

ECAP
ENTERPRISE CHARLOTTE
AIRPORT PARK

UPDATE TO
ZONING
STANDARDS

BOARD OF COUNTY
COMMISSIONERS
WORKSHOP
OCTOBER 17, 2017



GOALS FOR UPDATES TO THE ZONING STANDARDS

The goals are:

1. Encourage and promote economic development within the ECAP
2. Make the zoning standards clear and concise
3. Provide a degree of flexibility for development options
4. Provide standards or processes that maintain quality appearance and consistency in design



Airside Business Park at Pittsburg International Airport
<http://www.elmhurstgroup.com/airside-business-prk/>



Airport I-10 Business Park, Phoenix, Arizona
<http://www.airport10.com/>



Charlotte County
http://cleared4takeoff.com/site_selection/spec_building

PROJECT SCHEDULE

June 2017	Project Kick Off
Sept. 28, 2017	Public Input Session Presentation of the issues & receive feedback
Oct. 17, 2017	BOCC Workshop on Recommended Code Amendments
Dec. – Feb.	Planning Board and Board of County Commissioners Adoption of Code Amendments

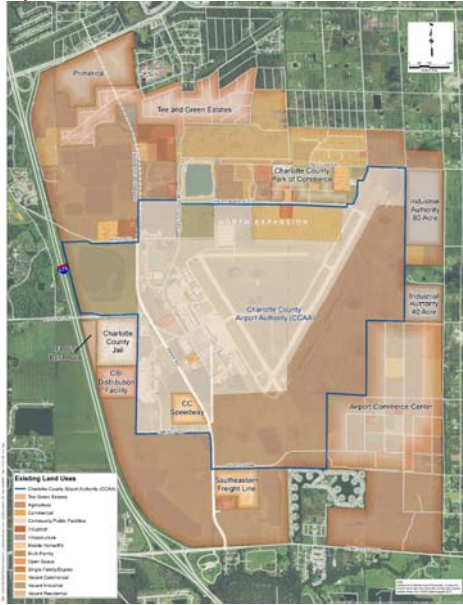
SUMMARY OF PUBLIC INPUT

September 28, 2017

1. Allow for deviations
2. Address lost opportunities due to cost or upgrades to buildings and landscaping
3. Address lost opportunities due to controls on uses and outdoor storage
4. Signage and wayfinding is an issue
5. Align standards for sites, buildings, and landscaping more with industrial zoning standards



ECAP CHARACTERISTICS

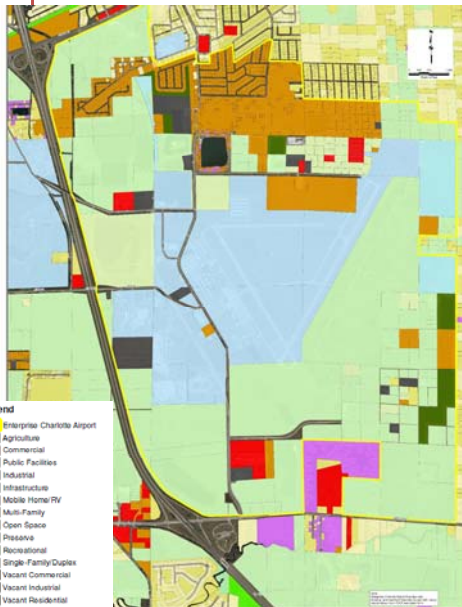


ECAP is a huge area –
 4,380 acres or 6.8 square miles
 *nearly 5 times the size of 870-
 acre Murdock Village

PGD Airport property comprises
 1,840 acres, or 42% of ECAP

Identified as:
 Enterprise Charlotte Airport Park
 and
 Punta Gorda Interstate Airport
 Park

ECAP CHARACTERISTICS



Existing uses are primarily:
 Agriculture
 Airport

- STRENGTHS:**
- Airport
 - I-75
 - Economic Development initiatives

- WEAKNESSES:**
- Infrastructure
 - Code complexities
 - Costs to develop versus locate in existing developed areas

FIVE MAIN ISSUES WITH ECAP

1. Refocus the Vision for the area
2. Lack of utilities
3. Broad array of uses that may create incompatibilities
4. Strict design standards
5. Strict landscaping standards

ISSUE 1: RE-FOCUS THE VISION

The answer to this question determines how the standards within the Code are crafted.

Is the ECAP a:

High Tech Hub for new research & development sectors

OR

Business/Commerce area – generally equal balance of Industrial, commercial & office

OR

Industrial development area with limited commercial (for example, 20-30%)



Berwood Business Park, Bonita Springs
www.naplescommercialrealty.com



Lectur's new distribution facility in Fort Myers measures 205,000 square feet, with room for further expansion. That's enough space to fit nearly four football fields.

