where travelers can reasonably use a variety of travel modes. Modal and/or transportation network connectivity, land use densities and intensities and proximity of residential and nonresidential land uses may also be considered in the establishment of a TCEA's logical geographic boundaries. It may be helpful to establish zones within the TCEA based upon activity centers, nodes, CRAs, major employment centers, large shopping districts and/or major transportation terminals or hubs. This will serve to align TCEA implementation with goals related to economic development, affordable housing, energy efficiency, sustainability and livability.

Due to the relatively small land area of the City it is possible that this analysis will recommend a TCEA boundary that would include portions of unincorporated Charlotte County and properties controlled by the Airport Authority. In this case close coordination with both of these entities through the Charlotte County-Punta Gorda MPO or some other appropriate venue will be required for successful implementation. Close coordination amongst stakeholders may be required for decisions related to the

following: land use planning, transportation planning including fixed route transit planning and waterborne transportation planning, corridor preservation, the Punta Gorda Airport, multi-modal transfer facilities, rail and freight planning, future annexation areas, the Charlotte Harbor CRA, and the proposed Medical District CRA located in Charlotte County.

Analysis of the Energy Efficiency Alternatives

During the 2008 legislative session, the Florida Legislature passed HB 697. A part of HB 697 addressed the need to consider energy uses and greenhouse gas emissions resulting from land development decisions. This new addition to the statutes requires the City to introduce new language related to energy efficiency and greenhouse gas emissions in the Future Land Use, Conservation, Housing, and Transportation Elements of the Comprehensive Plan.

The City may be able to address this new requirement through the strengthening of existing policies which support compact, contiguous development with appropriate densities and intensities that incorporate a high degree of connectivity. Strengthened policies will provide support for City's goal of establishing a TCEA. The establishment of a TCEA further supports HB 697's requirement to address energy efficiency by the creation of a geographic area within the City that will encourage multi-modal transportation. The creation of a mobility plan will provide the guidelines for implementing the TCEA and measurement techniques to evaluate the effectiveness of the program. Together the TCEA and mobility plan address the statutory requirement to "incorporate transportation strategies to address reduction in greenhouse gas emissions from the transportation sector."

Proximity of Daily Needs and Workplaces to Residential

An analysis of the proximity of daily needs and major employers to residential developments will be a major component of the Mobility Plan. The City recognizes the impact scattered low density residential developments have on energy consumption and the ability of the City to provide services efficiently and economically. Once the analysis of the proximity of daily needs and workplaces to residential has been completed as a part of the Mobility Plan, the City can take appropriate steps to strengthen policies which encourage the development of proximate land uses and discourage energy intensive low density residential developments. Coordinated land use and transportation decisions that promote compact vertically and/or horizontally mixed

use development reduce vehicle miles traveled (VMT) thereby reducing greenhouse gas emissions. To encourage coordinated decisions which prioritize land use decisions that reduce VMT and are consistent with the intent of the HB 697 legislation, the City will analyze geographic areas to determine the logical extents of a Transportation Concurrency Exception Area (TCEA), eventual designation of a TCEA, and the development of the TCEA implementing tool, the mobility plan.

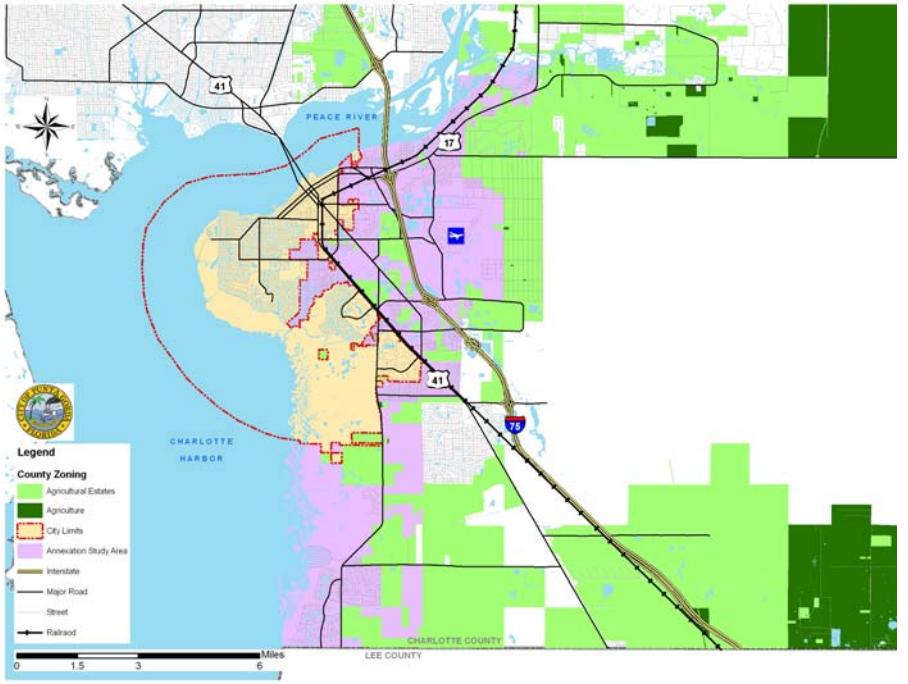
Study Optimal Commercial Intensity/Residential Densities that are Walkable, Bicycle Friendly, and Transit Supportive

This effort will address requirements of HB 697 including the discouragement of suburban sprawl through energy efficient land use patterns. These land use patterns will be energy efficient primarily due to residential and non-residential land uses being located in close proximity to one another and benefitting from excellent multi-modal connectivity.

The City evaluated nonresidential intensities during their last update to the Comprehensive Plan. Moving forward, it is necessary to evaluate the City's residential densities in terms of scale and proximity to existing intensities in the built environment and commercial intensity maximums established in the Future Land Use Element. As identified in the review of the Future Land Use Element, the successful implementation of a TCEA strategy will require establishing greater residential densities more consistent with those of a less auto-centric city. The City continues to support densities which will encourage walking and bicycling. These enhanced densities support place making and provide sufficient magnitude to support transit/circulator services through pedestrian trip generation. Once comparisons have been made, the City can further refine existing strategies which foster the continued transition from existing densities to densities and intensities which are more supportive of modal choice.

Sustainable Food Production

The City of Punta Gorda recognizes a citizen driven desire for local food. Three farmer's markets operating on three separate market days have been established in the past 3 years. Despite the fact that Florida's agricultural industry represents a close to 7 billion dollars (2006) annually of the State's economy second only to tourism, there are a small number of locally produced products available. Across the State agricultural and rural lands have been under intense pressure from suburban sprawl and international competition. Fallow fields and abandoned citrus groves are found throughout Southwest Florida including areas immediately outside the current City Limits. These areas represent a tremendous opportunity to reduce our regional greenhouse gas emissions by balancing the local economy with agricultural jobs by incentivizing local food production. Once upon a time in Florida citrus and truck farms supplied the coastal population centers with all the fresh produce while cattle and poultry supplemented seafood as the primary protein source for the population. The land for agriculture is largely intact in South Charlotte County. Unlike our regional neighbors this land has not as yet been planted with the final crop of tract homes and strip malls. These lands therefore represent an economic opportunity in the long term for a regionally significant local food production reserve area in South

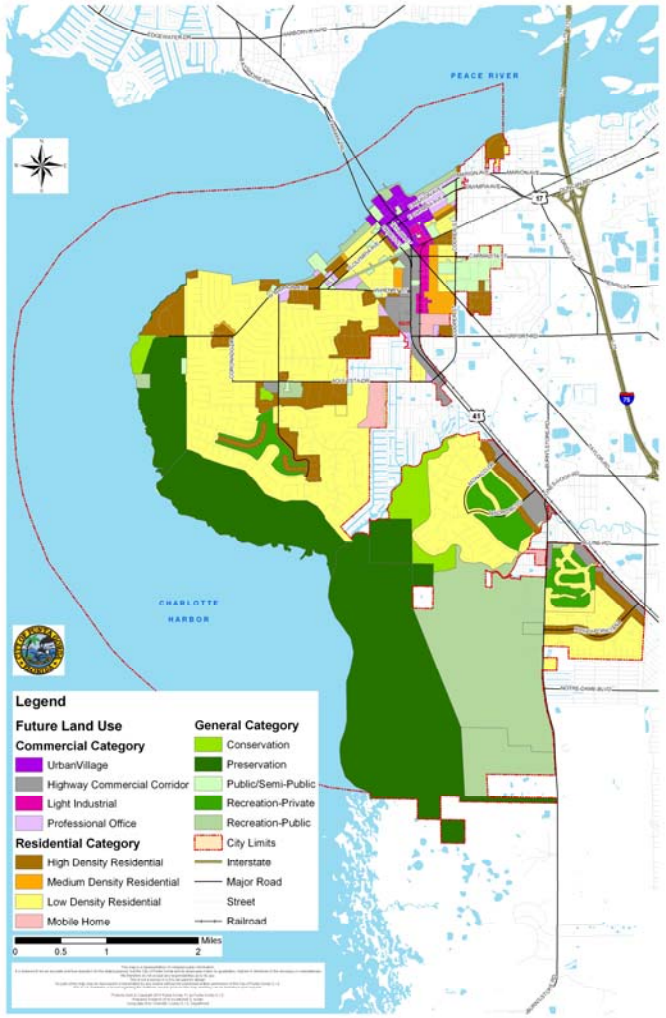


MAP 18 – EXISTING CHARLOTTE COUNTY ARGICULTURE ZONING MAP

Charlotte County as shown on Map 18. The challenge is to find ways to discourage suburban sprawl in the short term and provide viable incentives for the productive use of these lands.

