

HARBORVIEW DRI & PUD AMENDMENTS

BOCC Hearing
May 27, 2025

PROJECT TEAM

Benderson Development (Applicant): Todd Mathes

Land Use Attorney: Derek Rooney, Esq – GrayRobinson

Project Engineer: Clint Cuffle, P.E. – WRA Engineering

Land Use Planner: Alexis Crespo, AICP & Jem Frantz, AICP – RVi Planning

Transportation Engineer: Becca Bond, P.E. – Kimley-Horn

Environmental Consultant: Matt Miller – WRA Engineering

BENDERSON DEVELOPMENT

- ✓ Owned the Property since 2009
- ✓ Quality Florida-based developer
- ✓ Founded over 70 years ago - one of the largest privately held real estate companies in U.S.
- ✓ Landmark projects include St. Armand's Circle & University Town Center
- ✓ Committed to delivering master-planned mixed use project to meet market demand and protect environmental assets

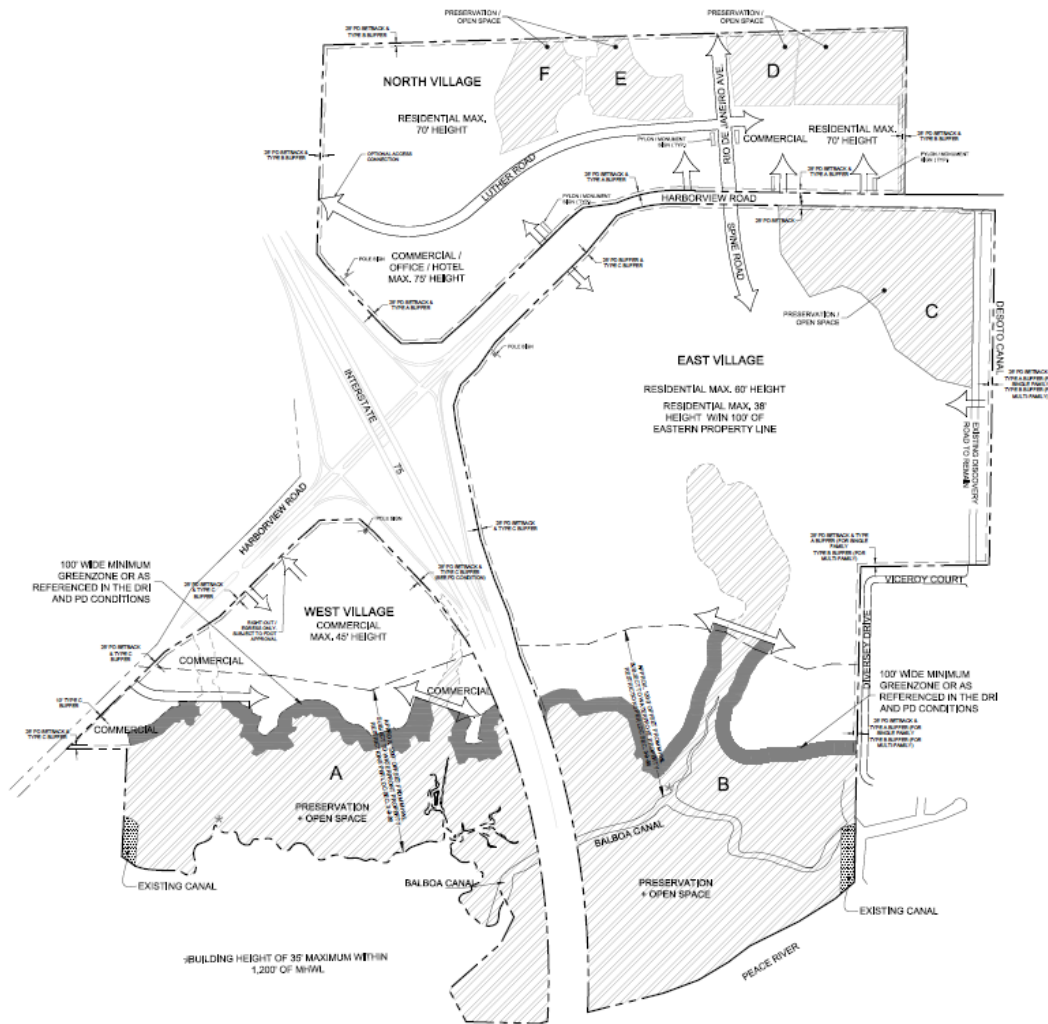


REQUEST BENEFITS

- ✓ Elimination of Marina to reduce boat traffic
- ✓ Enhanced Compatibility with Harbor Heights
- ✓ Environmental Enhancements
- ✓ Reduced Intensity in East Village
- ✓ No Increase in Density



PROPOSED MAP H BENEFITS



North Village:

- Increased Preserve Areas (D,E,&F)

