

City of North Port Florida



COMPREHENSIVE PLAN

Volume II: Supporting Documents

North Port Comprehensive Plan



TABLE OF CONTENTS

Chapter 1 Planning Framework	Page
Introduction.....	1-3
Planning Vision.....	1-3
Projected Growth.....	1-4
Neighborhoods.....	1-4
Activity Centers & Town Centers.....	1-4
Gateways.....	1-6
Infrastructure Systems.....	1-6
Financial Feasibility.....	1-6
Annexation Areas.....	1-7
Planning Opportunities.....	1-7
Community Concept Map.....	1-8
Intergovernmental Relationships.....	1-8
Chapter 2 Future Land Use	Page
Introduction.....	2-4
Background.....	2-4
Growth Trends.....	2-5
Planning Timeframes.....	2-11
Planning for Residential Uses.....	2-11
Planning for Non-Residential Uses.....	2-13
Coordination of Capital Improvements and Land Uses.....	2-13
Existing Land Uses.....	2-14
Designated Area of Critical Concern.....	2-14
Regional Dredge Spoil.....	2-14
Potable Water.....	2-14
Drainage.....	2-15
Solid Waste.....	2-15
Transportation Network.....	2-15
Natural Resources.....	2-16
Annexed Areas.....	2-17

Conservation and Recreational Areas	2-17
Available Residential Lands	2-17
Available Non-Residential Lands	2-18
Historic Resources	2-18
Recreation/Open Space and Preservation Land Uses	2-19
Land Needed to Accommodate Projected Population	2-19
Methodology	2-19
Needs Analysis	2-19
Redevelopment: The Renewal of Blighted Areas	2-20
Quality of Life Issues	2-24
Flood Prone Land Use Issues	2-25
Dredge and Spoil Responsibilities	2-26
Hazard Mitigation	2-27

Chapter 3 Transportation

Page

Introduction	3-3
Transportation Issues Identified in the EAR	3-5
Functional Classification of Roads	3-7
Strategic Intermodal System	3-8
Roadway Jurisdiction and Maintenance	3-8
Parking Facilities	3-9
Traffic Generators	3-9
Traffic Counts	3-10
Intersection Deficiencies	3-10
Roadway Level of Service	3-11
State Highway System Levels of Service	3-12
Existing Level of Service Standards	3-13
Concurrency Management	3-15
Proportionate Fair Share	3-15
Access Management Strategies	3-16
U.S. 41 Corridor Master Plan	3-16
Transportation and Disaster Management	3-17
Future Growth and Transportation Improvements	3-19
Alternative Modes of Transportation	3-21
Intergovernmental Coordination	3-22

Chapter 4 Utilities

Potable Water, Groundwater Aquifer Recharge Section

Page

Introduction	4-2
Legislation	4-3
Relationship to the EAR	4-4
Utilities Master Planning	4-4
Regulatory Compliance	4-4
Conservation	4-7
Inventory	4-7
Analysis of Potable Water Needs Through 2030	4-8
Demand and Flow Projections	4-8
Water System Conclusions	4-8

Projected Reuse Water Demand	4-8
Capital Improvements Program	4-8
Utility Expansion into Existing Neighborhoods	4-8
Developer Contributions	4-9
Future Needs	4-9
Water Supply and Treatment Facilities	4-9
Potable Water Conclusion	4-9
Future Development of the Reuse Water System	4-9

Sanitary Sewer Section **Page**

Introduction	4-12
Legislation	4-12
Relationship to EAR	4-14
Utilities Master Planning	4-15
Regulatory Compliance	4-15
Inventory	4-16
Collection and Transmission Facilities	4-16
City of North Port Central Wastewater Treatment Plant	4-16
Deep Injection Well	4-17
Reclaimed Water System	4-17
Analysis of Sanitary Sewer Needs through 2035	4-18
Capital Improvements Program	4-19
Utility Expansion into Existing Neighborhoods	4-19
Developer Contributions	4-20
Future Needs	4-20
Wastewater Treatment and Disposal Facilities	4-22
Conclusion	4-23

Solid Waste Section **Page**

Introduction	4-25
Waste Reduction & Recycling	4-25
Collection	4-26
Disposal and Resource Management	4-26
Special Events	4-27
Future Growth	4-27
Solid Waste Concerns	4-28

Stormwater Management Section **Page**

Introduction	4-30
Background and History of North Port Flooding	4-31
Big Slough Watershed Study	4-31
Stormwater Improvement Program to Relieve Flooding	4-32
Water Quality Improvement Program	4-33
Stormwater Level of Service (LOS)	4-35

Chapter 5 Conservation & Coastal Zone Management **Page**

Introduction	5-4
--------------	-----

Relationship to the EAR	5-5
City's Performance on the Conservation/Coastal Management Issues	5-5
Protected species	5-5
Myakka Wild and Scenic River	5-6
Conservation practices on annexed lands	5-7
Tree protection	5-7
Historic/archaeological preservation	5-8
Coastal zone management	5-9
Hurricane evacuation	5-9
Conservation Data & Analysis	5-10
Natural Resources	5-10
Rivers, wetlands, estuarine marshes, groundwater and air	5-10
Floodplain	5-13
Commercially valuable minerals	5-15
Soil and Water Erosion	5-15
Recreationally and Commercially Important Areas	5-18
Known Pollution Problems	5-20
Current and Projected Water Needs and Sources	5-21
Current and future reuse water supply	5-24
Water conservation and the Southwest Florida Water Management District	5-24
Coastal Management	5-25
Data and Analysis	5-25
Inventory of Existing Land Uses in Coastal Planning Area	5-25
Community Background	5-25
Shoreline Uses	5-25
Need for water-dependent and water-related development sites	5-25
Areas in need of redevelopment	5-26
Economic base of coastal planning area	5-26
Effects of Future Land Uses on Natural Resources	5-26
Vegetative cover, wetlands and wildlife habitats	5-27
Living marine resources	5-28
Impacts to the Future Land Use Element	5-28
Historic resources and sites	5-28
Estuarine pollution conditions and actions needed to maintain estuaries	5-29
Assessment of impacts of facilities proposed in other elements	5-30
Actions needed to remedy existing pollution problems	5-32
Natural disaster planning concerns introduction	5-33
Natural disaster evacuation planning concerns	5-34
The Hurricane Vulnerability Zone	5-34
Number of persons requiring evacuation and public hurricane shelter	5-36
Number of hurricane shelter spaces available	5-36
Evacuation Routes; transportation and hazard constraints on evacuation times	5-37
Evacuation times	5-39
Projected impact of density proposed in the Future Land Use Element	5-41
Special needs population	5-41
Potential measures to maintain or reduce hurricane evacuation times	5-42
Coastal high hazard area and infrastructure located within it	5-43

Beach and dune systems	5-43
Public access facilities	5-43
Shoreline access points	5-43
Scenic overlooks	5-44
Sea Level Rise	5-44

Chapter 6 Recreation & Open Space **Page**

Introduction	6-3
Needs and Priorities	6-4
Relationship to the EAR	6-4
Parks and Recreation Master Plan	6-5
Parks and Recreation Division Recommendations	6-11
Local Option One Percent Infrastructure Surtax	6-12
Myakkahatchee Creek Greenway Master Plan	6-13
Other Recreational Opportunities	6-19

Chapter 7 Intergovernmental Coordination **Page**

Introduction	7-3
Inventory	7-3
Analysis	7-12
The 2010 EAR	7-12
Intergovernmental coordination improvements	7-19
Future Land Use Element	7-19
Transportation Element	7-19
Sanitary Sewer Element	7-20
Potable Water Element	7-21
Solid Waste Element	7-22
Stormwater Management Element	7-22
Housing Element	7-22
Conservation and Coastal Zone Management Element	7-22
Parks and Recreation Element	7-25
Public School Facilities Element	7-25

Chapter 8 Housing **Page**

Introduction	8-5
Relationship to the EAR	8-6
Housing in North Port	8-7
Past & Present Conditions	8-7
Future Housing Development	8-7
Housing Principles	8-8
Quality of Life	8-8
Maintenance of Existing Neighborhoods	8-9
Affordable Housing	8-9
Workforce Housing	8-9
Medium & High Density Housing	8-9
Master Planned Housing and Mixed Use Developments	8-10
Manufactured Homes	8-10
Adult Care Centers	8-10

2007 North Port Housing Report	8-10
Executive Summary	8-12
Introduction	8-15
Community Composition	8-16
Key Issues	8-18
General Characteristics	8-19
Housing Inventory and Trends	8-19
Households	8-20
Size of Households	8-21
Tenure	8-22
Types of Housing	8-23
Substandard Housing	8-24
Age of Housing Stock	8-25
Market Rate Housing Costs and Values	8-25
For Sale Housing	8-25
Values	8-26
Rental Housing	8-31
Renting vs. Homeownership	8-33
Public and Assisted Housing	8-34
Elderly and Special Needs	8-36
Elderly Households	8-36
Housing Needs	8-37
Cost Burdened Households	8-38
Residential Construction Trends	8-39
Commuting Costs and Patterns	8-40
Mix Use & Income Strategies	8-43
Recommendations	8-44
Additional 9J5 data and updates	8-48
North Port Profile	8-48
Comparative Profile	8-49
Income Categories	8-54
Definitions	8-55

Chapter 9 Public School Facility Element Page

Intent and Purpose	9-3
Planning Framework	9-3
Florida Statutory Requirements	9-4
Introduction	9-4
Guidelines for the Development of Schools	9-5
Inventory and Analysis	9-6
Funding	9-9
Coordinated Public School Facility Planning	9-13
Concerns for Schools	9-15
Opportunities for Schools	9-15

Chapter 10 Capital Improvement Page

Introduction	10-3
Working Towards Build-out	10-5
Fiscal Capacity-Revenues	10-7

10 Year Planning Period	10-8
5 Year Capital Improvement Program	10-9

Chapter 11: Economic Development

Introduction	11-3
Description of Local Economy	11-3
Workforce	11-4
Jobs and Major Employment	11-5
Education	11-6
Income	11-7
Commuting	11-7
Unemployment	11-8
Financial Health and Cost of Living	11-8
Chapter 3 Important Economic Issues	11-9
Future Land Use	11-9
Tourism	11-9
Public Infrastructure	11-10
Transportation	11-10
Quality	11-10
Chapter 3 Economic Development Activities	11-11
Targeted Industries	11-11
Economic Development Accomplishments	11-12
Business Retention and Expansion	11-12
Economic Development Incentives	11-13
Economic Development History and Trends	11-13
Chapter 3 Conclusion	11-14

CHAPTER 1

CITY OF NORTH PORT COMPREHENSIVE PLAN

PLANNING FRAMEWORK

Table of Contents

Chapter 1 Planning Framework	Page
Introduction.....	1-3
Planning Vision.....	1-3
Projected Growth.....	1-4
Neighborhoods.....	1-4
Activity Centers & Town Centers.....	1-4
Gateways.....	1-6
Infrastructure Systems.....	1-6
Financial Feasibility.....	1-6
Annexation Areas.....	1-7
Joint Planning Opportunities.....	1-7
Community Concept Map.....	1-8
Intergovernmental Relationships.....	1-8
 Map	
Community Concept Map 1-1	

PLANNING FRAMEWORK

The City Commission has established the following *Mission Statement* which states:

The City of North Port will provide the health, safety and welfare services to our residents which would not be otherwise provided or could not be provided efficiently or equally without the intervention of government at the local level.

The City will provide said services in a professional and financially responsible manner, and by listening, engaging, and serving our residents.

The Planning Framework, developed as part of the Evaluation and Appraisal Report (EAR) of the 1997 Comprehensive Plan updated as part of the 2005 EAR visioning process, and further modified as part of the 2016 Evaluation and Appraisal Review, contains the basic building-blocks of the citizens' vision for the City at build-out. The Planning Framework is an instrument created for use by City citizens, City officials, and the public to help guide in the revision of the state mandated Comprehensive Plan. While not required by statute, the Citizen Advisory Committees and staff developed the Planning Framework through public input to provide a synopsis which formally establishes the focus of the newly amended Comprehensive Plan. The Goals, Objectives and Policies that are found in each element of the Comprehensive Plan have been designed to implement or better define one or more vision statements in the Planning Framework.

Article I. Planning Vision

Planning begins with vision. This vision focuses on what a desirable future would include. When looking at the development and past planning for the City, the vision includes availability of jobs and business opportunities; the strength of existing and future neighborhoods; urban design; the provision of adequate utilities including potable water, sewer and solid waste disposal; the condition of streets; the quality of the Myakkahatchee Creek; the quality of open space and City parks; the availability of affordable living homes and diversified housing opportunities; and the accessibility and adequacy of health care, social services, employment, libraries, schools and protective services. In summary, the City should be a place where citizens can live, work, shop, learn, and recreate within the corporate limits of the City. These are some basic elements that contribute to the quality of life acceptable to the citizens of North Port.

Concepts are a result of vision. Concepts provide the framework and direction which will enable the City to best achieve its desired goals. The planning concepts for the City of North Port are as follows:

1. Projected Growth

The City recognizes that its population will increase with time. The City will plan accordingly to ensure that future community needs and vision are realized, based on the projected population growth. To accomplish this, the City shall utilize the master planning approach for infrastructure needs. This approach shall implement the Goals, Objective and Policies and shall identify the needs at build-out and program the needs over time, within the financial capability of the City.

2. Neighborhoods

This concept involves ensuring that existing and future residential areas are designed and developed in a way that creates viable and stable neighborhoods. The City was originally conceived with a basis on a neighborhood concept that would include small commercial and park areas in each neighborhood. The City recognizes that stable neighborhoods are major assets to the community. The original design concept remains valid. For existing neighborhoods, the neighborhood's character needs should be defined so that necessary improvements are built and policies are developed to support the neighborhood's character. For future neighborhoods, the City's Comprehensive Plan, Unified Land Development Code, and Pattern Books should guide development to create aesthetically pleasing and safe neighborhoods, and ensure the provision of the necessary infrastructure which will enhance the neighborhoods overall character. Neighborhoods should be externally connected to other neighborhoods, activity centers, and town centers. Connectivity includes vehicular and/or pedestrian bridges, fitness trails, sidewalks, golf cart paths that would also serve as access for emergency vehicles, and mass transit facilities.

3. Activity Centers and Town Centers

Several Activity Centers and Town Centers exist within the City, each having its own potentially unique characteristics and functions. The City has developed design guidelines which will guide development and define the individual character of each Activity Center and for Town and Village Centers. The Activity Centers and Town/Village Centers should provide for a mix of land uses that implement the goals desired for each area. For example, an Activity Center's design can provide for diverse housing types, affordable living, employment areas, a variety of recreational opportunities and community spaces, internal and external connectivity, etc. Each Activity Center and Town Centers defines the area by allowing a mixture of uses at varying intensities and densities such as employment, medium/high density residential, hospitals and/or mixed use developments.

- 3a.** The US 41 corridor, containing the City's existing shopping area, is an activity center characterized by long established retail, office and service uses and a more recently developed larger scale commercial area at the eastern end of the corridor. This activity center should continue to be developed, with a Mediterranean design theme.
- 3b.** The area around the Sumter/Price intersection is a town center that serves as a key component of the Heron Creek Development of Regional Impact (DRI). This activity center

will contain a mix of uses including government, multifamily, office professional, retail and medical facilities. This area should be designed to be pedestrian oriented.

- 3c.** The I-75 interchange with Sumter Boulevard is another activity center. This activity center will be characterized by highway uses, medical/hospital (on and adjacent to properties owned by Sarasota Memorial Hospital), and retail at lower intensities than those at the I-75/Toledo Blade activity center. The proximity of this activity center to the City's primary potable water supply source will restrict the types of uses and intensity of development.
- 3d.** The area around the I-75 and Toledo Blade interchange is an activity center defined by highway commercial uses near the interchange, office, and retail. The Panacea DRI, which contains a range of land uses from retail and office to light industrial and multifamily, will be included in this activity center. This activity center will also serve as the home to the North Port campus of Suncoast Technical College. This activity center will provide the highest allowable intensity due to the available land area, surrounding land uses, and accessibility to the road network.
- 3e.** The Price/Toledo Blade intersection is an activity center characterized by commercial/retail uses, multifamily, office and industrial uses, and motels. This will be a multi-modal activity center.
- 3f.** The area around I-75 and Yorkshire Street has been designated as Activity Center 6. The designation of this area was determined through data and analysis contained within the City's *Activity Center Report* and through public input which, also determined that this location was the best site for an interchange to serve an Activity Center area in the eastern section of the City. As part of the Master Plan called for in Policy 2.6.2 of the Future Land Use Element, the City shall coordinate with FDOT to identify this location as a future interchange and will also coordinate with FDOT, the Sarasota-Manatee MPO, and any other applicable public or private agencies to identify funding sources and potential phasing for development of this interchange. The character of this Activity Center is to provide areas of high quality employment.
- 3g.** Warm Mineral Springs shall be developed to take advantage of the unique geographic feature of the spring, while serving to protect the natural function of the spring.
- 3h.** River Road Office Park shall be designed as a mixed-use development including employment, residential, public and commercial uses.
- 3i.** West Villages Town Center is a high density/intensity area designed to be a more urban/regional commercial, employment, residential area than the suburban development pattern present in the remainder of North Port.

4. Gateways

A gateway is an area around a point that is an entrance into the City. The City's primary gateways are the I-75 interchanges, U.S. 41 at the eastern and western City limits, North and South River Road at the City limits; West Villages Parkway, Winchester Blvd., and Yorkshire Street at the Charlotte County line; the intersection of Hillsborough and Toledo Blade Boulevards, and a future interchange at I-75 and Yorkshire Street. The purpose of the gateways is to provide a sense of entry into the City.

To accomplish this, design standards are appropriate. These standards can range from architectural features/themes and special landscaping requirements to City-sponsored streetscaping projects that would encompass a gateway or corridor.

5. Infrastructure Systems

These systems include roads, parks, utilities, schools, drainage, fire/police, open space, and the environment. These systems help define the quality of life within the community. As a general concept, these systems should be designed so that they implement several goals. Examples are as follows: road system improvements should be designed to implement the gateway and park/open space concepts; schools should be designed to promote/provide a neighborhood focal point as well as recreational opportunities, trail or bike/pedestrian bridges should be designed to also serve emergency and rescue vehicles, drainage systems should be aesthetically designed to include park/open space opportunities and, if possible, to provide a source of potable water. Also, infrastructure systems such as water/sewer, roads, and fire/police need to be phased to guide development, and should be used to accomplish other goals such as economic development, and be financed by creative methods to achieve the goals of the City.

6. Financial Feasibility

Any changes to the Comprehensive Plan should be financially feasible. Changes to the Comprehensive Plan that improve the tax base should be favorably considered, whereas changes that negatively affect the City's financial health should be considered with caution. Any improvements called for must be financially feasible to implement and to maintain. An accompanying funding concept is that growth should pay its own way provided the growth supports the Comprehensive Plan. This concept does not preclude the use of public funds to accomplish a public purpose such as economic development.

To test the financial feasibility of the Comprehensive Plan, a planning tool was developed to compare the projected capital funds that will be available to the estimated cost of the capital projects necessary to maintain the existing levels of service. Due to the long-range nature of this planning tool, the numbers should not be used to analyze yearly budgets or five-year master plans.

The results of the analysis clearly show that the Local Government Infrastructure Surtax (1 cent sales tax) must continue, and the City must review the existing impact fees and analyze the benefits/impacts of establishing other impact fees. The Infrastructure Surtax is critical to financing the capital projects. Therefore, if this funding source is discontinued, the City must review this Comprehensive Plan and amend it where appropriate. Other funding sources such as proportionate

fair share, grants, City TIF, real estate transfer tax, vehicle license fee, public/private partnerships may be used to accomplish capital improvements. The City may support initiatives to modify state legislation that establishes new funding sources.

7. Annexation Areas

Since the 1997 Comprehensive Plan, the City has annexed the two areas that were identified at that time as potential annexation areas. The only area identified in 1997 that has not been completely annexed is the area along US-41 from the City's western boundary to the River Road/US-41 intersection, and the SCF campus. In addition, the Citizen Advisory Committees for the EAR showed that the citizens do not want the City to become larger unless an annexation results in an increase in employment opportunities. Since the development of the 2008 EAR, the City has also annexed several tracts within the West Villages that were once owned by other agencies (Pine Street and the tract owned by Sarasota Memorial Hospital.) Also, the Housing Report concludes that with the 2000 annexations, there is ample land area to diversify the housing stock. The Activity Center Report concludes that the land area for tax base diversification is nearly balanced with residential land area. Since the time of the 2008 EAR, Mattamy Homes has purchased the entire undeveloped West Villages area, including the parcel to the south of the North Port City Limits. Mattamy could, at a future date, consider the annexation of the southern portion of the West Villages into the City. With the land under one owner and with sewer and water provided by the West Villages Improvement District, it would be sensible for all of Mattamy's holdings to be included within the City Limits. Therefore, no further annexation shall be approved other than the US-41 corridor, the SCF campus, and the southern portion of the Thomas Ranch, as shown on the Community Concept Map unless the annexation clearly benefits the City by diversifying the tax base.

Any future annexation shall meet the requirements of the appropriate state laws; in particular Chapter 171, Florida Statutes. In addition to the requirements of state laws, the extension of City services shall be economically and financially feasible to ensure the cost of extending services does not burden the existing rate payers and property owners within the City limits prior to the annexation.

8. Joint Planning Opportunities

Several joint planning opportunities extend beyond the corporate limits of the City. Drainage, traffic circulation, hurricane evacuation, potable water, affordable housing, regional trail and transportation systems, conservation lands (eco-tourism), regional scaled recreational or special use facilities, and schools are examples of the general areas that require intergovernmental cooperation and coordination to resolve problems and to take advantage of opportunities. Therefore, the City accepts its responsibility in order to meet regional needs. The City will cooperate with other jurisdictions to seek regionally acceptable solutions to regional problems and to take advantage of opportunities that may arise without degrading the unique character of the City, the City's quality of life, or lengthening the bureaucratic processes.

The City shall annually review and analyze the previous actions and events to determine if any changes are needed to the Comprehensive Plan.

9. Community Concept Map

The purpose of the Community Concept Map (Map 1-1) is to identify the general geographic limits of the City, existing and future neighborhoods, major civic centers, activity centers, community parks and major conservation areas. The Community Concept Map is intended to graphically depict the general development pattern of the City at build-out. Consequently, a planning period date is not appropriate.

These concepts form the basis for the proposals found in the EAR and accompanying Comprehensive Plan amendments. The goals, objectives, and policies further refine, define and implement the concepts.

10. Intergovernmental Relationships

In order to build positive intergovernmental relationships the City shall strive to cooperate with other governmental jurisdictions on matters of mutual interest and advantage such as mechanisms for identifying and implementing joint planning techniques and methods to implement the plans; directing development to those areas which have in place the land and water resources, fiscal abilities and service capacities to accommodate growth in an environmentally acceptable manner; respect the standards and values of the other jurisdiction; continued economic sustainability that strengthens the social and economic environment; addressing issues such as commuting patterns, cost of living, water resources, implementing the City of North Port's design standards and infrastructure and facility needs.

CHAPTER 2

CITY OF NORTH PORT COMPREHENSIVE PLAN

FUTURE LAND USE

Table of Contents

Chapter 2 Future Land Use	Page
Introduction.....	2-4
Background.....	2-4
Growth Trends.....	2-5
Planning Timeframes.....	2-11
Planning for Residential Uses.....	2-11
Planning for Non-Residential Uses.....	2-13
Coordination of Capital Improvements and Land Uses.....	2-13
Existing Land Uses.....	2-14
Designated Area of Critical Concern.....	2-14
Regional Dredge Spoil.....	2-14
Potable Water.....	2-14
Drainage.....	2-15
Solid Waste.....	2-15
Transportation Network.....	2-15
Natural Resources.....	2-16
Annexed Areas.....	2-17
Conservation and Recreational Areas.....	2-17
Available Residential Lands.....	2-17
Available Non-Residential Lands.....	2-18
Historic Resources.....	2-18
Recreation/Open Space and Preservation Land Uses.....	2-19
Soil and Topography.....	2-19
Land Needed to Accommodate Projected Population.....	2-19
Methodology.....	2-20
Needs Analysis.....	2-22
Redevelopment: The Renewal of Blighted Areas.....	2-24
Quality of Life Issues.....	2-25
Flood Prone Land Use Issues.....	2-25
Dredge and Spoil Responsibilities.....	2-26
Hazard Mitigation.....	2-27

List of Illustrations

FIGURES

2-1	City Boundary History	2-5
2-2	Development History 1959-1989	2-7
2-2a	Development History 1959-1989	2-7
2-3	Development History 1990-1999	2-8
2-3a	Development History 1990-1999	2-8
2-4	Development History 2000-2006	2-9
2-4a	Development History 2000-2006	2-9
2-5	Projected Growth Areas	2-10

TABLES

2-1	Land Use Breakdown	2-14
2-2	Citywide Non-Residential Buildable Acres	2-18
2-3	Recreation/Opens Space and Preservation Land	2-19
2-4	Current, Future, and Proposed Residential Development	2-20
2-5	North Port Population Projections	2-22
2-6	Long Term Analysis	2-22

FUTURE LAND USE ELEMENT

INTRODUCTION

The Future Land Use Element provides direction for managing anticipated growth in the City of North Port in an orderly and balanced manner. The Future Land Use Element, Future Land Use Map, and the other elements of the Comprehensive Plan are designed to work in concert to ensure that the distribution of land uses will meet the future economic, social, physical, and environmental needs of the City of North Port, thereby increasing the overall quality of life.

BACKGROUND

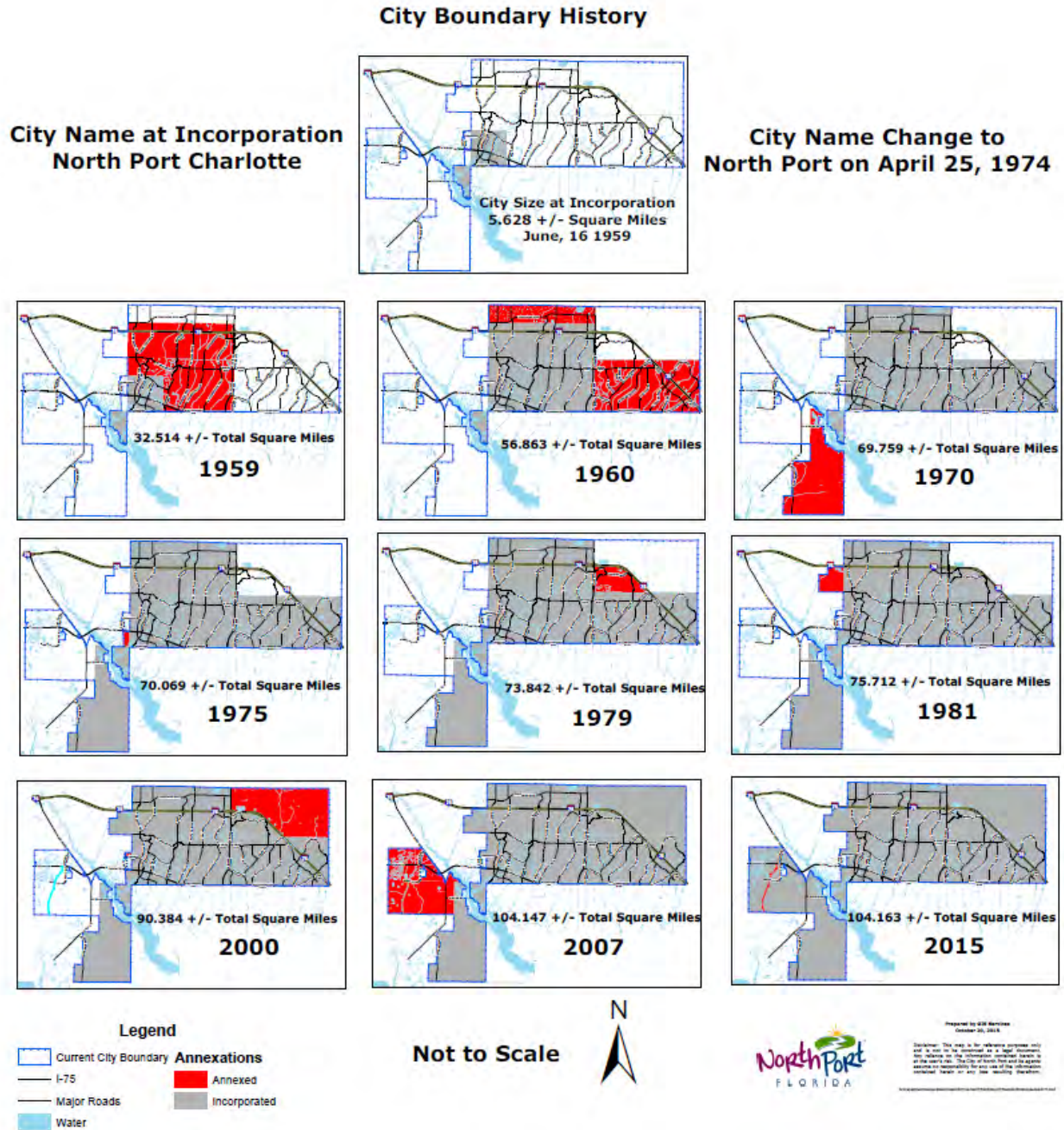
The City of North Port is located in southern Sarasota County, sharing common borders with Charlotte and DeSoto Counties. The City of North Port is one of Florida's platted land communities-the initial development of which was begun by the General Development Corporation (GDC). The first plat of what was then North Port Charlotte was approved by Sarasota County in 1959, shortly before the incorporation of the City. After City incorporation, and the election of a City Commission, the other plats and annexations were approved by subsequent City Commissions. The City boundary history as illustrated below in [Figure 2-1](#) shows how the City of North Port has grown over time. In a very real sense, the Sarasota County Commission and the State of Florida began the development processes that resulted in the present development patterns in the North Port area.

Beginning from a population base of under 50 people at incorporation, the City's population has increased steadily with a large surge in population growth beginning in the late 1990's through 2006. The City's estimated population as of the writing of this Comprehensive Plan is approximately 64,472 people, making North Port the 49th most populous city in Florida. It is anticipated that under the current Future Land Use Map, including platted lots, and approved developments, the population of North Port at build out is estimated to be just over 270,000 residents. The larger population figure would be dependent on the northeastern corner of the City that is currently being considered for inclusion into a conservation area being developed instead.

As the City has grown in both size and population, the average age of its citizens has decreased to approximately 41 years of age. This makes North Port one of the youngest communities in southwest Florida. The demographic make-up of North Port with a younger population creates challenges and a need for a diversity of services ranging from those to serve the very young (schools, day care, parks and active recreational facilities, social services) to the elderly (medical, transportation, passive recreational facilities, social services).

North Port was platted primarily for single-family residential development on approximately 95% of its total land area, leaving only 5% for multi-family residential or non-residential uses. Through a series of annexations, and the designation of Activity Center #6 in the area of I-75 at Yorkshire Street, the City has increased its percentage of non-residential, economic development type uses to approximately 15% of the total land area, not including conservation and recreation/open space lands. As North Port's population has grown, the City has begun to witness the development of commercial and office uses to serve residents and visitors, a trend that will likely continue at a steady pace. However, the City is still lacking some essential facilities that will be necessary for the growing population, including but not limited: to a hospital, multi-modal transportation connections, and a wider range of businesses that would enable the majority of North Port residents to both live and work within the City.

Figure 2-1



GROWTH TRENDS

As noted in the background section of this document, there are now over 64,472 year-round residents in North Port. From its incorporation in 1959, the City has grown from under 200 people to its current population. Much of that growth has occurred since 1990. In fact, the City grew over 90% between 1990 and 2000. Between the years 2000 and 2016, the City more than doubled its population by adding 41,000 people. Looking at it another way, the City grew by approximately 181.08% per year during that seven-year period. North Port, as opposed to Sarasota County does not have a sizable seasonal population. According to the 2000 US Census, North Port has an average seasonal population that adds an additional 7.6% to its residential population during the winter season (November to April).

Figures 2-2 through 2-4a below illustrate the development history of North Port from 1935 through 2016. Each dot represents a developed parcel. As noted earlier, over 95% of the City was platted for single-family detached residential development until the recent annexations. Therefore, most of the growth indicated on these figures is single-family residential development. Most of the commercial development that had taken place within the City was in Activity Centers 1 and 2 (see Activity Center Report (North Port Planning Department, 2008) for a full analysis of all Activity Centers, Town Center, and Neighborhood Commercial areas). As development opportunities within Activity Center 1 move towards the redevelopment of the older shopping centers as the limited existing vacant land is developed, commercial activity has also begun to take place within Activity Center 5 and in the Neighborhood Commercial area at the intersection of Price and Cranberry Boulevards. These figures show how growth has radiated from the original core of the City and illustrates the growth patterns as development spreads throughout the platted lots. Figure 4 shows that since the 1990's, development is now occurring in the villages and DRI's as well as infilling within platted neighborhoods. It is interesting to note that pre-2000, the placement of utility trunk lines influenced growth in areas east of the City's original core. Subsequently, housing has infilled between these lines, albeit that most of that growth is still on well and septic systems. The City, through utilities master planning efforts, is steadily expanding its public utilities which will mean the eventual retirement of many if not all of the privately maintained well and septic systems that are being utilized today.