Develop Future Land Use Category Suitable for Local Food Production

City Punta Gorda has not had an Agricultural Future Land Use Category as evidenced by Map 19. This has been appropriate as the City is primarily focused on infill and redevelopment to maximize the utilization of existing infrastructure. However, over the past few years there has been a growing interest in local food and local food production at the national level. This national interest is evident in the City of Punta Gorda by the success of the three Farmers Markets that operate in the City and the growing interest in community gardening. The development of a Future Land Use Category suitable for local food production will provide greater flexibility for the City to meet citizen needs, as well as a method for preserving adjacent rural lands from suburban sprawl. In order to craft an effective new land use category the City needs to analyze the existing future land uses within the City and the surrounding South Charlotte County area. Additionally, the City will explore policies to support the creation of community gardens within the City.



MAP 19 – FUTURE LAND USE MAP

Support Creation of Community Gardens

In the past few years a number of organizations have approached the City about the creation of community gardens. The most recent effort has been spearheaded by the grassroots community group TEAM Punta Gorda. TEAM Punta Gorda performed an exhaustive search for a suitable location within the City for available land for a community garden. In the end TEAM Punta Gorda partnered with Charlotte County Community Services Department at South County Regional Park for the location for the first community garden, literally right across the street from the City Limits. The City needs to explore its existing Comprehensive Plan, Land Development Regulations, and other regulations to ensure that there are no regulatory impediments to the future creation of community gardens. Additionally the City will explore policies that support or incentivize local food production in general and community gardens in particular.

WEEKEND FARMER'S MARKET IN DOWNTOWN

Study existing and potential food production areas in all of South Charlotte County

While the interest in local food production may be strong, opportunities to produce food within the existing City Limits may be quite limited. As evidenced by the recent TEAM Punta Gorda experience with creating the first community garden, finding land that is available and suitable for food production is quite challenging within the City Limits. There are large areas just outside the current City Limits of undeveloped land that may be suitable for local food production. The City will study existing food production areas in South Charlotte County. This data will provide the basis for identifying additional lands that may be suitable for local food production. The end result should be a map which will provide an additional layer of information for the community serving potential of future annexations.

Analyze Climate Adaptation/Sea Level Rise Strategies

Climate change is caused by the accumulation of greenhouse gases in the lower atmosphere. The global concentration of these gases is increasing, in large part due to human activities, such as the combustion of fossil fuels (which release carbon dioxide) and deforestation (because forests remove carbon from the atmosphere). The atmospheric concentration of carbon dioxide, the main greenhouse gas, has increased by 30 percent since preindustrial times. Greater energy efficiency and new technologies may hold the answer to reducing greenhouse gases and mitigating effects of this global challenge.

Many scientists estimate that global mean surface temperature will continue to rise by 2100. The actual amount of increase, however, is dependent on the modeling used. In the 2009 Comprehensive Southwest Florida/Charlotte Harbor Climate Change Vulnerability Assessment, Technical Report 09-3 focuses on literature from Stanton and Ackerman (2007) which show a set of future climate extremes. The first is a response by humans (Rapid stabilization case) to reduce greenhouse gases and the second is a no response scenario (Business-as-usual case). Table 18 identifies the scenario changes.

Two Other Alternate Future Climate Scenarios for Florida

	2025	2050	2075	2100
Annual Average Temperature (in degrees Fahrenheit above year 2000 temperature)				
Rapid Stabilization Case	0.6	1.1	1.7	2.2
Business-as-Usual Case	2.4	4.9	7.3	9.7
Sea Level Rise in Florida (in inches above year 2000 elevation)				
Rapid Stabilization Case	1.8	3.5	5.3	7.1
Business-as-Usual Case	11.3	22.6	34	45.3

TABLE 18 - SOURCE: STANTON & ACKERMAN 2007 TABLES ES-2

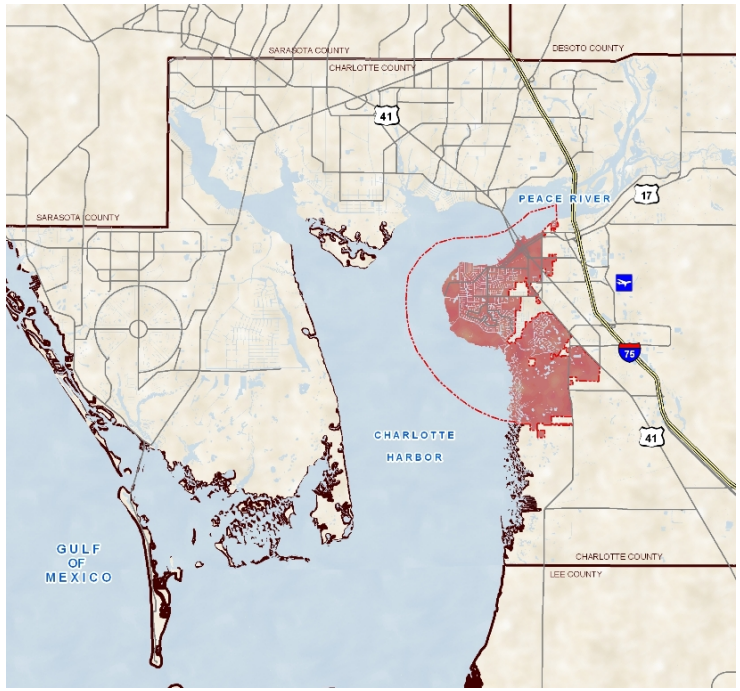
TIDAL FLAP ON STORMDRAIN PITFALL IN A TIDAL CANAL

Also reviewed in the 2009 Comprehensive Southwest Florida/Charlotte Harbor Climate Change Vulnerability Assessment were with projections of the International Panel on Climate Change (IPCC), an organization established by the United Nations Environment Program and the United Nation's World Meteorological Organization. Because the scenario's presented in the IPCC's Fourth Assessment Report (2007) exclude some of the key facts, "feedback mechanisms that could accelerate the melting of the Greenland and Antarctic ice sheets", these projections are thought to be conservative. The same report states that with "Large changes in precipitation, both increases and decreases are forecast, largely in the tropics. Climate change is very likely to affect the frequency and intensity of weather events, such as storms and floods, around the world. Climate change will also cause sea level rise due to the thermal expansion of the oceans and the melting of the mountain glaciers and other land based ice masses. Global mean sea level is anticipated to rise by 6 inches (15 centimeters) to 3 feet (95 centimeters) by 2100. Sea level rise will increase vulnerability to coastal flooding and storm surges. The faster the climate change the greater the risk of damage to the environment. Climatic zones (and thus ecosystems and agricultural zones) could shift toward the poles by 150 to 550 kilometers by 2100. Many ecosystems may decline or fragment and individual species may become extinct. The IPCC Second Assessment, 2007, report concludes that climate change has probably already begun."

Regardless of the forecasts, the fact remains that Southwest Florida is one of the most vulnerable areas in the world to the consequences of climate change especially sea level rise and increased tropical storm activity and severity. Some degree of future climate change will occur regardless of future greenhouse gas emissions. Adapting to or coping with climate change will therefore become necessary in certain regions and for certain socioeconomic and environmental systems. The need for adaptation may be increased by growing populations in areas vulnerable to extreme events. However, according to the IPCC,

"adaptation alone is not expected to cope with all the projected effects of climate change, and especially not over the long term as most impacts increase in magnitude."

The City, consisting of approximately thirty (30) square miles of land and water, is surrounded by Charlotte Harbor and the Peace River to the north and northwest. Its' western boundary is protected by the Charlotte Harbor State Buffer Preserves. South and east the City abuts the Charlotte County South Planning District which consists of a variety of land uses. Flat with natural elevations between 4 and 10 feet above sea level, the City is subject to periodic flooding which can result from tropical storm events, and from prolonged periods of heavy rains. This low elevation and proximity to the Charlotte Harbor make the City vulnerable to sea level rise. Given these conditions particular attention is necessary in managing the City's coastal attributes.