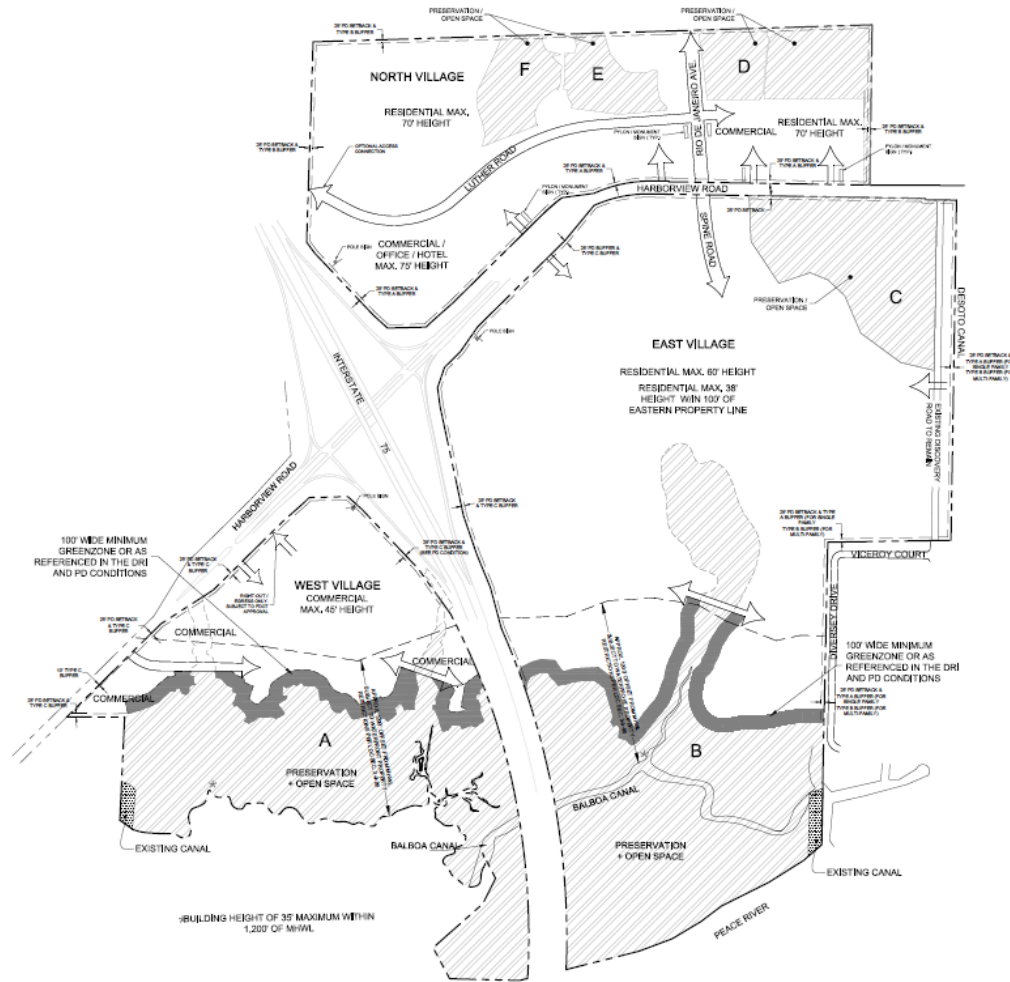
East Village:

- No relocation of Discovery Drive
- Reduced Intensity
 - Removal of Marina and Commercial/Mixed Uses
- Increased Scrub Jay/Gopher Tortoise Preserve Areas (C)

West Village:

- Limited to Commercial Uses

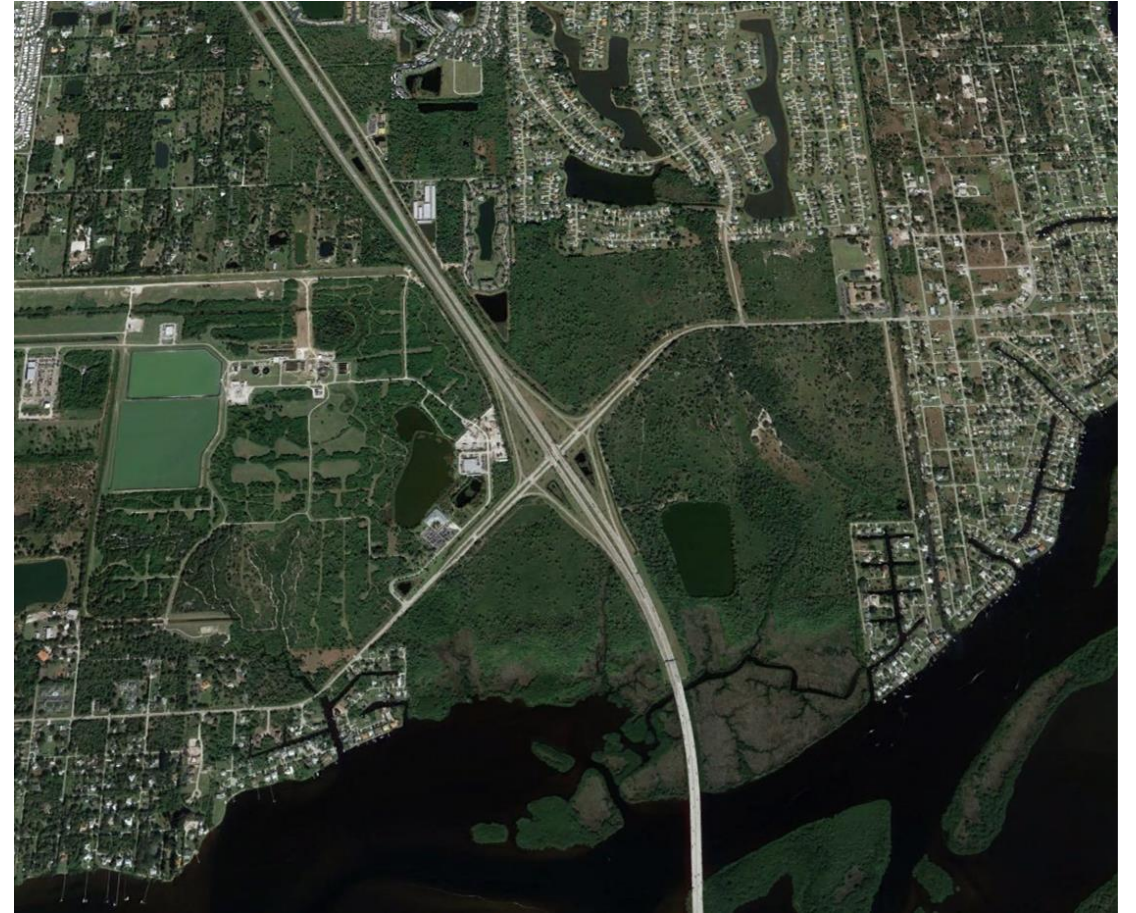
PD CONCEPT PLAN BENEFITS



- Increased open space and preserve areas (226.55 acres)
- Removes commercial/mixed use impacts
- Removes Marina impacts.
- Reduces density/intensity within Coastal High Hazard Area
- Adds Green Zone standards to PD