Figure 2-2

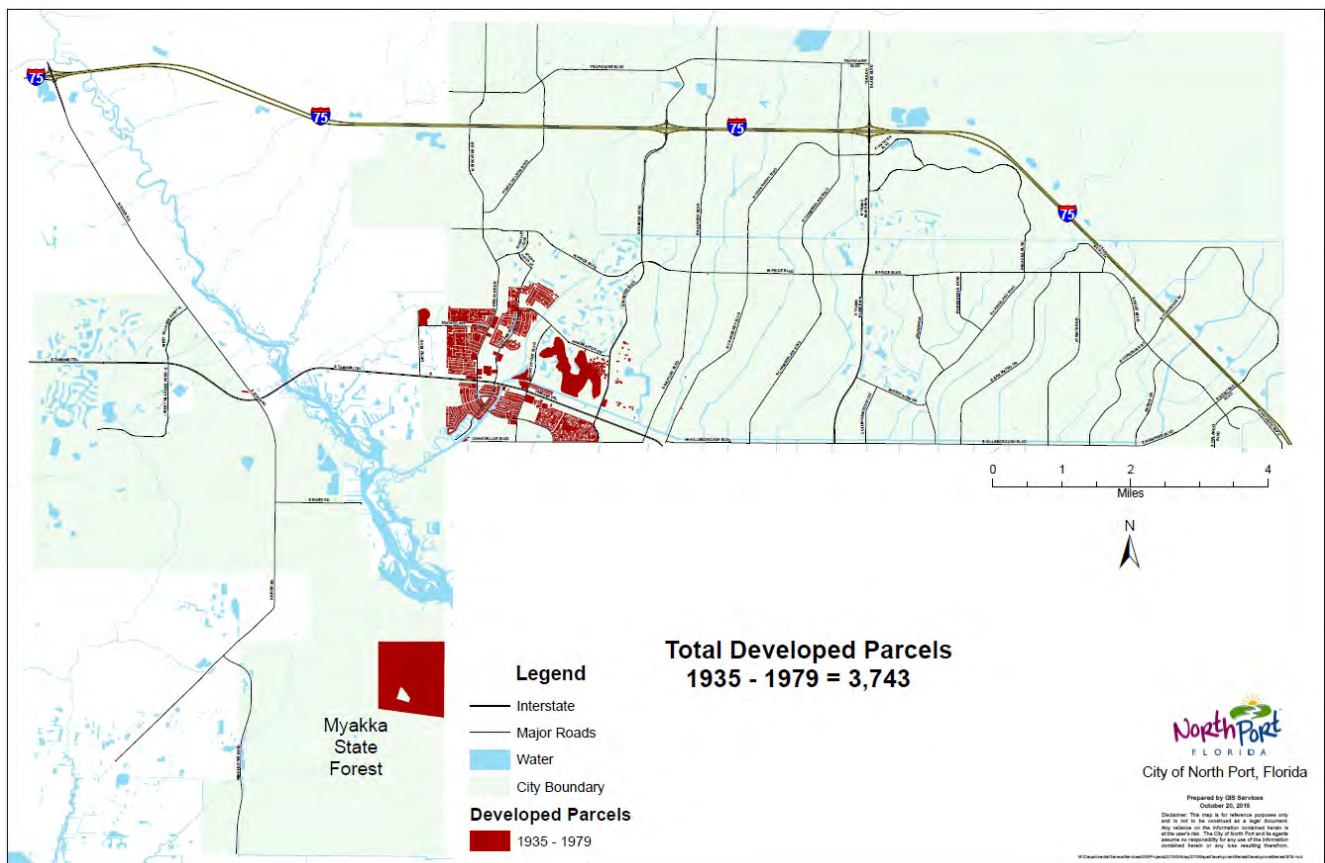


Figure 2-2a

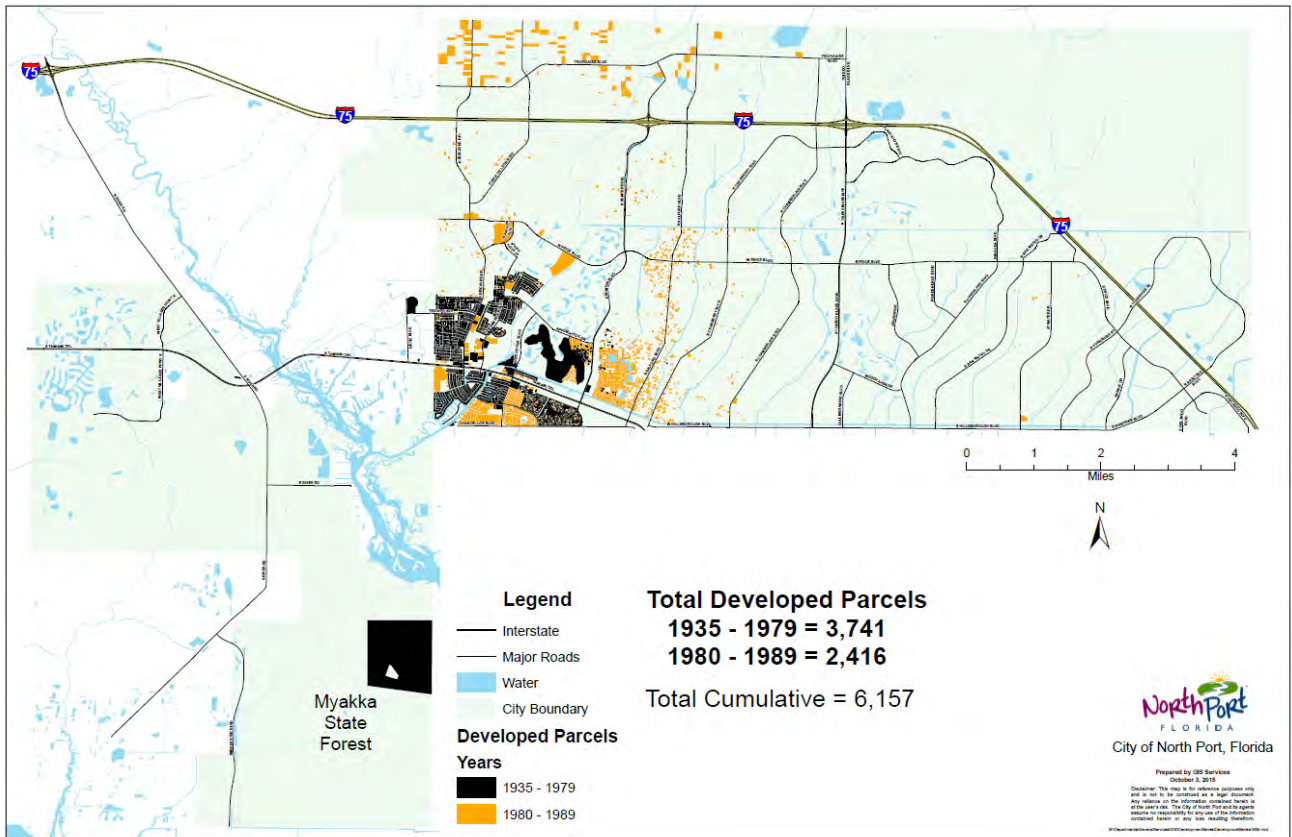


Figure 2-3

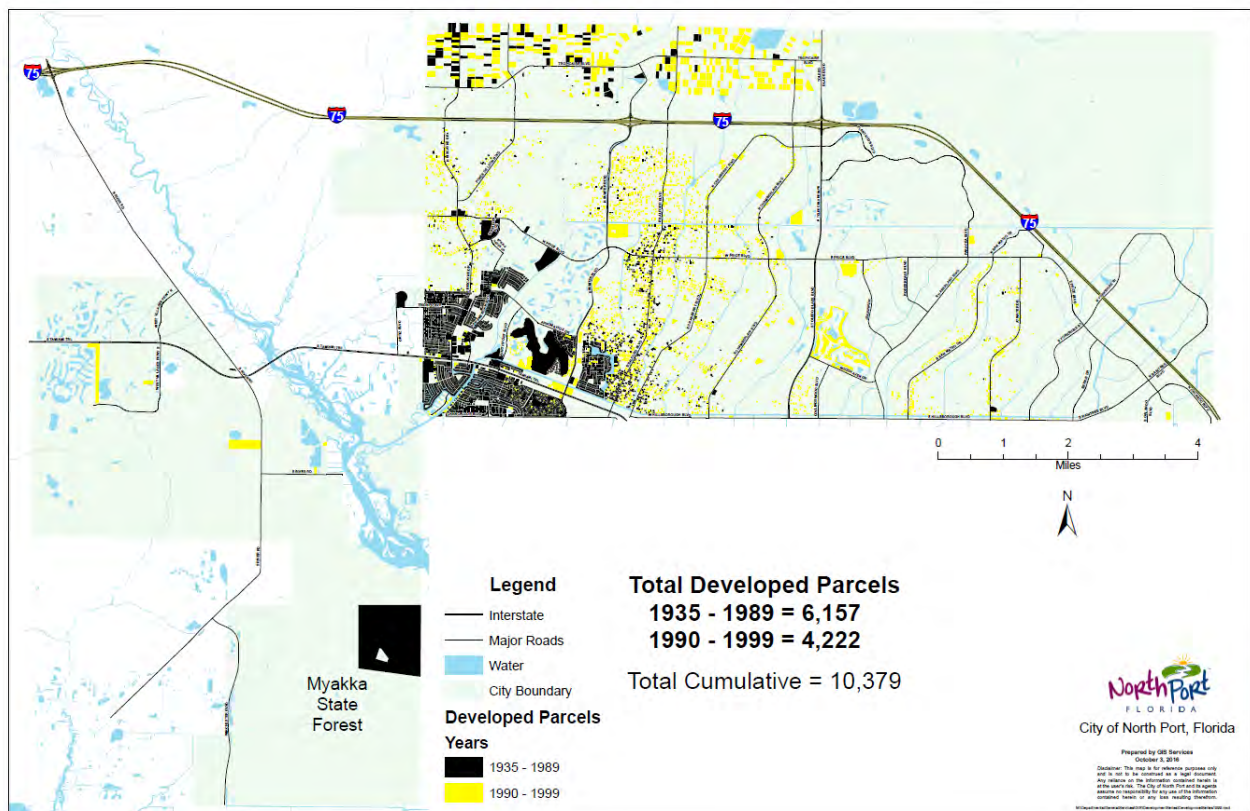


Figure 2-3a

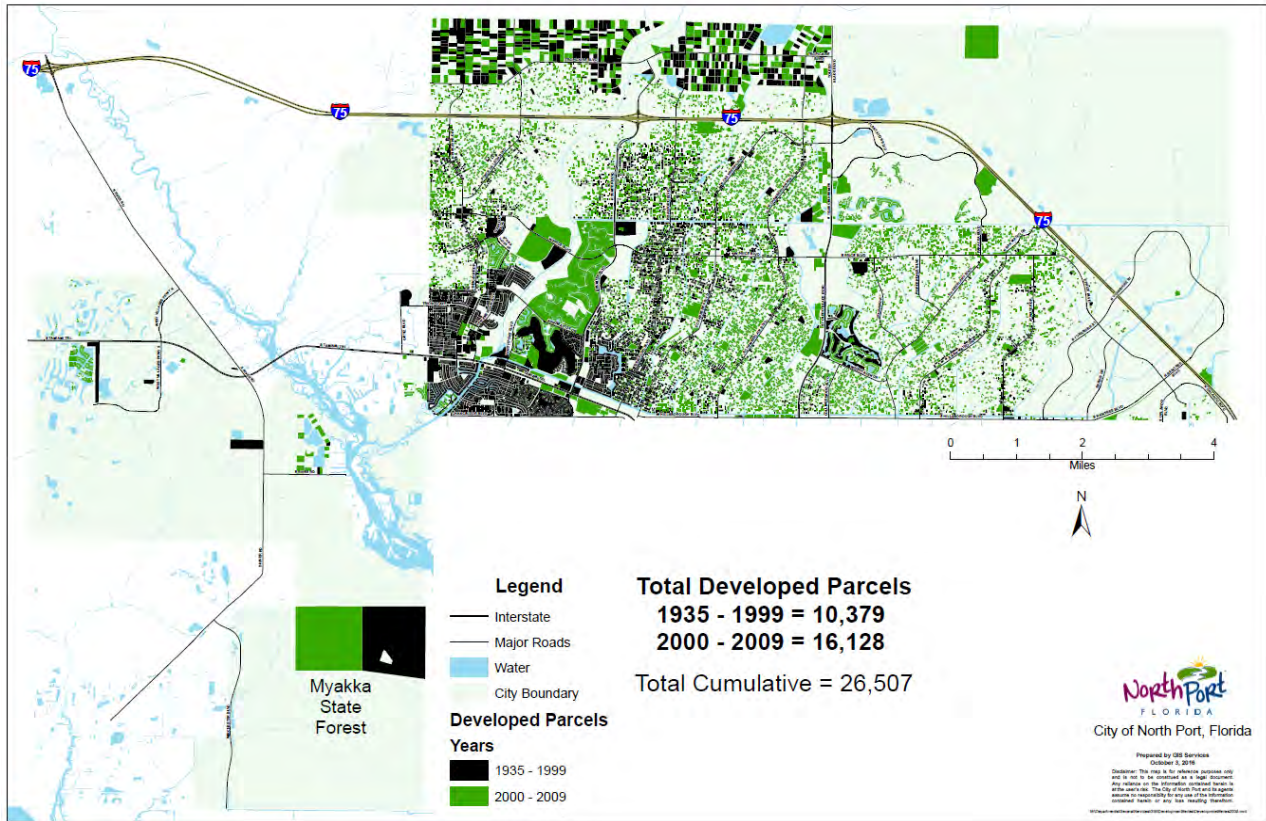


Figure 2-4

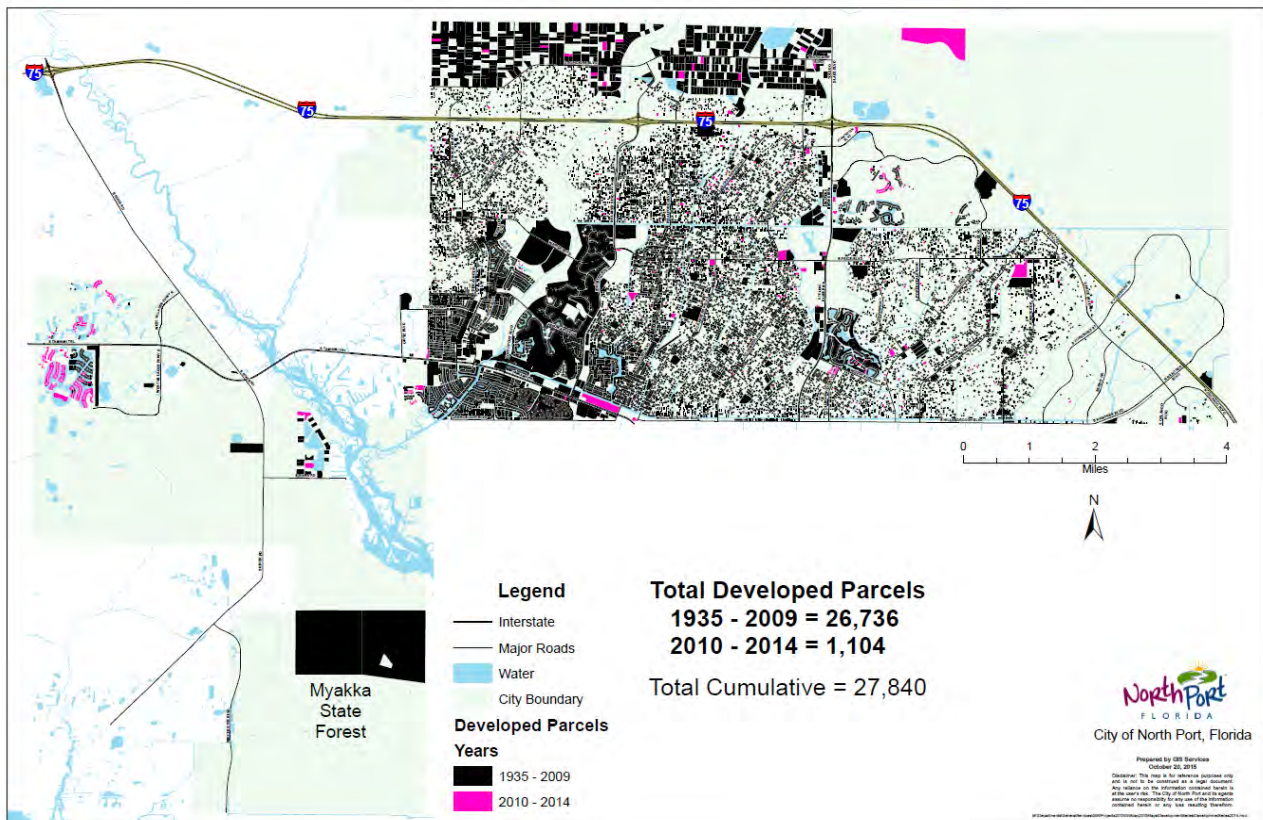


Figure 2-4a

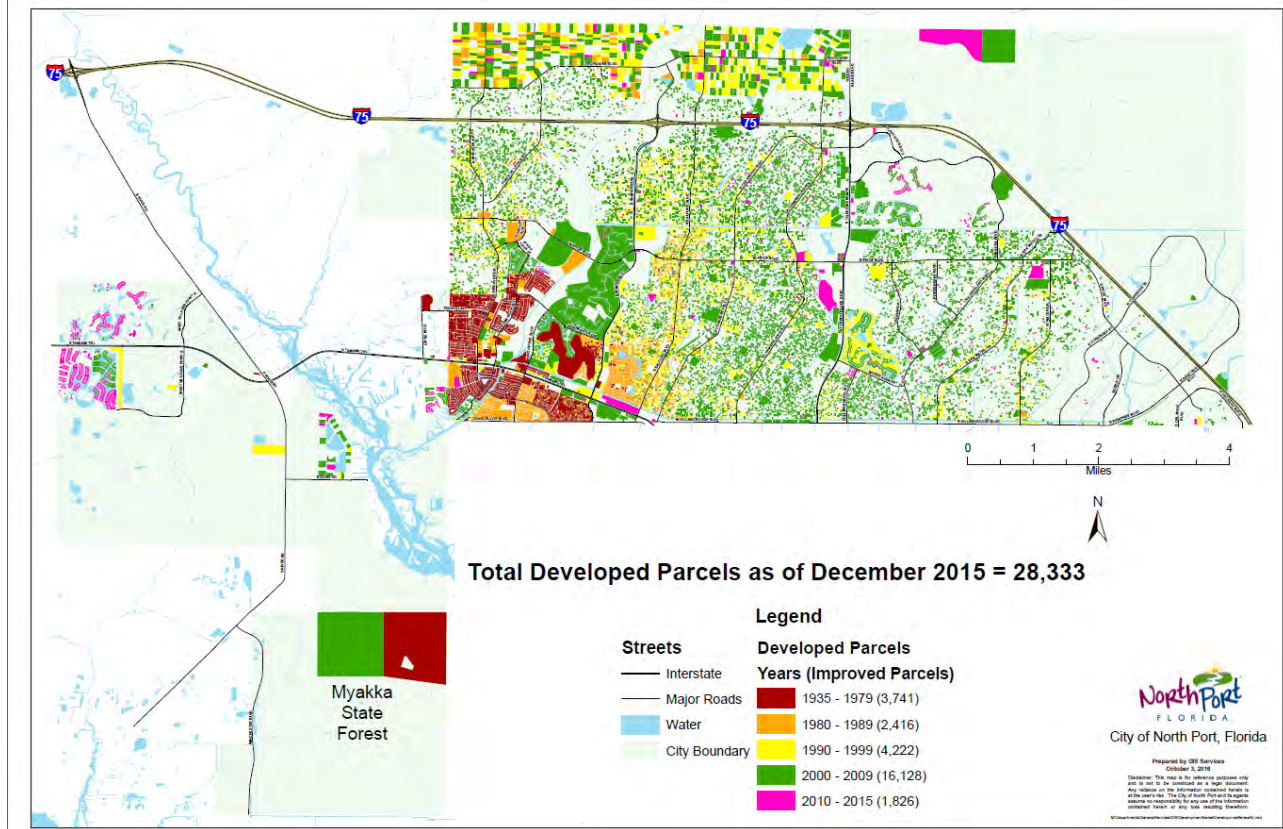
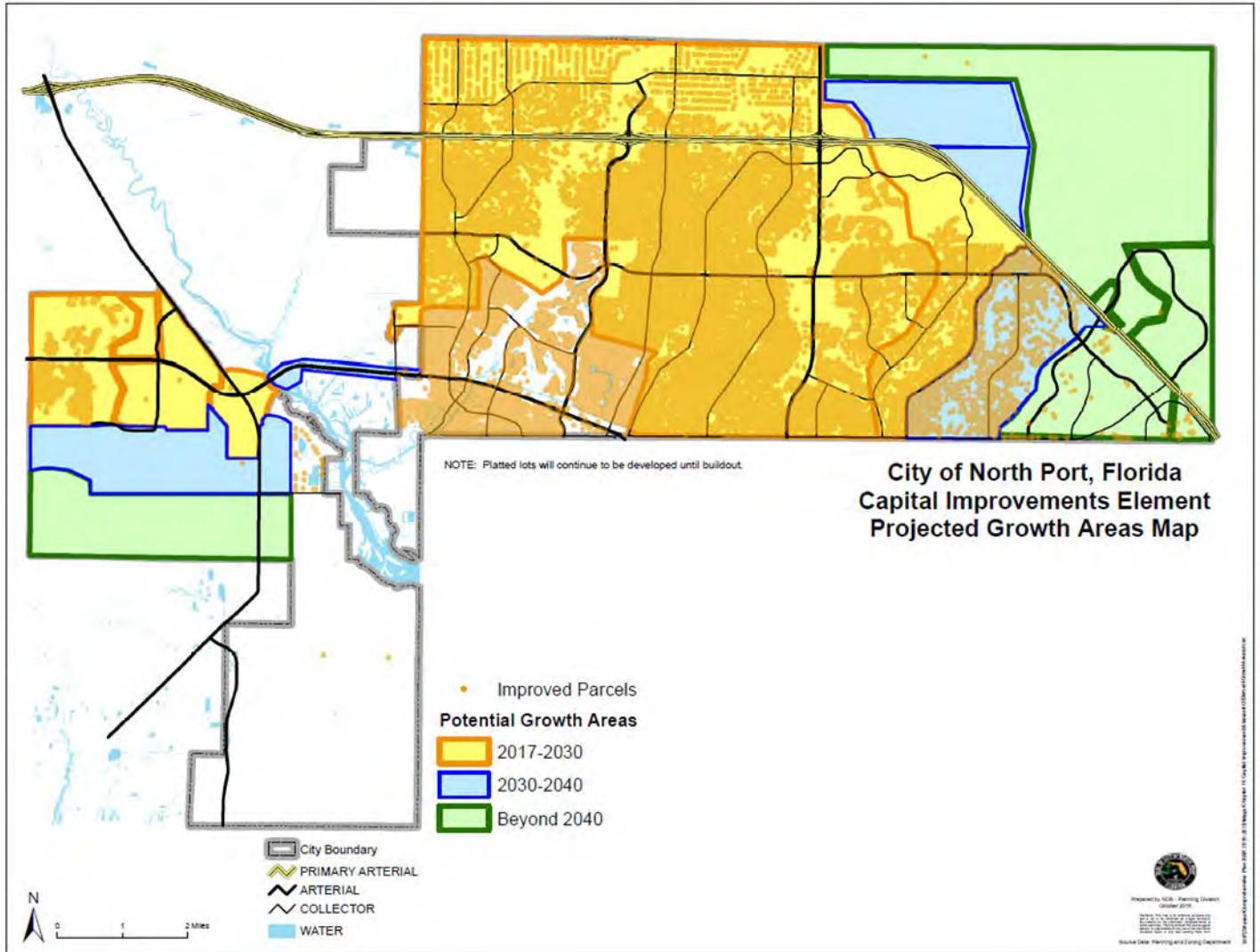


Figure 2-5 below is a phasing map which illustrates projected growth trends within the platted areas of the City as well as non-platted areas such as the West Villages, Activity Centers, and other residential developments. Although it is anticipated that the platted lots will continue to develop in a steady fashion, regional trends indicate that growth within newer developments is taking place at a faster growth rate than the platted lots. Reasons for this trend includes: a wider diversity of housing types, higher quality infrastructure, a wide variety of in-community social and recreational amenities, the presence of lighting and sidewalks, current or expected linkages to commercial districts, such as town centers and activity centers. Many of these new developments are required to provide commercial areas through the village process. Some developments that are not villages are still utilizing similar concepts by encouraging internal capture which provides residents the opportunity to meet their everyday needs in close proximity to their homes.

Figure 2-5



PLANNING TIMEFRAME

For purposes of this Comprehensive Plan, the City's planning timeframe is a 10+ year period from 2017-2030. Any discussions beyond the established timeframe, is conceptual but consistent with the City's planning for the ultimate build-out of the City.

PLANNING FOR RESIDENTIAL USES

The platted land nature of North Port implies that the majority of development sites are intended for single family residential uses with a typical lot size of 80' X 125' or 10,000 square feet. Prior to the 2000 annexations, 95% of the City's land area was zoned for single family residential uses with only 5% set aside for other uses. The City's annexations have allowed for the potential diversification of the housing stock in innovative planned developments, but approximately 2/3 of the City's platted lots remain undeveloped. To address this, the City has initiated a planning strategy that encourages the combining of lots in order to reduce the number of platted lots. The assembly^z and de-platting of lots can create large scale developments that continue to offer alternatives to the single family detached unit and include infrastructure and amenities not otherwise available in much of the platted areas. A successful example of such an initiative is the Charleston Park development off of Pan American Boulevard. Although the Activity Centers constitute much of the original 5% that was available for non-residential uses, medium and high density multi-unit residential uses are also permitted within Activity Centers, primarily to promote the City's concept of a live-work community and to provide a wider range of housing options to existing and potential residents. Specifically, to Activity Center 5, a reduction in medium and density gross acres as part of Figure 1 is proposed. Currently 9% gross land use is allowed for each use. Since the 2008 Comprehensive Plan update, the Sarasota County School District purchased 52 acres of the Activity Center for a future High School and Elementary School campus and for a transportation storage facility. In order to maintain an overall mixed use balance, and ensure lands available for light industrial and commercial land uses, a reduction to 4% for both medium and high density residential uses is recommended.

Since the implementation of the 1997 Comprehensive Plan, the City had discussed the creation of an urban service area boundary along with other phasing mechanisms, in order to encourage development within areas currently served by utilities or areas where utilities could be reasonably extended to, but due to private property rights issues, and economic development interests these initiatives had not been supported. In addition, no portion of the City is located within Sarasota County's urban service boundary. Although the City had no urban service boundary designated through the 2008 EAR amendments, there are areas in the City's southeastern corner where major power infrastructure and municipal facilities do not currently exist, and is not anticipated to be provided in the 10-year planning timeframe, therefore the City anticipates little to no residential development in this area over the 10-year period. Consistent with these findings, the Utility Master Plan, and other areas of the City specified in Policy to not receive City services as part of an amendment to the Comprehensive Plan in 2012, formed the basis for the creation of the City's Urban Service Boundary.

Following are brief descriptions of each of the City's residential land use designations as shown on the Future Land Use Map:

Agricultural, Estates - These are very low density residential areas that retain the open character of the land. Small-scale agricultural related uses and low density development are allowed in these areas. The maximum density is 1 residential unit per 3 acres. These lands are

primarily located on the City's north and northeast, with a second area designated in the City's southwest between River Road and the Myakka River in the Lake Geraldine area.

Low Density Residential - This land use encompasses the majority of the City's land area. The maximum density for the single family platted lots is 4.3 units per gross acre. For unplatted areas utilizing this designation, the maximum density is 4.0 units per gross acre.

Medium Density Residential - Whereas low density residential land uses dominate the City's landscape, there is a minimal amount of medium density residential development within North Port. The maximum density is 10 residential units per gross acre. One of the largest areas is located on the western edge of the City's core, north of US 41 and consists of older/smaller units that are conducive to homes for the elderly and as starter homes for young singles and families. In contrast to the 'old' medium density residential, some of the newer developments are incorporating this density via townhomes, single family attached, villas, and duplexes. An example of this includes Lakeside Plantation, within the Panacea DRI and the townhomes and carriage homes included as part of Gran Paradiso in the West Villages.

High Density Residential - These lands are designated for high density residential development with an emphasis on multi-family housing. The maximum density is 15 residential units per gross acre, excluding bonuses, incentives, or TDR units obtained from properties in the "sending areas" of the City. Similar to medium density residential zones, there are few areas with this designation in North Port. Currently, the largest high density development is Holiday Park just off the US 41 corridor. More recent developments include the Lakes at North Port, and Grande Court Apartments (tax credit developments), as well as Willow Creek (elderly only, located within Activity Center 1). In addition, the Toledo Club Apartments, while part of the overall Bobcat Trail development, would be considered high-density residential.

Village - As defined in the adopted *City of North Port Unified Land Development Code*, this classification was designed to promote a traditional, centralized pattern of development similar to the villages and hamlets in parts of the country from where many of North Port's residents relocated. It is expected that Village areas will achieve the following goals: Encourage a better job/housing balance; reduce reliance on the automobile by allowing a greater variety of land uses in close proximity to one another (including mixed use structures); protect and enhance environmental assets; and provide for an orderly transition from rural to urban development. Villages are composed of neighborhoods, neighborhood centers, village centers, and possibly town centers. West Villages and Toledo Village are currently the only approved villages in North Port. The maximum density in these communities is 3 units per adjusted gross acre. A subset of village is the rural village which would be encouraged in unplatted areas that have the agricultural, estates Future Land Use designation. The gross density within the rural village shall be no greater than 1 dwelling unit per 3 acres, with a village center component.

PLANNING FOR NON-RESIDENTIAL USES

As noted earlier, very little land had been set aside for non-residential uses in North Port. With the annexations that occurred since 2000, the City has expanded the land area that could be devoted to such uses, especially tax base diversification type uses. Other non-residential uses include:

Recreation/Open Space- These lands are designated for either passive or active recreational uses.

Public- These lands are designated for sites where governmental and public activities are conducted, including schools.

Conservation- These lands are designated to protect the environmentally sensitive lands by maintaining them in a nearly pristine state as aquatic preserves, wilderness areas, wildlife sanctuaries, state forest, or similar uses.

Activity Centers- These lands are designated to provide an area for coordinated development of industrial, commercial, professional office, residential, public and recreational uses. This designation provides for a variety of uses where project components and land use relationships are physically and functionally integrated.

During the City's Evaluation and Appraisal process as part of the previous Comprehensive Plan update, it was expressed that the City needed to examine the existing condition of the commercial, office, industrial, and mixed use/Activity Center areas. Further, the EAR directed staff to identify other areas for expansion of economic development opportunities. As a result, an Activity Center Report has been developed which looks not only at Activity Centers but the other tax base diversification type uses. The EAR based Comprehensive Plan amendment designated a new Activity Center (AC 6) located in the I-75 and Yorkshire Street area. Objectives and Policies relating to AC 6 are included in this element. While the potential impacts of the activity center shall be further examined, the City developed a series of interim guidelines that allows a portion of the potential development that could occur within this activity center area to develop if potential projects were to come online while the City is preparing an overall Master Plan for this Activity Center (Policy 2.6.2). Designating this activity center as part of the Comprehensive Plan, with the interim guidelines, actually reduces the potential impact of development in this area in contrast to what could have occurred under the previous Future Land Use designations while allowing limited development to come online, if proposed while the City prepares the Master Plan.

COORDINATION OF CAPITAL IMPROVEMENTS AND LAND USES

The coordination of urban land uses with the availability of facilities and services, specifically sanitary wastewater, solid waste, drainage, and potable water; is required by the Community Planning Act of 2011 and identified in F.S. 163.3161. This requirement is addressed by the levels of service standards established in the North Port Comprehensive Plan policies and five-year schedule of capital improvements (CIP) plan. Each year the capital improvements plan is amended to include an updated five-year schedule of capital improvements, which is contained within the Capital Improvements Element of this plan.

EXISTING LAND USES

As noted throughout this document, residential is the predominant land use in the City, with 54% of overall gross acres devoted to agricultural estates, low, medium, and high density land uses. Table 2-1 below shows the land use breakdowns for the City of North Port. In total, the City consists of 66,667 gross acres, of which 19.8% is built. Incorporating roads and drainage rights-of-way into the overall built acres, the City is approximately 23% built and 78.8% vacant. The Existing Land Use Map (Map 2-9) is located at the end of the Future Land Use Element.

Table 2-1

CITY OF NORTH PORT LAND USE BREAKDOWN BUILT AND VACANT										
Future Land Use Category	Acres	Percentage Total	Infrastructure Acres	Built Acres	% Built by LU Gross	% Built by LU- Net	% Built City wide Gross	% Built- City Wide Net	% Remaining Gross	% Remaining Net
ACTIVITY CENTERS	5,044	7.6%	849	962	19.1%	22.9%	1.4	1.7	98.6	98.3
COMMERCIAL	356	0.5%	61	26	7.4%	9.0%	0	0	100	100
CONSERVATION	10,081	15.1%	56	1261	12.5%	12.6%	1.9	2.2	98.1	97.8
AGRICULTURAL/ESTATES	9,212	13.8%	497	2527	27.4%	29.0%	3.8	4.4	96.2	95.6
HIGH DENSITY	442	0.7%	68	271	61.3%	72.4%	0.4	0.5	99.6	99.5
INDUSTRIAL	36	0.0%	7	19	52.9%	65.1%	0	0	100	100
LOW DENSITY	24,914	37.4%	6,787	6695	26.9%	36.9%	10	11.8	88.2	88.2
MEDIUM DENSITY	1,386	2.1%	221	315	290.0%	27.0%	0.5	0.6	99.5	99.4
NONE	20	0.0%	0	0	0.0%	0.0%	0	0	100	100
PROFESSIONAL OFFICE/INSTITUTIONAL	37	0.1%	10	9	23.2%	31.3%	0	0	100	100
PUBLIC	992	1.5%	66	489	49.3%	52.7%	0.7	0.9	99.3	100
RECREATION OPEN (INCLUDES CR)	2,903	4.4%	288	333	11.5%	12.7%	0.5	0.6	99.5	99.4
UTILITY INDUSTRIAL COORIDOR	348	0.5%	171	9	2.7%	5.3%	0	0	100	100
VILLAGE	10,775	16.2%	721	277	2.6%	2.8%	0.4	0.5	99.6	99.5
TOTAL	66,667	100.0%	9,801	13,191			19.8%	23.2%	80.2%	76.8%
Infrastructure-Road Rights of Way, Drainage										
Gross includes Infrastructure										
Net without Infrastructure										

DESIGNATED AREA OF CRITICAL CONCERN

The City of North Port does not have any designated areas of critical concern per Section 380.05 within its boundary

REGIONAL DREDGE SPOIL

The City of North Port does not have regional dredge spoil responsibilities, nor does the City have regional disposal site. The City does dredge its canal systems, and the majority of the spoil is used to build up/replenish the canal banks. Excess spoil is disposed of at the Charlotte County Landfill per a letter of authorization (Solid Waste Division, November 2007).

POTABLE WATER

General Development Corporation (GDC) platted large areas in parts of Florida including the City of North Port. The common practice was to install roads and swales to provide fill for building lots. This practice resulted in approximately 70,000 lots (nearly all of which designated for single family residential uses) with vested development rights that pre-date current State laws, i.e. in 1972 Florida State law discontinued allowing well and septic systems on platted lands less than 1/2 acre in size. GDC declared Chapter 11 in 1990, whereby the City of North Port acquired the GDC's Utilities. Today, the City owns the North Port Utilities Department which manages the potable water, wastewater, and reclaimed water systems. While North Port Utilities defines the standards and details for design and construction of these systems, because of the 1972 law, new developments are required to design, install, and dedicate all potable and reclaimed water and sewer infrastructure for their respective development(s). Although wells and septic systems are allowed, the Comprehensive Plan calls for potable water, reclaimed water, and wastewater lines to be expanded to areas of the City within the Urban Service Area Boundary. The City utilizes the master planning process to guide the extension of

utilities. Potable water, reclaimed water, and wastewater facilities are most prevalent in the City's core area and radiate out from the core to the platted lots and in newer developments. The newer developments are required to provide their own utility infrastructure and are thus served by potable water, and sanitary wastewater which increases their desirability in the market. Newer developments are also required to install irrigation infrastructure to reclaimed water standards. From an environmental standpoint, the extension of services results in a positive impact, and from a fiscal standpoint, the City does not initially have to expend City funds to provide this service. The extension of these lines to the new developments maximizes the City's ability to serve the platted lots in the future, again through the utility master planning process. Because of the geographic size of the City, there are logistical issues with developments far removed from main trunk lines, and/or lift and pump stations. These issues must be addressed either through utility master planning, developer agreements, cooperation amongst multiple developers or other options which should also address the timing/phasing for providing these services. The City's water sources are the Myakkahatchee Creek, CocoPlum Waterway, Myakkahatchee Creek RO Wellfield, and water allocated from the Peace River Manasota Regional Water Supply Authority. The City will continue to identify and explore the utilization of alternative water supply sources, including regional sources, to meet the need of the future population.

DRAINAGE

Drainage in North Port is handled by a system of canals, ditches, and weirs. These systems are carefully monitored and maintained by City's Road and Drainage District and Public Works Department.

SOLID WASTE

Solid Waste collection is handled by the City's Solid Waste District with once weekly service including recycling. Trash is disposed in the South County facility off Laurel Road in Venice.

Specific data and analysis for sanitary wastewater, potable water, and natural groundwater aquifer recharge can be found the elements and backup data pertaining to each, found within this Comprehensive Plan update.

TRANSPORTATION NETWORK

The majority of the transportation and drainage network were installed during the original platting of the City. The majority of the roads were developed as local roads to serve the platted lots. A series of collectors were constructed throughout the City, all of which are two lane facilities. The collectors are then funneled to the arterial systems which include two hurricane evacuation routes (Toledo Blade and Sumter Boulevard) and U.S. 41. Although rights-of-way were set aside for the majority of the arterial network (and along several collector roadways), it should be noted that these facilities, as constructed, were two lane facilities, many of which were platted in such a way that individual drive ways proliferate and subsequently impact the function of these roads. This is a challenge that all Florida platted communities seem to face. Besides U.S. 41, only one east - west arterial was constructed (Price Boulevard) from border to border. Essentially all of the collector roads funnel traffic onto Price Boulevard. As the City's population has grown, the level of service has subsequently dropped. U.S. 41 is another arterial roadway that is State maintained and bisects the City east to west along the southern boundary. U.S. 41 represents the City's original Activity Center which is nearing buildout at this time. Early on, the City has realized the importance of the US 41 corridor and since 1997 has focused a number of initiatives on improvement the corridor. These initiatives include enhancing the corridor aesthetically, improving connectivity to adjacent neighborhoods, and enhancing economic development opportunities along the corridor through various endeavors including the attempt to

establish a CRA, yearly applications for grant funding, and the now-sunset citizen boards which specifically focused on the U.S. 41 corridor. The last major component of the City's existing transportation network is I-75 which was constructed in the 1970's, bisecting already platted property in some areas. As a result, platted residential lots actually abut the I-75 corridor creating a unique land use challenge in its own right. The 1997 Comprehensive Plan identified the need for noise wall/buffers to mitigate the impact of I-75 on these platted lots, although as of the time of this writing, it appears that FDOT may not support or may not have the funds available for such a facility. In the future the City could consider creating a frontage road system along I-75 by converting local roads and assembling residentially platted lots to possibly create a commercial corridor or commercial nodes. I-75 is an FDOT maintained roadway therefore FDOT is responsible for maintaining the level of service. North Ports' platted nature, and current lack of major employment opportunities, result in many residents use I-75 to commute north and south to jobs in other communities, thus causing I-75 to essentially function as a local road. The continued development of the Activity Centers combined with the ongoing planning and economic development efforts to create interconnectivity and transportation options, would provide opportunities for the development of live/work community. The achievement of this goal would have a two fold benefit, it would decrease much of the need to use I-75 and would increase the quality of life for City residents.