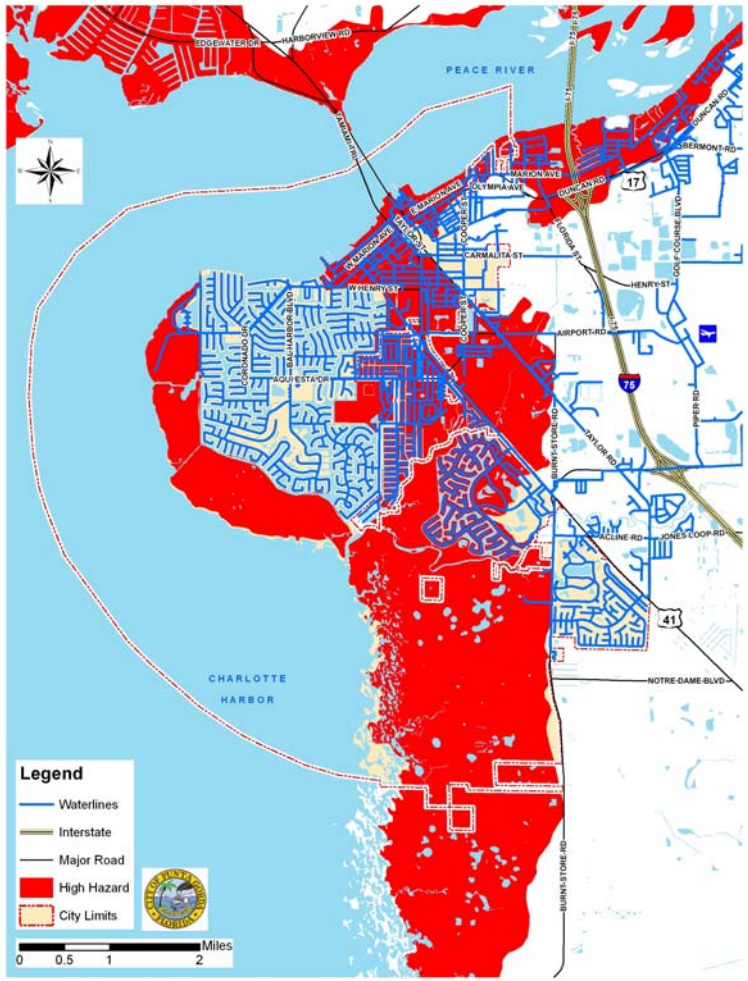


CITY OF PUNTA GORDA

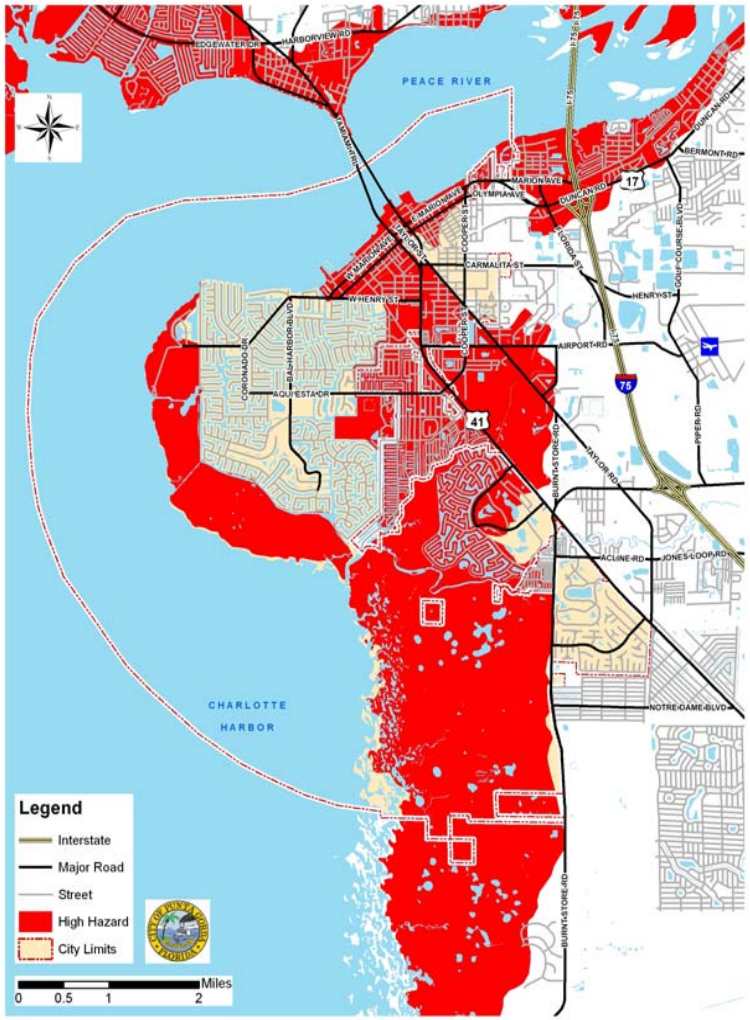
Realizing the potential impacts from high tides and heavy rainfall events, the City began planning for climate adaptation changes and sea level rise during the last EAR based amendment cycle. To begin proactively planning for potential impacts of sea level rise and to enhance the City's resiliency to tropical storm and other flood events, the City adopted Comprehensive Plan language directly related to Sea Level Rise. Objective 2.4.2 of the Conservation and Coastal Management Element of the City of Punta Gorda's Comprehensive Plan 2025 states that the City "Address the impacts of sea level rise, and seeks strategies to combat its effects on the shoreline of the City" Policy (2.4.2.1) requires that "The City will work with the SWFRPC to determine potential sea level rise impacts on the Coastal Planning Area". With the entire City within the coastal planning area as defined by the state, a large portion of City's existing infrastructure network of roads and bridges, water lines, and sewer lines occur within the Coastal High Hazard Area (CHHA). This is consistent with the City's historical

development and platting patterns which tended to locate communities near the coastline and major surface water bodies (a practice in common throughout history of human habitation in Florida.) Because of this, most of the City's other forms of critical infrastructure facilities such as schools, fire stations, libraries, government buildings, and hospitals, also occur in this area.

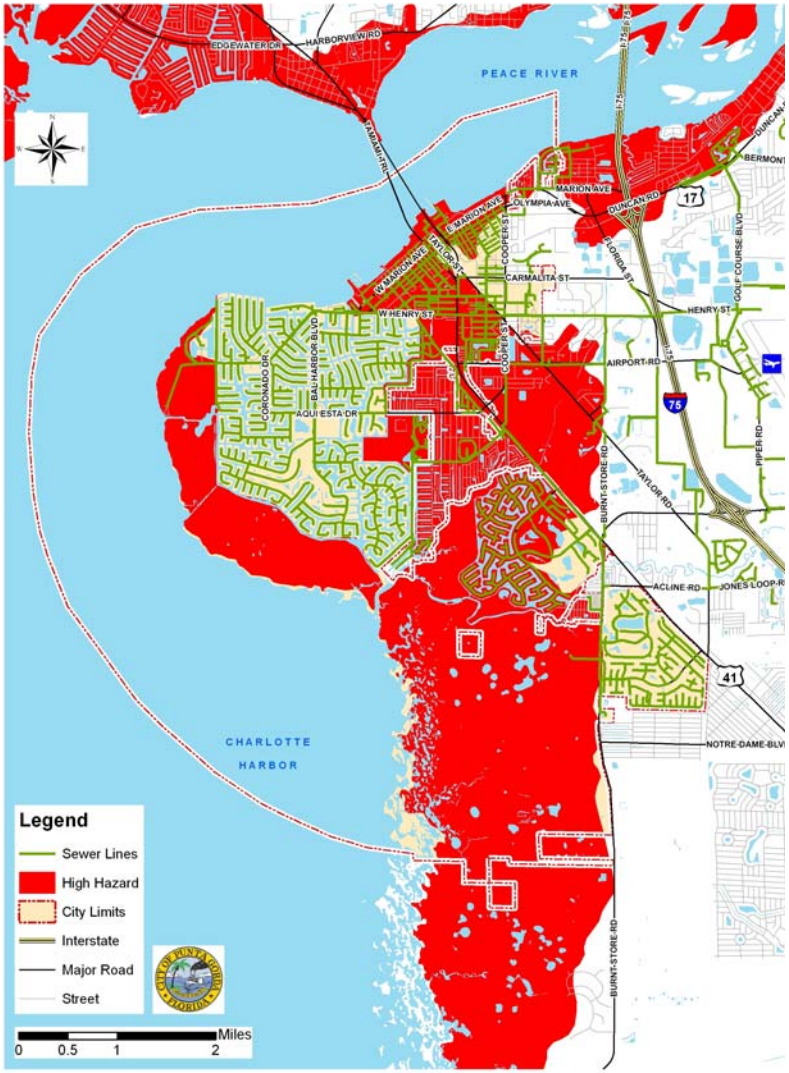
Maps 20, 21, & 22 illustrate the location of such infrastructure relative to the hurricane vulnerability zones established by the Southwest Florida Regional Planning Council. Since there are no options for the City to relocate these infrastructure elements, the City remains committed to improving and maintaining the level of service and implementing the best building, management and technological principles when improvements are required to mitigate vulnerability.