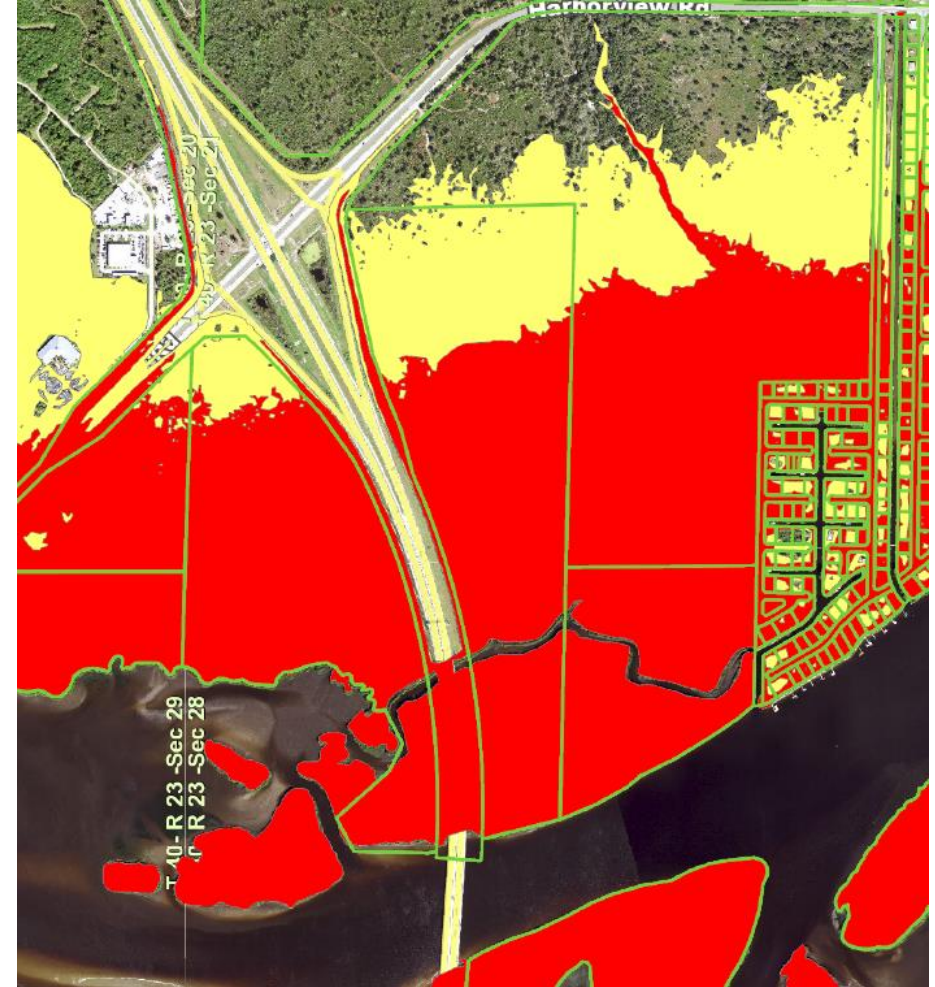
COMPATIBILITY – EAST VILLAGE

- Setbacks and buffers comply with LDC.
- Maximum Height = 38 feet within 100 feet of Eastern Property Line.
- Removes Commercial intensity.
- Removes Marina impacts.
- No changes to Discovery Drive.
- Neighborhood Meeting held May 28, 2024.
- Condition added to address school traffic impacts.



CIVIL ENGINEERING

- Reduces density and intensity in CHHA
- Removes stormwater conditions that duplicate state requirements only.
- Consistent with Charlotte County Master Stormwater Management Plan.



COASTAL HIGH HAZARD AREAS AND EVACUATION ROUTES

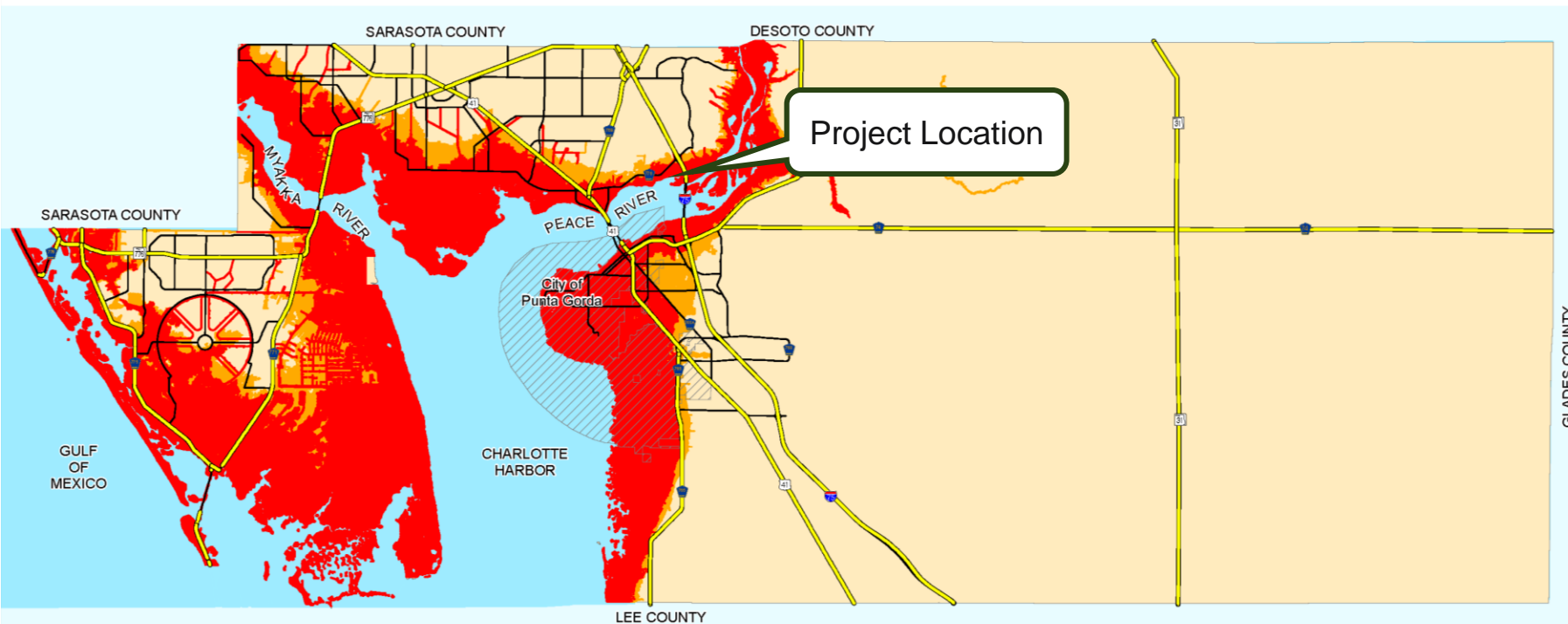


CHARLOTTE COUNTY Future Land Use Map Series

Map #14: Coastal High Hazard Areas and Evacuation Routes

Charlotte County Government

"To exceed expectations in the delivery of public services."
www.CharlotteCountyFL.gov