NATURAL RESOURCES

ANNEXED AREAS

The City of North Port was incorporated in 1959 and has grown geographically in size to its current 104 square miles. When the 1997 Comprehensive Plan was adopted, the City was approximately 74 square miles. Between 1997 and 2005, the City annexed 7,000 acres of property known as the (Taylor/Thomas Ranch) West Villages, which is now designated as Village land use with a 20,398-unit cap. The City also annexed the 9,000 acre Kelse Ranch in the northeast section of the City, portions of which are designated Village and Activity Center. The remaining land in the northeast quadrant has an Agricultural Estates designation per negotiations with the then-named Department of Community Affairs. This Agricultural Estates area offers a natural gradation of uses from urban to rural/conservation land uses. Surrounding this site, bordering the City limits, are conservation easements which encompass a majority of the area to the north and east of the City limits. There are natural uplands, the Alderman and Orange Hammock Sloughs (also indicated as Recreation/Open Space), along with thousands of wetland acres that connect to wetland systems on conservation easements directly north abutting the North Port City limits. As part of the annexation of this land, the City considered the water resources that are clearly available as a potential source of potable water for the City. An environmental analysis of this area shows that the wetland systems in this area are in very good shape and serve as habitat for a wide range of species such as wading birds and mammals listed as protected species. Because the City already has a plethora of platted lots with a 4 unit per acre density, the current Agricultural Estates has proven to be one of the most desirable areas in the City, with a majority of the lots already developed at a 1 unit per 3-acre density, which not only preserves the natural environment but facilitates movement of wildlife, and offers equestrian and other agricultural type activities. The North Port Housing Report (North Port Planning Department 2007) illustrates that the developed estate properties have some of the highest market values in the City overall.

CONSERVATION AND RECREATIONAL AREAS

Within the City's 104 square mile area, there are thousands of acres devoted to conservation, recreation/open space, and park areas. Bisecting the City north to south is a very important natural

feature known as Myakkahatchee Creek or the Big Slough waterway. The Creek not only serves an important environmental function; it also serves as a potable water source for the City. In the original platting of the City, the lands abutting the Creek were platted for residential development. Continued development of these lots beyond current levels would negatively impact the potable water, environmental, and floodplain functions of the Creek. Realizing the importance of this feature, the City's comprehensive planning efforts have long focused on the preservation of this corridor. In a major initiative, the City of North Port has purchased all but a few of the platted lots along the first tier of the creek and has been awarded a Florida Communities Trust Grant in order to continue to purchase the second tier of platted lots along the Creek.

The City is also unique in that it has a designated State Forest completely within the City limits. The Myakka State Forest which is located at the City's southwest border, is approximately 8,592 acres in size. In addition, there are 1,488 acres of SWFWMD conservation land on the City's north west corner (Deer Prairie Creek Preserve). It is important to note that originally this entire area had been slated for residential development. With the preservation of this land, passive recreation opportunities are available for the citizens of North Port and the region, while also preserving significant natural habitat.

AVAILABLE RESIDENTIAL LANDS

The original platting of North Port resulted in the creation of approximately 70,000 platted single family residential lots, all of which are considered vested and suitable for development. The typical North Port platted lot is 10,000 square feet or 80 x 125 feet in size. As a result, until the recent annexations, options for housing diversity were minimal. The annexations now allow for a mix of residential uses such as cottage, duplex, single family attached, and on lots of different sizes in order to give developers additional flexibility and residents a variety of options while enhancing their ability to move from one housing type to another as their needs change through time. Most future development of the annexed lands will be guided by the City's village land use designation/code which encourages internal capture of automotive trips and the ability to conduct activities within the development as opposed to loading up the regional road network. The annexed areas also have the ability to guide development in a fashion that utilizes and preserves the natural resources within developments, as opposed to construction on individual lots from the original platted lands which have, and will continue to severely impact almost all the natural systems within the City of North Port. In terms of inventory, there are 24,914 gross acres zoned for low density residential uses, of which 6,787 have been built upon, leaving 18,127 acres available for development. There are also 1,828 acres available for medium and high density residential land uses. Further, 6,685 gross acres remain for development within the agricultural estates zoning district.

AVAILABLE NON-RESIDENTIAL LANDS

As originally platted (single-family detached residential lots), approximately 95% of North Port's land area was dedicated to residential land uses the balance (only 5%) of the area being set aside for tax base diversification types of development (commercial, industrial, office, etc). This type of pattern placed a significant tax burden on citizens and made it hard for the community to be sustainable. This again was another reason why the City undertook the recent annexations-the opportunity to diversify the City's tax base and to diversify housing options. The Activity Center Report analyzed the non-residential areas currently available in North Port, and because of the annexations the percentage of non-residential to residential has increased to approximately 15%, thereby achieving the City's goal of 13-17% non-residential (Table 2-2, below). Please note that this 15% includes the addition of Activity

Center 6 as designated as part of the 2008 Comprehensive Plan update. Because it is anticipated that AC# 6 will not be developed for at least 20 years, the City must continue to strive to reach the 17% or possibly 18%, to further increase the City’s overall sustainability. This can be accomplished through initiatives, including but not limited to, identification and designation of more neighborhood commercial areas, redevelopment activities, and commercial/professional overlay zones in existing residential areas along US 41. It should be noted that many of the designated Neighborhood Commercial land uses are being purchased and/or identified by churches and government facilities. The loss of these areas not only affects the overall sustainability and diversification of the tax base of the City, but removes these properties from the tax roll.

Table 2-2

Citywide Activity Center & Non-Residential Buildable Acres	
Non-Residential Lands	Total Net Acres
Activity Centers	4,195
Town Center	1,000
Village Centers	350
Neighborhood Commercial	361
Industrial	34
Office	28
Total	5,968
<div style="display: flex; align-items: center; justify-content: space-between;"> <div style="border: 1px solid black; padding: 5px;">13.79%</div> <div style="text-align: right;">of Citywide Net Buildable Acres</div> </div> <p style="text-align: right; margin-right: 20px;"><i>(includes built & vacant land)</i></p>	
Total Citywide Gross Acres	66,667
Conservation/Parks/RecOpen/ROW/UTI	22,791
Net Acres	43,276
<p><i>* with AC 6 not expected to begin development past 2030, the City will operate with 12.5% Activity Centers includes AC 6 as shown on the proposed FLUM</i></p>	

HISTORIC AND ARCHAEOLOGICAL RESOURCES

The City has a number of historic and archaeological resources including Little Salt Springs, which is listed on the National Register of Historic Places. This site is protected and administered by the University of Miami and is owned by Sarasota County. There are several other archeological sites that have a Florida Master Site file number, all of which are located within the platted areas of the City, and fall under the City’s Archeological Protection code, as well as Florida Statute. The City has one other site (Nona’s Site), similar to Little Salt Springs, that upon further study, could be considered for listing on the National Register as well. This site is under the private ownership of a developer, therefore the City, Sarasota County, and local archeologists are working with the landowner in order to purchase and protect this site from potential development. Another natural resource within the City limits is the City-owned Warm Mineral Springs, which is the only warm mineral spring in Florida. Its water has more mineral content than any spring in the United States and is the third highest in the world. It produces over nine million gallons per day of new waters, coming from over 1,000 meters (over 3,000 feet) deep in the ground, infused with the richest density of minerals of any known warm water spring in the world. This area also has a recreation/opens space land use designation, but is also imbedded

within an Activity Center, suitable for future plans which call for spa related development to accompany the current facility that has been there since the 1960's.

RECREATION/OPEN SPACE AND PRESERVATION LAND USES

Table 2-3 below illustrates recreation/opens space and preservation land in North Port.

<u>Conservation and Recreational Land Uses</u>	<u>Gross vacant or undeveloped land area</u>
Conservation (State Forest)	10,081.18 Acres
Recreation Opens Space*	2,903 Acres
Total preserve land	12,984 or 19.4% of the City

*Includes commercial/recreation area

SOIL AND TOPOGRAPHY

North Port lies on land that was originally dominated by a series of sloughs with pockets of upland habitat with very little topographic variation. The elevations in North Port range from 10 feet or less in the south to a height of 31 feet in the City's northeastern area. The soil regimes within North Port are typical of those throughout southwest Florida, dominated by sandy-loamy soils.

LAND NEEDED TO ACCOMMODATE PROJECTED POPULATION

Because the City is a platted community, there is an excess of land available for low density residential development. In fact, 37.5% of the City's overall gross acres (including conservation, recreation/open space, and park land) are devoted to this land use, or approximately 70,000 residential lots. Medium and high density residential land uses are spread throughout the City, both in platted areas and within Activity Centers. The designated Village areas offer the potential for a variety of uses although residential still dominates. The West Villages area is capped at 20,398 dwelling units at this time, and the Toledo Village development is capped at 1,999. If new Village areas are designated, they too will have a cap placed upon them, which will be reflected in Future Land Use Element policy language, as necessary. The City has two agriculture estates areas - Lake Geraldine in the southwest corner of the City, and the large agricultural estates area that dominates the City's north and northeastern areas. These agricultural estates lands provide a logical transition from urban areas to the conservation areas (including the Myakka State Forest and the Carlton Preserve) located adjacent to these areas.

METHODOLOGY

To identify the City's projected residential population, City staff has performed a needs analysis which is illustrated below. The basic methodology used involved the examination of inventory of built and un-built platted lots and overall gross acres and allowable densities, all approved developments including villages, existing DRI's, Activity Centers, and the estimated population at build-out based on the expected uses in each area.

The following Table 2-4 shows the development that was approved or under review, the number of dwelling units and the proposed or anticipated population. This table shows both the new developments and the old General Development Corp. (GDC) platted lots. There are approximately 30,334 remaining units approved in new developments and 45,000 platted lots remaining to be developed. It is anticipated that, under the current Future Land Use Map, including platted lots, and approved developments, the City's population has the potential to be just over 270,000 permanent residents.

Table 2-4

Approved and Proposed Residential Development

Current, Future, & Proposed Housing Inventory and Population			
Development	Approved Remaining		Potential Population
	Approved Units	Units	
Talon Bay	225	170	558
Bobcat Trail	362	0	890
Grand Court Apts.	128	0	317
Sabal Trace	474	3	1,175
Charleston Park	334	105	828
Turnberry Trace	60	54	148
Emerald Oaks	80	80	198
Toledo Club Apts.	345	0	855
Warm Mineral Springs (AC 7 A)	72	72	180
River Road Office Park (AC 8)	315	315	781
Suncoast Plaza	224	224	560
Riley Chase Apts. (AC 4)	312	0	8,680
Lakeside Plantation (AC 4)	3,188	2,160	
Woodlands (AC 4)			
Toledo Village	1,999	1,999	4,957
West Villages (Thomas Ranch)	16,000	16,000	40,000
Island Walk - Gran Paradiso (West Villages)	4,398	3,167	10,995
Willow Creek Apts. (AC 1)	224	0	269
Heron Creek (Portion AC 2)	407	138	1,009
Heron Creek	496	18	1,230
Heron Creek Multi-Family	300	300	744
NE Quadrant (AG portion & Village strip)*allow able units per land use designation	5,529	5,529	13,711
	35,472	30,334	89,315
Low Density Platted GDC lots (11,841 net acres + built units)	65,816	44,976	163,224
AG Estates	1,304	749	3,246
Medium Density (AC 6;low er SE Quad;other)	5,110	3,774	5,112
High Density (AC 6;Holiday Park;low er SE Quad)	4,038	3,090	10,014
	76,268	52,580	181,596
Subtotal	111,740	82,914	270,911
			Build-out Population

Table 2-4: Notes

Notes:

Existing and upcoming school property has been deducted from platted lots

All residential Activity Center 6 land uses have been reduced from original land uses and reassigned into proposed land uses

Large scale developments listed above have been deleted from corresponding Low, Medium, and High land uses

Myakkahatchee Creek Tier II lots that the City desires to purchase have been removed from low density platted lots

Low density net acres x 4 units per acre used to account for setbacks and rights-of-way, and for potential lot splits on larger tracts

Table 2-5 below shows population projections for the City.

City of North Port Population Projections						
Year	2015	2020	2025	2030	2035	2040
BEBR Mid	65,700	74,400	83,100	91,800	100,500	109,400
BEBR High	69,100	81,200	93,300	105,400	117,500	129,700
Shimberg	64,197	77,851	91,328	104,221	114,916	124,778

NEEDS ANALYSIS

This presents the City’s analysis to quantify the impact of the development approval since the 2008 Comprehensive Plan update. In order to understand the potential impact of these approvals, it is critical that we emphasize that a short-term 10+-year planning period (2017-2030) was used. Then the population projections were compared to the amount of dwelling units that were previously approved.

Table 2-6 compares the two sets of data in, Table 2-4 and Table 2-5 over the short term next 10-year planning period ending in 2030. This shows that the City will have ample supply of housing units for the short and long term planning horizon. Pursuit to this analysis the City has a need for an additional 16,529 dwelling units by 2030 to meet the demands of its growing population.

Table 2-6

Long Term Needs Analysis thru 2030			
<u>Demand</u>		<u>Dwelling Units approved but not built</u>	
<u>Year</u>		2030	
<u>Projected Functional Population</u>		91,800	
<u>Existing Pop.</u>		64,472	
<u>Expected Growth</u>		27,328	
<u>Multiplier 1.50</u>		40,992	
<u>Allocation 50/50 split</u>			<u>Dwelling units with Power-approved, not built*</u>
			82,914
			<u>Supply</u>
<u>Projected Dwelling units</u>		16,529	<u>Supply remaining after 2030</u>
			66,385

Several thousands of these lots are GDC platted parcels within the eastern section of the City, both above and below I-75 that are without water, sewer, and electricity. Although development rights for these parcels remain intact, Comprehensive Plan policies will encourage infill development and discourage the proliferation of well and septic systems. A July 26, 2007 memo from FP&L, shows a rough cost estimate for 25,300' of feeder lines at a cost up to \$1,012,000 and 24,738' of line extension from the feeder lines (which would only serve a fraction of the entire district) at a cost up to \$371,070. Based on comments from FP&L, the City believes that these parcels will develop further into the future. FP&L position to extend electrical services to the area is demand driven, thus leaving rather large costs for individual lot owners desiring to build. It is understood that if a property owner wishes to extend power to this area, they are within their rights to do so. It is the City's opinion that the probability of such extension is minimal within the timeframe of this plan.

New developments typically phase the number of units they build, based on market demand, the extension of the internal utility network, and for taxing purposes. Although a development may be planned for 10,000 units, development is typically incremental (typically occurring in plats of 100 to 200 lots), whereas the platted lands are readily available for development. In recent years, citizens have found the new developments more amenable to their lifestyle, with amenities, interconnectivity, and pedestrian friendly design. Further, it is anticipated that beyond the short-term timeframe, the supply of new development parcels will increase within the West Villages. Therefore, the City, again, would like to see more new development come to North Port to create a more sustainable balance, as expressed in the Housing Element of this Comprehensive Plan.

Recommendation:

The excess of pre-platted lots (GDC lots) creates numerous issues relating to the sustainability of the community. In terms of urban sprawl, platted lands communities like North Port and Cape Coral in Lee County essentially could be considered as sprawl in and of themselves with acres of land devoted to residential uses, often far removed from core areas of the community with little public infrastructure to support them. It has been proven that development of these pre-platted lots creates a drain upon communities that must provide service to these remote sections of the community. In North Port's case, utilizing the North Port Fiscal Analysis Model NPFAM, it was shown that development of each typical platted lot costs more for the City to provide essential services than tax dollars brought in for the developed property. Of course, the size of the structure on the lot will influence the overall tax dollars coming into the City, but the typical 80' x 125' platted lot is not conducive to the construction of extremely large domiciles that may hold a higher value, particularly since nearly all housing that has been constructed within the City is single-story.

Although the City recognizes that at this point, each platted lot is vested with development rights and most lots are already privately owned, the City wishes to apply a higher priority to infill-type development closer to the City's core and municipal services, and also applies a higher priority to new developments in either un-platted areas of the City or where pre-platted lots are assembled to create a newer development. It is expected that the "new" developments will pay for the extension of infrastructure to serve their development, and that these developments will look for unique ways to enhance the City's housing stock, add to the City's non-residential tax-base, and be developed in a manner which is environmentally friendly. The infrastructure and other human-scale amenities in the "new" developments make them desirable to many people and, on a regional scale the "new" developments are where new citizens are locating overall. As was stated in the Charlotte County Comprehensive Plan – "... *Finally, the market has demonstrated a rapid growth in amenity laden developments and a marked slow down in the development of individual single-family lots.*"

By paying their way to provide for necessary infrastructure, these "new" developments will tend to have an overall positive fiscal impact on the City and, in turn, will aid the City in being better able to secure financing for future extensions of infrastructure into the pre-platted lots as they begin to develop, in accordance with the parameters outlined in the City's utilities master planning documents. Areas for "new" development in the City include, but are not limited to, the West Villages Improvement District, the Heron Creek and Panacea Developments of Regional Impact, developments like Charleston Park wherein pre-platted lots have been assembled and re-platted into a new subdivision, and in the northeastern quadrant of the City.

The far eastern section of the City is a good example of the pre-platted lot dilemma. In this area, thousands of platted lots have sat idle for decades. The lots are accessible by old, substandard roads – most of which have vegetation encroaching into the pavement. Most of this area is not currently provided with power infrastructure by Florida Power and Light (FPL), and FPL has no immediate plans to provide significant infrastructure, according to correspondence from FPL to the City. Of course, individuals can pay for extension of power lines to their property at their own expense. There is no municipal potable water or wastewater service in this area, and the City's utilities master plans do not anticipate the extension of services to these areas in the near future unless a developer assembles the lots, re-plats, and develops a "new" subdivision while also paying for the extension of municipal services to the "new" subdivision. Although Police and Fire/EMS services are available to all areas of the City, response times can be hindered due to distance from facilities and road conditions. Other municipal services including garbage and recyclable pick-ups to remote areas of the City, with limited residential density, is also a financial drain on the City. The City will continue to participate with

State, regional, and local authorities to develop methodologies, including the viable use of Transfer of Development Rights and lot assembly to address the pre-platted lots issue and to enhance the sustainability of North Port and similar communities.

It is because of the nature of these pre-platted lots with substandard roads and drainage, no sidewalks, no water or sewer, and no human-scale amenities, that the City anticipates that development of these lots will extend well beyond 2040. The “new” developments with services are where the City anticipates new residents will predominantly locate during the City’s planning time frame, and beyond.

REDEVELOPMENT: THE RENEWAL OF BLIGHTED AREAS

The City of North Port is a relatively new City. While most areas of the City are in good condition, the original core of the City (located to the west of Myakkahatchee Creek and to the north and south of U.S. 41) have experienced a decline in quality, since many of the homes in this area are over 40 years old and do not have the size or amenities desired by modern home buyers. The 1997 Comprehensive Plan identified this area as an area of concern as certain elements of blight had begun to emerge at that time. As of 2005, half the structures in AC 1 were built before the 1990’s. Exacerbating that concern was the realization that the City’s other Activity Centers would eventually begin to develop and as a result could possibly speed the spread of blight throughout Activity Center 1 and adjacent residential areas which are basically the original core of the City. After the 1997 Comprehensive Plan, staff and citizens assessed the situation in order to stop the spread of blight, to enhance the attractiveness of the area and to create a positive environment for the location of new businesses.

The City has committed resources to enhance the function of this area since the last Comprehensive Plan, created an Architectural Review Board, and attempted to create a Community Redevelopment Area (CRA) for the entire corridor. The first step in developing a CRA was to prepare a Findings of Necessity Report, per Florida Statutes. City staff developed a Findings of Necessity Report in 1999. The report showed that certain elements of blight did exist in Activity Center 1, including the predominance of defective or inadequate street layout (frontage road and alleyway issues), unsanitary or unsafe conditions (missing sidewalk links, lack of sidewalk lighting, uncontained garbage, a lack of stormwater retention facilities, and drainage issues), deterioration of site or other improvements (aesthetics), and inadequate parking facilities. Per Florida Statute, since Sarasota is a “Home Rule” County, all CRA initiatives must be approved by County Commission. The County Commission did approve the Findings of Necessity Report (North Port Planning Department, 1999), and allowed City staff to move forward in the CRA process, which included preparation of a CRA plan and establishment of a local CRA board (City Commission chose itself to be this board). With the County directive, City staff not only began preparation of a proposed CRA plan (CRA Master Plan, North Port Planning Department, 2002), but went further and commissioned the development of a U.S. 41 Corridor Master Plan (Boyle Engineering, 2002) and a Tax Increment Financing analysis (Burton & Associates 2002). Upon completion of these documents, the City was informed that the County would not support moving forward with a CRA in North Port. With no formal mechanism to establish a City only CRA, the City has taken actions to enhance the corridor and will continue to seek funding sources to address older, blighted commercial, and residential structures. The City has taken steps to enhance the corridor including the creation of the Tamiami Trail Appearance Review Board which is charged with implementing the City’s architectural guidelines created specifically for this corridor. Further, the City has applied for and received various enhancement grants which have led to increased landscaping and beautifying of the medians and greenways along U.S. 41. The City has also received a grant from Sarasota County that will further enhancement initiatives including gateway features, bus shelters, paving, and sidewalk connectivity. The City is working with developers to incorporate initiatives that were identified in the U.S. 41 Corridor Master Plan. Also, various citizen and business initiatives have contributed to the enhancement of the U.S. 41 corridor.

The City does not currently have uses that are inconsistent with the community's character and proposed future land uses with the exception of signage located within the U.S. 41 corridor. The City has adopted an ordinance (02-23) with regards to non-conforming signage on U.S. 41 being brought to current standards.

Although the boom years of the mid-2000's resulted in a considerable increase in the City's housing stock, a substantial amount of that new stock was based on speculation or was financed through subprime loans and other forms of lending products not commonly used before this period. As a result, during the lowest parts of the post-2005 housing crash, North Port, like most platted lands communities, was amongst the communities in the US with the highest number of foreclosures. Moreover, numerous homes and commercial structures were never completed, some of which remain half-completed today. While some of the foreclosures took place in newer communities, the majority occurred on platted lots, many of which were not maintained, and were overgrown with vegetation. The condition of the structures underwent rapid deterioration due to a lack of maintenance and humidity damage. This resulted in blighted conditions in some neighborhoods that served to lower property values, and created unsafe conditions. This highlights another issue with the high amount of pre-platted lots in the community - these lots are conducive to land speculation. The City had to use resources limited by the decline in property values to 'clean-up' numerous lots which had been left abandoned, placing an unexpected financial burden on the City. Additionally, the loss of tax revenues from these lots added to the City's financial burden during this period. Having gone through this experience, the City desires to focus on and encourage 'new developments' in unplatted areas of the City and in areas where pre-platted lots have/will be assembled to create new developments. The pre-platted lots issue not only impacts North Port, but all pre-platted communities in Florida. The City will continue to work with State, Local, and Regional governments and agencies to develop methods to better address the impacts and issues related to the presence of pre-platted lots.

QUALITY OF LIFE ISSUES

Quality of life and sense of place are important to North Port residents. This includes not only the desire of residents to both live and work within North Port, but also includes such issues as connectivity between neighborhoods, schools, civic areas, and commercial areas/Activity Centers. Quality of life and sense of place also includes but are not limited to initiatives to enhance aesthetics, improve safety, enhance mobility, and to provide various public and private recreational activities. The redevelopment initiatives for U.S. 41 is a good example of actions taken to accomplish these goals. The Heron Creek and City Wide Urban Design Standards pattern books provide developers a template to create unique and innovative buildings to enhance the quality of life in North Port. The utilization of the two pattern books by the City within Activity Centers, which have different architectural and public art themes to avoid monotony and to create places of interest, has resulted in a higher level of development than what is present in nearby communities and in commercial structures completed previous to the adoption of the pattern books. The pattern books also address connectivity, lighting, pedestrian amenities and other means to enhance these areas.

FLOOD PRONE LAND USE ISSUES

As noted earlier, the City of North Port lies on land that was originally dominated by a series of sloughs intermixed with some upland habitat. Development of the City greatly altered the natural regime and flow characteristics. Today, within the City's boundaries, there are 164 miles of man-made canals that were constructed by the General Development Corporation (GDC) in the 1970's. These canals are interconnected with each other and to the Myakkahatchee Creek. There are two main east-west canals, the Snover and Coco Plum canals. These two canals are interconnected with multiple canals that run in a north - south direction. The Myakkahatchee Creek is part of a larger system known

as the Big Slough watershed. Because of this, water that fills this creek from areas to the north (as far north as Manatee County) are essentially funneled through the City.

The City has experienced severe flooding from unnamed storms, tropical depressions, and hurricanes occurring in March 1987, September 1988, June 1992, June 1995, June 2003, and August 2004. Severe flooding has repetitively been experienced in the North Port Estates area and surrounding areas along the Myakkahatchee Creek and in areas of the City south of US 41.

The City's current Flood Insurance Rate Maps (FIRM) issued by FEMA that were effective as of November 4, 2016 are the first maps that cover the entire City. Previous to this time, most of the eastern portion of North Port was unmapped. Because of flood events and the previous lack of flood related data for large portions of the City, the City conducted a Big Slough Watershed study under a cooperative funding agreement with the South West Florida Water Management District (SWFWMD). It was completed in late 2015. These maps were submitted to FEMA for revisions to the City's FIRM maps. Based on the updated FIRM Map Series, the mapping of previously unmapped areas within the City has served to expand the 100-year floodplain in North Port, primarily along local streets connecting to many of the City's canals. A more in depth discussion of this study and possible results is located in the Stormwater section of this Comprehensive Plan.

In an effort to maintain and enhance the function of the Myakkahatchee Creek floodplain and to mitigate future property loss, the City has taken a proactive role in protection initiatives. Protection of the Creek has always been a central tenet of the City's comprehensive planning efforts. To minimize the effects of development on the floodplain, to minimize the use of well and septic systems along the creek, and to preserve native habitat, the City has secured nearly all of the residential and environmental properties directly adjacent to the Creek, flanking both sides. In order to expand the protection area, the City continues to use grant funding obtained through the Florida Communities Trust to purchase platted lots in the second tier abutting the Creek, adding another 150 feet of protection. It is the City's goal to create a passive greenway/park corridor on these creek lands. By decreasing the development potential along the creek, the floodplain function should be maintained and enhanced over time, one of the City's primary water sources is better protected, natural habitat is maintained and enhanced, and residents and visitors will have a large park setting to enjoy.

To better protect the floodplain and to increase citizen's awareness of flooding and flood protection, the City is an active participant in the National Flood Insurance Program's Community Rating System (CRS). Because of actions taken by the City, it is now being classified as a Class 6 CRS community which means that residents in the flood hazard area receive a discount of 20% from their flood insurance premiums. Actions such as canal and drainage system maintenance not only help in distributing the flow of stormwater, but also serves as a factor in reducing the flood premium. The City will continue to participate in the program and will continue to work to improve its rating, resulting in more savings for North Port residents.

DREDGE & SPOIL RESPONSIBILITIES

Although North Port is located within a coastal county, the City is not adjacent to coastal or intercostal waterways. Charlotte Harbor is the closest water body to the City, however the City is not responsible for any dredging activities within the harbor. The City maintains 84 miles of major waterway canals (most all of which are manmade except for the Myakkahatchee itself), and about 294 miles of ditches (minor canals or drainage channels – all of which are man-made). During times of waterway/canal dredging, the resulting spoil is transferred to the banks of the canals to dry. After an appropriate drying period, the spoil is spread on the banks and grass is then placed on top of the dried spoil. Any excess spoil is taken to and used by the Charlotte County Landfill per a letter of authorization (Solid

Waste Division, 2007). In addition, when the City conducts minor canal or drainage channel (swale) maintenance any vegetation and spoil is taken to the Charlotte County Landfill.

HAZARD MITIGATION

As already stated, North Port is a platted lands community of approximately 104 square miles in size. The City is predominantly residential in nature with most non-residential development located in unplatted areas such as Activity Centers and the Town Center. The current population is approximately 64,472 residents and it is estimated at build-out to have a year round population of approximately 270,000 people according to current estimates. In terms of the coastal zone, most of the City lies beyond the Evacuation Zones A and B (corresponding to a Category 1 and Category 2 Hurricane) (most of it in Cat 2) Storm zones as identified on the Sea, Lake, and Overland Surge from Hurricanes (SLOSH) Map issued by the SWFRPC. These areas are all located to the south of U.S. 41, including some of the older neighborhoods off of Biscayne, Pan American, and Sydney area. Duck Key is also in this area. The majority of the City is in Evacuation Zone C or higher zones, with Zones D and E (corresponding to category 4 and 5 hurricane areas) appears to dominate most of the populous and future populous areas, with some populations north being outside of designated zones). The Myakkahatchee Creek area will always have issues, hence the importance of the creek project. West of the Myakka River, portions of the Thomas Ranch are within the designated Evacuation Zones A and B, which also means areas they are impacted by the FEMA/FIRM 100 Year floodplain in that area. The most “vulnerable” areas are along and east of River Road. An estimated one quarter of the West Villages are located within Zones A and B. This will require very close review of projects, especially on properties near River Road and to the east of River Road. Future Land Use and Coastal Management Element policies should be examined in terms of limiting certain types of development, or requiring buildings to be elevated on stilts or stem-walls. These changes may also require commercial and office structures to have parking underneath to allow for the free-flow of water and lessen the impact of surge or flood events. Most of the City’s waterfront land that would be directly impacted by wave action from storm events is located in Conservation areas, including the Myakka State Forest and the parkland proposed as part of the River Road Office Park in Activity Center 8.

CHAPTER 3

CITY OF NORTH PORT COMPREHENSIVE PLAN

TRANSPORTATION

Table of Contents

Chapter 3 Transportation	Page
Introduction	3-3
Transportation Issues Identified in the EAR	3-5
Functional Classification of Roads	3-7
Strategic Intermodal System	3-8
Roadway Jurisdiction and Maintenance	3-8
Parking Facilities	3-9
Traffic Generators	3-9
Traffic Counts	3-10
Intersection Deficiencies	3-10
Roadway Level of Service	3-11
State Highway System Levels of Service	3-12
Existing Level of Service Standards	3-13
Concurrency Management	3-15
Proportionate Fair Share	3-15
Mobility Fees	3-16
Access Management Strategies	3-16
U.S. 41 Corridor Master Plan	3-16
Transportation and Disaster Management	3-17
Future Growth and Transportation Improvements	3-19
Alternative Modes of Transportation	3-21
Intergovernmental Coordination	3-22

List of Illustrations

TABLES

3-1	Existing Roadway Classification	3-8
3-2	Existing Roadway Lanes	3-8
3-3	Existing Roadway Jurisdiction	3-9
3-4	Backlogged and Constrained Facilities	3-15
3-5	Time to Clear Landfalling Storm for Evacuation Zones	3-18
3-6	Estimated Evacuation Zone Clearance Times	3-19
3-7	2015 LOS Counts Daily	

TRANSPORTATION ELEMENT

INTRODUCTION

The goal of the transportation element is to provide guidance for the development of an effective multi-modal transportation system which optimizes safety, convenience, cost, and pollution reduction practices by establishing internal and external transportation linkages between residential neighborhoods and activity centers.

The City of North Port is a relatively young city having been incorporated in 1959. Of note is the fact that North Port is one of Florida's "platted lands" communities wherein the original developer assembled a large amount of acreage, platted thousands of individual single-family residential lots, developed a rudimentary street network to "serve" the thousands of lots, and installed very little other major infrastructure. In North Port's case, after starting from a small core area on US 41, the City, through a series of annexations, has resulted in the creation of over 70,000 platted lots, of which slightly less than 50,000 remain undeveloped. The Future Land Use Element includes graphics that show the City's geographic growth over the years.

With thousands of reasonably priced, platted single-family lots available, these lots are sold and eventually the community grows. North Port grew slowly, but steadily, through the period ranging from the 1960's through the early 1990's. From 1990 through the year 2007, the City grew from 12,000 residents to over 50,000 residents, with most of that growth occurring after the year 2000. However, from mid-2007 to 2010 growth within the City slackened considerably due to the "great recession". From 2010 until 2016 the average percent population growth in the City was about 1.97%, resulting an estimated 2016 resident population of 64,472. The challenges generated by this rapid growth in the early 2000's are evident today, with transportation being one of the major issues.

As noted above, to access the many platted lots, the original developers of the City constructed a massive system of local roads, most of which would be defined as substandard in quality by current standards. Along with the local roads, an arterial and collector system was developed to funnel traffic into the local neighborhoods and through the City. Besides US 41, which is a state highway, there is only one east/west arterial in the City - Price Boulevard. The other arterials are Toledo Blade Boulevard and Sumter Boulevard. As originally built, these arterials were two-lane roadways. In the case of Toledo Blade and Sumter Boulevards, rights-of-way were set aside for the eventual widening of these roads. This was not the case for Price Boulevard, which today witnesses hundreds of homes and driveways directly accessing this two-lane arterial. A series of collector roadways was also put into place, again with two lanes on each. The majority of the collector roadways run north/south with limited rights-of-way for future expansion, if necessary. Any widening to the collector system would have to take into account the impact upon the individual neighborhoods.

The other major roadway traversing North Port is Interstate 75. This highway was completed in Sarasota County in the mid-1980's. The construction of I-75 actually "split" the City of North Port and its road system with most of the north/south collectors ending at "dead ends" next to the interstate. Interchanges were built at the intersections of I-75 and Sumter Boulevard, and I-75 at

Toledo Blade Boulevard, Ponce De Leon Boulevard, Yorkshire Street, and Raintree Boulevard were the only collector roadways that either cross over or under the interstate. Although I-75 was intended to function as a limited access facility providing for inter-regional and interstate travel to and through Sarasota County and North Port, as time has passed and growth has occurred, its function has often resorted to being a very large, higher speed, local road. In North Port's case, the lack of areas for employment has forced a large majority of its residents to use I-75 and US 41 to travel to jobs and services in centers generally north or south of the City. While one of the primary goals of the City since the adoption of the 1997 Comprehensive Plan has been to annex land to allow for more areas for jobs/tax base diversification in North Port, subsequent actions by Sarasota County (including the purchase of lands to the north of the City for conservation uses) has limited the ability to further annex. While it is hoped that the annexation of lands will keep residents in the City throughout the day lessening the need for City residents to use the Interstate to get to and from work, shopping, and services in other areas of the region, this effect has been limited thus far.

When discussing mobility in North Port, it is also important to discuss the impact of the large drainage system in the City. Over 84 miles of major canals and a larger number of minor ditch and swale systems divides the City and creates a transportation network that is not well linked, especially on the local/neighborhood scale. You may be able to see your neighbor across the canal, but to visit, you have to generally travel miles north or south on a collector, take an arterial east or west, and then head back north or south down another collector to see that neighbor "just across" the canal. While numerous communities built during the same period as North Port have similar issues due to their design, the presence of the canals and open drainage system makes the scale of this issue much greater. The City must examine linkage and connectivity during this comprehensive planning period.

Transit service within most of the City of North Port has been minimal. Sarasota County Area Transit (SCAT), however, has provided service, primarily along the US 41 corridor, for many years. The citizens of North Port and City officials have worked with Sarasota County and Sarasota County Area Transit (SCAT) since 1997 to have service expanded, with some success. Currently SCAT five (5) daily routes (Monday through Saturday) to Sarasota three (3) of which are express routes. On Sunday SCAT provides two (2) routes to Sarasota. As the population growth continues in North Port transit service will expand to meet the shopping and commuter needs of City residents. Current transit routes are shown on the Future Transportation Circulation Map. As the City grows, it is anticipated that transit will play a major role in moving citizens from place to place. City staff recognizes the need for transit service and routinely has developers plan for transit stops and shelters as part of their development approvals. The ability for transit to effectively serve the City, however, may be limited due to the relatively low density development patterns favoring single family residential development. Because this development is lower than the 7 homes per acre commonly cited as a minimum to effectively sustain transit service, local transit agencies may be reluctant to greatly expand services within the City. Nonetheless, the City continues to work with SCAT and with Charlotte County to expand transit services into the City and throughout the region.

Sidewalks and bikeways are also available in North Port, although they are often not linked, and are more likely to be found in the newer developments as opposed to the older platted lots. As

streets are expanded or rebuilt, the City has taken the opportunity to construct or expand upon the existing pedestrian/bicycle network, particularly along arterial and connector roadways. The City is working to address these issues through the development of a complete streets program.