ISSUE 1: RE-FOCUS THE VISION

RECOMMENDATIONS

1. Industrial development area with limited commercial

- Set target levels for retail, office and industrial - and allow for flexibility
- Larger parcels may develop as parks with their own character and mix of uses
- Individual lots may develop within an overall ECAP framework
- On-airport development allowed per the Airport Master Plan



ISSUE 1: RE-FOCUS THE VISION

RECOMMENDATIONS

2. Set target levels for retail, office and industrial and allow for flexibility

Land Use	Allowable Percent of ECAP Development Area (Off Airport)	Acreage (2,540 acres total)
Business Support, Retail, Restaurant, Hotel, & Services	35%	889 acres
Office, Medical	50%	1,270 acres
Industrial, Public use, Warehousing, Manufacturing, Distribution	75%	1,905 acres

Note: variation of +/- 20% is allowable to be flexible for market factors



ISSUE 2: UTILITIES

Lack of utility availability impacts the potential for development more than the Code does.



ISSUE 2: UTILITIES

RECOMMENDATIONS

- ➔ 1. Update the Code to include reference to Charlotte County's Res. 2004-175 identifying incentives to developers who extend utilities to more than 3 properties.
- ➔ 2. Collaborate on extension of Punta Gorda Utilities as an economic development initiative
 - Pursue matching grants for public infrastructure improvements that support job creation.

RESOLUTION
NUMBER 2004 - 175

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA PERTAINING TO THE ESTABLISHMENT OF A POLICY FOR THE AWARD OF PUBLIC INCENTIVES FOR THE PRIVATE DEVELOPMENT OF PUBLIC INFRASTRUCTURE IN THE ENTERPRISE CHARLOTTE AIRPORT PARK; PROVIDING FOR ROAD IMPACT FEE CREDITS; DIRECTING STAFF TO PURSUE AN INTERLOCAL AGREEMENT WITH THE CITY OF PUNTA GORDA CONCERNING REIMBURSEMENTS FOR HOOKUP CHARGES AND THE OVER SIZING OF PIPES FOR POTABLE WATER AND REIMBURSEMENTS FOR HOOKUP CHARGES AND THE OVER SIZING OF PIPES AND LIFT STATIONS FOR WASTEWATER; AND, PROVIDING FOR AN EFFECTIVE DATE.

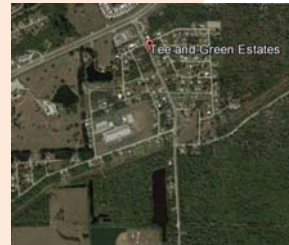
ISSUE 3: BROAD ARRAY OF USES THAT MAY CREATE INCOMPATIBILITIES

Compatibility with airport operations, and compatibility between low intensity uses and high intensity uses must be addressed.

The current Code has separate setbacks, buffers, and development standards to address compatibility between 6 different use categories:

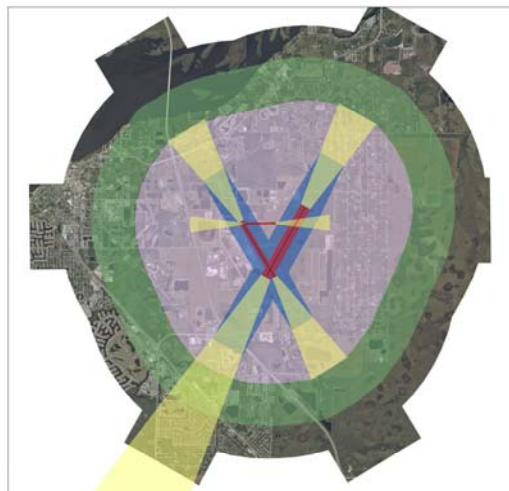
- Commercial/Retail
- Industrial
- Distribution
- Office/governmental/institutional
- Aviation and Related Industries
- Agriculture

*Residential uses are considered nonconforming.



ISSUE 3: BROAD ARRAY OF USES THAT MAY CREATE INCOMPATIBILITIES

Compatibility with airport operations, and compatibility between low intensity uses and high intensity uses must be addressed.



Legend

- RWEnds
- Runway Centerlines
- Horizontal Surface
- Approach Surface
- Transitional Surface
- Primary Surface
- Concial Surface



ISSUE 3: BROAD ARRAY OF USES THAT MAY CREATE INCOMPATIBILITIES

RECOMMENDATIONS



- ➔ 1. Revise the boundary of ECAP to remove Residential property, Tee and Green residential subdivision.
- ➔ 2. Collapse the similar uses and have one set of development standards [industrial, distribution, aviation] and [office/governmental/institutional]
- ➔ 3. Assign suitable locations and standards for commercial/retail uses:
 - Allow commercial/retail on properties within ¼ mile of intersections of collector or arterial roadways.
 - Also allow commercial/retail to comprise up to 35% of an industrial subdivision or business park.
 - Eliminate requirements for conditional use review and 75% quality jobs for commercial development over 100,000 square feet.
 - Make these conditional uses: child and adult day care centers; amusement or recreation centers; outdoor repair, construction or manufacturing
- ➔ 4. Replace the broad agricultural use list and standards with statement that *bona fide* agriculture is permitted and may continue with Ag Exempt status until such time that development commences for an alternate use.