Stateplane Projection
Datum: NAD83
Units: Meters

Source: CCGIS, FDEM
GROM

Metadata available upon request

LEGEND

- Tropical Storm Surge (3.1'-5.7' above Mean Sea Level)
- Category 1 Storm Surge (4.5'-6.6' above Mean Sea Level)

— Evacuation Routes

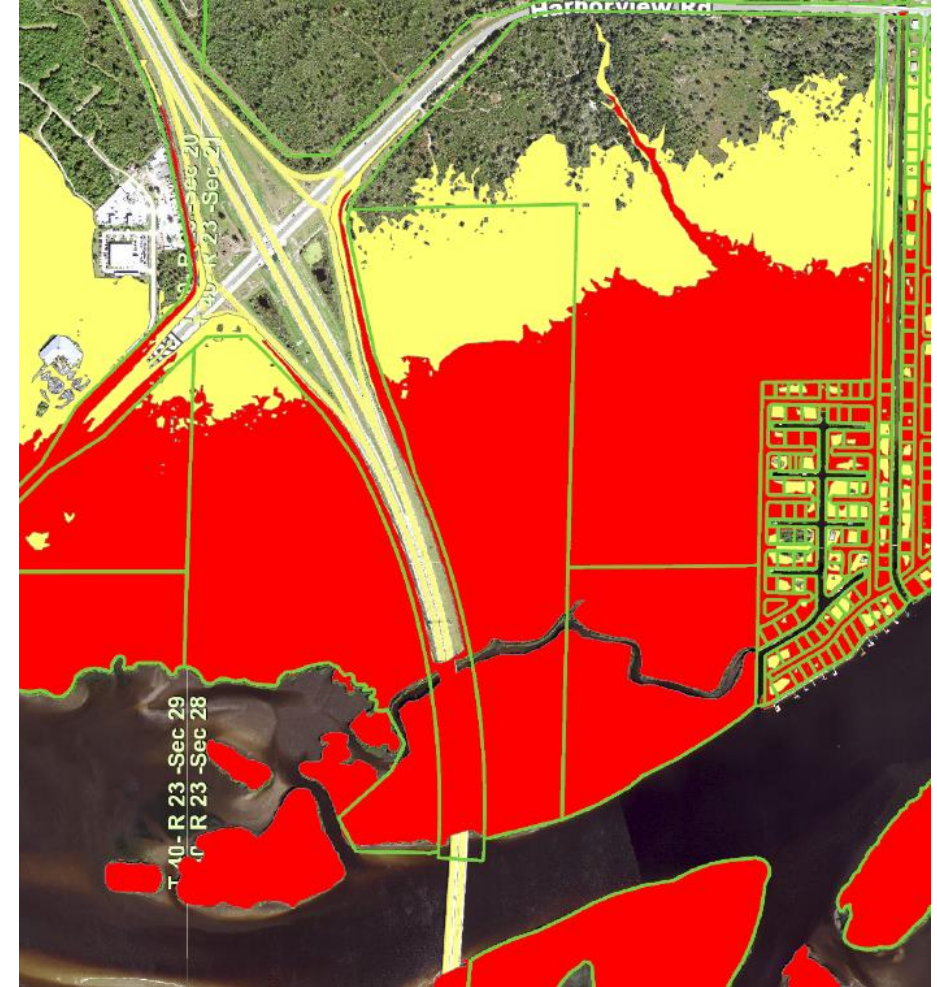


This map is a representation of compiled public information. It is believed to be an accurate and true depiction for the stated purpose, but Charlotte County and its employees make no guaranties, implied or otherwise as to its use. This is not a survey, nor is it to be used for design.

Updated: 02.2018 \SmartCharlotte\Series_Maps\CHHA\2018_CHHA.mxd

COASTAL HIGH HAZARD AREAS AND EVACUATION ROUTES (ZOOM IN)

- **Located in Tropical Storm Surge and Category 1 Storm Surge Areas**
- Tropical:
 - 3.1-5.7 ft above mean sea level
- Category 1 Storm Surge Area:
 - 4.5-6.6 ft above mean sea level



CHARLOTTE COUNTY STORM SURGE EVACUATION ZONES

- Located in
Evacuation Zones
A & B



FEMA FLOOD ZONE MAP (EFFECTIVE 12/15/22)

- Located in FEMA Zone AE and VE
- Flood elevation is 10-12:
- VE areas located in preserves
- Lowest floors elevated to or above base flood elevation plus one foot
- Proposed height allows for an additional five feet above base flood elevation



SLOSH DATA (NOAA) – CATEGORY 1

National Hurricane Center Storm Surge Risk Maps

Category 1

Category 2

Category 3

Category 4

Category 5



This is not a real-time product. For active tropical cyclones, please see hurricanes.gov and consult local products issued by the National Weather Service

This national depiction of storm surge flooding vulnerability helps people living in hurricane-prone coastal areas. These maps make it clear that storm surge is not just a beachfront problem, with the risk of storm surge extending many miles inland from the immediate coastline in some areas. Storm Surge Risk Maps are provided for the US Gulf and East Coasts, Hawaii, Southern California, US territories - Puerto Rico, US Virgin Islands, Guam and American Samoa. Additional mapped areas include Mississippi and parts of the Mexican Peninsula.