MAP 20 – PORTABLE WATER INFRASTRUCTURE IN THE CHHA MAP



MAP 22 – ROAD INFRASTRUCTURE IN THE CHHA MAP



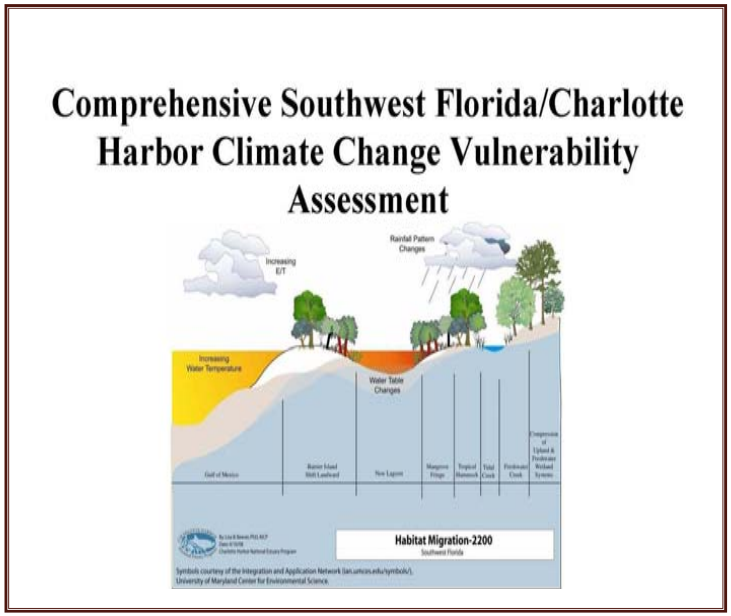
MAP 21 – SANITARY SEWER IN THE CHHA MAP

City of Punta Gorda Adaptation Plan

Adoption of a comprehensive plan policy (2.4.2.1) which requires "The City will work with the SWFRPC to determine potential sea level rise impacts on the Coastal Planning Area", enabled the City to partner with the Charlotte Harbor National Estuary Program (CHNEP) and the Southwest Florida Regional Planning Council (SWFRPC) on a Climate Adaptation Plan specific to Punta Gorda. CHNEP is one of six National Estuary Programs selected by the U.S. Environmental Protection Agency (EPA) for the Climate Ready Estuaries program. This program focuses on "how changes to the climate could impact local environment and what adaptations are available to minimize or avoid negative effects of these climatological changes." The grant received by the CHNEP was specific to a Vulnerability Assessment and an Adaptation Plan. Both are explained below.

Vulnerability:

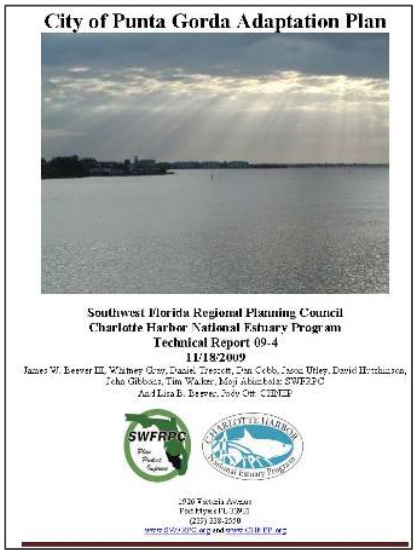
The Vulnerability Assessment, completed in 2009, examined current climate and ongoing climate change for the Charlotte Harbor region. Five future scenarios of climate change were studied for the area, which included the City of Punta Gorda. The scenarios ranged from no action taken to address climate change to mitigation options utilized to reduce the human influence on climate change (Stanton and Ackerman 2007) and a 5%, 50% and 90% probable future predicted by the IPCC. This report assessed potential climate changes and their effects of those changes on things such as sea level, hydrology, land use changes, infrastructure and the economy.



Adaptation:

After the Vulnerability Assessment was completed for the Charlotte Harbor Region, CHNEP had to identify a partner to develop a specific Adaptation Plan. With an adopted policy in place to examine the potential risks of sea level rise, the City of Punta Gorda became the natural partner for CHNEP and the

Southwest Florida Regional Planning Council (SWFRPC). On December 17, 2008, the Punta Gorda City Council voted unanimously to participate in this project. The CHNEP Staff conducted three (3) workshops to establish a community dialog about adaptation to the climate change scenarios. The workshops consisted of brief presentations and a series of interactive public participation games designed by CHNEP to draw out citizen input in an effort to derive vulnerabilities, adaptation options, and priorities specific to the citizens concerns and needs. The top vulnerability results from the participants are listed below. These are the areas the CHNEP and SWFRPC focused on resulting in the City of Punta Gorda Adaptation Plan.



CITY OF PUNTA GORDA
CLIMATE ADAPTATIONPLAN

- Seagrass protection and restoration;
- Xeriscaping/native plant landscaping;
- Comprehensive plan to show which areas will retain natural shorelines;
- Constrain locations for certain high risk infrastructure;
- Restrict fertilizer use;
- Promote green building alternatives through education, taxing incentives, green lending; and
- Drought preparedness planning.

As described in the completed document, climate change may include changes, which may include more drought, less availability of potable water, sea level rise, shorter winter seasons, higher humidity, higher maximum temperatures, more hot days and heat waves, and increased precipitation including heavy and extreme precipitation events, and increased tropical cyclonic storm frequency and intensity, all of which may have an effect on the City.

It is important to re-iterate, although the science involved in climate change is still evolving, proactive adaptation planning represents the conservative approach to mitigate the potential effects of climate change. The City's adaptation planning can

include preventative measures that allow the City to do its part to slow the progression of and to proactively pursue mitigation measures to reduce the local effects of climate change. The Plan underwent public, City staff, and City Council member review and was accepted by Council on November 18, 2009.

Review & Evaluate the Recommended Adaptation Strategies with Regard to HB697

The Florida Legislature enacted House Bill 697 (HB697) in the 2008 session. HB697 established new local planning requirements relating to energy efficient land use patterns, transportation strategies to address greenhouse gas reductions, energy conservation, and energy efficient housing. These new requirements became effective on July 1, 2008. Local governments need to address the connection among land use, transportation, energy, and the reduction of greenhouse gas emissions; however, with ongoing delays in the adoption of changes to 9-J5 Florida Administrative Code, there is no clear guidance as to how local governments are expected to comply with the legislation at this time. Although specific requirements for implementation have not been developed by the state, the City's current planning efforts already include encouraging more compact development, creating multimodal transportation opportunities, encouraging less dependence on the use of the automobile, and promoting transit supportive development patterns. In addition the City already encourages management and conservation of natural resources in their continuing efforts to promote a walkable and long-term sustainable community, which efficiently uses its natural resources. The existing Comprehensive Plan contains many policies promoting and requiring the City to implement energy efficient directives. As the requirements become more defined, the City will incorporate and address those that specifically apply and are financially feasible to the City of Punta Gorda's long-term sustainable growth.

Land Use

Through the updating of the Future Land Use Element, the City will be reviewing land use pattern with transportation strategies to address greenhouse gas reductions in preparation of a Mobility Plan. Through the element policies, the City will continue to promote compact development in close proximity to existing development, high density land uses to create pedestrian and bicycle friendly environments. These higher densities, infill, redeveloped and mixed use walkable areas will be transit supportive.

As the Land Use strategies and policies increase the attractiveness of alternative modes of travel a decline in energy consumption should be realized through a reduction in per capita vehicle miles traveled.

With the City's location to Charlotte Harbor, development away from the water is challenging. A large percentage of the City lies within Coastal High Hazard Area. With average natural elevations ranging between 4 and 8 feet above current sea level the City's must proactively plan for sea level rise.