There are currently no “blueways” in North Port, although the opportunity exists, on a limited scale, via the canal network, the Myakkahatchee Creek, and the Myakka River. The City will be developing a greenway corridor along the Myakkahatchee Creek in the future, and it is hoped that eventually linkages can be made with existing County and regional trail systems to the north.

The transportation challenges in North Port are significant, and as discussed, this document will continue to guide the City as it strives to address the challenges in order to maintain and improve upon the overall quality of life in the community.

TRANSPORTATION ISSUES IDENTIFIED IN THE EVALUATION AND APPRAISAL REPORT

As discussed in the 2005 Evaluation and Appraisal Report and noted in the 2015 Evaluation and Appraisal Letter, transportation and connectivity remain critical to the quality of life in North Port. This is evidenced by the fact that transportation was identified as one of the City’s “major issues,” which further consisted of 5 major sub-issues under the “transportation” banner. Since approval of the EAR, the City has taken great strides to address each of these issues. Following is a summary of each transportation-related major issue from the EAR, and a brief discussion of actions taken since approval of the 2008 EAR:

- 1. Widen Toledo Blade Boulevard** –Since the EAR, the City has worked with a major developer on Toledo Blade and has developed a public/private partnership that resulted in the widening of Toledo Blade from two to four lanes from I-75 to the Charlotte County line. The Charlotte County segment was added to the agreement and widened to four-lanes from Hillsborough Boulevard to US 41. The widening to four lanes was completed in 2010. As part of this construction, an 8-foot sidewalk was constructed on both sides of Toledo Blade within the City limits and an 8-foot sidewalk was constructed on the east side of the roadway on the Charlotte County segment.
- 2. Purchase rights-of-way, design, and widen Price Boulevard** – Besides US 41, Price Boulevard is the only east/west arterial in North Port. It is primarily a two-lane roadway today with the exception of some turn lanes and improvements at major intersections. A plethora of residential driveways directly access this major road thus exacerbating the traffic congestion and falling level-of-service on the road. The Citizens Advisory Committees made it very clear that this road needed improvement and therefore called for the identification of rights-of way needs, the purchase of rights-of-way, design, and construction of a widened Price Boulevard. Since the completion of the EAR, the City conducted a “Price Boulevard Corridor Study,” which examined the corridor, identified the needs and improvements, costs, and recommended alternatives to the widening of the road. This was the necessary first step toward achieving capacity

improvements and enhanced mobility on and around this corridor. The Price Boulevard Corridor Study was completed in 2009.

As of early 2016, the City is working with its consultant, Charlotte Engineering Services, to design and construct the segment of Price Boulevard between Sumter Boulevard and Cranberry Boulevard. According to the Sarasota-Manatee Metropolitan Planning Organization's Transportation Improvement Plan, final construction of this segment should take place in Fiscal Year 2018-2019.

- 3. Complete Sumter Boulevard** – Sumter Boulevard is the other north/south arterial that is maintained by the City. For years Sumter was a two-lane road that ran from Charlotte County all of the way north into the Agriculture Estates section of the City. Prior to the adoption of the 1997 Comprehensive Plan, the City had completed the four-laning and elevating of a portion of the road, including aesthetic enhancements and a beautiful gateway feature. In early 2015, the City completed construction of the widening of Sumter between US 41 and I-75. This project includes aesthetic enhancements and frontage road sections in certain residential areas to keep residential driveways from directly accessing the widened roadway. A 12-foot multi-use trail was constructed on each side of Sumter as part of the upgrade.
- 4. Mass Transit** – During the 2005 EAR process, each of the Citizens Advisory Committees were adamant in stating that the City needed more and better transit service. Since the EAR was approved the County's transit provider, Sarasota County Area Transit (SCAT), has added service in North Port with new routes reaching the new City Center Complex on Sumter Boulevard, and new service reaching far up Toledo Blade Boulevard to the Lakes of North Port Apartments and the North Port Park of Commerce, providing service to workers and residents alike. It is expected that transit service along Toledo Blade will be extended to the Suncoast Technical College/Sarasota County Library campus once it is completed. Also, SCAT has provided three (3) commuter service routes from the City Center Complex to downtown Sarasota and SRQ Airport.
- 5. Repair the existing road network** – As noted in the introduction to this element, the City's original developers put in place a very large local road network in order to serve the thousands of platted lots in North Port. As time has passed the condition of the roads has degraded substantially in many areas, reflecting the minimal standards that the original roads were built to. Age, weather, traffic by heavy trucks and machinery have been making some of these roads practically impassable. As a result, the City is presently in the first year of a three-year program to repave/rehabilitate the vast majority of the roadways remaining that were constructed by the developer.

FUNCTIONAL CLASSIFICATION OF ROADS

The State of Florida utilizes the highway classification system as adopted by the U.S. Department of Transportation, but local governments are allowed to adopt their own standards for roadway classification. Following is the classification system utilized by the City of North Port:

- **Principal Arterial** – a principal arterial is a controlled access facility with grade separated intersections providing for interregional and/or interstate travel at high operating speeds. Principal arterials typically accommodate high volumes of traffic. Interstate 75 is a principal arterial.
- **Arterial** – an arterial is a roadway which facilitates relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Arterials generally serve major centers of activity and have the highest traffic volume corridors. Policy 1.6 of this element lists the roadways currently designated as arterials in North Port.
- **Collector** - collector roads collect and distribute moderate to high amounts of traffic between arterials and local roads at moderate to low operating speeds. Collectors provide for more accessibility to adjacent properties than arterials. Policy 1.6 of this element lists the roadways currently designated as collectors in North Port.
- **Local Roads** – local roads generally provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds, trip lengths, and through traffic movement.

Table 3-1 below summarizes the City’s roadway system in terms of the number of miles of roadway and the percentage of roadway in each functional classification indicated above. The *Existing Roadway Classification Map* found at the end of this element shows the existing road network for the City of North Port. The majority of roads are two-lane local roads. The collector roads in North Port are generally two lanes. As discussed in the section above, the City is proceeding to widen its arterial roadways to increase capacity, facilitate better traffic movement, and to enhance evacuation timing. Currently, Price Boulevard is a two-lane arterial facility which widens only at major intersections. The City has begun the design and permitting phase for the widening of Price Boulevard to four lanes between Sumter Boulevard and Toledo Blade Boulevard, and anticipates completion of the Sumter to Cranberry Boulevard segment in 2018-2019. Toledo Blade Boulevard and Sumter Boulevard are four lane divided arterial roadways between US41 and I-75. Interstate 75 is in the process of being widened to 6 lanes from River Road to Sumter Boulevard, with an expected completion date of 2017. The remainder of Interstate 75 within the City is expected to be 6-laned by 2022. Toledo Blade and Sumter Boulevards have been widened to 4 lanes between Interstate 75 and US 41 since the completion of the previous Comprehensive Plan update.

Table 3-1
Existing Roadway Classification

Classification	Miles	Percentage of Total
Principal Arterial	14	1
Arterial	44	5
Collector	77	9
Local Road	757	85
Total	893	100

Source: City of North Port
* Totals Rounded

Roadway Laneage

Since the majority of the City’s road network consists of local roads, most of which are the result of the City’s original platting, the majority of the network consists of two-lane facilities. The arterial and collector system are also primarily two-lane facilities, although as noted in this element, the City has completed the widening of Sumter Boulevard and Toledo Blade Boulevard to four lanes between US41 and I-75. The City is proceeding with the design and permitting to widen Price Boulevard to four lanes between Sumter Boulevard and Toledo Blade Boulevard and to construct the remainder of Springhaven Road from Pan American Boulevard to Price Boulevard. The generalized Table 3-2 below indicates the existing number of travel lanes within the City’s roadway system.

Table 3-2
Existing Roadway Lanes

Lanes	Miles	Percentage of Total
4 Lanes	29	3%
2 Lanes	864	97%
Total	893	

Source: City of North Port
* Totals Rounded

STRATEGIC INTERMODAL SYSTEM

Florida’s Strategic Intermodal System (SIS) was established in 2003 to enhance Florida’s economic competitiveness by focusing limited state resources on those transportation facilities that are critical to Florida’s economy and quality of life. SIS facilities include interstates, major airports, and major ports. Interstate 75 is the only SIS facility in North Port.

ROADWAY JURISDICTION AND MAINTENANCE

Section 335.01 of the Florida Statutes directs the FDOT to functionally classify all public roads based on current usage and assigns each road to one of four systems: State Highway System, State Park Road System, County Road System, or City Street System. The assignment of a road to a particular classification determines primary maintenance responsibilities for that road.

Maintenance and operation of roads in North Port is currently divided among three jurisdictions – the State (I-75 & U.S. 41), Sarasota County (River Road and Winchester Boulevard), West Villages Improvement District (West Villages Parkway), and the City of North Port. Charlotte County jointly maintains Hillsborough Boulevard with the City through an interlocal agreement. [Table 3-3](#) below indicates the general jurisdictional maintenance responsibilities for North Port’s road network.

**Table 3-3
Existing Roadway Jurisdiction**

Road Jurisdiction	Miles
City	856
County	11
State	26

Source: City of North Port
* Totals Rounded

PARKING FACILITIES

The City currently has forty-six on-street parking spaces along the US41 Access Road between Biscayne Drive and Pan American Boulevard, and additional on-street parking within the City Center along Main Street and City Center Boulevard. Individual developments are required to meet all parking standards as outlined in the City’s Unified Land Development Code, as amended. As of October, 2016, an additional 24 spaces are proposed along the southern frontage road in front of the North Port Library. While private shared parking is encouraged between adjoining uses and with uses that operate on a complementary time schedule (i.e. office buildings and movie theaters or churches and uses that need parking on other days of the week) there are few examples of this taking place within the City.

The 1997 Comprehensive Plan included an objective and supporting policies to analyze the need for public parking facilities along the U.S. 41 corridor. The City conducted and adopted a U.S. 41 Corridor Master Plan (Boyle Engineering, 2002) as part of a failed CRA initiative with Sarasota County. However, the City still utilizes the Master Plan to guide development on the corridor as it runs through North Port. The Master Plan does address parking and recommends that the City consider parallel parking along the business side of the frontage roads that line U.S. 41 through parts of the corridor. The Master Plan also recommends that the City consider “Pod Parking” at certain yet to be determined locations, possibly near future transit or trolley stop.

TRAFFIC GENERATORS

Factors such as family income levels, the number of cars per household, employment, school enrollment, and recreational facilities influence the amount of traffic generated in any particular area. Also influencing traffic are certain destinations which generate traffic such as major commercial centers, schools, medical facilities, and industrial parks.

The platted nature of North Port influences traffic generation patterns. On a large scale, employment destinations north and south of the City influence traffic generation and patterns as most working City residents still have to travel elsewhere each day for employment. This causes

a large amount of morning and afternoon traffic on both I-75 and on U.S. 41. As the City grows and development of the Activity Centers, both old and new, continues it is expected that more citizens will be able to live and work in North Port and, therefore some current traffic patterns may change.

On a local scale, the young age of the City combined with its large single family residential component have traditionally resulted in North Port residents having to conduct most of their business, shopping, and medical activities in Charlotte County, Venice, and Sarasota. However, as the City has grown to include over 60,000 residents, new facilities are being developed which will capture outbound traffic in the future. This is evidenced by the construction of the Suncoast Technical College campus and adjoining commercial uses at I-75, Toledo Blade, and Cranberry, continued new development in Activity Center #5, and the potential development of a regional mall at Toledo Blade Boulevard and I-75. As more traffic is internalized, the continued improvement of the City's transportation network is critical.

Some of the most significant traffic generators in the City today are (please see the map at the end of the element):

- Activity Center #1 (U.S. 41 corridor)
- Activity Center #2 (including the City Center Complex)
- Sarasota Memorial Hospital Emergency Room and Bobcat Trail Commercial
- Butler Park
- Price Boulevard school campuses and North Port Performing Arts Center
- Dallas White Park and skate park
- All schools
- Social service campus off Pan American Boulevard
- State College of Florida/University of South Florida (West Villages Area)
- Warm Mineral Springs complex
- Heron Creek Golf facility
- Bobcat Trail Golf Course

TRAFFIC COUNTS

The traffic count table located at the end of this element shows the estimated volume of traffic on the major roads in the City for 2015. The Annual Average Daily Traffic Counts (AADT) data represents the total volume of traffic on a roadway segment for one year, divided by the number of days in a year. The most heavily traveled City-maintained roadways are Toledo Blade Boulevard, Price Boulevard from Toledo Blade Boulevard westward, and Sumter Boulevard. U.S. 41 and I-75 carry substantially higher levels of traffic.

INTERSECTION DEFICIENCIES

As the City has grown in population, traffic levels have also increased. Because of the layout of North Port with the platted lots and miles of canals, traffic is typically forced onto the collector roadway system which eventually leads to the limited (in number and capacity) arterial system.

It has been found that the intersections of the collectors and arterials are overall deficient. The City has been working to improve many of the City's intersections via the use of turn lanes and traffic signalization. Several of these projects have been funded through Congestion Management funds awarded through the Sarasota-Manatee Metropolitan Planning Organization (MPO). As the arterial network is widened to increase capacity, more intersection improvements will also occur. Traffic accidents can also be an indicator of intersection deficiencies. In 2007, the North Port Police Department registered 860 accidents on City roadways, most of which occurred at or near major intersections.

ROADWAY LEVELS OF SERVICE

The determination as to whether the existing roadway can adequately serve the existing and future demands is predicated on the ability to estimate the maximum amount of traffic a roadway can safely accommodate. The establishment of threshold standards for roadway types or levels of service (LOS) are used to identify needed system improvements, either by expansion of existing roadways, constructing new roadways, creating parallel roadways, or the use of alternative modes of travel.

The principal objective of capacity analysis is to estimate the amount of traffic that can be accommodated by a given roadway. However, capacity analysis is best used to estimate the traffic-carrying ability of a given roadway over a range of defined operational conditions, using level of service criteria. Roadways do not operate well at capacity because they are not designed to that optimal standard.

The concept of level of service is defined as a qualitative measure describing operational conditions within a stream of traffic and the perception of those conditions by motorists and passengers. A level of service category generally describes these conditions in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. There are six levels of service – with LOS “A” representing the best operating condition and LOS “F” the worst. Operating conditions under these LOS standards (as defined in the Highway Capacity Manual 2010, Transportation Research Board) are:

- **LOS A:** Motorists are unaffected by the presence of others in the stream of traffic. Freedom to travel at desired speeds and to maneuver within the stream of traffic is extremely high. The general level of comfort and convenience is excellent.
- **LOS B:** Freedom to travel at desired speeds is relatively unaffected, but there is a reduction in the freedom to maneuver within the stream of traffic. The level of comfort and convenience is less, because of the presence of others in the stream of traffic begins to affect individual motorist behavior.
- **LOS C:** Motorists become significantly affected by the interactions with others within the stream of traffic. Traveling at the desired rate of speed is affected and maneuvering within the stream of traffic requires substantial effort on the part of the motorist. Comfort and convenience decline noticeably at this level.

- **LOS D:** Speed and freedom to maneuver are severely restricted, and a poor level of comfort and convenience is experienced by the motorist. Minimal increases in traffic will generally cause operational problems at this level.
- **LOS E:** Operating conditions are at or near capacity. All speeds are significantly reduced. Freedom to maneuver is difficult. Comfort and convenience are extremely poor and motorist frustration is generally high.
- **LOS F:** Operating conditions at this level are forced or have broken down. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues typically form at such locations. Operations are characterized by stop-and-go waves; vehicles may proceed at reasonable speeds for short distances and then be required to stop in a cyclical fashion. Comfort and convenience are extremely poor and frustration is high.

These definitions are general and apply primarily to roadways having uninterrupted traffic flows, such as freeways. For each type of roadway facility, levels of service activities are based on one or more operational parameters or “measures of effectiveness.” Basic measures of effectiveness used to define levels of service for different types of roadways include: (a) average travel speed; (b) density; (c) delay; and (d) volume.

State Highway System Levels of Service

In 2013, FDOT adopted revised quality/level of service (Q/LOS) standards for roads on the State Highway System. These standards are used by FDOT to evaluate roadways from a multimodal perspective, which results in better multimodal decisions for projects in generalized and conceptual planning phases. The Q/LOS standard assists FDOT in determining system deficiencies, determining work program priorities, reviewing local government and metropolitan planning organization comprehensive transportation plans, and reviewing traffic circulation impacts related to Developments of Regional Impact (DRI's) and other development affecting the State Highway System. The 2013 State Highway System Q/LOS standards are intended to further the overall concept of growth management. In addition to the previous level of service standards, along with the service or “capacity” volumes associated with the various LOS designations a new component “Quality of Service” (QOS) has been added. The QOS component is a traveler based perception of how well a service or facility is operating. The Q/LOS standard continues to promote or encourage development in existing urban areas, the use of public transit, bicycling, or other alternative modes of transportation, and the efficient use of existing highways. These standards more clearly recognize the importance of the different functions (i.e. mobility versus access) provided by roads on the State Highway System, and the importance of exclusive transit facilities within the State Highway System. The 2013 standards recognize or acknowledge the acceptance of some highway congestion as a trade-off for other urban area amenities and the fact that necessary improvements to many roads on the State Highway System are constrained due to physical or policy barriers or are backlogged beyond current 5-Year Work Programs.

FDOT adopted a new policy October 9, 2015, which established LOS standards for the State Highway System. This policy indicated it was FDOT’s intent to “... plan, design, and operate the State Highway System at an acceptable level of service for the traveling public. The automobile mode level of service standards for the State Highway System during peak travel hours are “D” in urbanized areas and “C” outside urbanized areas. No specific level of service standards is established for other highway modes (e.g., bus, pedestrian, bicycle). Quality/level of service for these modes is determined on a case by case basis”.

Traffic Concurrency Management Areas (TCMA) are urbanized areas where intensive development is allowed and higher levels of traffic congestion are accepted. TCMA’s are designed to promote urban amenities and mixed-use areas. The minimum LOS for roads located in designated TCMA’s is LOS “E.” The minimum LOS for all roads with backlogged or constrained conditions is the current LOS with minimal degradation. Backlogged improvements are not funded in FDOT’s 5-Year Work Program. Constrained conditions exist when improvements are prohibited due to physical or other policy limitations.

In 2011, the State of Florida substantively modified many of its growth management regulations. As part of this process, the State removed all level of service requirements related to the State’s roadway system. While FDOT has eliminated Level of Service requirements, the City has chosen to continue to maintain LOS requirements for roadways located within the City in order to prioritize roadway improvement projects.

Existing Level of Service Standards

In Sarasota County, LOS analysis is based on a theoretical 100th highest hour—i.e. the traffic conditions in the 100th hour if all hours of traffic in a year were ranked from highest to lowest. The first 29 hours are generally considered “event related” traffic. This could be Memorial Day or 4th of July peak on a road serving the beaches. For another part of the network, it could be unusually high traffic redirected to surface streets due to a crash on I-75. The 30th highest hour is considered the highest “normal” traffic, equivalent to the heaviest PM peak hour traffic during peak season. This is often used for road design.

For consistency, Sarasota County, the City of Venice, and the City of North Port have adopted the 100th highest hourly volume design for LOS determination. The 100th highest hour is roughly equivalent to an average PM peak hour during peak season.

The achievement of the above standard would provide an acceptable compromise between economic efficiency and the availability of adequate service levels. This factor takes into account the unique nature of the region’s seasonal population fluctuations and the resulting peak periods of traffic volumes. It represents a community tolerance level which equates to accepting deficient conditions for approximately two hours per day: (a) every Friday afternoon throughout the year; and (b) every Wednesday through Friday afternoons during the winter season at urbanized locations.

The LOS standard described above provides an overall goal toward which the City and County can strive. However, the adoption of a LOS “C” peak hour for constrained and backlogged

roadways would not be financially feasible based on a 100th hour design criteria. Constrained roadways are defined as exhibiting a LOS lower than the adopted standard and not being able to attain the adopted standard, because prohibitive cost or environmental limitations prevent the construction of at least two additional through lanes. Backlogged roadways are defined as roadways operating below the adopted standard which do not have prohibitive financial or environmental constraints but are not scheduled for major capacity improvements in the Five-Year Schedule of Capital Improvements. The LOS for constrained roadways (i.e. prohibited due to physical or other policy limitations) or backlogged roadways (i.e. currently un-funded in the Five-Year Schedule of Capital Improvements) is to maintain the current LOS with minimal degradation.

The adoption of a LOS standard for State roadways must consider the standard adopted by FDOT. The City's acceptance of constrained and backlogged roadways on the State and County, and City systems, presumes an additional responsibility on the part of the City in its review and approval of development orders. North Port has chosen to not require a LOS for these roadways above and beyond the state requirements due to the costs that would be involved in maintaining a Level of Service above and beyond the requirement set forth by FDOT.

The analysis of existing LOS (see Traffic Count Table and LOS Map at the end of this element) for major roads in North Port indicates that the City's arterial road system that has no links operating at an LOS less than the LOS "D" standard. Toledo Blade Boulevard is shown to operate at an LOS of "B" for most of its length. All segments of Sumter Boulevard were shown to operate at an LOS of "B" as well. Price Boulevard exhibits a failing level of service between Sumter Boulevard and Toledo Blade Boulevard. The 2009 Corridor Study examined the corridor, identified the needs and improvements, calculated the cost of improvements, and recommended alternatives to the widening of the road. This is the necessary first step toward achieving capacity improvements and enhanced mobility on and around this corridor. The segment of Price Boulevard, between Sumter Boulevard and Toledo Blade Boulevard is in the design and permitting phase for widening to four lanes. Concerning collector roads, only two segments of Biscayne Drive at the adopted LOS "D". All other collector road segments are operating at a higher LOS than "D". Alternatives to major road widening on the collectors include but are not limited to turn lanes, traffic calming, mass transit. Neighborhood linkage via bridging of canals will be considered to maintain or enhance traffic flow on these roads. This comprehensive plan will propose that the City undertake a City-wide multi-modal transportation study to identify future transportation needs and alternatives for addressing those needs.

In the western part of the City, near West Villages, River Road continues to operate at LOS "D" and "E." This is a County-maintained facility that also serves as an evacuation route for the Englewood area and Cape Haze peninsula. This roadway is designated as an "urban arterial by Sarasota County, and it is highly important that the City, Sarasota County, and the West Villages Improvement District work together to obtain the funding necessary to eventually widen this roadway/evacuation route.

Table 3-4

Backlogged & Constrained Roadways	
A. Backlogged Roadways	Segments
<u>Price Boulevard</u>	<u>Sumter Boulevard to Toledo Blade Boulevard</u>
B. Constrained Roadways	
<u>Salford Boulevard</u>	<u>Price Boulevard to U.S. 41</u>
<u>Sumter Boulevard</u>	<u>Heron Creek Boulevard to Price Boulevard</u>
<u>Chamberlain Boulevard</u>	<u>Allegheny Lane to Hillsborough Boulevard</u>
<u>Hillsborough Boulevard</u>	<u>Chamberlain Blvd. to Cranberry Blvd.</u>

Concurrency Management

In 1990, the City adopted a Concurrency Management Ordinance (Ordinance # 90-28) as part of its Unified Land Development Code. The ordinance implements the LOS requirements established by the City’s Comprehensive Plan, as amended. The intent of the Concurrency Management Ordinance is to ensure that development orders issued by the City do not result in a reduction in any of the City’s adopted level of service standards (in this case for roads) as adopted in the Comprehensive Plan. The City has chosen to maintain the Level of Service requirements despite the elimination of concurrency requirements by FDOT.

Proportionate Fair Share

In November 2007, the City adopted a Proportionate Fair Share Ordinance (Ordinance # 07-38). The objectives of this ordinance are:

- Provide a method by which impacts of development on transportation facilities can be mitigated by cooperative efforts of the public and private sectors;
- Allow developers to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their proportionate fair share of the cost of a transportation facility;
- Contribute to the provision of adequate public facilities for future growth and promote a strong commitment to comprehensive facilities planning, thereby reducing the potential for moratoria or unacceptable levels of traffic congestion;
- Maximize the use of public funds for adequate transportation facilities to serve future growth, and in certain circumstances, allow the City to expedite transportation improvements by supplementing funds currently allocated for transportation improvements in the capital improvement element.

The proportionate fair-share program is applicable to all developments that impact a road segment in the City Concurrency Management System and have been notified of a failure to achieve transportation concurrency on a roadway segment or segments. The Proportionate Fair Share program does not apply to DRI's using proportionate fair share under 163.3180(12), Florida Statutes, developments meeting the *de minimis* standards under 163.3180(6), Florida Statutes, or to developments exempted from concurrency per Ordinance No. 07-38.

Mobility Fees

At present, the City has utilized Transportation Impact Fees on new development to pay for the roadway impacts that these developments create. An issue that has arisen is that Transportation Impact Fees can only pay for highway capacity improvements. Under state law, these fees cannot be reallocated to other transportation related projects that would benefit the City while limiting the need to further widen roadways.

To address this shortcoming, numerous local governments (including Sarasota County and the City of Sarasota) have replaced Transportation Impact Fees with a Mobility Fee model. The structure of a Mobility Fee program is to recognize that there are numerous ways to address transportation concerns based on community needs. While the widening of roadways and new roadway construction may be a part of this process, mobility fees allow for a wider range of transportation projects, including transit, sidewalks, bicycle lanes, and multi-use trails can be utilized to meet local transportation needs. North Port is considering the adoption of such a program and expects to do so by 2019.

Access Management Strategies

Through its development review process, implementation of the Comprehensive Plan and Unified Land Development Code, the City strives to incorporate access management strategies to reduce traffic and pedestrian impacts by incorporating good design principals. Strategies include but are not limited to cross access easement, use of frontage roads and alleyway systems, eliminating or minimizing the number of road cuts accessing major roads (arterials/collectors), mass transit and related facilities, sidewalks, bike lanes, pedestrian bridges, traffic and/or pedestrian bridges linking neighborhoods to other neighborhoods or activity centers, and the use of crosswalks and pavers.

U.S. 41 Corridor Master Plan

In 2002, the City, with Boyle Engineering, created and adopted a U.S. 41 Corridor Master Plan to help guide development along this important corridor. The master plan addressed issues including urban design and landscaping, utilities, drainage and stormwater and various components relating to transportation facilities. Transportation-related initiatives recommended in the Master Plan include completion of the U.S. 41 frontage road system and the reconfiguring of the system to make it more business-friendly by moving the roads closer to businesses and allowing parallel parking adjacent to the businesses; creation of "pod parking" areas at various locations to serve businesses and to complement transit or a future trolley system; analyzing the feasibility of developing a U.S. 41 trolley system with crossover bridges and eventual

connections from U.S. 41 to other City Activity Centers and, possibly, other nearby communities.

The U.S. 41 Corridor Master Plan was originally intended as a supplement to a CRA Plan (North Port Planning Department, 2002) for the corridor. However, the Sarasota County Board of County Commissioners, who had the ultimate authority to create a CRA since Sarasota County, is a “home rule” county, decided not to establish the corridor as a formal CRA. The City, however, does continue to utilize the master plan when reviewing development proposals in order to implement as much of the plan as is feasible without TIF funding.

TRANSPORTATION AND DISASTER MANAGEMENT

The City’s two main evacuation routes to Interstate Highway 75 are Sumter Boulevard and Toledo Blade Boulevard. A map at the end of this element shows the City’s current evacuation routes and shelter locations.

A third evacuation route for North Port communities west of the Myakka River is **River Road** in unincorporated Sarasota County outside the City’s jurisdiction. The County is identifying funding for a design to widen River Road from two to four lanes, and the West Villages Improvement District may contribute to the design study. Development of West Villages is limited to a maximum at 20,498 units, with approximate ¼ of the total lots either having been built upon or approved for development. The continued development of the West Villages will significantly affect evacuation times on River Road, which presently is a two-lane road with limited capacity that also serves as an evacuation route for East Venice, Englewood and other Charlotte County communities.

The US41/River Road intersection was recently widened by a joint partnership between Sarasota County, the City of North Port and the West Villages Improvement District. The widened intersection will accommodate the future widening of River Road.

As Thomas Ranch is developed, other roads will be extended to hopefully aid the process. Pine Street will be extended north to US 41 and Winchester Boulevard will be extended as “West Villages Parkway,” eventually linking with River Road north of U.S. Highway 41. Manasota Beach Road will be extended east into West Villages to River Road, which should help to move evacuation traffic more quickly to River Road and I-75.

The State, and particularly the southwestern region of Florida that includes North Port, experienced a surge in population growth throughout the 1990s and in the first decade of the 21st century. The level of service of **Interstate Highway 75** has perceptibly and significantly declined along with this growth. Consequently, the ability of I-75 to handle a mass or even a partial evacuation has been called into question, even as the highway is widened to six lanes within the City.

The 2010 Hurricane Evacuation Study for Sarasota County prepared by the Southwest Florida Regional Planning Council is the most current source of information available to determine evacuation times. The study utilizes two primary factors to determine evacuation times: (1) the number of vehicles leaving a zone, and (2) the capacity of route(s) and the storm category, the longer the time it will take to evacuate.

Evacuation times are expressed in the number of hours needed to move cars (and people) past a given point. Table 3-5 below shows the 2001 Time to Clear Landfalling Storms in and near North Port (this includes portions of the Englewood and Cape Haze area as broken up in the Study).

Table 3-5

Time to Clear Landfalling Storm for Evacuation Zones in and near North Port (2001 estimates)							
Evacuation Zone	Restricting Points	July			October		
		Slow	Intermediate	Quick	Slow	Intermediate	Quick
East Venice	North River Road	0.2	0.2	0.2	0.5	0.4	0.3
Englewood South River Road	South River Road	2.5	2.0	1.9	2.8	2.2	2.1
North Port Myakka	U.S. 41/Jacaranda Blvd. to Charlotte County	0.0	0.0	0.0	0.0	0.0	0.0
East Venice	North River Road	0.3	0.3	0.3	0.6	0.5	0.4
North Englewood	SR 776/Jacaranda Boulevard to Circlewoods Drive	2.5	2.0	1.9	2.8	2.2	2.0
Englewood South River Road	South River Road	7.0	5.6	5.2	7.7	6.2	5.7
North Port Myakka	U.S. 41/Jacaranda Blvd. to Charlotte County	1.0	1.0	1.0	1.1	1.1	1.1
Warm Mineral Springs	U.S. 41/Jacaranda Blvd. to Charlotte County	1.0	1.0	1.0	1.1	1.1	1.1
East Venice	North River Road	2.1	1.7	1.5	2.5	2.0	1.8
North Englewood	SR 776/Jacaranda Boulevard to Circlewoods Drive	4.5	3.6	3.3	4.9	3.9	3.6
Englewood South River Road	South River Road	9.5	7.6	7.1	10.4	8.4	7.7
Warm Mineral Springs	U.S. 41/Jacaranda Blvd. to Charlotte County	2.3	2.3	2.3	2.5	2.5	2.5
North Port Myakka	U.S. 41/Jacaranda Blvd. to Charlotte County	2.3	2.3	2.3	2.5	2.5	2.5
North Port	U.S. 41 to Char. And Sumter Blvd./I-75 to U.S. 41	2.1	2.0	2.0	2.3	2.2	2.1
East Venice	U.S. 41 (U.S. 41 Bypass N. to Colonia Ln.) & Jacaranda	6.0	6.0	6.0	6.5	6.5	6.5
North Englewood	SR 776/Jacaranda Boulevard to Circlewoods Drive	5.9	4.7	4.4	6.3	5.1	4.7
Warm Mineral Springs	U.S. 41/Jacaranda Blvd. to Charlotte County	3.3	3.3	3.3	3.6	3.6	3.6
North Port	U.S. 41/Jacar. to Char. and Sumter Blvd./I-75 to U.S. 41	3.6	3.4	3.4	3.9	3.7	3.7

Source: Southwest Florida Regional Planning Council

Table 3-6: Estimated Evacuation Zone Clearance Times

Evacuation Destination	Zone A Evacuation Hours	Zone B Evacuation Hours	Zone C Evacuation Hours	Zone D Evacuation Hours	Zone F Evacuation Hours
Nearest Shelter	13	18	35	49.5	60
In-County	15	20	43.5	50	78
Out-of- County	15.5	20.5	43.5	50.5	79

Note: Clearance times will vary, depending on a number of factors such as strength of storm, number of vehicles evacuating, roadway capacity/restricting points, distance to shelters and evacuee response.

Ref: Southwest Florida Region Statewide Regional Evacuation Study Program, SW Florida Regional Planning Council,

FUTURE GROWTH AND TRANSPORTATION IMPROVEMENTS

As noted earlier in the “laneage” section of this element, the City has over 800 square miles of roads. Since transportation and specific road improvements were identified in the “Major Issues” portion of the EAR, most of the City’s future roadway improvements focus on Toledo Blade Boulevard, Sumter Boulevard, and Price Boulevard. Also, the City is repairing and repaving miles of local roads in order to enhance the quality of life for the traveling public. Since these improvements have been discussed at length earlier in this and other elements of the Comprehensive Plan, this section will focus on other potential improvements.

Interchanges – As identified in the Activity Center Report (North Port Planning Department, 2008), the City is in the planning process for the development of an Activity Center at Yorkshire Street and I-75. This location will eventually need an interchange to serve the industrial, commercial, office, residential, and park uses that are proposed. This is consistent with the 1997 Comprehensive Plan, which called for a future interchange in the vicinity at Yorkshire Street or Raintree Boulevard. Staff believes that the spacing of an interchange is appropriate as it is essentially equidistant between the interchange at Toledo Blade Boulevard in North Port and the Kings Highway interchange in Charlotte County. The Activity Center Report discusses anticipated costs and possible funding sources for this future interchange. This interchange is not currently programmed by FDOT or identified in either the Sarasota-Manatee MPO or Charlotte County-Punta Gorda MPO Long Range Transportation Plan, which means that the City will have to coordinate planning activities with FDOT to address the needs, costs, and funding associated with this future interchange (see Policy 2.6.9 of the Future Land Use Element).

Connectivity – One of the existing problems concerning the ability to move around North Port is the impact that the major canal system has on the transportation network. These water bodies create barriers and force even more traffic onto the collector to arterial “funnel” that is prevalent in North Port today. The City should encourage linkages from neighborhood to neighborhood and from neighborhoods to activity centers and town centers. One such improvement would be the development of the final section of Springhaven Road that would serve to divert traffic away from Price Boulevard in the western part of the platted lands section of the City. Such

connectivity/linkage will offer alternate routes for residents, could aid in maintaining acceptable levels of service on certain roadways, better access and make it easier for Fire/EMS and police to respond to calls. Connectivity/linkages could include pedestrian bridges, traffic bridges, or a combination of both.

Sidewalks/Pedestrian Paths/Bike Lanes/Greenways/Trails/Blueways

Sidewalks in the City are more prevalent in the newer developments as the City was largely developed in an era where sidewalks were not considered essential by the development community. However, there are some areas of the city (mainly in the first parts of the City to be developed) where pedestrian amenities were installed. The Unified Land Development Code requires sidewalks to be included as a part all new developments. The development review process ensures that the facilities are included in the new developments. The City annually attempts to provide more sidewalk facilities and has taken advantage of various grants to increase the size of the system to enhance linkage. Connections to schools, including pedestrian bridges across drainage features, are highly important.

Designated bike paths are found along U.S. 41 and several collector roads. As arterial roads have been widened or are planned to be widened, multi-purpose paths are included in the design, including along Toledo Blade Boulevard, Sumter Boulevard, and Price Boulevard.

Pathways are encouraged in new developments to provide recreational opportunities, or places to unwind from a hectic day of shopping. Pathways are being placed around retention areas and ponds along with other aesthetic and pedestrian amenities that will make the walk more pleasant. Paths and trails will be an important component of the Myakkahatchee Greenway project that is discussed in depth in other elements of this Comprehensive Plan. A linkage to the Sarasota County trail system on the Carlton Reserve is encouraged.

The City is in the beginning stages of creating a Complete Streets Policy that is anticipated to tie into a Complete Streets design document similar in nature to the Urban Design Standards Pattern Book.

The City has inaugurated its blueway system, as identified in the Blueways Masterplan, and will continue to do so as funding is available.

Sarasota/Manatee Metropolitan Planning Organization

The Sarasota/Manatee Metropolitan Planning Organization (MPO) was established in 1978 following the passage of the Federal Highway Act of 1974. The MPO's purpose is to guide local decision making on transportation issues by establishing regional transportation priorities, policies, and plans. The MPO policy board is comprised of local elected officials from Sarasota and Manatee Counties, local municipalities, Port Manatee, and the Sarasota-Bradenton Airport Authority.