Atlantic

US East and Gulf Coast

Puerto Rico and USVI

Hispaniola

Pacific

Hawaii (category 1-4)

Southern California (category 1-2)

Southern California (category 1-2)

Guam

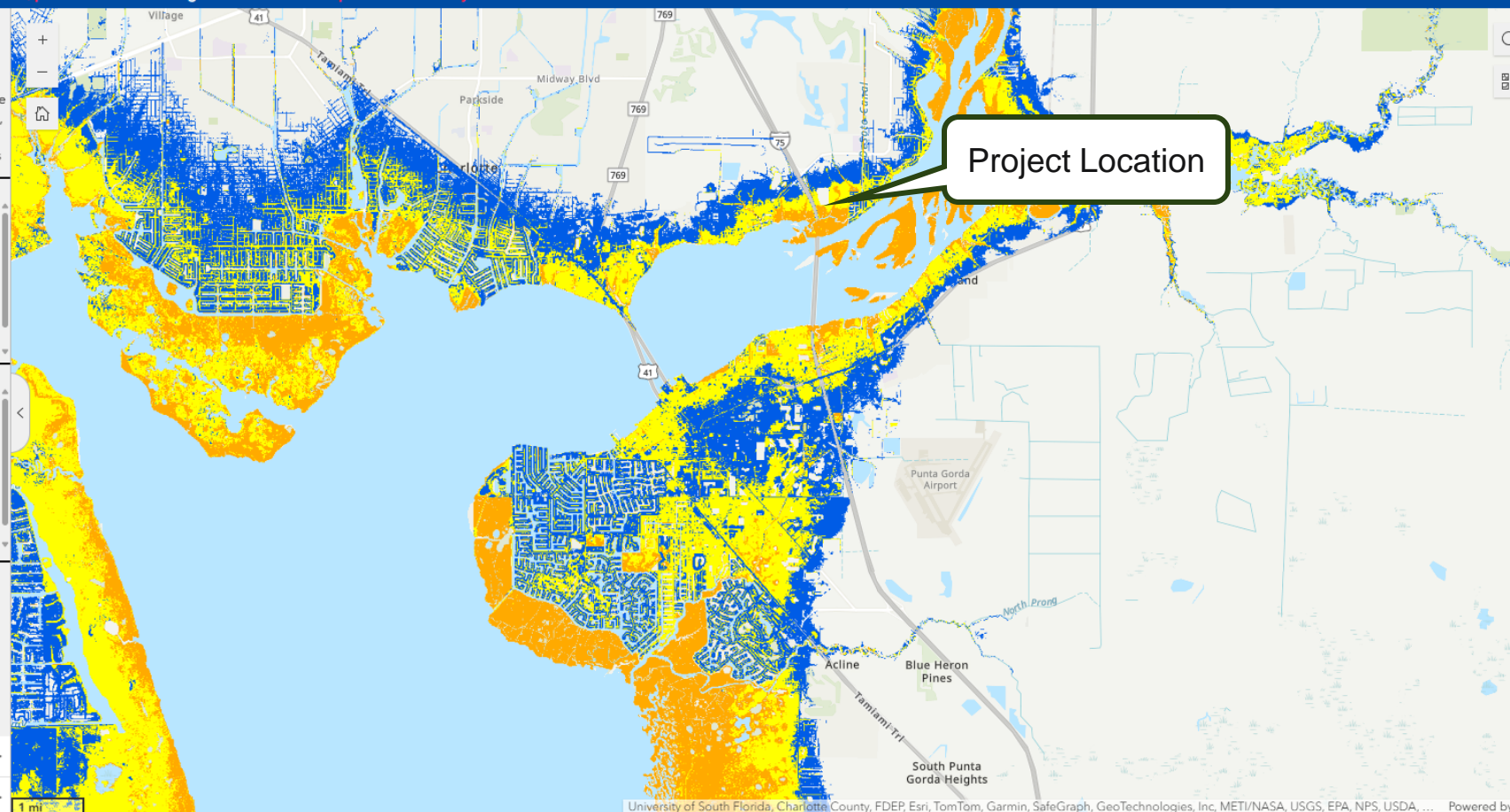
American Samoa

- Less than 3 feet above ground
- Greater than 3 feet above ground
- Greater than 6 feet above ground
- Greater than 9 feet above ground
- Leveed area
- Consult local officials for flood risk

Toggle Map Opacity

map window

> Storm Surge Risk Maps Category1 v3



University of South Florida, Charlotte County, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, ... Powered by Esri

SLOSH DATA (NOAA) – CATEGORY 2

National Hurricane Center Storm Surge Risk Maps

This is not a real-time product. For active tropical cyclones, please see hurricanes.gov and consult local products issued by the National Weather Service

This national depiction of storm surge flooding vulnerability helps people living in hurricane-prone coastal areas. These maps make it clear that storm surge is not just a beachfront problem, with the risk of storm surge extending many miles inland from the immediate coastline in some areas. Storm Surge Risk Maps are provided for the US Gulf and East Coasts, Hawaii, Southern California, US territories - Puerto Rico, US Virgin Islands, Guam and American Samoa. Additional mapped areas include Mississippi and parts of the Mexican Peninsula.

Atlantic

US East and Gulf Coast

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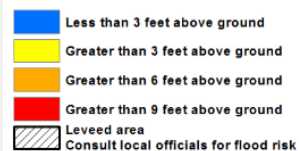
Pacific

Hawaii (category 1-4)

Southern California (category 1-2)