Transportation

Through the updating of the Transportation Element, the City will be reviewing land use pattern and transportation strategies to address greenhouse gas reductions in preparation of a Mobility Plan. Through the element policies, the City will continue to promote compact development in close proximity to existing development, high density land uses encouraging pedestrian friendly strategies, bicycle use and potential transit use by promoting higher densities, transit oriented and development of mixed use and clustering of uses. Through these strategies and policies a decline in energy consumption reduction of vehicle miles travelled and its associated greenhouse emissions should occur.

UTILITIES DEPARTMENT:
NEV USED FOR METER READING

The City is also exploring the use of Neighborhood Electric Vehicles (NEV's) as an alternative mode of transportation. NEVs have four wheels, a top speed of no more than 25 miles per hour and a gross vehicle weight rating of less than 3,000 pounds. While these vehicles are seldom observed in Punta Gorda, the street network and speed limit of most streets present an almost ideal environment for the operation of these vehicles. Widespread adoption of these vehicles could provide a local, short trip alternative to the private automobile, enhance tourism and provide much notoriety for the City. The City may consider future ordinances which align speed requirements of transportation facilities in the CRA and other areas as appropriate

with NEV requirements. Designation of a TCEA and implementation of a comprehensive mobility plan will increase the need for collaboration between the MPO, FDOT and other stakeholders and the City's planning and transportation staff regarding public investment and safety concerns related to NEVs.

The City is utilizing centralized facilities to videoconference a number of their IT meetings as well as planning conferences when available. The City also utilizes opportunities with the Charlotte County Building and Growth Management Departments when the opportunities present themselves. This method of conducting business through the use of improved technologies allows for both residents and employees minimize travel and thereby reduce the total number of vehicle miles traveled. This concept may be utilized to develop planning strategies to reduce travel demand and shift travel demand to transportation modes that have the lowest carbon output.

Energy Conservation

The City utilizes the Florida Building Code Standards and support the LEED Rating System and other similar systems that show proven results in energy conservation compared to conventional methods and codes.

Energy Efficient Housing

The Housing Element provides a range of housing development opportunities throughout the City. Increased densities in appropriate locations within specific zoning designations decrease commuting time thereby decreasing greenhouse gas emissions. As the City's population increases, the need for private vehicle trips associated with job commute will be reduced.

Explore City's Future Directions Regarding Sea Level Rise, & Emission of Greenhouse Gases

The City is reviewing the sea level rise (SLR) data, associated impacts, and possible adaptation strategies prepared by Charlotte Harbor National Estuary Preserve (CHNEP) and Southwest Florida Regional Planning Council (SWFRPC) in the City of Punta Gorda Adaptation Plan. The next step is to develop the spatial and temporal context for sea-level rise adaptation planning in the City based on the City's relative vulnerability to SLR. This will then establish a "Vulnerability Area". This area will be divided into

three (3) zones each identifying an appropriate set of strategies based on existing conditions and anticipated SLR impacts. These zones will generally be defined as: protection, accommodation and managed relocation.

Protection

Protection refers to shoreline stabilizing of hardening techniques, such as seawalls and riprap that attempt to maintain a static shoreline position. In a sea level rise (SLR) scenario this may also include diking and/or filling keep pace with SLR. Protection may be financially feasible in the short-term for areas with highly developed infrastructure and extensive private development which would carry prohibitively expensive relocation and/or rebuild costs.

Accommodation

Accommodation considers a range of policy tools that emphasize maintaining and adapting components of the built environment to periodic and permanent inundation over time. An accommodation policy may emphasize retention and expansion of existing and potential floodways to manage flooding and to facilitate coastal ecosystem migration through and around the built environment.

POTENTIAL ADAPTATION STRATEGIES FOR CITY REVIEW

Managed Relocation

Managed Relocation reduces vulnerability in the built environment and preserves coastal ecosystems through changes in land use and the orderly abandonment and/or landward relocation of structures and associated infrastructure. There are both advantages and disadvantages with this goal. Advantages include promotion of ecosystem migration; minimization of threats to humans; and long term financial sustainability. However, these recommendations may be politically problematic to implement; maybe subject to legal challenges and may bring up relocation issues. Under each of these any of the proposed actions could be evaluated for cost and effectiveness in a matrix similar to Table 19.

In order to designate appropriate areas for each of the three strategy zones a "planning risk" must be identified. The planning risk will be the anticipated Sea Level Rise for the 2110 planning horizon. Given the current science and the efforts of other planning entities including the Charlotte County-Punta Gorda MPO a planning risk of 1 meter of SLR over a 100-year horizon would be the most likely scenario. An assessment of the areas at risk from this level of SLR will need to be compared to existing and committed public infrastructure and private investments in the built environment as well as to natural habitats that serve a mitigating or otherwise beneficial function for the built environment. From this analysis the three major strategy categories will be applied to defined geographies and the appropriate polices can be implemented within these areas. It is important to re-iterate although the science involved in climate change is still evolving, proactive adaptation planning represents the conservative approach to mitigate the potential effects of climate change. These changes may have extreme adverse impacts on coastal communities like Punta Gorda on a long term basis, and it is critical to monitor these changes over time. Since the City's Comprehensive Plan is reviewed on a seven (7) year cycle, it would be reasonable to include a Climate Adaptation review within the cycle. The City will be utilizing the Vulnerability Assessment report settings resiliency goals, and developing plans that integrate into existing hazard and comprehensive planning efforts.

Adaptation Strategy Evaluation Example

Punta Gorda	Protection	Accommodation	Managed Relocation
Adaptation			
Natural Habitat Protections			
Seagrass protection and restoration	Yes	Yes	Yes
Mangrove Protection	No	Yes	Yes
Wetlands protection	Maybe	Yes	Yes
Water Conservation/ Drought Preparedness			
Xeriscaping/native plant landscaping	Yes	Yes	No
Infrastructure			
No new capital investment policy for public	N/A	Yes	Yes
Build to defined SLR risk	Yes	Yes	Maybe
Remove and relocate public infrastructure	N/A	N/A	Yes

TABLE 19 – SOURCE: PUNTA GORDA ADAPTATION PLAN 2009

Declining Tax Revenues and Budget Cutbacks

No level of government has been immune from the effects of the current recession. Most of the effects of this recession are stemming from markedly decreased revenues, leading to major budget shortfalls. The Charlotte County Property Appraiser reported that taxable property values decreased Citywide by 13% and in the Community Redevelopment Area (CRA) by 6.3% from the previous year.

New construction in the City slowed once again during 2009 compared to the previous two years – $55 million down from $168 million in 2007 and $115 million in 2008. The housing bust has had a severe impact on the City's economy in ways that are beyond the effect on property taxes. With less net migration into the City, a corresponding drop in sales of furniture, building materials, etc. is causing a spillover effect into the broader economy and also with direct effects in the form of declining sales tax revenues.

The City's General Fund will be operating with approximately $1 million less in property tax revenues in the current fiscal year. A decrease in taxable property values in the range of 10% next year will result in approximately $650,000 less revenues for FY 2011.

Other Identified Issues

As previously mentioned the City of Punta Gorda's held public workshops to discuss changes to the Comprehensive Plan, in addition to the major issues previously identified, the issues identified on Table 20 are not classified as "major issues" but are concerns of our citizens and need to be addressed.

City of Punta Gorda Evaluation and Appraisal Report Identified Other Issues

Issue	Source	Major Issue	Related Element & Comments
1) Water Supply Facilities Planning	SWFWMD	No	Infrastructure Element: Update as necessary to continue to provide for necessary public facilities & services correlated to the future land use projections
a) Look at run-off & TDS w/Water Quality	SWFWMD	No	Infrastructure Element: Currently being reviewed by the Utility Department

b) 18 Month WSP is expected after adoption of the EAR	SWFWMD	No	Infrastructure Element: Review Draft data on Commercial Sheet data to see what if any new strategies need to be in place over the next planning decade
2) Development of a Historical Element	City Staff, Citizen Concern	Yes, locally this is a major issue.	Citizens and staff believe this element will be an important component in preserving and protecting historic, archaeological and paleontological resources within the City. Future Land Use Element: Ensure land use designations and overlay districts are identified for historical preservation Recreation & Open Space Element: Enhances the City's recreation facilities by incorporating it's historic districts & structures and the multi-use recreational trails into the overall park system. Housing Element: Maintain policies that continue to promote and protect the historic resources of the City
3) Annexation	City Staff	Yes	Future Land Use Element: Ensure land use designations and zoning designations are in place to support any annexation properties
4) Analysis & Updates based on the 2010 Census Data	City Staff	No	All Elements: Uncertainty of the availability of the decennial data may require text amendment updates
5) Divide the Conservation & Coastal Management	City Staff	No	Conservation & Coastal Management Elements: Staff believes the division of this element will allow for better implementation of the GOP's
6) Aging in Place	Charlotte County, City Staff	Yes, locally this is a major issue.	Housing Element: Given the economic forecast and the anticipated and the anticipated aging of the City's population, attention needs to be directed toward elderly housing. Future Land Use Element: Review and develop if necessary policies relating to aging in place strategies. Transportation Element: Review & develop if necessary policies relating to aging in place
7) Inclusion of Legislative Updates	City Staff	Yes	All Elements: Review of all elements to ensure legislative changes are included in all policies
8) Correction of Scrivener Errors	City Staff	No	All Elements: Review of all elements to correct spelling mistakes and other "Housekeeping" issues

TABLE 20 – SOURCE CITY OF PUNTA GORDA URBAN DESIGN 2010

Water Supply Facilities Planning

Look at run-off & TDS w/ Water Quality

The City will need to seek additional water sources in an effort to meet the water quality standards for total dissolved solids (TDS). The elevated levels of dissolved solids in Shell Creek exceed secondary drinking water standards. The current treatment process at Shell Creek WTP does not remove TDS, which results in finished water that does not meet the secondary standard during some months of the year. Secondary standards are set for aesthetic water quality purposes only. A timetable for meeting the regulatory standard is under review with the FDEP.