The principle responsibilities of the MPO include the development of (1) a 25-year Long Range Transportation Plan (LRTP) (Renaissance Planning Group, 2015), (2) a Congestion Management System (CMS), (3) a five-year Transportation Improvement Program (TIP), and (4) related planning studies and projects deemed necessary to address transportation issues within their jurisdiction. Local transportation needs are re-evaluated annually.

By Federal and State law, all multi-modal transportation improvement projects must be included in and consistent with the TIP in order to be eligible for Federal and State funding. This requirement makes the TIP the primary plan that guides all State and Federally funded transportation improvements in the bi-county area.

Every five years the MPO updates the Long Range Transportation Plan (LRTP), with the current 2040 LRTP adopted in December of 2015. The plan defines strategic transportation projects linked with growth and important community objectives along with the ability to meet long-term mobility needs with projected funding. The 2035 Highway Needs System Plan for Sarasota County (Map 14 of the 2040 LRTP) indicates several improvements needed for the future in the North Port Area, including:

- Four-laning of River Road.
- Four-laning Toledo Blade Boulevard (done).
- Complete the four-laning of Sumter Boulevard (done).
- Extending Manasota Beach Road eastward to River Road (indicated on Future Transportation Circulation Map).
- Pine Street extension.
- West Villages Parkway Extension to Winchester Blvd.
- Four-laning of Price Boulevard (corridor analysis is done).
- Keyway Road extension to Pine Street (indicated on Future Transportation Circulation Map).
- I-75 Interchange at Yorkshire Street

ALTERNATIVE MODES OF TRANSPORTATION

Mass Transit

Sarasota County Area Transit (SCAT) provides public transit and paratransit services throughout the County, including the City of North Port. SCAT updates the Sarasota County Transit Development Plan (TDP) annually. The TDP recommends how the bus system can respond to the public transit needs of the County over five-year periods. Through the annual update of the Sarasota County Transportation Disadvantaged Plan, SCAT plans for complementary paratransit services.

Since 1997, the City has continually worked with SCAT for enhanced transit service to better serve the needs of City residents. In fact, this was one of the major issues identified in the 2005 Evaluation and Appraisal Report (EAR) and the subsequent 2012 Evaluation and Appraisal Notification Letter. Since the 2005 EAR amendments were adopted and approved, SCAT has increased service to North Port. SCAT has also initiated commuter routes to Sarasota Memorial Hospital in Sarasota, PGT, Industries in Venice and to Sarasota-Bradenton Airport. The current SCAT bus routes are indicated on the Future Transportation Circulation Map.

The City continues to plan for expanded transit service by requiring developers to plan for stops and shelters in their developments. Shelters and the communication of real-time transit

information are also an issue of concern for transit users. The City must continue to coordinate with SCAT to identify and place shelters at the most used locations in the City, as well as to have real-time transit information not only available for mobile devices but also at shelters. It is also likely that in the future, as service levels increase, the City will need a site for a transfer facility for multiple buses/transfers.

North Port also has a number of taxicab and limousine companies that provide door-to-door service throughout the area. Additionally, there are nursing homes, medical facilities, and social service agencies that provide services to residents and clients.

Air Service

North Port does not have an airport within its boundaries. However, the City's growing population has several options for both commercial and private service within a few hours driving time. The closest commercial airports are Sarasota-Bradenton International Airport and the Punta Gorda Airport. Sarasota-Bradenton International Airport is served by a number of national and international carriers (mainly seasonal), and the Punta Gorda Airport has service from multiple cities from several low fare carriers, mainly serving tourists in secondary markets or secondary airports in major markets, similar to the role the Punta Gorda airport has in relation to Southwest Florida International Airport in Fort Myers. The City should support initiatives that enhance air service at these airports with fare structures amenable to residents' financial abilities. A larger range of commercial airline services are available at both the Southwest Florida International Airport near Fort Myers and Tampa International Airport, while St. Petersburg/Clearwater Airport serves a market niche (albeit on a larger scale) similar to that of the Punta Gorda Airport.

Non-commercial airports for private pilots and charter service are available at the Punta Gorda Airport, Venice Airport, and Buchan Airport near Englewood.

INTERGOVERNMENTAL COORDINATION

The City coordinates with several governmental entities to ensure an appropriate management of transportation needs. The main agencies are:

- Florida Department of Transportation (FDOT) coordinates federal and state funding for roadways and improvements with the recommendations of the Metropolitan Planning Organization.
- Southwest Florida Regional Planning Council (SWRPC) assists the City with technical transportation information to ensure that local and regional transportation concerns, safety, and other issues are met to address growth as it relates to transportation needs.
- Sarasota/Manatee Metropolitan Planning Organization (MPO) prepares the Long Range Transportation Plan (LRTP) containing strategies and projected transportation needs and roadway projects within a 25-year frame. The MPO assists FDOT by preparing and prioritizing the financially feasible roadway projects listed in the 5-year Transportation Improvement Program that is utilized by FDOT for funding projects.
- Charlotte County/Punta Gorda MPO

- Charlotte County Public Works
- Sarasota County Area Transit System (SCAT) provides countywide transit services. Coordination for bus route services and transit stops is vital to the City.
- Sarasota County coordinates with the City on all roadway needs concerning the County's roadway system.

The City continues to participate as a member of the Sarasota-Manatee MPO. The most recent LRTP Framework 2040 from the Sarasota-Manatee MPO set a number of transportation goals for the City:

- Provide mobility on area roadways and enhance intermodal connectivity.
- Strengthen the multimodal transportation system.
- Coordinate land use and protect the environment.
- Enhance system management and operations.
- Ensure financial feasibility.
- Involve public in transportation decision making.

Table 3-7 Daily LOS Counts

CountID	Street	From	To	Class	Num Lanes	Date1	SUMvol1	AADT	Cap	GenLOS	Exceeds LOS	K Factor	D Factor	Class
1	US Highway 41	River Rd	Biscayne Dr	1	4	1/4	0	0	39,800	B	No			
2	US Highway 41	Biscayne Dr	Cranberry Blvd	1	4	1/4	0	0	39,800	B	No			
3	River Road	I-75	US 41	1	2	1/2	0	0	17,700	B	No			
4	River Road	US 41	Winchester Blvd	1	2	1/2	0	0	17,700	B	No			
21	Price Blvd	Biscayne Dr	Sumter Blvd	P	2	P/2	4/7/2015 10670	11000	17,200	B	No	0.097563	0.597502	II
22	Price Blvd	Sumter Blvd	Cranberry Blvd	P	2	P/2	4/7/2015 10326	10700	17,200	B	No	0.087062	0.860957	I
23	Price Blvd	Cranberry Blvd	Toledo Blade Blvd	P	2	P/2	4/7/2015 15216	15700	17,200	D	At LOS	0.090694	0.573188	I
24	Price Blvd	Toledo Blade Blvd	Haberland Blvd	P	2	P/2	4/7/2015 7101	7300	17,200	B	No	0.096747	0.582242	I
25	Price Blvd	Haberland Blvd	Yorkshire St	P	2	P/2	4/7/2015 1956	2000	17,200	B	No	0.114519	0.553571	I
26	Price Blvd	Yorkshire St	Orlando Blvd	P	2	P/2	4/7/2015 1739	1800	17,200	B	No	0.104658	0.543956	I
27	Sumter Blvd	Tropicaire Blvd	I-75	1	2	1/2	4/21/2015 9059	9400	17,700	B	No	0.135556	0.882736	I
28	Sumter Blvd	I-75	Price Blvd	1	4	1/4	4/21/2015 14026	14500	39,800	B	No	0.086554	0.691928	I
29	Sumter Blvd	Price Blvd	Appomattox Dr	1	4	1/4	4/21/2015 2724	2800	39,800	B	No	14	1068	I
30	Sumter Blvd	Appomattox Dr	US 41	1	4	1/4	4/21/2015 9678	10000	39,800	B	No	0.079149	0.72846	I
31	Sumter Blvd	US 41	Chancellor Blvd	2	2	2/2	4/28/2015 8223	8500	14,800	D	At LOS	0.194211	0.968691	I
32	Toledo Blade Blvd	Tropicaire Blvd	I-75	1	2	1/2	5/5/2015 2781	2900	17,700	B	No	0.09457	#REF!	I
33	Toledo Blade Blvd	I-75	Price Blvd	1	4	1/4	5/5/2015 15489	16000	39,800	B	No	0.083479	0.873937	I
34	Toledo Blade Blvd	Price Blvd	Woodhaven Dr	1	4	1/4	5/5/2015 15293	15800	39,800	B	No	0.088014	0.597325	I
35	Toledo Blade Blvd	Woodhaven Dr	Hillsborough Blvd	1	4	1/4	5/5/2015 16560	16200	39,800	B	No	0.084856	0.521084	I
101	Biscayne Drive	Tropicaire Blvd	End (I-75)	2	2	2/2	2/20/2013 111	100	14,800	B	No	0.171171	0.842105	I
102	Biscayne Drive	End (I-75)	Price Blvd	1	2	1/2	2/20/2013 813	800	17,700	B	No	0.095941	0.692308	I
103	Biscayne Drive	Price Blvd	Elyton Dr	2	2	2/2	2/20/2013 8004	8300	14,800	D	At LOS	0.086207	0.698966	I
104	Biscayne Drive	Elyton Dr	US 41	2	2	2/2	2/20/2013 10711	11100	14,800	D	At LOS	0.084212	0.604213	I
105	Biscayne Drive	US 41	Chancellor Blvd	2	2	2/2	2/20/2013 3671	3900	14,800	B	No	0.090439	0.527108	I
106	Pan American Blvd	Appomattox Dr	US 41	2	2	2/2	2/5/2013 2999	3100	14,800	B	No	0.095365	0.524476	I
107	Appomattox Drive	Pan American Blvd	Sumter Blvd	2	2	2/2	2/26/2013 3229	3300	14,800	B	No	0.104676	0.538462	I
108	North Port Blvd	Appomattox Dr	US 41	2	2	2/2	2/20/2013 2766	2900	14,800	B	No	0.086406	0.598326	I
109	North Port Blvd	US 41	Biscayne Dr	2	2	2/2	2/20/2013 2457	2500	14,800	B	No	0.096459	0.556962	I
110	Hillsborough Blvd	Cranberry Blvd	Chamberlain Blvd	1	2	1/2	2/28/2013 5110	5300	17,700	B	No	0.090339	0.655257	I
111	Hillsborough Blvd	Chamberlain Blvd	Toledo Blade Blvd	1	2	1/2	4/7/2015 4656	4800	17,700	B	No	0.08677	0.638614	I
112	Ponce De Leon Blvd	I-75	Biscayne Dr	1	2	1/2	2/26/2013 2107	2200	17,700	B	No	0.094022	0.79	I
113	Ponce De Leon Blvd	Tropicaire Blvd	I-75	1	2	1/2	2/28/2013 2039	2100	17,700	B	No	0.113781	0.646552	I
114	Tropicaire Blvd	Biscayne Dr	Ponce De Leon Blvd	1	2	1/2	2/28/2013 1196	1200	17,700	B	No	0.098662	0.788136	I
115	Tropicaire Blvd	Ponce De Leon Blvd	Sumter Blvd	1	2	1/2	2/28/2013 3655	3800	17,700	B	No	0.108618	0.828715	I
116	Tropicaire Blvd	Sumter Blvd	Toledo Blade Blvd	1	2	1/2	2/28/2013 1648	1700	17,700	B	No	0.104389	0.662791	I
201	Cranberry Blvd	Toledo Blade Blvd	Chamberlain Blvd	1	2	1/2	2/4/2014 3962	4100	17,700	B	No	0.116022	0.859307	I
202	Cranberry Blvd	Chamberlain Blvd	Price Blvd	1	2	1/2	2/4/2014 3536	3700	17,700	B	No	0.095871	0.528024	I
203	Cranberry Blvd	Price Blvd	Ridley Ln	1	2	1/2	2/4/2014 5263	5400	17,700	B	No	0.108873	0.502618	I
204	Cranberry Blvd	Ridley Ln	US 41	1	2	1/2	2/4/2014 3908	4000	17,700	B	No	0.100819	0.832487	I
205	Salford Blvd	Wall Ln	US 41	2	2	2/2	1/28/2014 5323	5500	14,800	C	No	0.093556	0.586345	I
206	Salford Blvd	Price Blvd	Wall Ln	2	2	2/2	1/28/2014 3580	3700	14,800	B	No	0.088547	0.725552	I
207	Chamberlain Blvd	Alegheny Ln	Hillsborough Blvd	1	2	1/2	2/4/2014 3821	4000	17,700	B	No	0.083748	0.681295	I
208	Chamberlain Blvd	Price Blvd	Alegheny Ln	1	2	1/2	2/4/2014 4306	4500	17,700	B	No	0.09568	0.57767	I
209	Chamberlain Blvd	Cranberry Blvd	Price Blvd	1	2	1/2	2/4/2014 1939	2000	17,700	B	No	0.099536	0.632124	I
210	Collingswood Blvd	Woodhaven Dr.	Hillsborough Blvd	1	2	1/2	2/4/2014 437	500	17,700	B	No	0.107551	0.617021	I
211	Woodhaven Drive	Toledo Blade Blvd	Haberland Blvd	1	2	1/2	3/4/2014 0	0	17,700	B	No	#DIV/0!	#DIV/0!	I
212	Panacea Blvd	Marton Oak Blvd	Price Blvd	2	4	2/4	3/4/2014 1880	1900	32,400	B	No	0.160106	0.624585	II
213	Panacea Blvd	Toledo Blade Blvd	Marton Oak Blvd	2	4	2/4	1/10/1900 1385	1400	32,400	B	No	0.124188	0.686905	II
301	Haberland Blvd	Price Blvd	Jeannin Dr	1	2	1/2	4/14/2015 1426	1500	17,700	B	No	0.100982	0.541667	I
302	Haberland Blvd	Jeannin Dr	Hillsborough Blvd	1	2	1/2	4/14/2015 5668	5900	17,700	B	No	0.083451	0.539112	I
303	Jeannin Drive	Price Blvd	Haberland Blvd	1	2	1/2	4/28/2015 1528	1600	17,700	B	No	0.106675	0.530367	I
304	San Mateo Drive	Price Blvd	Nashville Road	1	2	1/2	4/14/2015 980	1000	17,700	B	No	0.181633	0.696629	I
305	Hillsborough Blvd	Nashville Rd	Hillsborough Blvd	1	2	1/2	4/14/2015 2207	2300	17,700	B	No	0.061622	0.596176	I
306	Hillsborough Blvd	Veterans Blvd	Price Blvd	1	2	1/2	4/30/2015 19	0	17,700	B	No	1.578947	0.5	I
307	Serris Drive	Price Blvd	Hillsborough Blvd	1	2	1/2	4/7/2015 13	0	17,700	B	No	0.384615	0.8	I
308	Raintree Blvd	Price Blvd	Hillsborough Blvd	1	2	1/2	4/14/2015 167	200	17,700	B	No	0.143713	0.625	I
309	Yorkshire Street (east)	Price Blvd	Silverleaf Road	1	2	1/2	4/14/2015 41	0	17,700	B	No	0.365854	0.6	I
310	Yorkshire Street (west)	Silverleaf Rd	Price Blvd	1	2	1/2	4/14/2015 99	100	17,700	B	No	0.191919	0.684211	I
311	Atwater Drive	Caputo Ave	Hillsborough Blvd	1	2	1/2	4/28/2015 126	100	17,700	B	No	1.398825	0.528409	I
312	Atwater Drive	Price Blvd	Caputo Ave	1	2	1/2	4/28/2015 1921	2000	17,700	B	No	0.264446	0.574803	I
313	Hillsborough Blvd	Toledo Blade Blvd	Haberland Blvd	1	2	1/2	4/28/2015 3548	3700	17,700	B	No	0.155581	0.516304	I
314	Hillsborough Blvd	Haberland Blvd	Atwater Dr	1	2	1/2	4/28/2015 2784	2900	17,700	B	No	0.190374	0.622642	I
315	Hillsborough Blvd	Atwater Dr	Veterans Blvd	1	2	1/2	4/28/2015 3482	3600	17,700	B	No	0.010052	0.657143	I

Daily Capacities are based on FDOT Generalized Level of Service Tables.

CHAPTER 4

CITY OF NORTH PORT COMPREHENSIVE PLAN

UTILITIES

Table of Contents

Chapter 4 Potable Water, Groundwater Aquifer Recharge Section	Page
Introduction.....	4-2
Legislation.....	4-3
Relationship to the EAR.....	4-4
Utilities Master Planning.....	4-4
Regulatory Compliance.....	4-4
Conservation.....	4-7
Reclaimed Water.....	4-7
Inventory.....	4-7
Analysis of Potable Water Needs Through 2030.....	4-8
Demand and Flow Projections.....	4-8
Water System Conclusions.....	4-8
Capital Improvements Program.....	4-8
Utility Expansion into Existing Neighborhoods.....	4-8
Developer Contributions.....	4-9
Future Needs.....	4-9
Water Supply and Treatment Facilities.....	4-9
Potable Water Conclusion.....	4-9
Future Development of the Reclaimed Water System.....	4-9

Tables

4-1: Permitted Water Sources.....	4-5
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POTABLE WATER ELEMENT

Introduction

The City of North Port Public Utilities Department manages the potable water and reclaimed water systems. The City purchased the utility systems from the now defunct General Development Corporation (GDC) through their subsidiary, General Development Utilities, in 1992. The City has and will continue to expand and improve the treatment and distribution systems.

While the backbone of the water system spans the boundaries of the Urban Service Area and most arterial and collector roads in between, most of the areas currently served by City of North Port utilities are located within or near the old City core area. The City Utilities Department also serves areas outside of the City limits in unincorporated Sarasota County, including high-density mobile home parks. Many residents/businesses outside of the core area currently utilize public and domestic supply wells as their source for potable water. The groundwater source for these wells is the Intermediate Aquifer System. The City of North Port's ultimate goal is to expand the City's potable water system to service areas of the City within the City's Urban Service Area Boundary.

The City of North Port Utilities Department has developed and utilizes a Utilities Master Planning process to formalize the expansion of the utilities in a uniform manner. Under the ownership of GDC, the utilities had been developed based on development needs and not as a water supplier. Construction of the utilities under this previous regime is evident and has taken time and planning to correct the resulting deficiencies (e.g. dead-ends and undersized piping). Utilities Master Plans shall be updated a minimum of once every five (5) years and include hydraulic modeling analyses. The Utilities Department shall also take part in the City's annual capital improvement projects (CIP) programming process in coordination with other City departments such as Public Works/Road & Drainage.

To help realize the goal of expanded water service, the City of North Port has and will continue to require all subdivisions/developments to bear their share of the cost to engineer and construct the potable water and reclaimed water systems in applicable areas; and, per the Sanitary Wastewater Element, wastewater systems. This is done with the requirement that all developers will enter into a "Developer's Agreement" with the City of North Port. The developer will then bear the cost of engineering, permitting, and constructing the needed systems for their developments. For very large-scale developments, these agreements may include the engineering, permitting, and construction of a water treatment plant, which will then be dedicated to the City of North Port for its use and maintenance, thereby mitigating the initial development cost to the City of North Port.

Legislation

Under Public Law 93-523, the “Safe Drinking Water Act,” the federal government established water quality standards for the protection of water for public use, including operating standards and quality controls for public water supply systems. This law directed the Environmental Protection Agency (EPA) to establish minimum drinking water standards which are divided into “primary” standards, or those required for public health, and “secondary” standards, those recommended for aesthetic qualities, however as noted below, the secondary standards are also required by State of Florida regulations.

In accordance with federal requirements, the Florida Legislature adopted Chapter 403.850, Florida Statutes (F.S.), the “Florida Safe Drinking Water Act.” The Florida Department of Environmental Protection (FDEP) is the state agency responsible for implementing this act and has established rules classifying and regulating public water systems under Chapter 62-550, Florida Administrative Code (F.A.C.). The primary *and* secondary standards of the “Safe Drinking Water Act” are mandatory in the State of Florida.

The Southwest Florida Water Management District (SWFWMD) has adopted rules under Chapter 40D, F.A.C., and is responsible for the management of water resources within a sixteen-county region to protect the supply necessary to meet existing and future water demands. Additional regulations relating to the operation of community, non-transient non-community, non-community, and limited use public water supply systems are set forth within Chapter 62-550, 555 (FDEP) and Chapter 64E-8 (Florida Department of Health).

Chapter 62-251, F.A.C., provides criteria for: delineating wellhead protection areas; restrictions, including prohibition and regulation of certain substances, activities, and facilities in wellhead protection areas; and establishes permitting requirements, compliance review inspections, and enforcement procedures.

The 2005 Legislature expanded the local government comprehensive plan requirements to strengthen coordination of water supply planning and local land use planning. This is accomplished through continued coordination with the SWFWMD Regional Water Supply Plan (RWSP), which addresses the water supply facilities necessary to serve existing development, and new growth for which the City of North Port is responsible.

The City of North Port’s Administrative Code 78-60 requires all residences and business establishments to connect to the City of North Port potable water service within 365 days (one year) of the notification of service becoming available to the property.

Relationship to 2005 Evaluation and Appraisal Report (EAR)

The City's Evaluation and Appraisal Report, which was adopted in 2005, did list two specific items, and one additional related item, pertaining to potable water in the list of major issues identified by the citizens of the City of North Port, City Staff, the Planning and Zoning Advisory Board, and the City Commission.

The first issue is that the City should be more aggressive in extending potable water and sanitary wastewater service throughout the City. The concern is the proliferation of wells and septic systems that have followed the growth of North Port, and the ultimate impact upon the environment and public health. The City's utilities master planning processes shall be utilized to accomplish these goals, as will be indicated in the goals, objectives, and policies in this Comprehensive Plan.

The second major issue was to examine available water resources to support the growth projected for the City of North Port, to ultimate build-out, within the City's Urban Service Area Boundary. The City shall continue to use the utilities master planning processes to aid in identifying sources of potable water, including the City's canal system as a source and ground water sources. Coordination with the Southwest Florida Water Management District (and consistency with the regional water supply plan) and other appropriate agencies shall continue.

A third major issue is related to the provision of, and protection of, a source of potable water – that is, the continuation of the Myakkahatchee Creek initiative. As noted throughout this Comprehensive Plan, it is the City's ultimate goal to assemble at least the first two tiers of property along each side of the creek north of U.S. 41 to create a linear park that would also serve to protect this valuable potable water resource and better maintain the function of the floodplain.

Regulatory Compliance

1. Potable Water

As noted above, the City is required to meet all standards as required by the Federal Safe Drinking Water Act and the FDEP by delegation.

As of 2013, the City has four (4) permitted potable water supply sources authorized by the SWFWMD to meet potable water demands through 2030: Myakkahatchee Creek (ID No. 10), Cocoplum Canal (ID No. 11), the Myakkahatchee Creek RO wellfield (6 wells; ID Nos. VW-1 through VW-6), and the West Villages RO wellfield (future 4 wells; ID Nos. 92 through 95). Additionally, the City has interconnects with the Peace River Manasota Regional Water Supply Authority (PRMRWSA); Sarasota County; and, Charlotte County. A summary of the City's permitted water supply sources is provided in the table below:

Table 4-1: Permitted Water Sources

SOURCE	TYPE	ANNUAL AVERAGE (GPD)	PEAK MONTH (GPD)
Myakkahatchee Creek	Surface Water	4,400,000	6,000,000
Cocoplum Canal	Surface Water	2,400,000	4,000,000
Myakkahatchee Creek RO Wellfield ⁽¹⁾	Groundwater	2,000,000	2,000,000
Combined Permit at MCWTP⁽²⁾		4,400,000	6,000,000
West Villages RO Wellfield	Groundwater (Future)	2,700,000	2,700,000
Total Permitted Capacity⁽³⁾		7,100,000	8,700,000

(1) The permit allows the City to offset surface water usage with up to 2,000,000 gpd of groundwater.

(2) The combined surface and groundwater withdrawals are limited to 4,400,000 gpd (AADF) and 6,000,000 gpd (PMF) regulated at the finished water meter (ID No. 20).

(3) The total permitted capacity includes the West Villages RO Wellfield.

The City of North Port withdraws raw surface water from the Myakkahatchee Creek and Cocoplum Canal for treatment through the surface water treatment system at the Myakkahatchee Creek Water Treatment Plant (MCWTP under a SWFWMD consumptive water use permit (WUP #20002923.013). As noted in the table above, this permit allows for the combined withdrawal of an annual average quantity of 4.4 million gallons per day (mgd) and a peak monthly quantity of 6.0 mgd, regulated at the MCWTP finished water meter (ID No. 20).

The Myakkahatchee Creek RO wellfield is the raw groundwater source for the reverse osmosis (RO) treatment system at the MCWTP. The wellfield consists of six 12-inch diameter wells constructed into the intermediate aquifer to a depth of 320 feet. Five of the six wells are located at 5650 North Port Blvd, North Port, Sarasota County Property Appraiser Parcel 0999002000, Section/Township/Range: 32-39S-21E. One of six wells is located at the MCWTP site, 5655 North Port Blvd, North Port, Sarasota County Property Appraiser Parcel 0999002010, Section/Township/Range: 32-39S-21E. As noted in the table above, this permit allows for the combined withdrawal of an annual average quantity of 4.4 mgd and a peak monthly quantity of 6.0 mgd, regulated at the MCWTP finished water meter (ID No. 20). As noted above, Chapter 62-251, F.A.C., provides criteria for: delineating wellhead protection areas; restrictions, including prohibition and regulation of certain substances, activities, and facilities in wellhead protection areas; and establishes permitting requirements, compliance review inspections, and enforcement procedures. The City’s Ordinance 2011-05 provides for groundwater wellhead protection.

A West Villages RO wellfield for the planned Water Treatment Plant for the West Villages Improvement District (WVID) is located off of South River Road and owned by Thomas Ranch Land Partners North Port LLLP. In the future these wells will be turned over to the City. As noted in the table above, the WUP will allow for the withdrawal of annual average and peak monthly quantities of 2.0 mgd for this wellfield.

The City will be examining the feasibility and location of possible reservoir site(s) to be used to supplement existing raw water sources. Once determined, this Comprehensive Plan will be amended to include those sites. Reservoir(s) will be regulated by SWFWMD.

2. Regional Water Supply Coordination

Southwest Florida Water Management District

The Southwest Florida Water Management District (SWFWMD) is charged with the management, protection, and enhancement of water and water-related natural resources in the region in accordance with the Water Resources Act (Chapter 373, Florida Statutes). SWFWMD is also responsible for developing a Regional Water Supply Plan, a requirement resulting from state laws that were adopted in 1997 which specifically amended Chapter 373, Florida Statutes (F.S.). The regional water supply planning requirements were again amended as a result of the passage of Senate Bill 444 during the 2005 legislative session in order to encourage better communication between water planners, city planners, and local utilities. Included in this coordination and conservation is ongoing communication with the SWFWMD.

The Regional Water Supply Plan provides a framework for future water management decisions regarding the health of the hydrologic system and the system's ability to meet long-term water resource demands. SWFWMD's Regional Water Supply Plan addresses a sixteen-county planning area along the west coast of Florida from Levy to Charlotte County.

Under Florida law, local governments must address in their comprehensive plans the water supply sources necessary to meet and achieve existing and projected water use demand for the established planning period, considering the applicable regional water supply plan. Florida laws require local governments within areas projected to have insufficient supplies of water from traditional sources to amend their comprehensive plan: (1) to incorporate the alternative water supply project or projects selected by the local government from those identified in the regional water supply plan pursuant to s. 373.709(2)(a) or proposed by the local government under s. 373.709(8)(b); and (2) to adopt a work plan, covering at least a 10-year planning period, for building public, private, and regional water supply facilities, including the development of alternative water supply projects, conservation, and reclaimed water projects, which are necessary to serve existing and new development. Once adopted, the work plan must be updated within 18 months after the water management district updates the regional water supply plan, which typically occurs every five years.

The City of North Port lies within the Southern Water Use Caution Area (SWUCA). The SWUCA was designated by SWFWMD in 1992 as an area impacted by increased groundwater withdrawal. Potential impacts to the SWUCA include saltwater intrusion, reduced stream flow, and lowered lake levels. The ultimate effect of the SWUCA on the City is that there will likely be pressure to seek alternative sources of potable water.

3. Reclaimed Water

The City of North Port's reclaimed water system is primarily regulated under FAC 62-610, Reuse of Reclaimed Water and Land Application, in addition to the City's Wastewater Treatment Plant (WWTP) FDEP operating permit, FLA01378, which requires renewal on a 5-year cycle. The City of North Port's system is managed in compliance with these regulations. Under the WWTP FDEP operating permit, the permitted capacity of the slow-rate public access system (R-001), consisting of the North Port Master Urban Reuse General Service Area, is 5.0 MGD annual average daily flow (AADF). The service area includes the incorporated limits of the City of North Port.

Conservation

The City of North Port has taken great strides in its water conservation efforts. The City has enacted rules for year-round water conservation that meet SWFWMD regulations. The City Ordinance also requires consistency with SWFWMD regulations during declared water shortage periods. The City of North Port has enacted a regulation stating, "All landscaped areas shall be equipped with permanent irrigation systems. Where appropriate, it is strongly encouraged that drip irrigation be used. This provision shall not apply to existing plant or tree communities or to parcels for single-family and two-family dwellings." The City requires new construction under development order that all irrigation systems will be built to reclaimed water standards. In addition to the regulation of irrigation, the City has many conservation programs to include an extensive public education program and enforces compliance of conservation rules by Code Enforcement. The City also has an inverted six (6) tiered rate structure designed to encourage conservation. The City has a 2008 Reuse Master Plan (Brown & Caldwell, April 28, 2008) and will continue to actively pursue other options for the conservation of water resources, such as promoting "Florida Friendly" landscaping, encouraging the utilization of low impact development principles in site design, and the use of drought tolerant plantings as outlined in this Comprehensive Plan.

Conservation efforts also include encouraging the use of reclaimed water. Through the City's sale of reclaimed water, the City's customers use less irrigation well and potable water for water intensive uses such as irrigation of golf courses and landscaping. If feasible, properties where reclaimed water is installed are welcome to connect to the system. The City shall continue to actively seek out new reclaimed water customers and, through Developer Agreements with the City, require new development, when possible, to utilize reclaimed water and to construct irrigation systems to reclaimed water standards.

Inventory

As of 2013, the City's potable water system has twelve primary components as follows:

1. The Myakkahatchee Creek raw surface water supply.
2. The Cocoplum Waterway raw surface water supply.
3. The Myakkahatchee Creek RO wellfield groundwater supply.
4. Peace River/Manasota Regional Water Supply Authority Interconnects, a regional finished water supply.

5. The West Villages RO wellfield groundwater supply.
6. Interconnects with Sarasota and Charlotte Counties for backup/emergencies.
7. Myakkahatchee Creek Water Treatment Plant (MCWTP) with 3.5 MG storage facilities.
8. The Hillsborough Booster Pump Station.
9. The Northeast Booster Pump Station with a 3.0 MG storage facility.
10. The Southwest Booster Pump Station with a 1.0 MG storage facility.
11. The transmission and distribution piping system.
12. An Aquifer Storage and Recovery (ASR) well is being evaluated for its potential as a means for storing minimally treated surface water during the summer rainy season for later treatment and use during the winter dry season.

The first four items noted above are the primary sources for the City's potable water supply. The fifth item above is for future supply. The City is permitted by SWFWMD to withdraw surface water from both the Myakkahatchee Creek and the Cocoplum Waterway, both of which run through the City. The City is also permitted to withdraw brackish groundwater from the intermediate aquifer using the six wells (i.e. Myakkahatchee Creek RO wellfield). Water from these surface water and groundwater sources is treated at the MCWTP prior to distribution. The City also receives and distributes finished potable water from the Peace River/Manasota Regional Water Supply Authority (PR/MRWSA) through existing agreements. The City receives and supplies potable water from/to Sarasota County through an existing agreement. The City also supplies potable water to Charlotte County through an existing bulk purchase agreement. Additional interconnects with Charlotte County are for emergency purposes.

As of 2013, the City's reclaimed water system has two primary components as follows:

1. Treatment, storage, and pumping facilities at the City of North Port WWTP.
2. Reclaimed water distribution system.

Analysis of Potable Water Needs

1. Demand and Flow Projections

The City's Utilities shall prepare and evaluate demand and flow projections as part of the recurring five year utilities master planning updates.

2. Utility Expansion into Existing Neighborhoods

Please refer to the Madagascar Neighborhood Plan dated January 2007; and, the 2014 Water Demand Analysis.

3. Capital Improvements Program

Please refer to the Capital Improvements Element for a breakdown of the fiscal year funding for the five-year planning period. The City will update this schedule yearly.

Developer Contributions

In order for the City to realize its goal of expanding potable water service within the City's Urban Service Area Boundary, it must rely on the contributions of developers to help defray the costs of the needed infrastructure. This may come in the form of upgrades to existing facilities, construction of new facilities, reimbursements to the City for improvements made by the City or another form of contribution. The City requires all developers to enter into a Developer's Agreement in order for the City to ascertain the needs that the development will require from the potable water system and, if applicable, the reclaimed water system, and how those needs will be met by both the City and the developer. The City of North Port requires the developer to supply the City with hydraulic modeling detailing the development's impacts to the existing infrastructure. The City may require developers to investigate possible potable water sources which may be available on their property in order to serve both the development and as a possible future source of potable water for the City. As stated in the GOP's the City will not allow development to go forward (except currently vested quarter-acre lots) if the water resources are not available to handle the demand of the developments.

Future Needs

1. Potable Water Supply, Treatment, and Distribution Facilities

Future needs of the water supply, treatment, and distribution facilities are to be determined as part of the recurring five-year master plan updates and other studies/analyses as needed.

Future water supply and treatment facility needs will be significantly influenced by the reliability of existing sources of water supply and by customer growth in the the WVID and Panacea developments.

Other Transmission Improvements

The hydraulic model for the City's water distribution system shall be calibrated and updated as needed. The City shall also include a water quality component in the distribution model analyses. Recommendations of modeling analyses shall guide transmission improvements.

Potable Water Conclusion

The City shall continue to pursue both new groundwater and surface water sources in order to augment the current water supplies. The City is also committed to extending potable water service to the existing platted lots within the City's Urban Service Area Boundary. The City will continue to require new developments to pay for their own improvements to the infrastructure due to their developments, while also requiring contributions so that the City will be able to upgrade its facilities City-wide.

2. Future Development of the Reclaimed Water System

The 2008 Reuse Master Plan (Brown & Caldwell, April 28, 2008), set forth the plan for expanding the reclaimed water system throughout build-out. The City's Utilities Department shall continue to evaluate and update the plan as needed; and, implement the plan.

Future expansion of the City's reclaimed water system is likely to yield several benefits. First, this will support the City's goal of minimizing the use of potable water for irrigation, thus conserving natural water resources and helping to maintain the relatively low per-capita potable

water consumption rate that has historically existed in the City. The City's goal of expanding the potable water distribution system will be more easily reached by maximizing the use of reclaimed water. Also, distributing more reclaimed water will minimize the volume of treated wastewater to be disposed of through other means, thus further benefiting the environment and reducing the need for permitting and developing future effluent disposal facilities.

In conclusion, the City will continue to explore all possible options to increase the use of reclaimed water for purposes of irrigation. Through the use of the proposed WWTPs in the WVID and Panacea areas in conjunction with the current City WWTP, the City will strive to increase the number of customers of reclaimed water in order to reduce the use of potable water for irrigation of developments.

Table of Contents

Chapter 4 Sanitary Sewer Section	Page
Introduction.....	4-12
Legislation.....	4-12
Relationship to EAR.....	4-14
Utilities Master Planning.....	4-15
Regulatory Compliance.....	4-15
Inventory.....	4-16
Collection and Transmission Facilities.....	4-16
City of North Port Central Wastewater Treatment Plant.....	4-16
Deep Injection Well.....	4-17
Reclaimed Water System.....	4-17
Analysis of Sanitary Sewer Needs through 2035.....	4-18
Capital Improvements Program.....	4-19
Utility Expansion into Existing Neighborhoods.....	4-19
Developer Contributions.....	4-20
Future Needs.....	4-20
Wastewater Treatment and Disposal Facilities.....	4-22
Conclusion.....	4-23

List of Illustrations

TABLES

4-5	CWWTP Permit Requirements.....	4-16
4-6	Wastewater Flow Projections.....	4-19
4-7	Summary of Recommended Wastewater Treatment Plant Improvements.....	4-22

SANITARY SEWER ELEMENT

Introduction

The City of North Port Public Utilities Department currently provides wastewater utility service to approximately 14,500 sanitary sewer connections. The City purchased the utility systems from the now defunct General Development Corporation through their subsidiary, General Development Utilities in 1992. The City has completed several system expansion and improvement projects since that time in an effort to better serve the customers of the City of North Port. The City of North Port has been experiencing rapid growth in recent years, and the City's Planning and Zoning Department projects that the City's population will grow to approximately 124,000 people by the year 2040. This growth will be spurred by the proposed large scale developments in the former Taylor Ranch, then Thomas Ranch, now West Villages Improvement District (WVID), in the western part of the City and by the Panacea area in the northeastern part of the City, while the older platted lots of the City are continuing to be developed.