Guam

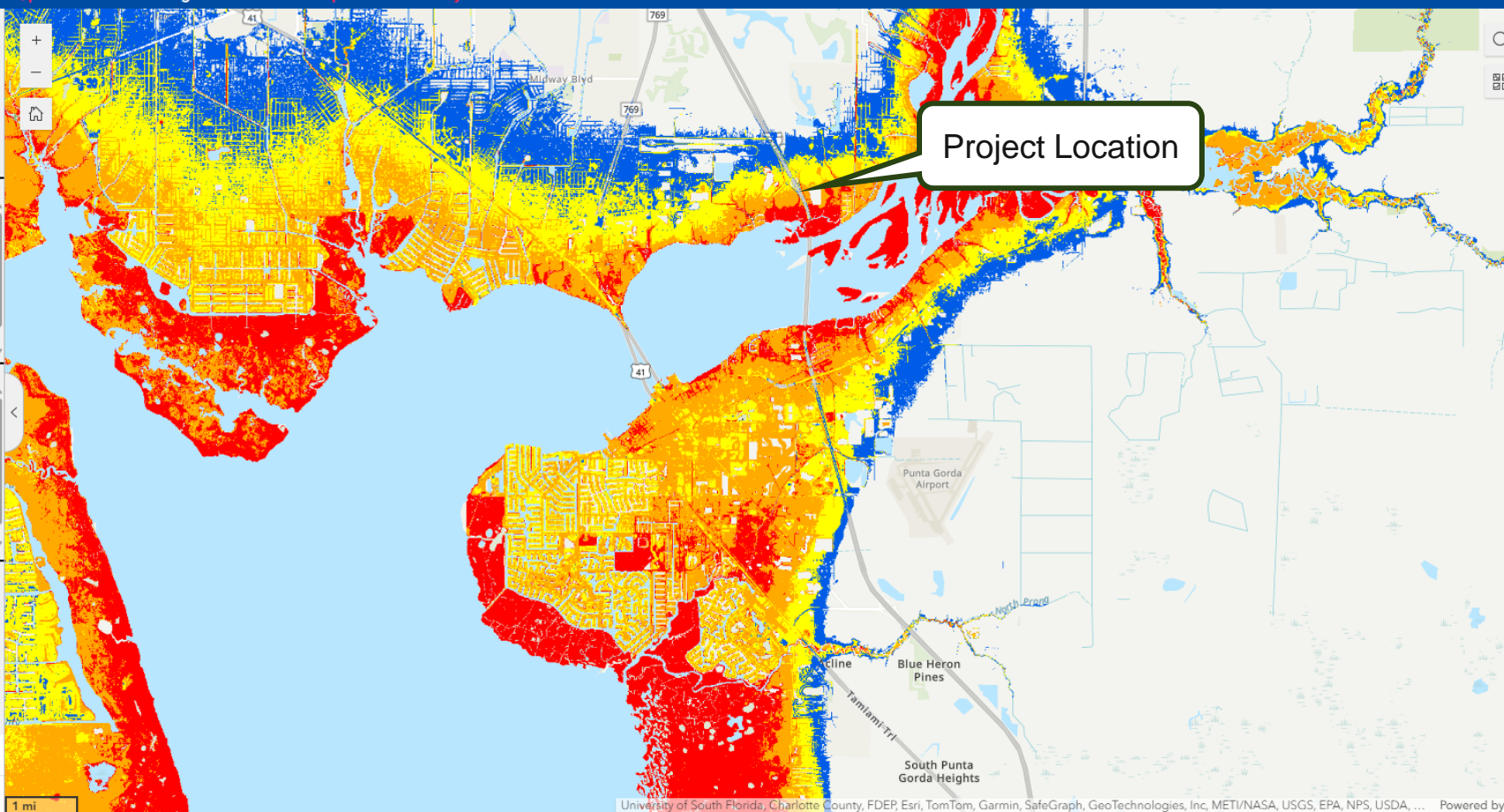
American Samoa



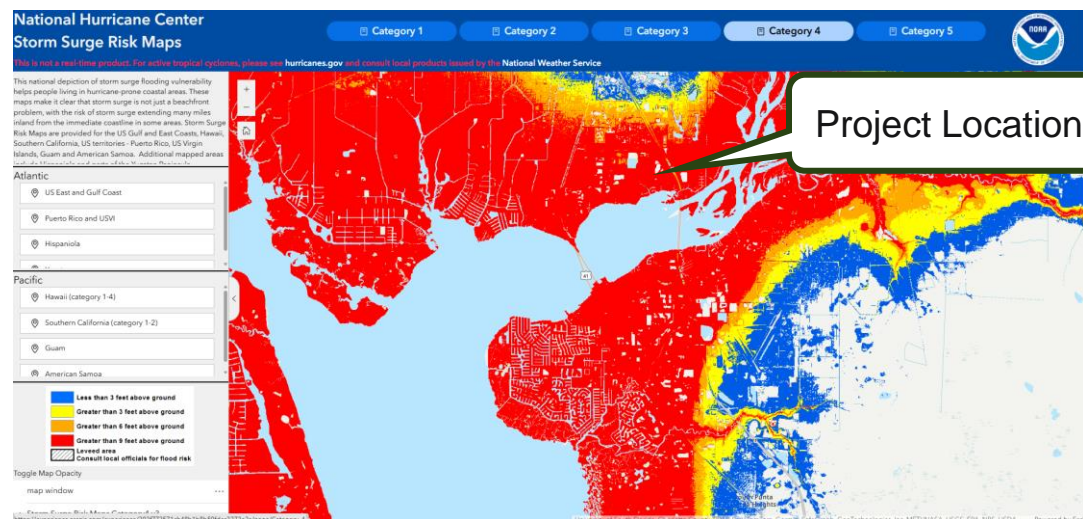
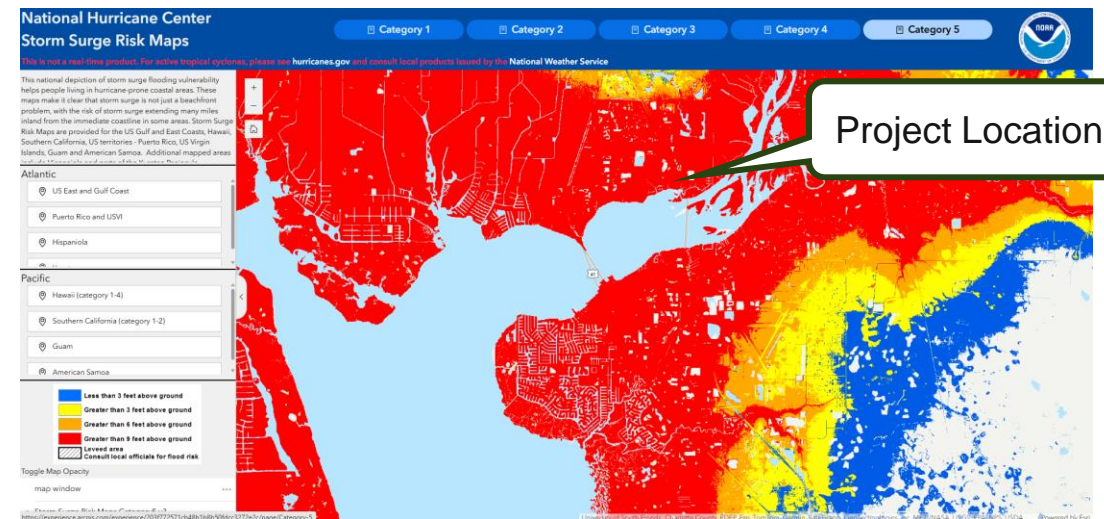
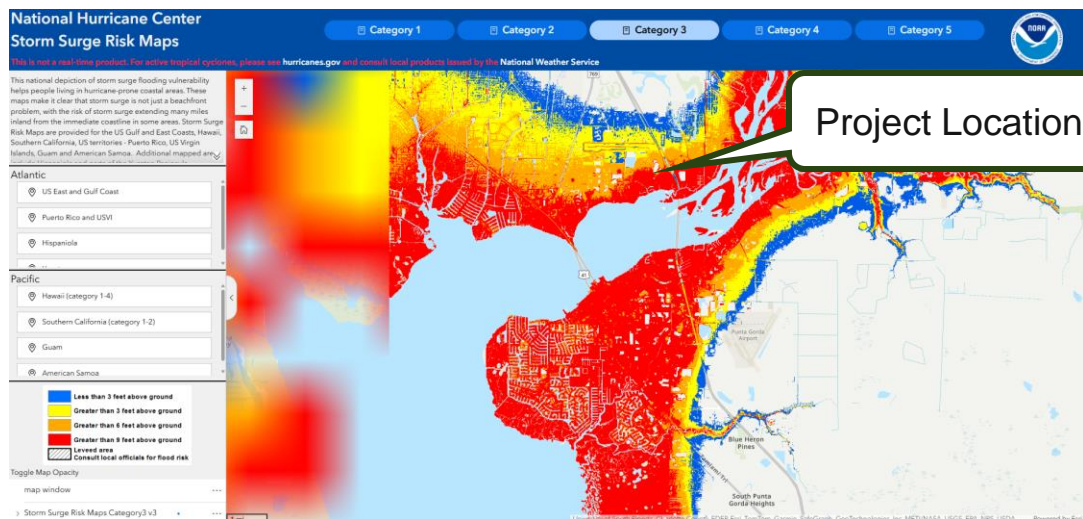
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> Storm Surge Risk Maps Category2 v3