The City currently has a variance from FDEP to exceed the secondary TDS standard. Because the City's existing surface water treatment plant has sufficient capacity to meet the City's water demand needs until 2018, the City has applied for an exemption to the existing TDS variance. A timeline for a 5-year extension to the variance may be necessary if the groundwater treatment plant is required for water quality purposes prior to 2016.

18 Month WSP is expected after adoption of the EAR

The Southwest Water Management District will be completing their Regional Water Supply Plan shortly after the City adopts their Comprehensive Plan. The City will update its Water Supply Plan within 18 months of the latest approval of the Districts' regional plans.

Future Potable Water System Expansions

The City will continue to utilize its existing water supply source, Shell Creek, to meet most of its future potable water demands. The Southwest Florida Water Management District (SWFWMD) 2010 Draft Regional Water Supply Plan (RWSP) was developed to assess projected water demand within its jurisdiction and potential sources of water to meet those demands through the 20-year period. The RWSP provides a framework for future water management decisions and identifies potential options and associated costs for developing those supplies. Based on the RWSP, available flow in Shell Creek is approximately 14.6 mgd in addition to

the City's existing withdrawals. The existing Shell Creek Water Treatment Plant is permitted for 10 mgd, which will satisfy the projected peak day demand of the City through approximately 2018.

The RWSP also identifies a need for a recovery strategy for Shell Creek since actual withdrawals are greater than proposed Minimum Flow and Levels (MFL) during certain times of the year (typically during low flow conditions). The recovery strategy will require the City to use an alternative water supply source conjunctively with the existing Shell Creek source in order to satisfy City water demands while also complying with the MFL.

Look at run-off & TDS w/Water Quality

A new water source is also needed to enable the City to meet water quality standards for total dissolved solids (TDS). Shell Creek experiences elevated levels of dissolved solids that exceed secondary drinking water standards. The current treatment process at Shell Creek Water Treatment Plant does not remove TDS, which results in finished water that does not meet the secondary standard during some months of the year. Secondary standards are set for aesthetic water quality purposes only; therefore, exceeding this standard does not present a concern for health or well-being.

The City evaluated a number of future water supply sources in its most recent Water Supply Master Plan Update (2009). A brackish groundwater plant with reverse osmosis treatment was selected as the City's future alternative water supply source. This project will allow the City to comply with proposed MFL regulations, satisfy future water demands, and meet TDS standards by blending treated groundwater (low in TDS) with treated water from Shell Creek to provide a blended finished water product within the TDS limit. This project is identified in SWFWMD's 2010 Draft RWSP, which states that once the City's brackish groundwater supply is completed the "reduced TDS levels achieved by blending and potentially contribute to a recovery strategy for proposed MFLs on Shell Creek."

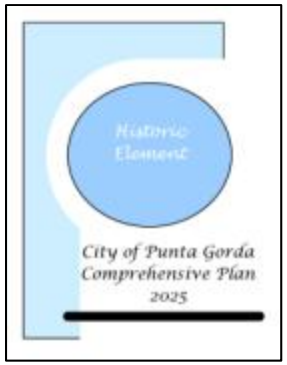
The City currently has a variance from Florida Department of Environmental Protection (FDEP) to exceed the secondary TDS standard. Because the City's existing surface water treatment plant has sufficient capacity to meet the City's water demand needs until 2018, the City plans to apply for an extension to the existing TDS variance, allowing them to delay the construction of a

brackish groundwater plant until needed to meet water demands and/or MFL rules. If the City is granted a 5-year extension, the groundwater treatment plant would not be required for water quality purposes until 2016. The City has been given verbal FDEP approval for the extension; therefore, this EAR provides a water system expansion schedule reflecting approval of the variance.

The City will also continue to maintain and expand its water distribution system infrastructure, mainly transmission pipelines, as needed to meet future development needs, replace aging infrastructure, and increase reliability through looping and increased diameter pipelines for additional capacity.

To increase the reliability of its water supply, the City is partnering with Charlotte County and the Peace River/Manasota Regional Water Supply Authority (Authority) to create a "regional loop" between individual water utility facilities in Charlotte, Manatee, Desoto, and Sarasota Counties. The Authority is an independent special district and a regional water supply authority under the laws of the State of Florida. The Authority's chief purpose is to provide water supply to the region and to develop, recover, and supply water sources for municipalities and counties in a manner that will encourage water conservation and minimize adverse environmental impacts. Several regional loop transmission pipelines are currently in preliminary design phases under coordination by the Authority and the local utilities. These projects are being developed and managed under the direction of the Authority and SWFWMD.

Development of a Historical Element



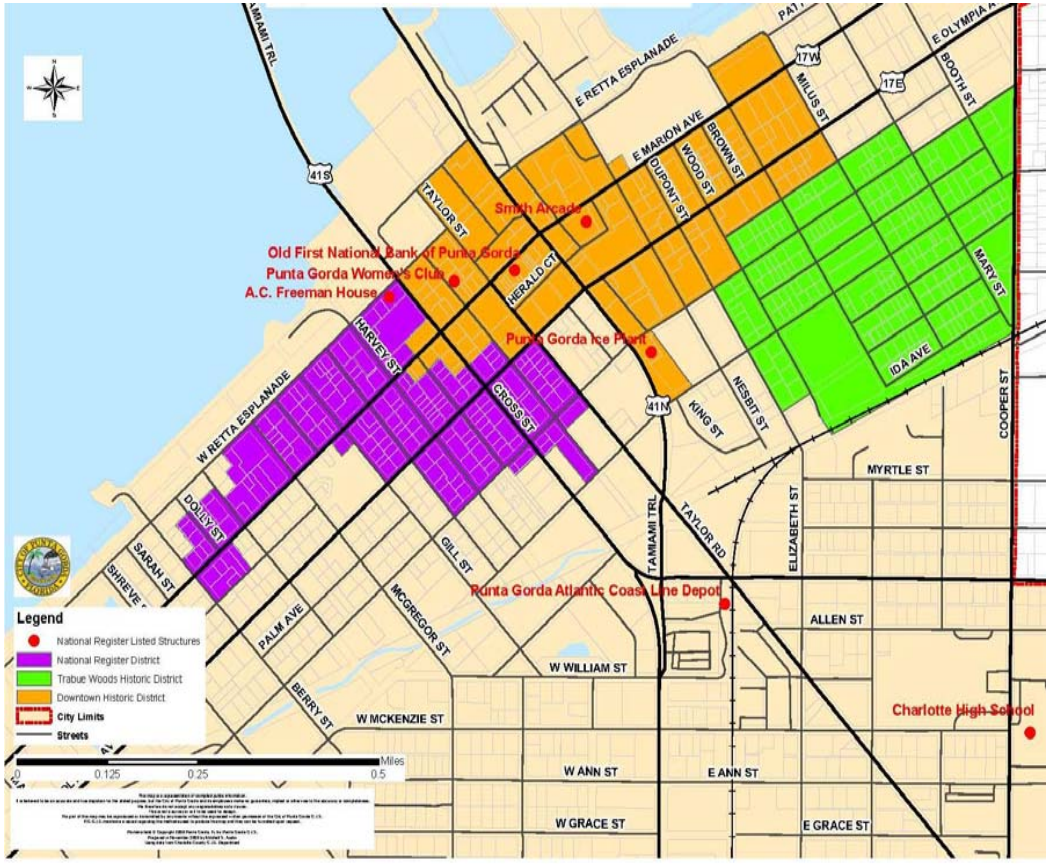
Under F.S.Chapter 163.3177 (7) (i) the Historical Element is identified as an optional element to the Comprehensive Plan. The purpose of this element is to set out plans and programs for those structures or lands in the area having historical, archeological, architectural scenic or similar significance. Through the Growth Management Act, historically significant properties and resources are required to be addressed by the Future Land Use and Housing Elements. The new element would meet the requirements of these rules, fulfill a desire of the citizens to set in place policies that will strengthen and enforce our historical preservation efforts and preserve and protect historic and archaeological resources within the City. Historic

preservation enhances community pride and strengthens the partnership among the past present and future providing for orderly growth in the life and appearance of the community.