Most of the areas currently served by City of North Port utilities are located within or near the old City core area. Many residents/businesses outside of this core currently utilize private septic systems for wastewater disposal. The City of North Port's ultimate goal is to expand the wastewater system to service areas of the City south of Interstate 75 and several areas that are part of existing Activity Centers or Villages to the north of the highway, but not including the Agricultural/Estates section.

Per the 1997 City of North Port Comprehensive Plan, the City of North Port Utilities Department has developed, and accepted, a utility master plans to formalize the expansion of the utilities in a uniform manner and not the haphazard way in which it was done previously. This Master Plan is updated a minimum of once every five (5) years (most recently in 2015), and may be amended to include other criteria, such as the ability to put in water and sewer infrastructure along with other City infrastructure such as roadways and sidewalks.

To help realize this goal of overall city-wide wastewater service, the City is requiring all large scale developments to bear their share of the cost to engineer and construct the wastewater systems. This is done with the requirement that all developers will enter into a "Developer's Agreement" with the City of North Port. The developer will then bear the cost of engineering and developing the needed systems for their developments. For very large scale developments, such as WVID, these agreements may include the design, permitting, and construction of a wastewater plant, a reuse storage and distribution system which will then be dedicated to the City of North Port for its use and maintenance, thereby eliminating the initial development cost to the City of North Port.

Legislation

Any entity processing more than 2,000 gallons of sewage per day must treat wastewater through a centralized wastewater treatment system. The following are the relevant laws which govern wastewater treatment, including a brief description of each.

U.S. Public Law 92-500, “Federal Water Pollution Control Act,” relates to the provision of sanitary sewer service with the goal of restoring or maintaining the chemical, physical, and biological integrity of the nation’s waters. In the first years after the 1972 passage of this act, area wide wastewater treatment and management plans were developed to ensure adequate control of source polluters.

Section 201 grants were available to local governments for the construction of facilities that were “point sources” of pollution including sewage treatment facilities.

Sections 403.085 and 403.086, Florida Statutes, “Sewage Disposal Facilities: Advanced and Secondary Waste Treatment,” as amended, in part, and chapters 62-4, “Permitting,” and 62-200 “Wastewater Facilities,” Florida Administrative Code, implement Public Law 92-500 at the State level. Chapters 62-4, 62-600, 62-601, 62-604, 62-610, 62-620, and 62-640, Florida Administrative Code, as amended, provide for the rules regarding the permitting, construction and operation of wastewater treatment facilities, including regulations establishing minimum water quality standards for the discharge of effluent and residuals from domestic wastewater facilities. Chapter 62-600, Florida Administrative Code, regulates industrial wastewater facilities and establishes minimum water quality standards for the discharge of the treated wastewater into the environment or into a domestic wastewater collection system.

Sections 403.085 and 403.086, Florida Statutes, establish requirements for the treatment and reuse or disposal of domestic wastewater. Prior to October 1, 1990, Section 403.086, Florida Statutes, required wastewater effluent to be treated to a minimum of secondary treatment, and to the extent necessary, required disinfection and pH control, as defined respectively in Sections 62-600.440, and 62-600.445, Florida Administrative Code, prior to discharge into holding ponds, disposal systems, or surface waters. A 1987 amendment to Section 403.086, Florida Statutes, the Grizzle Figg bill, mandated advanced waste treatment (AWT) by October 1, 1990 for wastewater treatment plants which employ surface water discharge. Surface waters included Sarasota Bay, Little Sarasota Bay, Roberts Bay, Lemon Bay, Charlotte Harbor, and any river, stream, channel, canal, bay, bayou, sound, or other water tributary thereto.

In 1994, the Florida Legislature enacted the “Florida APRICOT (A Prototype Realistically Innovative Community of Today) Act,” which amended Sections 403.086 and 403.859, Florida Statutes, regarding the reuse of wastewater effluent. The legislation allows for backup discharges to surface waters not exceeding 30 percent of the permitted capacity during periods of reduced demand for reclaimed water when certain conditions are met.

Chapters 62-4 and 62-620 set forth procedures on how to obtain a permit from the State of Florida Department of Environmental Protection (FDEP) and provide requirements and procedures for the issuance, denial, renewal, extension, transfer, modification, suspension, and revocation of any permit required by the FDEP. Chapters 62-600 and 62-610 provide minimum standards for the design of domestic wastewater facilities and establish minimum treatment and disinfection requirements for the operation of domestic wastewater facilities. Chapter 62-601 ensures that owners and operators of domestic wastewater treatment facilities maintain accurate records and submit reports in a timely, accurate, and uniform manner. Chapters 62-602 and 62-

699 provide for Operator Certification to assure that qualified and certified operations personnel operate wastewater treatment plants.

Chapter 62-604, Florida Administrative Code, provides minimum design, operation, and maintenance standards for domestic wastewater collection/transmission systems. The FDEP requires a general permit for the construction of wastewater collection and transmission facilities. The general permit is essentially a 30-day notice of construction, which is granted automatically. The FDEP also requires a specific “dryline” permit for the construction of proposed expansions to the collection or transmission system when wastewater treatment facilities lack an operating permit (expired permit) or are significantly non-compliant (no available capacity and other violations). Sarasota County Water Resources conducts the FDEP plan reviews for collection and transmission facilities and reviews and issues wastewater treatment plant permits.

Chapter 62-610, Florida Administrative Code, provides for the regulation of both the disposal and reuse of reclaimed water (treated effluent). Disposal can include deep well injection and off-site discharge to surface waters. The rule also contains specific reuse and land application requirements. Reuse generally includes the use of percolation ponds and spray irrigation. The City of North Port is continuing to examine other reuse alternatives including methods which could augment potable water supplies. The regulations require the operators of wastewater treatment plants to submit monthly discharge monitoring reports. The reports include information concerning effluent quality (for example, total suspended solids, bio-chemical oxygen demand, fecal coliform, and nitrates) and daily operating data (such as flow, chlorine residual, pH, and staffing time).

The FDEP also has regulations regarding sanitary sewer facilities that are near capacity. Section 62-600.405 of the Florida Administrative Code, “Planning for Wastewater Facilities Expansion,” requires permittees of facilities to monitor and compare actual flows with the permitted capacities, to submit capacity analysis reports on a scheduled basis and to provide for timely planning, design, and construction of wastewater facilities, as necessary, in accordance with the stated schedule in the rule. This rule was adopted in January 1991 and it is significant in that it greatly increased the accountability required of permittees of facilities with respect to monitoring the facilities’ capacity status.

The City of North Port has enacted Ordinance No. 03-14, which requires all residents, business establishments included, if they are currently on private septic systems to hook into the City of North Port sanitary sewer system within 365 days (one year) notice of the service becoming available to the neighborhood.

Relationship to Evaluation and Appraisal Report (EAR)

The City’s Evaluation and Appraisal Report, which was adopted in 2005, did list one specific item, and one related item, relating to sanitary sewer service in the list of major issues identified by the citizens of the City of North Port, City Staff, the Planning and Zoning Advisory Board, and the City Commission.

The first issue is that the City should be more aggressive in extending potable water and sanitary sewer service throughout the City. The concern is the proliferation of wells and septic systems that have followed the growth of this platted lands community, and their ultimate impact upon the environment and public health. The City's utility master planning processes will be utilized to accomplish these goals, as will be indicated in the revised goals, objectives, and policies in this Comprehensive Plan.

A second major issue is certainly related to the provision of, and protection of, a source of potable water – that is the continuation of the Myakkahatchee Creek initiative. As noted throughout this Comprehensive Plan, it is the City's ultimate goal to assemble at least the first two tiers of property along each side of the creek north of U.S. 41 to create a linear park that would also serve to protect this valuable potable water resource and better maintain the function of the floodplain. This is especially important when pertaining to sewer service, as the specter of hundreds, if not thousands, of older septic tanks failing along the Myakkahatchee Creek is something the City must strive to keep from happening.

Utilities Master Planning

The 1997 Comprehensive Plan for the City of North Port mandated the development and acceptance of a Utility Master Plan to guide the expansion of the utility system. The City of North Port developed master planning tools that provided guidance for the expansion of the utility system as well as directed a capital improvement plan based on anticipated flows and anticipated population projections. The platted nature of the City of North Port necessitated such a guide.

One component of the Utility Master Plan was to formalize guidelines and rankings to direct the provision of service into neighborhoods as they begin to build-out. In addition to the Utility Master Plan, in 2006 the City began the wastewater master program which included master planning for the sanitary sewer system and design and expansion of the existing Central Wastewater Treatment Plant (CWWTP). With the 2012 passage of the City's Urban Services Boundary that limits the development of sewer and water services to areas generally south of Interstate 75 and west of the Bethlehem Waterway, future improvements to the City's utilities can be made in an orderly manner.

This Comprehensive Plan includes policy language requiring an assessment of overall neighborhood initiatives as another parameter for consideration when extending utility service to existing neighborhoods.

Regulatory Compliance

The City currently treats all of the wastewater flow at its CWWTP under a FDEP domestic wastewater facility permit. This permit allows the City to operate a Type I activated sludge domestic wastewater treatment plant which disposes treated effluent through a reclaimed water system and deep injection well. [Table 4-5](#) below summarizes the primary treatment requirements indicated in the permit.

Table 4-5

City of North Port CWWTP Permit Requirements	
WWTP Effluent Flow sent to DIW – Limitations	
<u>Parameter</u>	<u>Value</u>
Permitted Capacity (flow) (Annual Average Day)	4.4 mgd
5 Day Carbonaceous Biochemical Oxygen Demand (CBOD5) (Maximum Month)	30.0 mg/L
Total Suspended Solids (TSS) (Maximum Month)	30.0 mg/L
pH (Minimum – Maximum)	6.0 – 8.5
WWTP Effluent Flow sent to Reclaimed Water System – Limitations	
<u>Parameter</u>	<u>Value</u>
Permitted Capacity (flow) (Maximum 3 Month Average Day)	1.88 mgd
5 Day Carbonaceous Biochemical Oxygen Demand (CBOD5) (Maximum Month)	30.0 mg/L
Total Suspended Solids (TSS) (Maximum Month)	5.0 mg/L
pH (Minimum – Maximum)	6.0 – 8.5
Turbidity (Maximum)	3.5 NTU

Source: City of North Port

The City of North Port's reuse water system is primarily regulated under F.A.C. 62-610, Reuse of Reclaimed Water and Land Application. The City of North Port's system is currently in compliance with these regulations.

In addition to remaining in compliance with the domestic wastewater facility operating permit, the City must also operate a deep injection well system under a FDEP Class I municipal injection well system permit. This permit sets forth operating, testing, and reporting requirements for the deep injection well system. The permit states that "the injection well shall be continuously monitored and controlled at all times to ensure that the maximum sustained pressure at the wellhead does not exceed 84 psi on the final casing and a maximum peak flow of 5.32 million gallons per day (3,700 gpm)."

Inventory

The City of North Port's existing wastewater system serves a significantly smaller service area than the City's potable water system. City sewer service is available primarily in the City core area, and in some new developments located along Toledo Blade and Sumter Boulevard. All wastewater collected in the City's sewer system is delivered to the City Central Wastewater Treatment Plant (CWWTP). The treated wastewater is disposed of through the City's reclaimed water system and a deep injection well.

The primary components of the City's wastewater system are described in detail below:

- Wastewater collection and transmission system.
- City of North Port Central Wastewater Treatment Plant (CWWTP).
- Deep Injection Well (DIW).
- Public Access Reclaimed Water System.

A. Collection and Transmission Facilities

The City's wastewater collection and transmission system consists of approximately 137 miles of sewer lines and over 100 sewage lift stations. The collection system is a conventional gravity system which transports wastewater flows by gravity from the customers' connection points to one of the City's lift stations. The lift stations collect wastewater flows and pump it through force mains to another gravity collection system, a primary lift station, or directly to the treatment plant. The City's wastewater transmission system consists of 4 to 24-inch forcemains.

B. City of North Port Central Wastewater Treatment Plant

The City of North Port CWWTP is located on the west side of Pan American Boulevard just north of US-41. The CWWTP is operated under a FDEP domestic wastewater facility permit. In 2007, the City and FDEP re-rated the CWWTP from 3.7 mgd to 4.4 mgd three-month average daily flow (3MADF). Based on typical engineering planning guidelines, the 7.0 mgd (ADF) permitted treatment capacity at the City's CWWTP correlates to a maximum three-month average daily flow of ~~4.4~~ 7.0 mgd 3MADF. The design capacity of the plant is summarized as follows:

- Annual Average Daily Flow (ADF) = 3.52 mgd.
- Three Month Average Daily Flow (3MADF) = 7.0 mgd.
- Maximum Month Average Daily Flow (MMADF) = 5.9 mgd.
- Maximum Daily Flow (MDF) = 7.75 mgd.
- Maximum Hourly Flow (MHF) = 10.14 mgd.

Average daily flows currently range from approximately 1.5 to 2.0 mgd throughout the year, and the peak wet weather flows can approach 4.173 mgd MDF. A portion of the plant effluent is distributed in the City's reclaimed water distribution system, and the rest is disposed of through a deep injection well located off site.

The plant is classified as an extended aeration activated sludge facility with screening, grit removal, fine bubble aeration, and secondary clarification. Effluent to be distributed as reclaimed water undergoes additional treatment processes including filtration and high level disinfection.

The City's wastewater biosolids processing operations have recently changed. The City currently aerates the biosolids in the holding tank (with no lime stabilization) and contracts with a company that brings in a mobile centrifuge unit and dewateres the sludge. The dewatered cake (approximately 20% solids) is hauled by the contractor to the Okeechobee landfill, and the remaining water is returned to the plant. Previously, the wastewater

biosolids were stabilized through the addition of lime in aerobic digestion tanks. The stabilized Class B biosolids were then removed from the plant in liquid form by a contract hauler, who disposed of it by land application. The wastewater treatment plant still has the facilities required to treat biosolids to Class B standards.

C. Deep Injection Well

Effluent from the City's CWWTP that is not distributed in the reclaimed water system is pumped approximately 3 miles through a 16-inch pipeline and disposed of through a deep injection well (DIW) located southwest of the City core area just west of the North Port – Charlotte County border and east of the Myakka River. This Class I deep injection well is regulated by the FDEP through a Class I municipal injection well system permit and the Underground Injection Control Department under Florida Administrative Code Rules 62-4, 62-250, 62-522, 62-528, 62-600, and 62-610. The DIW has been in operation for approximately 20 years and is currently permitted for a maximum injection rate of 5.32 mgd, at a maximum pressure of 133 psi at the well head. The DIW system also includes two (2) groundwater monitoring wells. The DIW is approximately 3,200 feet deep with 1,105 feet of 14-inch diameter casing.

D. Reclaimed Water System

See Potable Water Element of this Comprehensive Plan.

Analysis of Sanitary Sewer Needs Thru 2025

A. Demand and Flow Projections

As a basis for system planning in the utility master plans projections of future wastewater flows were developed based on historical population, projected population, historical water use rates, and projected water use rates based on a changing City demography.

When the 2005 Utility Master Plan, (Black & Veatch, June 13, 2005) was accepted, the US Census Bureau Year 2000 Census data was used as the base, with a population of 22,797 persons. The population of the study area (which includes the Old Myakka Utilities service area) derived from a summation of the Year 2000 Census Blocks was 27,876 persons. The Year 2000 Census for the study area also shows the number of occupied housing units.

B. Projected Future Wastewater Usage Rates and Peaking Factors

Based on typical planning guidelines and recent CWWTP re-rated capacity, the projected average day dry-weather average daily flow (ADF) was calculated to be 3.52 mgd. Due to the occurrence of inflow and infiltration (I&I) of rainwater into wastewater collection systems during storm events, and based on typical engineering planning guidelines, the peaking factor of wastewater that enters the CWWTP is calculated at 2.6. This peaking factor was used to project future peak day flows for the City throughout the planning period.

The planning database was supplied by the City Utility Department to determine the projected wastewater flows for planning years 2008, 2013, 2018, and, 2030. The resulting projections are summarized in [Table 4-6](#):

Table 4-6

Wastewater Flow Projections		
Year	Average Daily Flow (MGD)	Peak Daily Flow (MGD)
2008	2.96	6.21
2013	4.33	9.09
2018	6.4875	12.97
2030	10.66	19.188

Source: City of North Port

Capital Improvement Program

Please refer to the Capital Improvements Element for a breakdown of the fiscal year funding for the five-year planning period. The City will update this schedule yearly and the projects contained therein will be financially feasible as required by Florida Statutes.

Utility Expansion into Existing Neighborhoods

1. Introduction

The City of North Port will also be expanding the sanitary sewer system to existing neighborhoods. Within the City, there are currently 60 designated neighborhoods ranging in size from approximately 20 acres to over 3,600 acres. The City currently provides sanitary sewer service to a portion of these neighborhoods. The neighborhoods that currently have sanitary sewer service are located primarily in the older City core area where the General Development Corporation first developed and built. The platted nature of North Port meant that the neighborhoods beyond the “core” developed in a haphazard fashion over time. However, in the past decade tremendous growth has caused neighborhoods to fill, and make it more amenable and cost-effective to extend water and sewer infrastructure.

The goal of the City is to eventually connect all residences within the City limits to the City’s utility system (with the exception of the North Port Estates and Lake Geraldine areas, as these areas are intended to be agricultural/estates). In general, these centralized utility systems are considered to offer increased environmental, health, and safety benefits over private wells because the centralized systems can be more closely monitored and controlled. In keeping with this goal, the City has implemented policies that require all newly developed neighborhoods to be constructed with infrastructure to connect into the City’s water systems. Again, this is for subdivided portions of larger tracts of land and does not apply to the old quarter acre platted lots.

The City will be completing a Neighborhood Improvements Master Plan in the near future to evaluate the areas not currently provided with utility service. This master plan will be used to prioritize the neighborhoods and the order of improvements including their financial feasibility. The City has policies in place in this Comprehensive Plan requiring residences of existing neighborhoods (the platted lots) to connect to the City of North Port utility system within one (1) year after the appropriate infrastructure is made available to the residences that currently lack the services.

Developer Contributions

In order for the City of North Port to realize its ultimate goal of City-wide sanitary sewer service, it must rely on the contributions of developers to help defray the costs of the needed infrastructure. This may come in the form of upgrades to existing facilities, construction of new facilities, reimbursements to the City for improvements made by the City or another form of contribution. The City requires all developers to enter into a Developer's Agreement in order for the City to ascertain the needs that the development will require from the wastewater system and how those needs will be met by both the City and the developer. The City of North Port requires the developer to supply the City with hydraulic modeling detailing the development's impacts to the existing infrastructure. The City of North Port will require the developer to supply hydraulic modeling detailing the developments' impacts to the existing infrastructure. The City may require developers to investigate possible wastewater facilities which may be located on their property in order to serve both the development and for the City, specifically in the WVID and Kelce Ranch areas.

Future Needs

A. Wastewater Treatment and Disposal Facilities

The City will be expanding capacity of the CWWTP to 7.0 mgd (3MADF) by 2010. The expansion includes components relating to the provision of reuse water. Additional capacity of approximately 6.3 mgd ADF is projected to be needed by 2025. At build-out, it is projected that the City of North Port's wastewater system will need to have a total wastewater treatment capacity of at least 23.5 mgd ADF. These dates are preliminary and subject to change due to the current economic downturn and slowdown of growth. The City will amend the CIP when these projects are scheduled into the five-year plan and will be financially feasible per Florida Statute.

As with potable water, future wastewater flows will be significantly influenced by customer growth in the large proposed new developments of WVID, Kelce Ranch, and the Panacea DRI. The projected flow reflects the development schedule presented to the City by the developers, which the City has committed to meet. However, due to the current economic climate plaguing the State, current progress suggests that actual development of these areas may lag behind the developers' proposed schedule. Therefore, the short term expansion needs may be reduced if the current schedule trends persist. The City will monitor this closely and adjust the schedule for utility system improvements as necessary.

Options for increasing the system's wastewater treatment capacity to meet the projected increase in flows anticipated within the planning period include expansion of the City's existing WWTP and the construction of new WWTPs. Proposed locations of new WWTPs include sites in the WVID and Panacea development areas. Recommendations between available wastewater treatment capacity alternatives are made below in consideration of several criteria including:

- The time required for development.
- Geographic location of flows and associated cost and operational benefits.
- Known technical and regulatory feasibility.
- Known relative cost differences.

The wastewater treatment options discussed below are those considered to be the preferred options in consideration of the above criteria as well as the preferences of City Staff as determined through workshops, meetings, and discussions.

The set of wastewater treatment implementations recommended herein represent one potential solution, and it should be noted that the City may need to adjust the set of implementations and quantities depending on future events and the dynamic changing of the City of North Port.

1. Expansion of existing CWWTP.

Expanding the treatment capacity of the City's existing CWWTP represents the fastest way to increase the City's wastewater treatment capacity. As noted above, and in the CIP, the City will be expanding capacity of the CWWTP to 7.0 mgd by 2010. The expansion includes components relating to the provision of reuse water.

2. New Wastewater Treatment Facilities

The City purchased a piece of land on the Panacea DRI property to use for siting future utility system facilities, including a proposed new NEWWTP. The developer for the WVID (Thomas Ranch) area has also agreed to dedicate a portion of their property for future siting of utility system facilities. Utilizing these sites for future WWTPs will place the treatment plants geographically close to areas of projected substantial growth in North Port, thus minimizing future pumping costs and minimizing the cost of new infrastructure to convey flows to the plant. In addition, hydraulic modeling performed as part of the utility master planning indicates that the resulting dispersed location of WWTPs significantly reduce the need to upgrade wastewater transmission piping and pumping facilities into the CWWTP as flows increase. Locating these plants in the vicinity of the proposed WVID and Panacea/Kelce Ranch developments also facilitates the supply of reuse water to those communities for non-potable irrigation.

The City has designed and permitted the construction of a second DIW that will be located on the same site as the existing DIW. The DIW has an approximate capacity of 13 mgd. It is anticipated that construction of this DIW will begin in 2008. Additional deep injection wells are likely to occur in the Kelce and WVID (Thomas Ranch) developments.

For the purpose of planning, the following WWTP projects are proposed for implementation prior to 2025:

- Southwest WWTP – Phase I:
This WWTP is projected to be needed by 2010, with an initial average daily flow treatment capacity of 3.0 mgd.
- Northeast WWTP – Phase I:
This WWTP is projected to be needed by 2015, with an initial average daily flow treatment capacity of 2.0 mgd. Following development of this WWTP, all of the flow in the Panacea DRI development will be transferred to this WWTP.

- Southwest WWTP – Phase II (Expansion):
This expansion is projected to be needed by 2018, and is envisioned to increase the average daily flow treatment capacity from 3.0 mgd to 6.0 mgd.
- Northeast WWTP – Phase II (Expansion):
This expansion is projected to be needed by 2021 and is envisioned to increase the average daily flow treatment capacity from 2.0 mgd to 5.0 mgd.

Table 4-7

Summary of Recommended Wastewater Treatment Plant Improvements		
Year of Implementation	Proposed WWTP Improvement	Projected Increase in Average Day Treatment Capacity (mgd)
2010	New SWWWTP	3.0
2015	New NEWWTP	2.0
2017	Expand SWWWTP	3.0
2021	Expand NEWWTP	3.0

Source: City of North Port

As stated previously, these dates, and/or capacities, may be changed due to fluctuating market conditions or changes in the City of North Port.

3. Regional Wastewater Treatment Capacity

Neighboring utilities have expressed an interest in purchasing WWTP capacity from the City at both the proposed SWWWTP and the NEWWTP. The City will look at implementing these proposed WWTP's with a greater capacity than that recommended by the utility master plans to accommodate additional regional flow. Due to economy of scale, economic benefits could potentially result from such an agreement. Although no agreements have been made, the City will entertain potential regional wastewater customers including Sarasota County, Desoto County, Charlotte County, and Englewood.

4. Wastewater Treatment Capacity Expansion Beyond 2030

As indicated previously, the build-out average daily wastewater flow for North Port is projected to be approximately 23.5 mgd. The recommended improvements through 2030 discussed above would provide the City with a total of approximately 16 mgd of average daily treatment capacity. In order to handle long-term future flows, implementation of additional wastewater treatment/disposal capacity is projected to be needed in the amount of approximately 7.0 mgd average day after 2030. To achieve this, the City may consider future expansion of the proposed Southwest and/or the Northeast WWTPs. Implementation of a new WWTP and disposal facilities in another location within the North Port City limits is also a possibility. The City will consider opportunities for future property acquisitions to accommodate the siting of a potential long-term wastewater treatment facility.

B. Collection and Transmission Facilities

The utility master planning process will require hydraulic modeling of the projected wastewater system. Necessary pumping and piping improvements will address the following needs:

- Expand the system to extend wastewater service to areas/residences which currently do not have service, including both existing neighborhoods and new developments.
- Provide piping to convey flows to new WWTPs.
- Add or upgrade pumps and pipes to accommodate higher system flow rates anticipated in the future.

The City will also address improvements to lower the amount of inflow and infiltration (I&I) experienced by the system, which would reduce the need to upgrade lift stations or piping in the future.

The following utility components will be needed to address the previous needs:

1. Lift Stations

In order to pump initial wastewater flows from the developments/residences to the existing and proposed WWTPs. These lift stations are used to convey the wastewater flows through the gravity feed transmission system. These lift stations will be located at strategic locations throughout the City of North Port, the specific locations will be determined through detailed analysis for the larger developments, and throughout the neighborhoods slated for expansion.

2. Force main and wastewater collection piping

This piping will be needed to convey wastewater flows from the proposed developments and residences through the lift stations and to the existing and proposed WWTPs. The sizes and locations of this piping will be determined through hydraulic modeling based on the proposed uses and densities of the developments.

Conclusion

In conclusion, the City of North Port is committed to providing its citizens with sanitary sewer service to all areas except the Agricultural/Estates. The City will continue its expansion into existing neighborhoods while requiring developers of large tracts of land to develop and implement their own infrastructure to both serve their developments and to help defray the costs to the City as a whole. The environmental advantages to City-wide sanitary sewer is the decrease, and eventual elimination of septic systems which can create environmental hazards upon failing in all areas of the City (with the exception of the Agricultural/Estates as noted above).

Table of Contents

Chapter 4 Solid Waste	Page
Introduction.....	4-25
Waste Reduction & Recycling.....	4-25
Collection.....	4-26
Disposal and Resource Management.....	4-26
Special Events.....	4-27
Future Growth.....	4-27
Solid Waste Concerns.....	4-28
TABLES	
4-10 Tonnages and Costs for Fiscal Year 2014.....	4-27
4-11 Projected Residential Development.....	4-27
4-12 Commercial Development.....	4-28

SOLID WASTE ELEMENT

Introduction

The City of North Port Solid Waste Division, which is part of the Public Works Department, is responsible for providing residential and commercial solid waste collection. City oversight began in 1960 when the then City of North Port Charlotte issued a franchise for the collection of garbage within the city limits. The City of North Port then took over collection in the mid 1970's and in 1989 created a Solid Waste District.

In the early days, solid waste disposal was handled by the City of North Port. The City leased land from General Development Corporation to permit and operate a landfill. The landfill was located southwest of Sumter Blvd. and Price Blvd. Landfill operation ceased in 1984 and a transfer station, also permitted and operated by the City, was utilized at this site until the late 1980's. The garbage was then taken directly to Sarasota County's Jackson Road Transfer Station. A closure permit for the landfill was issued by the Florida Department of Environmental Regulation in 1990. When the County opened the Central County Solid Waste Disposal Complex in 1998, garbage was no longer accepted at the Jackson Road Transfer Station but taken directly to the new facility located on Knights Trail Road in Nokomis.

The City of North Port implemented automated garbage collection in 2000 and enhanced it with the efficient one side of the street garbage collection in 2009. Yard waste diversion was made mandatory in 1994 followed by mandatory recycling in 2008.

Waste Reduction & Recycling

The natural beauty of North Port and the surrounding area is something to be preserved. To help in this effort, the Solid Waste Division promotes waste reduction, reuse and recycling along with the proper management of garbage through community outreach. Emphasis is placed first on not producing waste, second on reusing items, and third on recycling materials before deeming something a waste. Outreach activities include giving away reusable shopping bags made from plastic bottles, composting promotions and showing how to re-purpose waste materials.

In addition to activities, the City provides a *Guide to Solid Waste Services* brochure and information on its website. The website offers users general information about waste reduction, recycling, and new programs and services and is updated regularly to provide current information about waste reduction events.

Participation in community events, school and organization visits and media programs are some public outreach tools Solid Waste uses to promote waste reduction and recycling. In addition, Solid Waste works with the Property Standards division on illegal dumping and code compliance issues. These educational activities help reinforce how the community can work to protect its natural resources.

Collection

Ensuring the safety and health of North Port citizens through the proper and efficient collection and disposal of solid waste is the Division's mission and is accomplished through the weekly collection of garbage, recycling and yard waste plus special bulk collection as scheduled. Each residence is provided a 95-gallon automated garbage container for household garbage with additional garbage containers (AGC's) offered for a fee. Automated garbage trucks collect the AGC's every week on specified route days. For larger items, each residence is offered two free bulk pick-ups per year, each limited to 5 cubic yards. These collections are scheduled and the material is handled according to type of waste. Appliances are recycled and general garbage landfilled.

Residential curbside weekly recycling and yard waste collection also occurs on the same day as garbage collection. Recycling bins are furnished to residences who sort materials into two categories: Paper products which consist of cardboard, paperboard, newspaper, brown paper bags, magazines, catalogs, brochures, mail and telephone books; and commingled material which consists of glass, tin, aluminum and steel food and beverage containers, and number 1, 2, 3, 4, 5, and 7 plastics. Vehicle and recyclable batteries, as well as used motor oil are also collected curbside for recycling. Residents separate out yard waste such as palm fronds, shrubbery, leaves, and grass clippings and either bundle, bag in paper bags, or put it in garbage cans for collection.

The City also collects commercial garbage and recyclables. Businesses choose from tote, dumpster or roll-off containers for both garbage and cardboard. Other recyclables are collected using either 95-gallon totes or 18-gallon bins. Minimum garbage collection frequency is one time per week and offered up to five times per week.

For the management of emergency debris, a disaster debris monitoring contract and a disaster debris removal, reduction and disposal contract have been secured. Solid Waste will work closely with these private companies to ensure the timely and responsible removal of storm debris.

Disposal and Resource Management

Solid Waste assesses disposal options continually with a focus on resource recovery, efficiency and economics. Currently, garbage and construction & demolition material are delivered to the Sarasota County landfill, traditional recyclable materials to the Sarasota County Transfer Station for transfer to a recycled materials processing facility, and yard waste to a local chipping and mulching facility. Metals and appliances are compiled at the Solid Waste yard for delivery to a recycling facility.

Solid Waste is charged a tipping fee for garbage and yard waste and receives revenue for recyclable materials.

Following are the tonnages and costs for fiscal year 2014:

Table 4-10

Material	Tonnage	Disposal Cost	Revenue
Residential			
Recycling	5279.25		\$ 76,125.21
Yard Waste	2800.02	\$ 76,353.89	
Garbage	20718.77	\$ 1,001,900.59	
Commercial			
Recycling	422.69		\$ 20,821.60
Garbage	7393.32	\$ 357,393.09	

Source: City of North Port

Special Events

The City of North Port Solid Waste Division, along with other agencies offers special events to promote proper solid waste management. Household hazardous waste collection days are coordinated with Sarasota County Solid Waste and held in North Port for citizen convenience. Participation on the Keep Sarasota County Beautiful advisory board targets ways to improve North Port's environment with activities such as the Florida Coastal Cleanup and the Great American Cleanup.

Future Growth

As the City grows, the Solid Waste Division will have increases in both personnel and equipment to meet the established service level of one time per week garbage, recycling and yard waste collection and bulk collection as scheduled. Table 4-11 below indicates the anticipated residential growth from 2015 to 2020 and Solid Waste's corresponding capital needs. These capital needs are based on 1 garbage truck for every 3,000 residential units, 1 recycling truck for every 3,750 residential units, 1 yard waste truck for every 5,400 residential units and 1 claw truck for every 12,500 residential units.

Table 4-11

Additional Residential Units	Garbage Trucks	Recycling Trucks	Yard Waste Trucks	Claw Trucks
3480	1.2	0.9	0.6	0.3

Source: City of North Port

Commercial solid waste services are based on the category of space, the amount of waste generated and capital needs of 1 garbage truck for every 2,805 tons/year (see Table 4.12):

<u>Category</u>	<u>Annual lbs/sf generated</u>
Retail	5.34
Industrial	4.58
Government Use	2.52

Table 4-12

Sector	Anticipated Growth in Square Feet	Annual Tons of Solid Waste Generated	Garbage Trucks Needed
Retail	385,000	1,028	
Industrial	45,000	103	
Government Use	70,000	88	
Total	500,000	1,219	0.43

Source: City of North Port

Sarasota County also tracks growth projections in planning future solid waste disposal needs. Their current disposal site, the Central County Solid Waste Disposal Complex, is expected to service the County's solid waste disposal needs for at least the next 40 years.

Solid Waste Concerns

Concern 1: **Maintaining service levels as growth increases.**

With the City of North Port projecting increases in growth, the Solid Waste Division will need to work closely with the Planning Department to adequately maintain the established level of service. Capital acquisitions take a considerable amount of time and budget forecasts will need to anticipate equipment and personnel requirements.

Concern 2: **Adjusting with changes in material management.**

Solid waste management is an ever changing field with new technologies and diverse waste materials shifting how waste is collected and managed. Solid Waste will need to work with Sarasota County, other disposal facilities and processing facilities on changes in how the waste will be handled. This will impact what types of collection equipment will be needed, what new commodities may be accepted and how the waste will be segregated.

Concern 3: **Transportation costs**

With increases in fuel and maintenance costs, Solid Waste will need to continue to explore ways to operate more efficiently. Use of alternative fuels and more efficient equipment, changes in how material is collected, and the feasibility of a transfer station are all areas that will need to be investigated.

Concern 4: **Public Outreach**

As changes occur in how waste is managed, the public will need to be kept abreast of how they will be affected. Their support of and participation in proper waste management is critical to having a successful program.

Table of Contents

Chapter 4 Stormwater Management Section	Page
Introduction.....	4-30
Background and History of North Port Flooding.....	4-31
Big Slough Watershed Study.....	4-31
Stormwater Improvement Program to Relieve Flooding.....	4-32
Water Quality Improvement Program.....	4-33
Stormwater Level of Service (LOS).....	4-35

STORMWATER MANAGEMENT ELEMENT

Description of the City of North Port Multi-Purpose Stormwater System

The City of North Port is located in southeast Sarasota County in the southern portion of the Big Slough Watershed, which covers approximately 196 square miles, in southwest Florida. The headwaters of the Big Slough Watershed initiate in the Mosaic (a phosphate mining company) land holdings in Desoto County. Flows from the watershed are mostly conveyed by the Big Slough Canal which extends in a southwesterly direction from Desoto County through unincorporated portions of Manatee and Sarasota Counties before traversing through the City of North Port. The portion of the Big Slough Canal that traverses through the City is also known as the Myakkahatchee Creek. The Myakkahatchee Creek discharges to the lower Myakka River just above the Myakka River's mouth at Charlotte Harbor which then connects to the Gulf of Mexico. The current land use within the watershed north of the City boundary is predominantly agricultural with some mining activities scattered therein.

Within the City of North Port boundaries, there are 79.1 miles of manmade canals constructed by General Development Corporation (GDC) in the 1970's. These canals form a grid pattern and are interconnected with each other and with the Myakkahatchee Creek. The R-36 Canal runs parallel to and along the City's northern border with Sarasota County and is the primary east-west canal north of the I-75 corridor. This R-36 Canal also continues along the western border of the City and conveys flow in a north-south direction. There are two main east-west oriented canals located south of the I-75 corridor; the Snover Canal (to the north) and the Cocoplum Canal (located to the south). These two canals are interconnected with multiple canals that run in a north-south direction. The western ends of both the Snover Canal and the Cocoplum Canal discharge to the Myakkahatchee Creek at separate locations along the creek. Water levels within the Cocoplum Canal can stage up and flow either westward into the Myakkahatchee Creek or southward to neighboring Charlotte County via multiple water control structures. These structures discharge to canals within Charlotte County that outfall to the Charlotte Harbor estuary system and ultimately to the Gulf of Mexico.