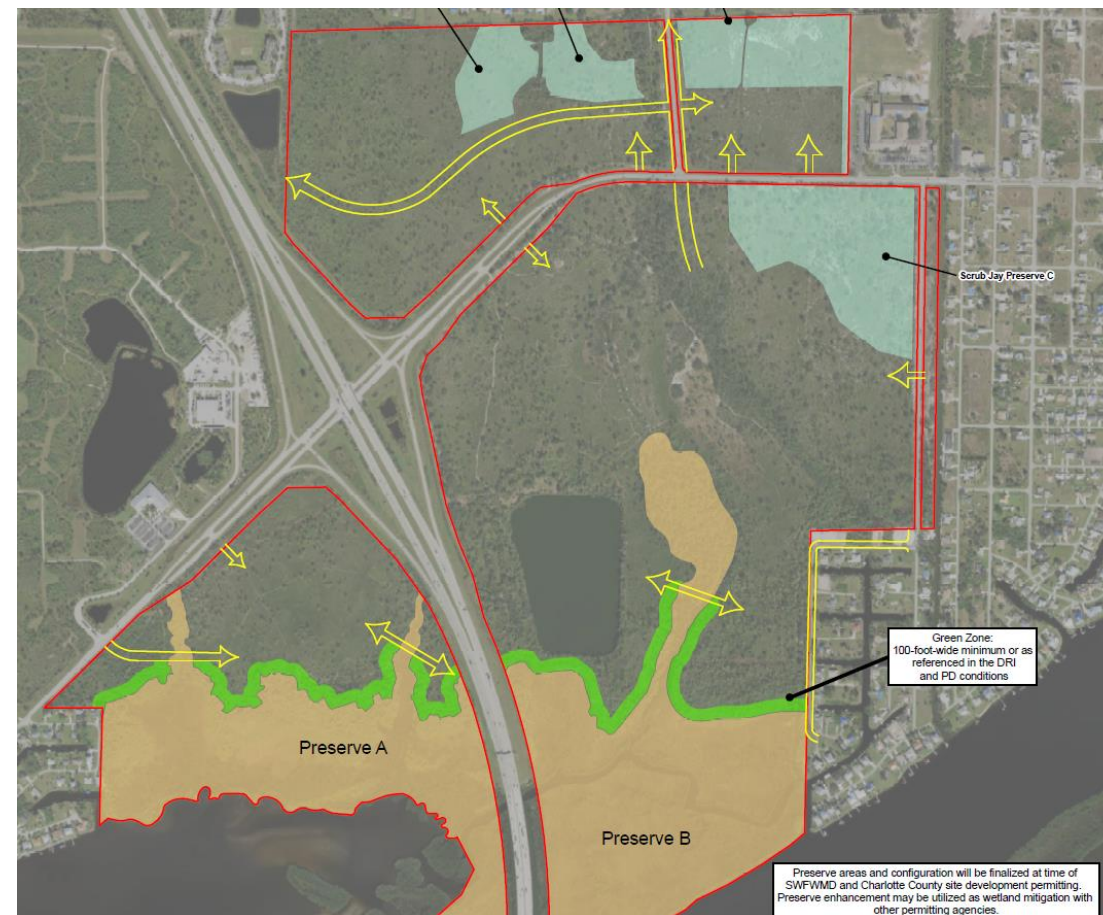


SLOSH DATA (NOAA) – CATEGORIES 3, 4 & 5



ENVIRONMENTAL BENEFITS

- *All marina impacts removed*
- 226.55 acres of wetland and upland habitats preserved (increase of 57+/- acres)
- 61.21 acres Scrub Jay & Gopher Tortoise Habitat preserved
- \$3M Scrub Jay mitigation payment
- Eagle nest protection incorporated
- Green zone provides 100-foot buffer to wetland preserves.