Historical structures, sites monuments streets, areas, and neighborhoods serve as visible reminders of the history and cultural heritage of the City, the State and the Nation. The City of Punta Gorda possesses a number of those reminders, mainly in the form of structures. The preservation of such structures enhances community pride and strengthens the partnership among the past present and future while providing for the potential of economic development through heritage tourism and the general establishment of a since of place.

The City initiated efforts to protect significant resources in 1987 when the City hired a consultant to prepare a historic properties survey. The survey identified and documented a total of 252 properties in the downtown commercial and residential areas. As a result of that effort, a National Register District and two local historic districts were created.

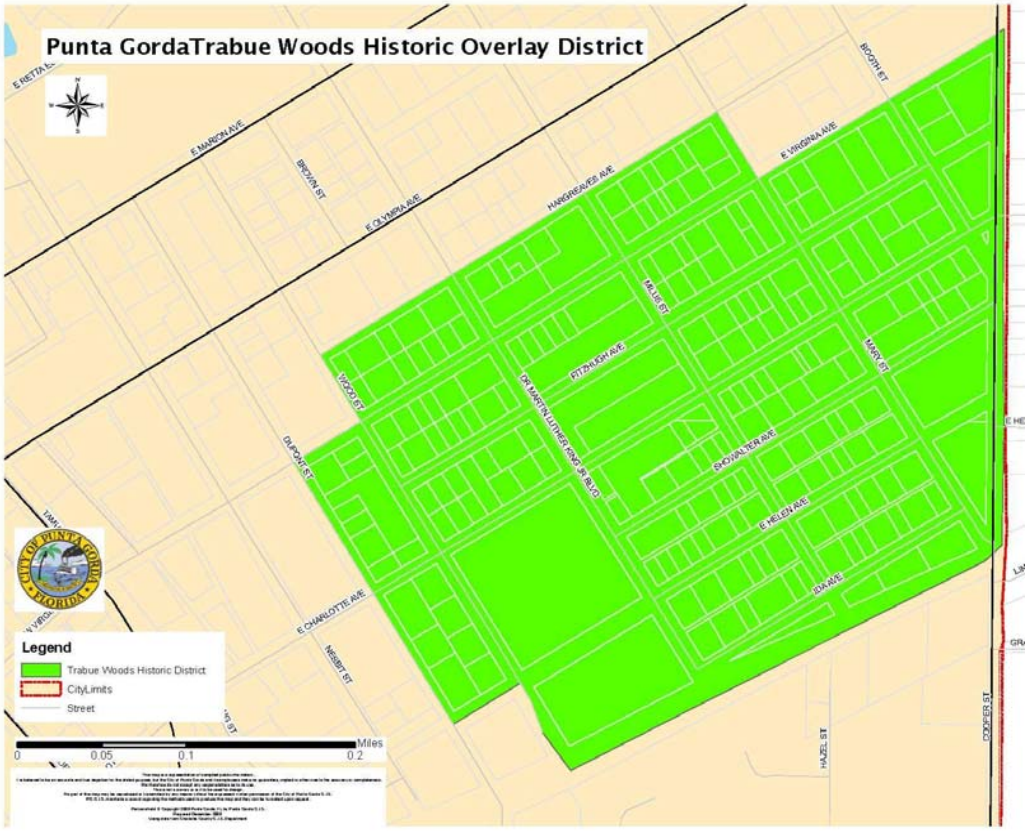
In an effort to preserve and enhance these historic districts and properties, the City hired a



MAP 23 – HISTORIC OVERLAY DISTRICT MAP

consultant to prepare the document City of Punta Gorda Historic District Design Guidelines. This effort is part of a wider scope which also included an update of the 1987 property survey to document all properties located within and around the existing historic districts. During the 2002 – 2003 survey, over 100 properties were added to the list.

It is nearing 10 years since the last survey was completed. As part of this Element, a policy to update the survey would be necessary as a basis to continue our preservation efforts. Also, intergovernmental coordination with Charlotte County regarding historically significant areas and structures within the Annexation Study Areas will also be recommended.



MAP 24 – TRABUE WOODS HISTORIC OVERLAY DISTRICT MAP

Historical Overview

The City of Punta Gorda is the only incorporated city in Charlotte County, and currently encompasses slightly more than 32 square miles of land and water with approximately 17,500 residents. Located on the south shore of the Peace River, Punta Gorda platted as the Town of Trabue in 1884 and incorporated in 1887 has a rich history that dates back to Calusa habitation over 400 years ago. The City is eager to continue encouraging the preservation of historical and architectural resources that

provide a unique sense of place and a tangible link to its rich and colorful history (See Map 23).

Most of the significant architectural and historical resources of the City are concentrated in the 1884 Town of Trabue plat and adjacent areas and generally encompassed by the current Community Redevelopment Area. This area has three designated historic districts the National Register Historic District located west of Tamiami Trail, the Downtown Commercial Historic District encompassing the traditional commercial core of downtown, and the Trabue Woods Historic District, depicted on Map 24, is a historically African-American neighborhood. The report entitled City of Punta Gorda Architectural Resources Survey 2002-2003 offers a brief overview of the City's history, highlighting those events and figures that shaped the City into what it is today.

Currently there are a variety of groups working to maintain and celebrate Punta Gorda's history and historic resources. The City will be working with members from the Historical Preservation Advisory Board, the Punta Gorda Historical Society, Charlotte County Historical Center Society, Main Street Punta Gorda, TEAM Punta Gorda, and Florida Gulf Coast University as well as citizens in the development of this element.

Historical Preservation Advisory Board (HPAB)

The HPAB is an official Board of the City of Punta Gorda whose primary responsibility is to advise City Council on all matters of historic significance to the City. One of the primary roles of the HPAB is to identify for the City Council historically significant structures and sites that should be considered for designation as "Local Historic Landmark" or be nominated for listing on the Florida Master File and the National Register of Historic Places. In addition the Board promotes public awareness of historic preservation and its community benefits. The Board also carries the responsibility under the City's Land Development Regulations for recommendations to staff regarding certificates of appropriateness for any relocation of structure, demolition, variance, or sign on any historic property.

Punta Gorda Historical Society

The Punta Gorda Historical Society has been working for over 20 years to educate the general public about Punta Gorda's

history. Through the efforts of its members the Society has provided information on local history. Their past efforts have included preserving historic building, authoring books, writing and directing plays and creating slide presentations. They also regularly sponsor tours of the area historic buildings and the Punta Gorda Historic District.

In addition to its educational role the Punta Gorda Historic Society has engaged in numerous projects to maintain the architectural and other tangible artifacts of Punta Gorda's past. Some examples include:

- Re-bricking streets in the Historic Districts
- Restoration of the Punta Gorda Train Depot
- Establishing the Punta Gorda History Park
- Preserving the Cigar Cottage
- Restoring the Trabue Land Sales Office
- Raising Funds to build the Gilchrist Park Gazebo

Charlotte County Historical Center Society (CCHC Society)

The Charlotte County Historical Center Society is a local non-profit organization associated with the Charlotte County owned Charlotte County Historical Center. The CCHC Society's purpose is (1) to further the historical and educational programs and purposes of the Historical Center; (2) to raise and receive funds for the benefit of the Historical Center and its programs; (3) to organize volunteers to meet the goals of CCHC Society; and (4) to promote and encourage public interest in and support for the Historical Center and its programs. The CCHC was instrumental in bringing the Charlotte County Historic Advisory Committee and the City Historic Preservation Advisory Board for a joint historical marker program within the City of Punta Gorda. These historical markers add to the area's heritage tourism amenities.

Main Street Punta Gorda

Main Street Punta Gorda is an entirely volunteer driven group that promotes, encourages, facilitates and enhances growth, vitality and prosperity in downtown Punta Gorda while preserving its historic character to benefit the entire community.

TEAM Punta Gorda

TEAM Punta Gorda was created in 2004 in the wake of the devastation caused by Hurricane Charley. A grassroots entity, their purpose is to: Bring together residents, business and property owners, and government officials to rebuild and revitalize greater Punta Gorda.