The City's canal system is designed to accommodate several needs: water quality treatment, stormwater conveyance and attenuation; and a source for potable water supply. Within the Myakkahatchee Creek/ canal grid system, GDC installed sixty-nine (69) water control structures of which thirty-three (33) are gated structures. The control elevations of these structures are designed so that water is retained in the canals in a step-down-elevation-system configuration; meaning the water levels in the canal segments between structures progressively decrease in elevation from north to south and from east to west. This system configuration allows both retention of stormwater runoff for water quality treatment and storage for potable water use.

The City's water treatment plant is located at the point of convergence of the Cocoplum Canal with the Myakkahatchee Creek (southwest end of the drainage system). In 2006, the City was issued a consumptive water use permit (WUP) to withdraw water from either the Myakkahatchee Creek or the Cocoplum Waterway. Through manual opening of gates water can be slowly released from the canal grid system to supplement flow in the Myakkahatchee Creek, or as an

alternative, the permit authorizes the water treatment plant to directly draw from the Cocoplum Waterway.

Background and History of North Port Flooding

The City has experienced severe flooding from unnamed storms, tropical depressions and hurricanes occurring in: March 1987; Sept 1988; June 1992, 1995, and 2003; and August 2004. Given the City of North Port is located in the lower elevations and bottom end of the Big Slough/Myakkahatchee Creek watershed, the City's current flooding and water quality conditions are not solely caused by City's development and growth but are additionally caused by the accumulated upstream runoff from Sarasota, Manatee, and Desoto County portions of the watershed. Most repetitive severe flooding to date has been experienced in the North Port Estates area (north of the I-75 corridor) and areas immediately adjacent to Myakkahatchee Creek. Construction of the I-75 corridor in 1977 further exacerbated flooding within the Estates by causing restrictions to natural flows including a damming effect caused by the raised elevation of the highway and the limited number of floodways provided beneath the highway. Modifications made (concurrent with the highway construction) to the natural crossing at Myakkahatchee Creek have been questioned by the Estates community in the past in regards to the I-75 bridge crossing's capacity to safely pass upstream historical flows beneath the highway. This question was analyzed and satisfactorily addressed by the Big Slough Watershed Study.

Big Slough Watershed Study

The Big Slough Watershed Study, conducted by Ardaman and Associates under a cooperative funding agreement with the Southwest Florida Water Management District (SWFWMD) and the City of North Port began in 2003 and was completed in September, 2014. Included in the scope of the study is a detailed watershed computer model created to simulate the hydraulic conditions of the Big Slough Watershed. The model has been calibrated to simulate historic storm conditions and can be used as a tool to predict the level of flooding within the City under various storm events. On September 13, 2016, the updated 100-year floodplain maps (identified with an effective date of November 4, 2016) were adopted by the City.

In addition to flood mapping, the Big Slough Watershed computer model was used to evaluate best management practices (BMPs) to develop a collection of potential stormwater improvement project alternatives all engineered to eliminate/reduce flooding or improve water quality within the City. Viable BMP stormwater improvement projects were evaluated, including planning level cost estimates for each project. Additional BMP evaluation is proposed for FY 2017. Input from regulatory agencies such as SWFWMD, US Army Corporation of Engineers (ACOE), and Florida Fish and Wildlife Conservation Commission (FFWCC) will be solicited early in this process to determine if the proposed projects are considered permissible.

The larger stormwater improvement projects are expected to take five (5) to ten (10) years or more to fund, design, permit, construct and place in operation. Implementation of these projects may require cooperation with Charlotte, Desoto, Manatee, and Sarasota Counties, Federal, State and local agencies in regards to acquisition of large tracts of land, funding, public workshops, rigorous review and permitting.

Stormwater Improvement Program to Relieve Flooding

The BMP stormwater projects resulting from the Big Slough Watershed Study will provide locally needed and regionally beneficial improvements including lowering of flood stages and enhanced water quality within: upstream flows from the Big Slough Watershed; Myakkahatchee Creek; the City's canal system; downstream Charlotte County; the Myakka River; Charlotte Harbor; and the Gulf of Mexico.

The following drainage improvement projects are continuing efforts undertaken by the City:

1. *Replacement/Rehabilitation of Water Control Structures (WCS).*

Many of the City's existing water control structures (WCS) are forty (40) to fifty (50) years old. Aging, functionality and structural integrity conditions vary between structures, but many are in dire need of rehabilitation. Delays in the rehabilitation schedule increase the possibility and risk for a potential massive failure of older deteriorated structures; especially during a severe storm event or any event where there is exposure to harsh environmental conditions. Water control structure failures can trigger other catastrophic mishaps such as downstream flooding and perhaps even washout of bridges. Consequently, the City retained a structural engineer to evaluate and prioritize, for rehabilitation or replacement, the worst water control structures. The evaluation of the structures was performed and completed in 2012. Since this evaluation, 10 major water control structures (as of October 2016) have either been completely rehabilitated or replaced. The replacement/rehabilitation program will continue indefinitely and be an ongoing effort that will include a long term maintenance schedule for all water control structures within the City.

2. *Selective Dredging of Canals and Silted Areas in the Myakkahatchee Creek to Improve Conveyance.*

Dredging of the silted and heavily vegetated areas within the canal system and the Myakkahatchee Creek will restore conveyance capacity to acceptable conditions. Of the 84 miles of major manmade canals within the City, staff has identified nineteen (19) canal segments (thirty-six (36) miles in length) for further detailed evaluation and prioritization (siltation and vegetation removal.) The hierarchy priority for removal of deposits is based on the severity of the silt deposits and vegetative growth in relation to their size, location, and adverse impact on conveyance capacity. Once dredging of these segments is executed, canal side banks will be stabilized (where needed) to avoid exacerbating the siltation problem. Dredging is an ongoing maintenance effort; expensive, but important for the community to sustain.

3. *Initiated an Effort to Clear the Myakkahatchee Creek of Fallen Debris and Overhanging Vegetation.*

Fallen and overhanging debris or vegetation restricts water flows. Consequently, the Myakkahatchee Creek segment between Price Blvd and Snover Waterway was cleared in 2007. A continuance of this effort will be scheduled each year as needed.

4. *Improvements to the Local Roadside Swale System to Relieve Chronic Nuisance Flooding from Local Neighborhoods.*

The City has prioritized improvement projects that reduce localized street flooding. These projects include re-grading of roadside swales and installation of culvert crossings at intersections to allow stormwater to cross under the road through buried concrete pipes, instead of just sheet flowing over the asphalt. This effort will reduce flooding and road deterioration conditions. This improvement program began in 2006 and is an ongoing effort.

5. *Modification of Local Regulations to Encourage Low Impact Development (LID) Concepts.*

Low Impact Development (LID) concepts mitigate adverse effects on the public drainage system (and ultimately receiving waters) caused by the quantity and quality of stormwater runoff flowing from properties. LID principals stress and encourage conservation too. A partial list of LID concepts includes: the use of pervious pavements; “green” roofs; Florida-friendly landscaping; bioswales; rain cisterns; and reuse of captured runoff within stormwater detention ponds. LID concepts are currently being encouraged by staff and have been incorporated as a part of many recent local development projects. The City has incorporated the utilization of LID methods to the maximum extent practicable as part of the 2010 update to the Unified Land Development Code (ULDC).

Water Quality Improvement Program

The Myakkahatchee Creek and the interconnected canal system form one source for the City's drinking water supply. Consequently, any stormwater detention projects planned or implemented in association with this source shall provide the dual benefit of flood control and improvement in quality of the City's drinking supply.

In the mid-1990's, EPA delegated to the Florida Department of Environmental Protection (FDEP) the implementation of the stormwater element of the federal National Pollutant Discharge Elimination System (NPDES) program. This program places limits on stormwater pollutants discharging into the waters of the United States by issuing Municipal Separate Storm Sewer System (MS4) permits and holds local governments responsible for the quality of water that is released from the permitted drainage system. The City of North Port is a co-permittee in an MS4 permit along with Sarasota County, City of Sarasota, City of Venice, Town of Longboat

Key, and FDOT. MS4 permit conditions are ongoing and renewed on a five (5) year cycle. The current permit was issued in January of 2014. The recent draft MS4 permit adds a new condition that requires the City of North Port and its co-permittees to achieve Total Maximum Daily Loads (TMDLs) targeted at identified constituents which adversely impact local receiving waters. A TMDL represents the maximum amount of a given pollutant that a water body can assimilate and still meet water quality standards and its designated uses. TMDLs will require development and implementation of a Basin Management Action Plan, or BMAP, to reduce the pollutant loading.

The City is currently looking at ways to control pollutants through source reduction. Behavior modification through education is an effective means of preventing contaminants from entering waterbodies, as well as an economical alternative to structural or physical removal of contaminants that have infiltrated stormwater discharges.

In its effort to reduce nitrogen and phosphorus loading to the waterways, the City adopted a Fertilizer Ordinance that went into effect on December 14, 2007. The Ordinance places restrictions on types of allowable fertilizers and application rates. At least 50% of the nitrogen content in the fertilizers needs to be in the slow release form. No turf fertilization will be allowed during the rainy season which is defined locally as occurring June 1st through September 30th. A fertilizer free zone is required adjacent to water bodies and conveyances and rotary fertilizer spreaders must have a deflector shield to avoid introduction of fertilizer granules into any waterway. Commercial and institutional fertilizer applicators must be certified by March 13, 2008 through a training program offered by the Sarasota County Extension Service. In addition to certifying commercial and institutional applicators, efforts are currently underway to educate the public on the proper use of fertilizers too. Pamphlets with the details of the importance of the ordinance are available to citizens and staff has posted this information on the City website and contacted local fertilizer suppliers and outlets.

Improperly maintained septic systems are known to leach into and contaminate the City's waterways. Consequently, the City is also looking at ways to expand the City's central sewer system and to reduce dependency on septic systems. Residents are encouraged to conduct frequent and routine inspection and maintenance of their septic systems to prevent pollution before it happens. Current land planning mechanisms are in place to discourage the proliferation of septic systems. Local ordinances require homeowners to decommission septic systems and connect to central sewer service when it becomes available. Within designated Conservation Restriction Zones (CRZs) on-site alternative wastewater treatment systems such as Aerobic Treatment Units (ATUs) are required instead of the conventional septic systems. These ATU systems are expected to provide a greater level of treatment and reduce the adverse impacts of conventional septic systems on the environment. An example of a CRZ is the area of close proximity to the Myakkahatchee Creek.

The City has a water quality sampling program to monitor key pollutants at strategic locations within the Creek and the Cocoplum Waterway.

Stormwater Level of Service (LOS)

The stormwater level of service (LOS) standard is a useful tool for evaluating the performance of stormwater management systems and prioritizing major capital improvement needs according to the severity of the service level deficiency. There are two major components to stormwater LOS:

- (1) Quality of stormwater discharge;
- (2) Quantity of discharge and acceptable flooding.

Quality of Stormwater Discharge

Level of service criteria for stormwater quality should be consistent with the pollutant load reduction goals established by the State and Federal water quality regulations. Development activities (excluding currently platted single-family lots) shall not violate the water quality standards as required by SWFWMD and set forth in Chapters 62-4, 62-302, 62-520, 62-522 and 62-550, F.A.C., including any antidegradation provisions of paragraphs 62-4.242(1)(a) and (b), subsections 62-4.242(2) and (3), and Rule 62-302.300, F.A.C. In addition, the City shall also implement a stormwater quality management program consistent with the NPDES requirements as documented in the NPDES MS4 permit.

Quantity of Discharge and Acceptable Flooding

Existing System – The existing primary canal and ditch drainage system was designed by GDC for a 10-year frequency, 5-day duration, storm event. Over a forty (40) to fifty (50) year time period, the City’s canal system has accumulated silt deposits which have reduced the conveyance capacity in several locations. The City currently has a program to remove this siltation and to restore the canals to their original design capacity.

New Developments – In the existing City of North Port Comprehensive Plan and Unified Land Development Code (ULDC), the City follows the SWFWMD criteria for permitting new surface water management systems which is a design storm event with a 25-year frequency, 24-hour duration. For the design storm event, the new surface water management system must provide sufficient storage volume so that the post-development peak discharge rate is no greater than the pre-development peak discharge rate. SWFWMD has revised rule language to require designing for a more intense storm event for areas of known flooding.

CHAPTER 5

CITY OF NORTH PORT COMPREHENSIVE PLAN

CONSERVATION & COASTAL ZONE MANAGEMENT

Table of Contents

Chapter 5 Conservation & Coastal Zone Management	Page
Introduction	5-4
Relationship to the EAR	5-5
City's Performance on the Conservation/Coastal Management Issues	5-5
Protected species	5-5
Myakka Wild and Scenic River	5-6
Conservation practices on annexed lands	5-7
Tree protection	5-7
Historic/archaeological preservation	5-8
Coastal zone management	5-9
Hurricane evacuation	5-9
Conservation Data & Analysis	5-10
Natural Resources	5-10
Rivers, wetlands, estuarine marshes, groundwater and air	5-10
Floodplain	5-13
Commercially valuable minerals	5-15
Soil and Water Erosion	5-15
Recreationally and Commercially Important Areas	5-18
Known Pollution Problems	5-20
Current and Projected Water Needs and Sources	5-21
Current and future reuse water supply	5-24
Water conservation and the Southwest Florida Water Management District	5-24
Coastal Management	5-25
Data and Analysis	5-25
Inventory of Existing Land Uses in Coastal Planning Area	5-25
Community Background	5-25
Shoreline Uses	5-25
Need for water-dependent and water-related development sites	5-25
Areas in need of redevelopment	5-26
Economic base of coastal planning area	5-26
Effects of Future Land Uses on Natural Resources	5-26
Vegetative cover, wetlands and wildlife habitats	5-27
Living marine resources	5-28
Impacts to the Future Land Use Element	5-28
Historic resources and sites	5-28
Estuarine pollution conditions and actions needed to maintain estuaries	5-29
Assessment of impacts of facilities proposed in other elements	5-30
Actions needed to remedy existing pollution problems	5-32
Natural disaster planning concerns introduction	5-33
Natural disaster evacuation planning concerns	5-34
The Hurricane Vulnerability Zone	5-34
Number of persons requiring evacuation and public hurricane shelter	5-36

Number of hurricane shelter spaces available.....	5-36
Evacuation Routes; transportation and hazard constraints on evacuation times.....	5-37
Evacuation times.....	5-39
Projected impact of density proposed in the Future Land Use Element.....	5-41
Special needs population.....	5-41
Potential measures to maintain or reduce hurricane evacuation times.....	5-42
Coastal high hazard area and infrastructure located within it.....	5-43
Beach and dune systems.....	5-43
Public access facilities.....	5-43
Shoreline access points.....	5-43
Scenic overlooks.....	5-44
Sea Level Rise.....	5-44

List of Illustrations

TABLES

5-1	Floodplain area & Parcel Inundation Comparisons: 100-year Recurrence.....	5-15
5-2	Soil Categories.....	5-17
5-3	Population of North Port Evacuation Zones.....	5-35
5-4	Sarasota County-Designated Shelters in North Port.....	5-36
5-5	Evacuation Zones, Shelters of Choice & Travel Times.....	5-36
5-6	North Port Evacuation Route Capacities.....	5-38
5-7	South River Road Clearance Times.....	5-39
5-8	Time to Clear Landfalling Storm for Evacuation Zones.....	5-40

CONSERVATION AND COASTAL ZONE MANAGEMENT ELEMENT

CONSERVATION SECTION

INTRODUCTION

Located in south Sarasota County, North Port was incorporated as a city in 1959. Its developer, General Development Corporation, platted some 70,000 residential lots within the City's original 80+ square miles. With annexations, the City now encompasses about 104 square miles, making it one of the largest cities in Florida by land area.

For its first three-plus decades, the City grew slowly with the gradual influx of retirees from the north. In the early 1990's, the City entered a period of rapid growth fueled by low housing costs and the city's proximity to Sarasota and Fort Myers via Interstate 75. The median age of City residents has shifted from the mid to late 60's to the early 40's as working families moved into newly constructed City homes.

The Florida Bureau of Economic and Business Research 2016 estimate of the City's population was 64,312 residents. While North Port is currently experiencing an expansion in commercial development, local officials estimate that as of early 2016, North Port was still only 20 to 25 percent developed.

North Port and its elected officials have consistently supported measures to conserve the City's natural resources. A few examples include:

- Conversion of the former General Development Corporation-owned Myakka Estates development project into the 8,593-acre Myakka State Forest in 1995. The City regards the Forest as an irreplaceable resource that must be preserved for generations to come.
- The continuing assembly of land to create the 700-plus-acre Myakkahatchee Creek Greenway, a protective conservation buffer for the Class I waters of the Myakkahatchee Creek.
- Identification of substantial conservation corridor acreage in the City's northeastern quadrant, as well as a large corridor on the Thomas Ranch.
- Development of the West Villages is guided by the City's "Village" Land Use designation and code, which requires extensive analysis of environmental conditions before any development may occur.
- Ordinance No. 07-47, along with amendments via Ordinance No. 2011-32 and Ordinance No. 2013-19 of the City's Tree Protection Regulations.
- On September 24th, 2007, the City of North Port signed the 'State-Local Agreement for Administering the Myakka Wild and Scenic River Protection Zone Between the Florida Department of Environmental Protection, Florida Department of Community Affairs (DCA), that is now part of the Florida Department of Economic Opportunity (DEO), and the City of North Port.'

2005 EVALUATION AND APPRAISAL REPORT

The Evaluation and Appraisal Report (EAR) identified 13 major issues facing the City of North Port, three of them pertaining to conservation of resources:

1. Water Resources – The Citizen Advisory Committees (CACs) assembled for the EAR process expressed concern about the City’s ability to identify sources of potable water to satisfy the needs generated by growth. Updated in 2005, the City’s Water and Sewer Master Plan identifies a variety of existing sources and calls for examining other sources of raw water, such as the City’s waterway system and borrow pit lakes. The Comprehensive Plan should contain measures to ensure adequate coordination and planning in order to provide potable water through identification of alternative resources, including regional solutions, the EAR declared.

2. Clear Cutting of Trees – Most CAC members expressed the opinion that the ordinance as it existed in 2005 was not strong enough, especially as it relates to non-residential development. CAC members recommended far more severe fines for violations and wanted to ensure that the City’s tree fund (fines and mitigation payments paid by developers) is accessible for City projects. They further recommended that the tree fund be administered separately from the City’s general fund. These concerns have been addressed in City Ordinance No. 07-47; the City’s recently revised Tree Protection Ordinance.

3. Continuation of the Myakkahatchee Creek Initiative – Continued acquisition of land to protect the Myakkahatchee Creek as a potable water and recreational resource was strongly supported by the CACs. They also agreed that this initiative will help reduce the damage caused by flood events. As of late 2015, the Myakkahatchee Creek Greenway, the name recently chosen by the City to represent this initiative, comprises approximately 700 acres. Upon successful completion of the project, the City expects that over 740 acres of critical floodplain will have been preserved. Implementation of the project received a big boost in November 2007, when the Governing Board of the then DCA’s *Florida Forever* program awarded the City a matching grant of \$2.8 million for the acquisition of more property within the Greenway.

CITY’S PERFORMANCE ON CONSERVATION / COASTAL MANAGEMENT ISSUES

Protected species

The 2005 EAR noted that the City has continued to work with state and federal wildlife agencies to ensure that protected wildlife species issues are addressed. A bald eagle protection zone was established on one of the City DRI properties, and the City has worked with the agencies to ensure that builders and developers are securing the proper permits when endangered species, such as gopher tortoises, are encountered on sites.

In 2005, issues arose concerning documented and potential scrub jay habitat in the City. The City and the U.S. Fish and Wildlife Service worked together to develop an updated scrub jay database

that helps government protect the species and gives land owners and land buyers the information they need in order to make sound decisions.

The City and the USFWS jointly developed a reliable scrub jay database for North Port. The USFWS provided the City with the specific locations of known scrub jay colonies and all impacted lots within 850 feet of each colony. Based upon this new information, North Port Planning staff created a new map to show the specific areas affected in North Port, as well as a list of affected lots by parcel ID numbers. The USFWS also produced a packet explaining procedures that a land owner must follow when his property is affected by scrub jays.

The EAR also identifies several options the City might pursue in order to address the scrub jay issue in an even more comprehensive way:

- Work with Sarasota County as the County prepares its Scrub Jay Habitat Conservation Plan (HCP).
- Have the County establish mitigation areas in North Port where scrub habitat is known to exist, such as the properties along portions of the Myakkahatchee Creek. This would accomplish the goal of preserving known scrub habitat that could be utilized by jays and would aid in accomplishing the City goal of protecting the Myakkahatchee Creek corridor.
- If the City chooses not to work with the County to include North Port areas in the County HCP, North Port may have to either develop its own HCP, *or*
- Let the USFWS handle scrub jay issues on a case by case basis, at greater expense to the affected property/homeowner.

The EAR concluded that the updated Comprehensive Plan should have policy language addressing the scrub jay issue and program.

Myakka Wild and Scenic River

The EAR reported that the City continues to adhere to the Myakka River Wild and Scenic Rule, Chapter 62D-15, F.A.C., which was adopted in 1991 to protect the State designated Myakka Wild and Scenic River. The 1997 iteration of the Comprehensive Plan includes policy language to strengthen the City's commitment to abide by the Rule, especially as it relates to the future development of the West Villages and the proposed River Road Office Park facilities. In 2007, the City entered into the "State-Local Agreement for Administering the Myakka River Wild and Scenic River Protection Zone." As a result of the 'Myakka River Wild and Scenic Designation and Preservation Act,' (Section 258.501 F.S.) and the Agreement, the City will be adopting an ordinance for regulating activities in the Protection Zone. The City will, as needed, amend its Unified Land Development Code and other appropriate regulations so that the regulations that affect the Protection Zone conform to, or are more stringent than, the Act, the Plan, and the Agreement.

Conservation practices on annexed lands

Since the 1997 Comprehensive Plan was approved, North Port has annexed over 30 square miles of property. The largest of these, the West Villages and the former Kelce Ranch, are each over 5,000 acres in area. The EAR notes that both contain habitat “worthy of protection.”

The southern portion of the West Villages has a large wetland system. While the City has designated this system as “Village” instead of “Conservation” on the Future Land Use map, the intention by the developer of the West Villages is to allow limited passive recreational and educational opportunities in portions of the system while essentially accomplishing the overall intent of preserving the habitat.

In a similar manner, the City applied a “Recreation/Open Space” designation to a wetland system on the Kelce Ranch, while limiting density on nearby land uses by applying the large-lot “Agricultural Estates” designation. “The system on the Kelce property,” said the EAR, “probably represents one of the better native habitats in this portion of the County, and the City should be very careful in examining any development proposals in the far eastern section of the property.”

Tree protection

The need for revising the City’s Tree Protection Regulations owes much to North Port’s pattern of development. General Development Corporation (GDC), the private corporation that developed the City, platted approximately 95% of the pre-2000 City into single-family lots measuring roughly 80 by 125 feet (10,000 square feet) in size. Development of most of these lots has required that positive drainage be maintained and septic systems and wells installed.

The filling of lots in order to meet these requirements tends to damage the root system of trees, making preservation difficult. Due to these constraints, the City has found it difficult, though not impossible, to balance the need to protect trees with the right of owners to enjoy their property.

The City of North Port remains committed to the goal of maintaining through preservation and planting 80% of its tree canopy, as originally stated in the 1997 Comprehensive Plan. According to standard practice, any lands that are located within the City (including protected lands that are maintained in a conservation easement by a federal, state, or other agency) can be counted as part of the City’s tree canopy. The goal is being implemented through conservation-minded management of City parks and rights-of-way, street landscaping, as well as the presence of the Myakka River State Forest, which is located almost entirely within City borders.

Since 1997, the City has amended its tree code in an attempt to make it stronger. Building Department staff has been added to conduct and verify tree surveys on residential sites, while Planning & Zoning Department staff makes determinations on non-residential sites.

The Tree Protection Ordinance, in its amended pre-2007 form, also included fines for violations. Developers who do not or cannot save trees on building sites are also required to pay fees into a reforestation trust fund (“Tree Fund”). The EAR recommended that the City must do more to ensure that these funds are reserved for tree protection/reforestation only.

In 2007, the City again amended the tree protection code by means of City Ordinance No. 07-47. Answering the EAR’s concern regarding the Tree Fund, the Ordinance now specifies that the Fund will be used for (1) purchasing property to preserve trees; (2) educating the public on tree

preservation; (3) maintaining tree health and safety on public land; and (4) purchasing conservation easements.

Following are a few of the changes made to Chapter 45, Tree Protection Regulations, following the City Commission's passage of City Ordinance No. 07-47:

- Tree Removal Permits can only be issued after approval of a Development Order.
- For single-family residential lots, the tree canopy coverage per lot requirement has been established at 35% due to the constraints inherent to standard 80 x 125-foot lots (Objective 3 in this element has been revised to indicate the 35% figure, hence there is a range in that objective that appears quite large as the City's ultimate goal remains at 80%, but that cannot occur in areas dominated by single-family platted lots.)
- Tree Protection Standards have been increased to require barricades at the drip line, regular inspections during development and a revised fine schedule with increased penalties for non-compliance.

Historic/archaeological preservation

During the period of time evaluated in the EAR report, the City developed and adopted an Archaeological Preservation Ordinance that is consistent with Sarasota County regulations.

The City also continued to support ongoing scientific and preservation activities at the Little Salt Springs archaeological site. The County has purchased and preserved two dozen ancient burial sites on property near Little Salt Springs. One of the sites near Little Salt Springs was preserved through the City's action after a citizen reported that it was being prepared for development. City staff immediately "red-flagged" the site and halted further construction activities. Since then, the site has been acquired and preserved.

Warm Mineral Springs, listed on the National Register of Historic Places in 1977, is located within a parcel annexed by the City in 2002 and purchased by the City in late 2014. One of the earliest tourist attractions in southwest Florida, Warm Mineral Springs continues to attract those who believe its waters have restorative powers. For several years, Florida State University funded underwater exploration of the sinkhole that formed the Springs, and in the process recovered ancient human remains and the fossilized bones of extinct species like the giant ground sloth and a species of saber-toothed cat.

The Future Land Use Element has several policies devoted to preservation of not only the archaeological values of Warm Mineral Springs, but also the nearby manatee habitat in the outflow area of the Springs (Salt Creek). Following are three examples:

Policy 2.7.1 provides for the protection of the Springs while also permitting a limited mixture of residential, office, professional, institutional and commercial uses.

Policy 2.7.9 requires potential developers of multi-family residential units, commercial or office buildings to contact Florida Department of Environmental Protection manatee experts to determine best management practices for development and any mitigation necessary to protect manatees on property abutting the creek that flows from Warm Mineral Springs to the Myakka River.

As protection from incompatible development, **Policy 2.7.2** creates a 7.02-acre conservation buffer around the Springs and the creek concurrently with approval of development applications. Except for a few limited maintenance and access facilities, no new development will be permitted within this buffer area.

The City continues to work with property owners in an area called the “Atwater Site” in the 1997 Plan. It is hoped that this property can be acquired and preserved during the term of this current update of the Comprehensive Plan.

Coastal zone management

The Myakkahatchee Creek Greenway project continues to be a major initiative for the City. Expansion of the Creek corridor through the acquisition of the second tier of lots along each side of the Creek will reduce densities in the FEMA “A” zone, which in turn will reduce the number of structures that could be damaged in a flood event. Since no homes will be built upon these properties, the function of the floodway will be enhanced. The FEMA’s Flood Insurance Rate Maps (FIRM) have recently been updated (with an effective date of November 4, 2016), and provide the first flood maps and flood area determinations for all areas of the City. In contrast, the previous FIRM for North Port only covered a small portion of the City and was published in 1981 and 1984 for the annexed West Villages area. While a larger section of the City is now located within the FEMA “A” zone with the updated map, most of these areas are in existing streets that allow for stormwater to sheet flow to the nearest canal. Because of this, nearly all the homes and structures that have been built in these area are above the 100-year flood plain due to the need to provide enough elevation for septic systems to work. Additionally, all future homes and structures will be required to be built above this level through the utilization of fill on building sites and by adherence to Florida Building Code regulations that require a fixed floor elevation above the flood plain.

The EAR notes that the City has “fought hard” for improvements to the Toledo Blade Boulevard Hurricane Evacuation Route. Construction to widen Toledo Blade to four lanes began in 2007 and were completed in 2012, thanks in large part to construction agreements negotiated by the City with developers and Charlotte County. In addition, the widening of Sumter Blvd to four lanes between Interstate 75 and US 41 was completed in 2015. The City is currently working with Sarasota County and other agencies to identify funding that will enable the widening of Price Boulevard and the development of stormwater ponds that would assist in protecting the usability of the only east-west corridor in the City between Interstate 75 and US 41 during storm events.

Hurricane evacuation

Over the last two decades, Sarasota County and Charlotte County have worked together to design improvements to the River Road corridor that would result in a better connection to the Cape Haze peninsula and would serve the vital functions of hurricane evacuation and economic development. The project was termed the “Englewood Interstate Connector.”

The City of North Port played a very important role in development of this corridor through its amendment of the Conservation and Coastal Management Element, which allowed the construction of the Winchester Boulevard hurricane evacuation route to be extended through the “Conservation” designated Myakka State Forest in North Port and south of State Route 776 to

State Route 775 in Charlotte County. Winchester Boulevard is now a component of the Englewood Interstate Connector design. It should also be noted that Winchester Boulevard traverses a known scrub jay area within the State Forest.

The City has also continued to work very closely with all applicable emergency management agencies to prepare for and support those agencies in times of need.

In 2010 the Southwest Florida Regional Planning Council completed its update to the Regional Hurricane Evacuation Plan. The coastal high hazard area along the Myakka River was among the map revisions.

The Sarasota County School District's construction of new schools and the hardening of older schools have created additional shelter space. The City continues to encourage developers to build common facilities in new developments to the latest hurricane shelter standards.

CONSERVATION DATA AND ANALYSIS

NATURAL RESOURCES

Rivers, wetlands, estuarine marshes, groundwater and air

Myakka River. The Myakka River system is an extremely valuable resource because of its natural beauty, recreational significance, vegetation and wildlife habitat area, as well as its natural purification system for surface water and groundwater. The Myakka River is roughly 66 miles long and drains a roughly 600 square-mile area before entering Charlotte Harbor. The River's headwaters are located in the swamps of Manatee County. Ranching and agriculture are the major land uses in the northern portions of this basin.

Approximately two miles of the southern portion of the Myakka River flows through the extreme southwestern part of the City of North Port. The Big Slough (Myakkahatchee Creek), one of four major tributaries of the River, and Little Salt Creek in Warm Mineral Springs have been channelized to some degree.

Residential waterfront development above Snook Haven (Venice Farms Road) and below the Playmore residential development south of U.S. Highway 41, as well as almost the entire eastern shoreline of the River below US 41 in the unincorporated county, has led to some shoreline stabilization. Otherwise, the uplands drained by the River are used agriculturally or are managed for scenic values and wildlife habitat preservation. Within the Myakka River State Park contiguous wetlands occupy broad lowlands adjacent to the lakes. Downstream, hammocks are found along the river. The River below the Myakka River State Park is designated as critical habitat for the Federally Endangered West Indian Manatee by the US Fish and Wildlife Service.

The Myakka was designated a State Wild and Scenic River in 1985 through the adoption of the Myakka River Wild and Scenic Designation and Preservation Act ('Act') Chapter 258.501, F.S. The Act also established a Myakka River Management Coordinating Council to provide interagency and intergovernmental coordination in the management of the river. In 1994, the Sarasota County Board of County Commissioners appointed a nine-member citizen advisory board, the Myakka River Planning Advisory Board, to provide recommendations for an ordinance that would incorporate goals and objectives of

the Myakka Wild and Scenic River Management Plan and the County's Comprehensive Plan. These recommendations include policies for managing the Wild and Scenic River Protection Zone, as defined in the Act.

In 2007, the City entered into the "State-Local Agreement for Administering the Myakka River Wild and Scenic Protection Zone" with the Florida Department of Environmental Protection and what was then known as the Florida Department of Community Affairs to administer the portion of the Wild and Scenic River Protection Zone that is within the City.

Estuarine marshes. According to the Sarasota County Comprehensive Plan, estuarine edges are found along the Myakka River. The City participates in the reoccurring quarterly meeting held under the establishment of the Myakka River Management Coordinating Committee (MRMCC).

The waters of the southern portion of the Big Slough Watershed ultimately flow into Charlotte Harbor via the Myakkahatchee Creek and the Myakka River. The City of North Port has long supported protection of the Harbor's estuaries and marine resources as an active participant in the Charlotte Harbor National Estuary Program (CHNEP).

The CHNEP was created in 1995 by Section 320 of the Clean Water Act. The federal component of the Program operating funding is administered through the Environmental Protection Agency (EPA). Receipt of these federal funds obligates the Program to adopt an annual workplan, adopt a Comprehensive Conservation and Management Plan (CCMP), provide monitoring reports and undergo a CCMP implementation review with EPA every three years.

The CHNEP is a partnership of citizens, elected officials, resource managers and commercial and recreational resource users working to improve the water quality and ecological integrity of the greater Charlotte Harbor watershed. A cooperative decision-making process is used within the program to address diverse resource management concerns in the 4,400-square mile study area. The City Commission actively participates at the decision-making level by appointing one of its own members to serve on the CHNEP's Policy Committee. City staff also serves on the CHNEP Management Committee.

The City of North Port is also one of many of CHNEP partners that financially support the Program, others being the U.S. Environmental Protection Agency, Southwest Florida Water Management District, South Florida Water Management District, Florida Department of Environmental Protection, Florida Coastal Zone Management Program, Peace River/Manasota Regional Water Supply Authority, Polk, Sarasota, Manatee, Lee, Charlotte, DeSoto and Hardee Counties, Cities of Sanibel, Cape Coral, Fort Myers, Punta Gorda, Venice, Fort Myers Beach and Winter Haven, and the Southwest Florida Regional Planning Council.

Groundwater. As of early 2008, the Sarasota County Health Department (SCHD) reports no significant health and public safety problems associated with the use of private wells in the City of North Port. Further, no specific areas of the City experience a higher rate of well contamination than any other area of the City. Problems with private wells are infrequently reported and geographically scattered.

However, almost half of all residential and commercial units (49.2 percent) in the City are served by septic systems, and one-third of all units are served by private wells. As a public policy matter, the City is concerned that the quality and safety of groundwater may be threatened with further proliferation of septic systems and wells as the City continues to develop.

Although water and sewer services are being extended to major new subdivisions as financing agreements with private developers are implemented, most central water and sewer service connections are within the original core area of the City.

The 2005 EAR recommended that the City should be more aggressive in extending potable water and sanitary sewer service throughout the City. However, the ability to achieve this recommendation was subsequently hampered with the downturn in the real estate market, limiting resources that could be allocated for system improvements. With the passage and pending implementation of the updated North Port Utilities Master Plan, the City will continue to expand central utility services into existing neighborhoods. The City has enacted and will continue to enforce the regulations created by Administrative Code Section 78-60 which requires all home and business owners on private wells to hook into the City of North Port's central potable water system within 365 days of the service becoming available to them.

Myakkahatchee Creek/Big Slough. The EAR observes that in platted lands communities like North Port, much of the original natural habitat has been compromised by the development of roads, canals, and building lots associated with the original platting. Therefore, few significant native habitat areas are in need of preservation. The areas along Myakkahatchee Creek are amongst the best preserved habitats in the City.

Myakkahatchee Creek, otherwise known as the Big Slough, represents a principal source of raw water supply for the City of North Port. The North Port Utilities Department reported that in the 12-month period ending September 2007, the Myakkahatchee Creek supplied almost 44 percent of the potable water used by customers of North Port Utilities. During the 2003 drought, the City was able to send some 30 million gallons of Creek water to Charlotte County, proving beyond doubt that the Creek is important not just to the City, but to the region.

The Myakkahatchee Creek/Big Slough originates in eastern Manatee County and flows for approximately 7.25 miles through the City before reaching the North Port Utilities Department's Water Treatment Plant. The Creek continues for another 2.75 miles, ending at its confluence with the Myakka River. One of the major tributaries of the Myakka River, it has been channelized to some degree.

Artesian springs contribute a small percentage of the Big Slough's flow.

The Peace River. The City of North Port purchases treated surface water from the Peace River/Manasota Regional Water Supply Authority. The Peace River, a large river by Florida standards, originates in northern Polk County and has a drainage area of 2,300 square miles. The Peace River headwaters originate in the Green Swamp of northern Polk County, flowing through Lake Hancock, the Winter Haven chain of lakes, and Lake Hamilton. The mouth of the Peace River is located at Punta Gorda, 120 miles

downstream from the headwaters, delivering needed fresh water to the Charlotte Harbor estuary.