APPROVED TRAFFIC STUDY

- A transportation analysis has been completed and approved.
- The approved traffic study was conducted for the entire Harborview DRI.
- The proposed changes do not increase the traffic impact of the Harborview DRI.
- Additional traffic studies/monitoring reports will be conducted with each future site development plan.

TRIP CAP

- Updated Land Use Equivalency Matrix (LUEM) ensures **no new traffic impacts**
- Allows conversions from:
 - Residential units to non-residential uses
 - Non-residential uses to other non-residential uses
 - Multi-Family to Single-Family Units

Land Use Equivalency Matrix

	Trip Generated By	ITE Code	PM Peak Hour Trip Rate		TO							
					Single-Family Detached Housing (DU)	Single-Family Attached Housing (DU)	Multifamily Housing (Low-Rise) (DU)	Multifamily Housing (Mid-Rise) (DU)	Hotel (Room)	Office (1,000 SF)	Commercial (1,000 SF)	Buc-ee's (1 VFP)
FROM	1 DU Single-Family Detached	210	0.94	is equal to	1.00	1.65	1.84	2.41	1.59	0.65	0.28	0.09
	1 DU Single-Family Attached Housing	215	0.57	is equal to	0.61	1.00	1.12	1.46	0.97	0.40	0.17	0.06
	1 DU Multifamily Housing (Low-Rise)	220	0.51	is equal to	0.54	0.89	1.00	1.31	0.86	0.35	0.15	0.05
	1 DU Multifamily Housing (Mid-Rise)	221	0.39	is equal to	0.41	0.68	0.76	1.00	0.66	0.27	0.11	0.04
	1 Room Hotel	310	0.59	is equal to	0.63	1.04	1.16	1.51	1.00	0.41	0.17	0.06
	1,000 SF Office	710	1.44	is equal to	1.53	2.53	2.82	3.69	2.44	1.00	0.42	0.15
	1,000 SF Commercial	820	3.40	is equal to	3.62	5.96	6.67	8.72	5.76	2.36	1.00	0.34
	1 VFP Buc-ee's	NA	9.93	is equal to	10.56	17.42	19.47	25.46	16.83	6.90	2.92	1.00

Equivalency Matrix is based on trip rates published in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition, with the exception of the Buc-ee's land use. The trip generation rate for Buc-ee's was based upon data collection from six surrogate sites of similar size and land uses.

DU = dwelling unit

SF = square feet

VFP = Vehicle Fuel Pump

Example (Convert Multifamily (Low-Rise) to Single-Family Detached): $100 \text{ DU Multifamily (Low-Rise)} = 100 \times 0.54 = 54 \text{ DU Single-Family Detached}$

Note: Residential land uses allowed per PD zoning district include but are not limited to the land uses provided in the Equivalency Matrix.

SCHEDULED IMPROVEMENTS

- Harborview Road from Melbourne Street to I-75
 - Widening from 2 to 4 lanes
 - Construction of roundabout at the Charlotte County Eastport Campus
 - Design underway and funded by FDOT in fiscal year 2020
 - Right-of-way acquisition funded by FDOT in fiscal year 2023 and 2024
 - Construction partially funded by FDOT in fiscal year 2026
- I-75 & Harborview Road Interchange
 - FDOT is conducting a Planning and Feasibility Study along I-75
 - Improvements at the I-75 interchange with Harborview Road are being considered as part of the Southwest Connect I-75 Central Corridor
 - No funding for PD&E, design, or construction is programmed.

TRAFFIC MONITORING REPORT

- A traffic study shall be submitted biennially to Charlotte County and FDOT.
- Any improvements required by traffic associated with this project will be undertaken.
- The analysis will include the following roadway segments and major intersections along the roadways:
 - Harborview Road from US 41 to Broadpoint Drive
 - Rampart Boulevard from Luther Road/Capricorn Boulevard to Rio de Janeiro Avenue
 - US 17 from Copely Drive to Regent Road
 - Kings Highway from Westchester Boulevard to Harborview Road
 - Melbourne Street from Harborview Road to US 41
 - Rio de Janeiro Avenue from Sandhill Boulevard to Harborview Road
 - I-75 from Kings Highway to US 17

PROJECT IMPROVEMENTS

- At a minimum, the following functional improvements are anticipated for the development:
 - Harborview Road & West Village Project Driveway:
 - Construct a roundabout
 - Harborview Road & North Village Project Driveway (West of Rio de Janeiro Boulevard):
 - Construct one eastbound left-turn lane
 - Harborview Road & North Village Project Driveway (East of Rio de Janeiro Avenue):
 - Construct one eastbound left-turn lane
 - Rio de Janeiro Avenue & Luther Road:
 - Construct one northbound left-turn lane and one southbound left-turn lane + Signalize (when warranted)
 - Rio de Janeiro Avenue & North Village Project Driveway:
 - Construct one northbound left-turn lane
 - Harborview Road & Rio De Janeiro Avenue:
 - Construct one eastbound right-turn lane, one westbound left-turn lane, two southbound through lanes, two northbound through lanes, and two northbound left-turn lanes

PROJECT IMPROVEMENTS - FDOT

- Based on ongoing analysis with FDOT, the following improvements are anticipated in association with the proposed Buc-ee's:
 - Harborview Road from western property boundary to I-75 Interchange:
 - Widen to 4 lanes
 - Harborview Road & West Village Project Driveway:
 - Construct a roundabout
 - Harborview Road & I-75 Interchange:
 - Signalize interchange
 - Modify northbound exit ramp to include a right-turn lane and dual left-turn lanes
 - Modify southbound exit ramp to include dual right-turn lanes and dual left-turn lanes
 - Construct eastbound left-turn lane to northbound on-ramp
 - Construct westbound left-turn lane to southbound on-ramp

CONCLUSION

- Reduces intensity and removes marina impacts.
- Significant open space and preserve areas.
- Improves compatibility with surrounding land uses.
- Revives longstanding development approval.
- In agreement with all conditions.

- Staff Recommendation
of APPROVAL

QUESTIONS?