Florida Gulf Coast University

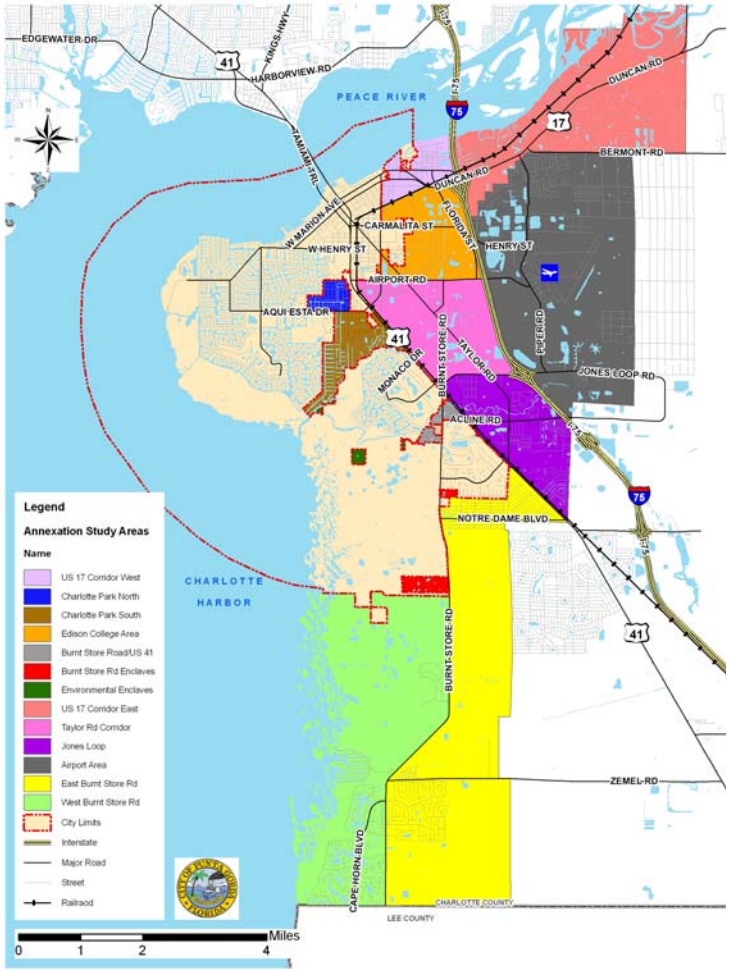
Florida Gulf Coast University's Quality Enhancement Plan focuses on the development of ecological perspective, sense of place, and community awareness and involvement. To this end, students are encouraged to become involved in faculty-led service projects of reciprocal benefit to both student and place. A University satellite campus is located in the center of the city. Students enrolled in credit courses on this campus have been involved for the past several years in projects that benefit our community, including work with the Punta Gorda Historical Society and the Urban Planning Department. Their participation in the development of an Historical Element to the City's Comprehensive Plan brings a fresh new perspective to the table, and an opportunity for FGCU students to actively participate in planning their own future.

The Goal of developing a Historic Element is to highlight the importance of Punta Gorda's rich and colorful history. This history imbues Punta Gorda with a unique image within the context of Southwest Florida. The City's historic resources provide the community with a tangible link to the past and represent an opportunity to enhance the economic sustainability through increase heritage tourism. The Historic Element will enable the City to set specific goals, objectives, and policies to ensure that Punta Gorda's past is preserved as key to its future.

Annexation

Typically land area changes because of annexation (increases the City area and decreases the County area). Annexations can produce alterations in anticipated development patterns. As identified in the existing Plan, as the community matures and approaches build-out, annexations will become increasingly more important to continue economic viability. In 2006 the City Council requested staff study potential areas of annexation. The resulting study, *Annexation Study of 2006,* identified fourteen (14) areas for annexation and defined criteria to be used for consideration.

After reviewing the analysis of the study, City Council provided staff with a direction for a strategy to pursue annexations based on an established set of goals. It is anticipated that annexations will be an ongoing effort of the City of Punta Gorda. Future growth and other conditions will impact any specific actions. However, the overall policy is to examine annexation based on the economic opportunities presented by annexations. In accordance with the 2006 Annexation Area Study (Map 25), the City of Punta Gorda actively pursues annexations in areas based on location within the existing Utility Services Area, the availability of existing infrastructure, and the potential for development that is supportive of the community vision.



MAP 25 – ANNEXATION STUDY AREA MAP

Analysis & Updates Based on the 2010 Census Data

Given the short time period which has elapsed since the City's adoption of the 2025 Comprehensive Plan, no 2010 Census Data is available for reliable analysis. When Census data for 2010 becomes available the City shall provide an analysis and update to the Comprehensive Plan.

Divide the Conservation & Coastal Management

As part of the Evaluation and Appraisal Report process, staff found it necessary to divide the Conservation and Coastal Management Element into two separate elements each focusing on particular goals and objectives. The purpose of the Conservation and Coastal Management Element is to plan, promote and manage the conservation and protection of the City's natural resources. This element addresses measures to protect human life and limit public expenditures in areas that are subject to destruction by natural disaster, while developing and promoting the City's economic engine. Each element will better reflect the data and analysis outlined in 9J-5. The elements will be separated as follows:

The Conservation Element will focus on:

- Greenhouse gas emissions and pollution reduction
- Native habitat and community protection measures
- Wildlife corridor connections with the County
- Land Acquisition
- Groundwater protection
- Surface water protection
- Residential Education Regarding Fertilizer Use

The Coastal Management Element will focus on

- Land use connection of the waterfront to our downtown and CRA area & Future CRA Projects
- Economic viability
- Regional impacts on our water quality
- Residential Education Regarding Fertilizer Use
- Public water access and facilities
- Sea level rise impacts/coastal high hazard area planning
- Natural Disaster and Evacuation Planning

Staff plans to include the existing goals, objectives and policies within the specific elements as they relate the major focus of the individual elements. In addition, new goals, objectives and policies will be provided for new legislative requirements and planning strategies (greenhouse gas emissions and sea level rise adaptation plans)

Aging in Place

The Journal of Housing for the Elderly states that aging in place does not have to move from one's present residence in order to secure necessary support services in response to changing needs. Historically, "Aging in Place" meant multiple level of services provided within one central area, i.e., independent living facilities, assisted living facilities and nursing homes. Today the concept also includes decentralized provision of services to the elderly individual's current residence.

Elderly persons are defined here as those persons sixty-two (62) years of age or older. Based on population projections by the Shimberg Center, Table 21 shows the City's elderly population will more than double between the years 2005 and the plan horizon of 2025 to 9,790 elderly households. Financially, by 2025 the Shimberg Center projects that there will be approximately 4,416 of the City's total elderly population will be low-income and 1,929 will be cost burdened. It is anticipated, that as the elderly live longer, they will need special housing assistance to enable them to remain at home longer. The City of Punta Gorda Housing Authority currently has a backlog/waiting list of elderly seeking housing assistance of 166 individuals and is currently working towards securing federal funding to develop an "Aging in Place" complex at the corner of Airport Road and Cooper Street. Based on the fact that the percentage of the elderly population in the City of Punta Gorda is expected to increase by 4,921households by 2025 and in unincorporated Charlotte County by 19,408, it can be assumed that there will be a need for additional housing facilities for the elderly. Partnerships between the City, County, Punta Gorda Housing Authority, medical community and housing providers should be encouraged to ensure that any new facilities will be individually small in scale, located within residential or mixed-use areas in close proximity to shopping and essential services, and have a residential character.

Low-Income and Cost Burdened Elderly Households, 2005-2020

Punta Gorda			
	Total Elderly Households	Low-Income	Cost Burdened
2005	4,869	1,854	659
2008	5,545	2,150	767
2013	6,671	2,643	946
2018	7,798	3,137	1,126
2020	8,248	3,334	1,198
2025	9,790	4,416	1,929
Charlotte County (unincorporated)			
	Total Elderly Households	Low-Income	Cost Burdened
2005	26,846	10,658	3,842
2008	28,745	11,272	4,082
2013	31,909	12,296	4,483
2018	35,074	13,320	4,883
2020	36,340	13,730	5,043
2025	46,254	20,740	9,396

TABLE 21 – SOURCES: SHIMBERG CENTER FOR AFFORDABLE HOUSING AT THE UNIVERSITY OF FLORIDA, URBAN DESIGN 2008, CHARLOTTE COUNTY, AND PMG ASSOCIATES, INC.

Unforeseen changes in circumstances [163.3191(2)(g)]

The City has not experienced any unforeseen circumstances that need to be addressed.