ISSUE 4: DESIGN STANDARDS

Design standards should be more aligned with the intended array of uses.

Design standards for an industrial/business area may prescribe some basic aesthetics, but must be considerate of:

- the needs of large truck traffic and circulation
- uses that may have associated noise or light or storage
- allow activities of business, like overhead doors, to occur without great difficulty

Requiring all activities indoors or screened from view is unrealistic for such uses.

ISSUE 4: DESIGN STANDARDS

Standards should:
AVOID something like this



ALLOW something like this



ISSUE 4: DESIGN STANDARDS

RECOMMENDATIONS

1. Simplify development standards in a table.

Min. Lot Size	20,000 s.f.
Min. Setbacks	
Front	20 feet
Side (interior)	Total of all interior side yards shall be at least 20 percent of lot width, with maximum total of 50 feet. Minimum side yard is 7.5 feet.
Rear	15 feet
Abutting water	20 feet
Adjacent to residential use or residential zoning district	50 feet
Max. Height	60 feet, provided that an additional foot of height is allowed for every 2 feet of building setback to a maximum height of 90 feet. Height exceeding 90 feet is a conditional use by way of special exception.

ISSUE 4: DESIGN STANDARDS

RECOMMENDATIONS

2. Eliminate these extra requirements:

- Corner lot requirement for a tower, landscape mass, or landmark. (Rely on the three design element features required for all projects.)
- All nonresidential activity shall be performed in a building or screened from view. (Rely on standard buffers.)
- Façade offsets every 100 linear feet, and primary facades on ground floors have 50% of horizontal length include architectural features. (Rely on the three design element features required for all projects.)
- Roof edge vertical change requirement. (Rely on the roof design standards.)
- Window and door vertical proportion requirements. (Rely on the three design element features required for all projects.)
- Buffer must mitigate any blank wall greater than 20' x 20'. (Rely on standard buffers and plantings.)
- Sidewalk connections from all buildings to street. (Rely on internal sidewalks and connections to existing off-site sidewalks.)

ISSUE 5: LANDSCAPING STANDARDS

An attractive landscape is important. A parklike setting similar to a shopping district is contrary to industrial activity and inconsistent with the large scale of this area.

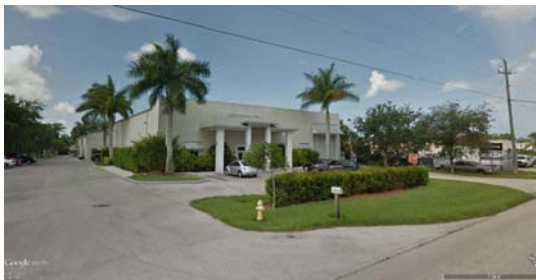
- Excessive buffers and plantings as required are expensive.
- Landscaping standards for the airport must adhere to guidance for minimizing wildlife attractants.
- Adjust screening requirements to balance need for quality appearance with the needs of industry and business.

ISSUE 5: LANDSCAPING STANDARDS

AVOID something like this



with STANDARDS for something like this



ISSUE 5: LANDSCAPING STANDARDS

RECOMMENDATIONS







1. Simplify buffer types:

	Min. Width	Min. Trees per 100 linear feet	Min. Shrubs
Type A (typical side and rear yards)	10'	4	0
Type B (along Rights-of-Way and screening for outdoor storage and activity areas)	15'	4	Double hedge row
Perimeter buffer for master planned subdivisions	20'	4	Double hedge row
Adjacent to residential use or residentially zoned property	20'	4	Double hedge row

ISSUE 5: LANDSCAPING STANDARDS

RECOMMENDATIONS

-  2. Provide for a roadway and gateway landscaping plan that can be planted by the Airport in lieu of up to 75% of on-site buffers and parking lot trees.
-  3. **Service and loading areas:** Eliminate the special requirements for a wall or Type B buffer around service areas or loading areas facing a right-of-way (Rely on right-of-way buffer.)
-  4. **Outdoor storage and commercial fleets:** Instead of 100% opaque screening from eye level, provide buffer with trees 25 feet on center with double-staggered hedge row.
-  5. **Mechanical equipment** with 100 feet of right-of-way: screening may be accomplished with landscaping in lieu of a wall.