The North Port and the Peace River Water Treatment Plants use a conventional surface water and color removal process consisting of taste and odor control, coagulation, flocculation, sedimentation, filtration, disinfection and stabilization as primary water treatment techniques.

Air quality. Sarasota and Charlotte Counties, including the City of North Port, are considered “attainment areas,” which means that the area has not exceeded the national ambient air quality standards set by the federal government. Currently, no air quality monitoring facilities are located in North Port.

No new facilities that produce large quantities of air pollution have located in North Port since 1997. Although the City has grown and traffic congestion has increased, it has not increased to levels that cause air quality problems.

Sarasota County measures four air-quality parameters – ozone, carbon monoxide, particulate matter, and sulfur dioxide – on a continuous basis 24 hours a day, seven days a week. Particulate matter is monitored every sixth day for 24 hours.

Current monitoring sites operated by the County are located at Brookside Middle School, the U.S. 41 Bypass in Venice, Bee Ridge Park, the Sarasota County Courthouse, the City of Sarasota’s reverse osmosis plant, South Lido Park, and Goff Communications in Venice. The County has plans to operate a nitrogen oxide (NO_x) monitor that will record NO_x emissions 24 hours a day, seven days a week at the Brookside Middle School site.

The air quality in the County is considered good and has not exceeded the Environmental Protection Agency’s (EPA) and Florida Department of Environmental Protection’s (FDEP) established standards to date.

Sarasota County’s Local Air Pollution Control Program complies with the Florida Air and Water Pollution Control Act, Chapter 403 Florida Statutes.

Floodplain

On behalf of the City of North Port, a consultant was contracted by the Southwest Florida Water Management District to conduct tasks associated with developing a Watershed Management Program for the North Port/Big Slough Watershed, the southern portion of which constitutes North Port’s floodplain.

Included among the consultant’s tasks was performance of a detailed floodplain analysis involving computer modeling and mapping of floodplains at 5, 10, 25, 50, 100 and 500-year recurrence intervals. The project was initiated in July 2003 and was completed September 2014.

The Big Slough Watershed is located in southeastern Sarasota County. The Myakkahatchee Creek/Big Slough Canal, the central artery of the Watershed, begins in the southeastern part of Manatee County (near Edgeville) and flows through the City, finally emptying into the estuarine portion of the Myakka River. Its headwaters are rural, consisting primarily of agricultural and undeveloped lands. Within the City, the vast majority of urban and developed lands occur in the southern portion of the watershed.

The 195.5 square-mile Big Slough Watershed encompasses many depressional features, including wetlands and water bodies, the most prominent of which is the Big Slough Canal, also known as Myakkahatchee Creek within North Port. The Big Slough Canal passes from north to south through the City and receives inflows from an internal system of waterways which provide surface drainage throughout the City.

The Big Slough Watershed is characterized by flat topography and sandy, shelly, and silty sand soils with little organic matter. Low permeability, hydric soils associated with depressional areas and flood plains are predominant within the Watershed.

Surface drainage throughout most of the Watershed north of the City consists largely of natural sloughs and creeks, and many manmade ditches, canals and waterways within the City. Within the City of North Port, surface drainage is provided by an extensive canal system, which discharges primarily to the Big Slough Canal. Some surface drainage occurs via conveyance structures southward into the Port Charlotte conveyance system.

Two surface water features unique to the area are Warm Mineral Springs and Little Salt Spring in North Port. They are the southernmost springs in the Southwest Florida Water Management District.

While the headwaters of the Big Slough Watershed remain predominantly undeveloped or agricultural, changes in land uses throughout the City of North Port reflect significant population growth, as well as continued commercial and industrial growth along the U.S. 41 corridor.

Watershed/Floodplain Analysis: The consultant attempted to identify and gather historical rainfall and discharge data for model calibration and verification. However, due to insufficient streamflow data, it was deemed impractical to perform a traditional model calibration. Instead, the consultant confirmed modeling results in consultation with City of North Port staff, who strongly corroborated results of the simulation for a major 2003 flood event. The consultant's staff visited the North Port area in 2004 just after Hurricane Charley to gain first-hand knowledge and to record findings of flooding issues for later model verifications. Rainfall events verified by the consultant included 13.08 inches over five days for the 2003 flood event and 10.34 inches over seven days for the 2004 rainfall event.

The consultant's staff both observed and mapped flooding conditions during August 2004. Using comparisons with previous studies and limited streamflow data available for the watershed, the consultant confirmed that its model can be used for floodplain delineation and level of service evaluations.

After running the model to delineate the 100-year and 500-year recurrence storms, the consultant compared the results against FEMA's digital 100-year floodplains through two GIS analysis methods. First, 100-year categories were selected from the FEMA floodplains layer and their total acreage within the watershed was calculated and compared to the area inundated by the North Port/Big Slough 100-year floodplain model. Then, both the FEMA and North Port/Big Slough floodplain layers were intersected with a parcels layer provided by the Sarasota County, generating a count of the number of inundated parcels.

The count includes those parcels for which more than one-half of their area are within the mapped floodplain. This count is not indicative of structural flooding, as the great majority of homes are constructed on fill. Based on 2016 City data, less than 500 lots have structures on

them that would be located within the 100-year floodplain. [Table 5-1](#) presents a summary of the results of those two comparisons.

As can be seen, storm event simulations for the North Port/Big Slough floodplain model suggest a significantly larger area and a substantially greater number of parcels are at risk for flooding, as compared to the currently adopted FEMA flood risk area. (It should be noted, however, that FEMA mapped only a small portion of the City before issuing the FIRM maps in September 1981.)

Table 5-1

Floodplain Area, Parcel Inundation, and Structural Impact Comparisons:100-year Recurrence			
Source	Floodplain Area (acres)	No. of Parcels Inundated \geq50%	Number of Parcels with Structures
FEMA 1981 Floodmap	182.5	2,362	209
Big Slough Consultant's model	13,506	2,678	272

Source: Big Slough Watershed Study Completed Sept. 2014, City of North Port, May 10, 2016 FIRM update

On May 4, 2016, the City of North Port received a letter of final determination from FEMA requiring the City of North Port to adopt the Flood Insurance Rate Maps (FIRM) and Flood Insurance Study (FIS) with an effective date of November 4, 2016, for continued eligibility in the NFIP and to reflect updates to the Florida Building Code. On September 13, 2016, the City adopted the FIRM and FIS via an amendment to Chapter 17 of the City's Unified Land Development Code.

Commercially valuable minerals

No survey of commercially valuable minerals has ever been done in North Port, nor are minerals currently being extracted in the City. A limited number of fill/shell operations are still active.

Soil and water erosion

As of early 2008, the U.S. Soil and Water Conservation District for Sarasota County had no direct knowledge of landowners contributing to erosion or water pollution in North Port. Sarasota County's Comprehensive Plan also reports no widespread soil erosion problems throughout the County.

Some grower groups in watersheds affecting the City have signed agreements with the State Department of Agriculture and Consumer Services to follow best management practices for certain row crop commodities. Similarly, area cattlemen are in the process of revising best management practices, according to Jack Creighton, District Conservationist for Manatee and Sarasota Counties.

In 2005 and 2006, City staff documented areas of human-caused soil and water erosion in the Myakkahatchee Creek Greenway, on several privately-owned parcels in the eastern portion of the City, and along other City waterways. Much of the damage was determined to have been caused by the unauthorized use of off-road vehicles. On July 10, 2006, the North Port City Commission adopted City Ordinance No. 06-13, later designated as §§ 74-131--74-134 Sec. 74-133 in the City's Administrative Code. By the provisions of this legislation, the City prohibited the use of off-road vehicles, motorcycles and ATVs on public property. Use of these vehicles was also prohibited on private property except by the property owner, their family and guests. While this is somewhat lowered the use of ATV's within the City, the unauthorized use of ATV's on public and private properties continues to be an issue in areas of the City outside of the Urban Service Boundary, particularly in Activity Center 6.

Soil erosion can also be a problem during the construction activities of development.

There have been instances of minor erosion along the banks of the Myakkahatchee Creek in the navigable areas of the Creek, south of U.S. 41. Shore protection structures, such as sea walls and rip-rap, have been used to mitigate the impacts of erosion on private property in that area.

[Table 5-2](#) below identifies the characteristics of five broad soil categories found in North Port, from its northern City limits southward to Myakka State Forest: Coastal Islands, Hammocks, Flatwoods, Depressions, and Floodplains.

Table 5-2
Soil Categories

<u>Coastal Islands</u>	
Slope	Nearly level to gently sloping
Drainage	Moderately well to very poor
Soil Associations	Canaveral, Beaches, Kesson
Location	Sandy beaches, coastal dunes, low mangrove areas
Comments	Sandy, contains shell fragments
<u>Hammocks</u>	
Slope	Nearly level
Drainage	Poor to very poor
Soil Associations	Wabasso, EauGallie, Felda
Location	Generally, both sides of Myakka in a narrow strip
Comments	Dark-colored subsoil, upper part sandy, lower part loamy
<u>Flatwoods</u>	
Slope	Nearly level
Drainage	Moderately well to very poor
Soil Associations	EauGalle, Myakka, Holopaw, Pineda, Pomello
Location	Throughout Sarasota County (except Barrier Islands, floodplains, mangrove swamps)
Comments	Largest category in County (approximately 83%)
<u>Depressions and Sloughs</u>	
Slope	Nearly level
Drainage	Very Poor
Soil Associations	Floridana, Felda, Holopaw, Delray
Location	In depressions in eastern part of County
Comments	Sandy soils, Floridana used for improved pasture and truck farming.

<u>Floodplains</u>	
Slope	Nearly level
Drainage	Poor to very poor
Soil Associations	Delray, Felda, Pompano, Kesson, Wulfert
Location	Mangrove swamps at mouth of Myakka River and Roberts Bay
Comments	Very poorly drained
Source: U.S. Dept. Of Agriculture, Soil Conservation Service, Gainesville, Fl., March 1985.	

Recreationally and commercially important areas

Myakkahatchee Creek Greenway –Myakkahatchee Creek, the central artery of the Big Slough Watershed, enters the City at its northern boundary and flows southwesterly through the City until it joins the Myakka River, which in turn flows into Charlotte Harbor and the Gulf of Mexico.

Along a 7.25-mile-long segment of the Creek extending from the northern City limits to just north of the U.S. Highway 41 bridge in the City’s original “downtown” area, the City owns approximately 670 acres of land on both banks. Known locally as the Myakkahatchee Creek Greenway, this property serves three important purposes:

- Protects the Creek as a primary source of potable water for North Port and the region;
- Preserves the flood storage capacity these lands provide;
- Provides City residents and visitors with a unique recreational opportunity to enjoy this resource; and
- Reduces the possibility of future homes being affected by flood events through the purchase of platted lands located within the 100-year floodplain.

Anchoring the Greenway at the northern City limits is the 206-acre Myakkahatchee Creek Environmental Park. Managed by the Sarasota County Parks and Recreation Department through an interlocal agreement, the park offers bike trails, primitive camping, nature trails, restrooms, wildlife observation opportunities, and a picnic area with grills. The Park was purchased with the aid of grants obtained from the Florida Recreation Development Assistance Program and the Florida Communities Trust’s (FCT) Preservation 2000 program.

In 2007, the City received its fourth FCT grant to purchase an additional ±77 acres of land with which to widen a segment of the Greenway south of the Environmental Park.

By City Commission decree, only passive and passive/moderately active recreational uses will be permitted. Amenities and uses in this segment of the Greenway will include a fitness/nature trail with interpretive signage, wildlife observation, horseshoe pits, canoeing, and picnic shelters.

A 3.3-acre portion of the 2007 FCT project site was designated as occupied Florida scrub jay habitat by the U.S. Fish and Wildlife Service in 2006.

Other wildlife present in or near the Greenway include the eastern indigo snake, bald eagle, gopher tortoise, great egret, snowy egret, night heron, little blue heron, sandhill crane, otter, red-shouldered hawk, osprey, raccoon and bobcat.

Vegetative communities present in the Greenway include hydric hammock, forested wetland, dry prairie, mesic hammock, scrubby flatwoods and mesic flatwoods.

Forests – The **Myakka State Forest**, comprised of 8,593 acres, lies entirely within City boundaries. Part of the Myakka Conservancy, the Forest is managed by the State Division of Forestry. The Southwest Florida Water Management District provided funding to purchase half of the Forest and is an important co-operator in the management of the property, especially regarding hydrological management.

The Forest's recreational amenities and uses include biking, boating, camping, canoeing, fishing, hiking, picnicking, wildlife observation and equestrian trails.

Approximately 2.5 miles of Myakka River frontage lies within the Forest's boundaries. The Myakka River has been designated an "Outstanding Florida Water" and a State "Wild and Scenic River." The Myakkahatchee Creek flows throughout the forest for 1.5 miles and provides an additional water resource.

Vegetative communities present in the Myakka State Forest include mesic flatwoods with a mixture of longleaf pine and slash pine overstory with palmetto understory, pine flatwoods, depression and tidal marsh, scrub, tidal swamp and prairie hammock. The depression marshes, scattered throughout the flatwoods, provide many opportunities for viewing wading birds and other wildlife.

Timber management practices in the Myakka State Forest are important to the restoration and maintenance of forest ecosystems and provide a variety of socio-economic benefits to Floridians. The Florida Department of Agriculture and Consumer Services, Division of Forestry, returns 15 percent of the revenue obtained from timber harvests, recreation, and other income-producing services on Myakka State Forest to Sarasota County for educational purposes.

Wildlife species found in the Myakka State Forest include all the species found in or near the Myakkahatchee Creek Greenway, as well as alligator and other species common to southwest Florida.

Myakka River Basin – Within the Myakka River Basin, there are 25 public and three private boat ramp lanes with public access, located at 12 different sites, which provide access to the Gulf of Mexico and bays for saltwater fishing and boating recreation. One of these is located in North Port, and one in Venice.

Known pollution problems

Myakka River Basin. Since January 1995, ambient water quality in the Myakka River has been monitored by a private contractor. The sampling methodology recommended by the Sarasota Bay National Estuary Program is designed to track the progress in improving estuarine health by implementing the Program's Comprehensive Conservation and Management Plan and the Myakka River Wild and Scenic Management Plan.

Water quality monitoring stations are located both north and south of U.S. Highway 41. Parameters analyzed include temperature, salinity, specific conductivity, pH, total nitrogen, total phosphorus, total suspended solids, chlorophyll "a," turbidity, color, dissolved oxygen, Secchi disk depths, light attenuation coefficient, dissolved inorganic nitrogen, soluble reactive phosphorus, and biological oxygen demand. Continuous monitoring of dissolved oxygen for two days each month is conducted at selected representative sites.

According to the Florida Department of Environmental Protection, the majority of the Myakka River basin has good water quality which supports productive freshwater and estuarine habitats. Approximately 20 miles of the southern reaches of the River are influenced by tidal flows, as evidenced by the abundance of mangrove swamps and islands. The Myakka River Basin, including the Myakkahatchee Creek in North Port, contains the only Class I surface waters designated in Sarasota County.

While the water quality of the Myakka River is rated as good by FDEP, FDEP, in its proposed impaired waters list has recently identified several areas of the Myakka River for total nitrogen and one segment impaired for total phosphorus and chlorophyll. The City is currently working with FDEP in addressing these concerns.

The West Indian manatee lives in Sarasota County waters, including the southern reaches of the Myakkahatchee Creek in North Port, Little Salt Creek near Warm Mineral Springs and the Myakka River. Manatees are herbivorous mammals that feed upon seagrasses and fresh water aquatic plants such as water hyacinth. Seagrass habitats are also essential to numerous other marine species and should be protected and restored where possible.

Mangroves and tidal marshes are now protected at federal, state and local levels.

Floodplain. *Please see **Big Slough / Myakkahatchee Creek**, below.*

Big Slough / Myakkahatchee Creek. Myakkahatchee Creek, a major tributary of the Myakka River, is designated a Class I surface water. It is a major source of potable water for the City of North Port. Nutrient loading from agricultural operations mainly north of the City, in addition to increased urban development within the City, have contributed to higher volumes of stormwater runoff, which in turn has affected water quality.

The Myakkahatchee Creek's flow is highly dependent on rainfall and resulting stormwater runoff. Historical data indicates that the Creek's water quality diminishes during dry seasons or periods of low rainfall, when the Creek's flow is minimal and influenced by groundwater.

At present, Myakkahatchee Creek is not monitored for impairment by FDEP. According to the Sarasota County Comprehensive Plan (2016), the Creek's water quality is highly variable with a rating of 33-56 (good-fair).

In addition, the 2016 update to the City's FIRM Map series shows numerous other areas of the City that are within the 100-year floodplain. While the existence of these areas is somewhat of a concern, most of the flood areas are on City streets and serve to sheet flow stormwater into the numerous canals that feed into Myakka Creek.

Soil and water. Please see the discussion above under *Soil and Water Erosion*.

Recreational areas and forests. Please see discussions above under *Myakka River Basin* and *Big Slough / Myakkahatchee Creek*.

Groundwater. Please see discussion on groundwater above under *Rivers, wetlands, estuarine marshes, groundwater and air*.

Current and projected water needs and sources

The City's eventual goal is to serve all developed residential areas and the industrial and commercial sectors with potable water and sewer, with the exception of the North Port Estates and Lake Geraldine areas, which are intended to remain agricultural/estates. Implementation of that goal is tied to the City's policy of extending water and sewer service concurrently.

1. Industrial – Three industrially zoned areas constitute the entirety of industrial development within the City:

- An area of small, light industrial operations in the Trott Circle area;
- The North Port Park of Commerce near Interstate Highway 75 on the west side of Toledo Blade Boulevard. The Park of Commerce is home to many larger industrial businesses, many serving regional and national markets. Included as part of the Park of Commerce is the North Port Industrial Park, an area that allows for larger scale industrial uses than in the rest of the Park of Commerce; and
- The King Plastics Plant just south and east of the Park of Commerce.

All three areas receive central water and sewer service from North Port Utilities. The Trott Circle area is entirely developed, and only a few undeveloped parcels remain in the Park of Commerce. King Plastics has not announced any plans for expanding its operations.

In addition, while the northern portion of Bobcat Village Center and a portion of the Panacea DRI have the ability for industrial uses to be developed on their lands, with the exception of the Patriot Self-Storage facility in Bobcat Village Center, there has been no industrial or warehouse development on these properties.

2. Agricultural – A limited number of small-scale (3-acre or less) agricultural operations exist in agriculturally-zoned North Port Estates, located in the northernmost area of the City. These operations are served by private wells and septic systems. The City has determined that this area will never receive centralized water and sewer service.

3. Potable water

As of 2016, the North Port Utilities Department provides potable water service to approximately 19,000 water connections, both residential and otherwise. Since acquiring the central water and sewer system formerly owned by the now defunct General Development Corporation in 1992, the City has completed several system expansion and improvement projects and serves approximately 14,500 customers.

The City has experienced rapid growth in recent years, and the City's Planning and Zoning Department projects its population will grow to approximately 93,000 residents by the year 2030. Proposed large scale developments in the West Villages other proposed and planned developments in the Kelce Ranch and Panacea areas are anticipated to be focal points of growth in the future, while the older platted lots will also continue to be developed.

Most areas currently served by North Port Utilities are located within or near the old City core area or along the City's artery roadways. Many residents and businesses outside of this core currently use private wells for potable water.

North Port Utilities has developed a Utilities Master Plan which is updated at five-year intervals. One of the primary requirements of the Master Plan is that developers, under the terms of Developer's Agreements executed in concert with the City, must pay all costs associated with construction of a water treatment plant, which must then be dedicated to the City.

Processes identified in the Utilities Master Plan will guide the fulfillment of the two major goals identified in previous updates to the Comprehensive Plan: more aggressive expansion of water and sewer service throughout the City, and identification of new water sources to support future growth. A City ordinance passed in 2003 requires all homeowners and businesses currently served by private wells to connect to North Port Utilities water service within one year of the service becoming available. While these goals have been in place since 2005, the collapse of the local housing market in the late 2000's served to limit the ability of the City to implement the former goal. In 2016, the City Commission approved an updated version of the City's Utilities Plan. More information on this can be found in the water and sanitary sewer sections of the Utilities element.

Current water sources

Potable water currently supplied by the North Port Utilities Department comes from two primary sources:

1. **Finished water supplied by means of an interconnection with the water treatment and distribution system owned by the *Peace River/Manasota Regional Water Supply Authority*** – By the provisions of its current contract with the Authority, the City receives 1.192 mgd (average annual daily flow, or *AADF*).
2. **The *Myakkahatchee Creek and the Cocoplum Waterway*, both raw water sources** – See description in Potable Water section of this element

An intake structure will be constructed on the Cocoplum Waterway to take advantage of this significant source of raw water.

As mentioned elsewhere in this Element, the 670-acre Myakkahatchee Creek Greenway, acquired by the City over a period of decades and scheduled for expansion, serves as a buffer to protect the quality of water in the Creek itself.

Current status of North Port Utilities' water treatment and distribution system – The major components of the City's potable water system are:

1. Myakkahatchee Creek Water Treatment Plant (MCWTP), including storage facilities having a capacity of 5.4 million gallons per day (MGD);
2. Hillsborough Booster Pump Station;
3. Northeast Booster Pump Station, together with a 1 million-gallon storage facility;
4. Transmission and distribution piping system;
5. Southwest Booster Pump Station, also having a 1 million-gallon storage facility; and
6. An interconnection with Charlotte County and Sarasota County water lines.
7. An interconnection to the Peace River Water System
8. A 2.5-million-gallon ground storage tank for reuse water

Future demand and water sources

The Utilities Department projects future potable water demand on the basis of both projected population increase and projected increases in per capita water consumption rates. In the period by 2030, the average daily demand is expected to be approximately 12.88 mgd. The following water sources will be employed to meet this demand:

1. **Peace River/Manasota Regional Water Supply Authority** – In 2011, water supplied to the City by the Authority was increased to 2.7 mgd AADF, a supply level that will continue throughout the planning period covered by this Comprehensive Plan. Water supplied by the Authority is expected to rise to 3.2 mgd in 2014.
2. **North Port Water Treatment Plant** – Plant expansion increased the plant's treatment capacity to 4.4 mgd. However, recent regulations will limit its expected production capacity to 3.5 mgd. An intake structure on the Cocoplum Waterway will be constructed so that the Waterway may be used as a permanent water source, its water to be blended with Myakkahatchee Creek water during dry periods.
3. **A Northeast Water Treatment Plant** has been delayed and will be programmed into the City's Capital Improvement Plan when needed and be financially feasible per State Statute. The decline of the housing market in the late 2000's led to a slackening of development in the northeastern section of the City, particularly in the potential development of the Kelce Ranch and Orange Hammock area. With the potential purchase of the Kelce Ranch by the State of Florida, it is unlikely that construction of a North-East Water Treatment Plant will take place within the 2017-2027 timeframe.
4. **A Southwest Water Treatment Plant** to serve the West Villages area, expected to be online by 2019-2020. Depending upon the pace of development, production will be 1.4 mgd initially, increasing to 2.8 mgd in 2025. This project has been delayed and will be programmed into the City's Capital Improvement Plan when needed and be financially feasible per State Statute.

Depending upon the City's growth rate and the need for new treatment facilities, all of the above sources together will produce approximately 15.9 mgd.

In addition to the above sources, a demonstration Aquifer Storage and Recovery (ASR) well continues to be evaluated for its potential as a water source for use during the dry winter months.

Current and future reuse water supply

Treatment facilities at the North Port Wastewater Treatment Plant are currently permitted to produce up to 1.88 mgd of reuse water on an annual average basis. Reuse water is stored in an onsite 500,000-gallon tank.

The City recently expanded permitted reuse treatment capacity from 1.88 mgd to 4.4 mgd. Ultimately, reuse treatment capacity will increase to 7.0 mgd in conjunction with the expansion of the City's Wastewater Treatment Plant and disposal systems. The expansion will include construction of a 2.5 million-gallon reuse storage tank.

The City recently finalized a Reuse Master Plan, which identified several potential reuse customers whose total demand could eventually top 21 mgd. As the City of North Port's wastewater flow increases throughout the planning period, additional reuse water will be processed and distributed to new and existing North Port Utilities customers.

Water conservation and the Southwest Florida Water Management District

The City of North Port has benefitted from a long history of cooperation with and support from the Southwest Florida Water Management District (SWFWMD). This cooperative relationship continues throughout the drought that began in 2006. A City ordinance enacted in 1990 requires the City to comply with SWFWMD-imposed water use restrictions in a declared water shortage emergency. The City complies with and vigorously enforces mandatory water use restrictions, including once-a-week watering, imposed by the District in 2007.

The City has enacted year-round water conservation rules that exceed SWFWMD requirements, as well as an inverted, six-tiered rate structure designed to encourage conservation by making heavy consumers of water pay more per quantity of water.

Information gleaned from the SWFWMD-funded *Floodplain Analysis Report* completed in 2007 is also expected to provide North Port Utilities with useful information concerning the Myakkahatchee Creek as a raw water source.

The District is also helping the City evaluate the potential of Aquifer Storage and Recovery (ASR) as a means to capture the increased quantity of surface water available in the Myakkahatchee Creek and Cocoplum Waterway in the summer. A pilot ASR well at the North Port Water Treatment Plant is currently undergoing cycle testing and laboratory analysis.

Through the City's use of conservation programs and reuse water for bulk purchasers the City saves 27 million gallons per month, or 1 million gallons per day. This water is used primarily for irrigation of golf courses and landscaping. This allows the City to use less potable water for these water intensive uses.

For further details concerning potable water and reuse water, please see the **Potable Water and Sanitary Sewer Elements** of this Comprehensive Plan.

COASTAL ZONE MANAGEMENT SECTION

DATA AND ANALYSIS

Inventory of existing land uses in the coastal planning area

For the purposes of this Element, the City of North Port defines its coastal planning area as lands lying within the Category 1 hurricane storm surge zone depicted on the Southwest Florida Regional Planning Council's *Hurricane Storm Tide Atlas* for Sarasota County.

Community background

The area that became the platted lands community of North Port was originally a conglomeration of sloughs that drained into Charlotte Harbor. This natural regime was altered significantly beginning in the 1950s, when General Development Corporation began dredging a drainage system that today totals some 378 miles in length, including 84 miles of major waterways and 294 miles of drainage ways. These dredging activities, together with the creation of a network of public roads totaling 814 miles, all but eliminated most of the sloughs.

The City of North Port is predominantly residential in nature, with most non-residential development confined to unplatted areas called Activity Centers. The current population is just over 64,400 residents. It is anticipated that under the current Future Land Use Map, including platted lots, and approved developments, the City's population has the potential to house over 270,000 residents.

Shoreline uses

No shoreline conflicts occur or are planned for development in the coastal planning area. Approximately 7.5 miles of the Myakkahatchee Creek north of the U.S. Highway 41 bridge is protected and buffered by the Recreation/Open Space-designated lands of the Myakkahatchee Creek Greenway. South of the bridge in a residentially-zoned, built-out subdivision, homes with seawalls or rock revetment line both banks of the Creek for approximately a mile. Southward of this residential area, the Creek enters the State-owned Conservation area known as the Myakka State Forest. No further development is anticipated on either the Creek or the River.

The owners of the formerly proposed River Road Office Park (Activity Center #8) purchased land on the Myakka River for a private passive park. This property is designated for Conservation use.

Need for water-dependent and water-related development sites

The City of North Port has one limited public marina, Marina Park on Chancellor Boulevard. This site has ample parking and provides boaters with access to the Myakka River and Charlotte Harbor. The extension of the local option infrastructure surtax from 2010 through 2024 will provide an estimated \$3,150,000 for construction of watercraft launches, docks and ramps for non-motorized access to City canals.

In an application to the Florida Communities Trust *Florida Forever* program that resulted in the awarding of a \$2.8 million land acquisition grant in 2007, the City proposed the construction of a public observation platform in the freshwater portion of the Myakkahatchee Creek Greenway.

Construction of this amenity will follow the planned acquisition of another 70± acres of land to expand the Greenway.

Over the last several years, the City has developed a Blueways plan for its canals and waterways. As part of the implementation of this plan, several canoe launches and portage facilities have been installed along the Blue Ridge and Cocoplum waterways and along Myakkahatchee Creek additional facilities will be constructed in future phases. More information about the Blueways plan can be found as part of the Parks and Recreation Element.

Because the subdivision south of the U.S. 41 bridge is entirely developed, no opportunities exist for the development of water-related sites along the brackish water portion of the Creek. South and west of this subdivision lies the State-owned Myakka State Forest.

Areas in need of redevelopment

At present, no areas associated with either the Myakkahatchee Creek or the Myakka River are in need of redevelopment.,

The City has attempted to establish a Community Redevelopment Area on U.S. Highway 41, but Sarasota County did not approve formal designation of this district. The City has a Master Plan to guide development in that area, even without the CRA.

Economic base of coastal planning area

The Future Land Use Element does not reference the economic base of the coastal planning area, which the City has defined as the areas surrounding the Myakka River and the Myakkahatchee Creek.

The Element does state that, “Continued development of these [Myakkahatchee Creek] lots beyond current levels would negatively impact the potable water, environmental, and floodplain function [of] the Creek.” The City, through land acquisition, has been very successful in assembling land to protect the Creek while eliminating the potential for the flooding of future residences that may have been developed on the platted lots, and has also cooperated with the Division of Forestry regarding administration of the Myakka State Forest, which borders the River for approximately three miles.

The conservation lands associated with the Myakkahatchee Creek Greenway and the Myakka State Forest do have limited eco-tourism potential, but neither figures at all prominently in the City’s economic base.

The City of North Port is primarily a residential community. Activity Center #1, containing the oldest residential subdivisions and the City’s original downtown commercial area, is the Activity Center nearest the coastal planning area.

Effects of future land uses on natural resources in the coastal planning area

A mixture of homes and some commercial uses are planned for the West Villages property located in the southwest corner of the City. Maximum buildout density has been limited to 16,000 residential units. The majority of anticipated development will be approximately 2.5 miles from the coastal zone along the Myakka River. A section of the development of the West Villages (Village B) is located within the 100 year floodplain while other portions of the property would be vulnerable to a 2 meter rise in sea level. The City recognizes and intends to

work with the developer to minimize the effects of proposed development, particularly runoff and the potential flooding issues that may occur within the residential areas. However, the effects of this development on the coastal zone, as defined in Florida statutes, are anticipated to be minimal. The area along the Myakka River will be developed to be consistent with the Myakka River Wild and Scenic Designation Act, the Myakka River Wild and Scenic Management Plan, and the future ordinances the City will be adopting regarding the Wild and Scenic Protection Zone.

Vegetative cover, wetlands and wildlife habitats

Vegetative cover, wetlands and wildlife habitats within the Myakka State Forest are managed in accordance with conservation best management practices by the State Division of Forestry. Myakka State Forest is made up primarily of mesic flatwoods with a mixture of longleaf pine and slash pine overstory with a palmetto understory. Numerous depression marshes are scattered throughout the flatwoods, providing many opportunities for viewing wading birds and other wildlife. The forest includes approximately 2.5 miles of frontage on the Myakka River, which is designated as an Outstanding Florida Water and a State Wild and Scenic River. Myakkahatchee Creek flows throughout the forest for 1.5 miles and provides an additional water resource.

The City is a voting member of the Myakka River Management Coordinating Council, and recently signed a 'State-Local Agreement for Administering the Myakka River Wild and Scenic River Protection Zone Between the Florida Department of Protection, the Florida Department of Community Affairs, and the City of North Port.'

Residential development will continue in the subdivisions surrounding the Myakkahatchee Creek. However, for 30 years the City has conscientiously been implementing a land acquisition program to protect the Creek and its Class I waters from the U.S. 41 bridge to the northern City limits. (For approximately one-mile south of the bridge, the Creek passes through built-out residential subdivisions.)

The Myakkahatchee Creek Greenway acquisition phase that took place subsequent to the previous Comprehensive Plan update was financially supported by a \$2.8 million Florida Communities Trust grant and matching City funds in an equal amount. These funds were used to double the width (800-900+ feet after acquisition) of the narrowest, 2.8-mile-long stretch of the Myakkahatchee Creek Greenway. The City intends to remove, and later restore to near-natural conditions, the roadways immediately paralleling the Creek in this area. Following restoration, these former roadways will add approximately 15.5 acres to the Greenway.

Best management practices will be followed to protect resources within the Greenway, as expressed in the adopted Myakkahatchee Creek Greenway Master Plan. The City is also obligated to implement specific management practices outlined in its 2007 Florida Communities Trust grant contract.

As noted in this Element and elsewhere in the City's Comprehensive Plan, the City will continue to coordinate efforts with the United States Fish and Wildlife Service, the Florida Fish and Wildlife Conservation Commission, the Florida Department of Environmental Protection, the Division of Forestry and other appropriate agencies to minimize negative impacts to manatees that are found in the Myakka River and its estuaries, the extreme southern waters of the Myakkahatchee Creek within the City, and Little Salt Creek in the Warm Mineral Springs area.

A bird rookery, that includes nesting wood storks, is established on an island in the Myakka River adjacent to the City's coastal zone. The City will coordinate with the above-named agencies to identify any additional rookeries that may become established, and will fully cooperate with these agencies regarding situations that could affect wildlife and wildlife habitat. Agency cooperation is vital when one considers the wealth of wildlife and habitat in this area, as is evidenced on the 'Biodiversity Hot Spots Map' found at the end of this element.

Living marine resources

Primarily in the winter months, manatees are commonly seen in the southernmost waters of the Myakkahatchee Creek just before it flows into Charlotte County and Sarasota County. A prime observation area is Marina Park on Chancellor Boulevard. The Park is at the southern end of built-out subdivisions bordering the Creek. Manatees also frequent the waters of Little Salt Creek between Warm Mineral Springs and the Myakka River. The City has no plans to develop additional public access points for boaters in this area.

Sarasota County's Manatee Protection Program encompasses the southern half of the Town of Longboat Key, the City of Sarasota, the City of Venice, but only a small portion of the City of North Port along the Myakka River and Salt Creek, as identified in the County's latest Manatee Protection Plan (approved in 2011).

Inventory and analysis of impacts of development and proposed redevelopment in the Future Land Use Element

The City did attempt to implement a Community Redevelopment Area that would also have provided tax increment financing for the implementation of the U.S. 41 Corridor Master Plan. However, Sarasota County would not approve creation of the proposed CRA. The City does intend to implement the Master Plan, which includes the area where U.S. 41 crosses the Myakkahatchee Creek.

To the north of the bridge, very limited passive and active/passive amenities will be developed in the Myakkahatchee Creek Greenway. These amenities include picnic pavilions, horseshoe pits, a playground with restrooms and an observation deck.

As discussed above, existing residential development in built-out subdivisions abuts the Creek south of U.S. 41.

Historic resources and sites

Two archaeological sites, together identified by the State as 8SO1308, exist within the City's coastal planning area (Category 1 SLOSH zone). Designated familiarly as "Jeff's Clam Midden," the site is comprised of two prehistoric shell middens that are recorded as being eligible for placement on the National Register of Historic Places. The site is located on State-owned preservation land very near the Myakka River.

Inventory and analysis of estuarine pollution conditions and actions needed to maintain estuaries

The Myakka River watershed receives special protection. The 34-mile segment of the Myakka River in Sarasota County was designated as a State Wild and Scenic River and an Outstanding Florida Water. Approximately 2.75 miles of the River flows through North Port, most of it bordered on both banks by the Myakka State Forest.

The River flows into Charlotte Harbor, a SWFWMD Surface Water Improvement and Management (SWIM) water body. The Myakka River Basin is subject to study and management through this program. As mentioned previously, the City is a voting member of the Myakka River Management Coordinating Council. The City has signed the State-Local Agreement to administer the Myakka River Wild and Scenic Protection Zone.

The segment of the Myakkahatchee Creek within City boundaries and the Myakka River are Class I water bodies and are thereby protected as drinking water sources. North Port has created a natural, 670-acre protective buffer surrounding the Creek. Part of the river estuary is protected for shellfish harvesting.

In June 2014, Total Maximum Daily Loads (TMDL's) for the three waterbodies that overlap with North Port were proposed by the U.S. Environmental Protection Agency. Of the three waterbodies TMDL, one was approved also by FDEP. The TMDL's address impairments of fecal chloroforms, total nitrates and total phosphorus. The City has proposed prioritization and time line shown in Exhibit "TMDL" for addressing the TMDL's which is acceptable to FDEP.

Like the unincorporated area of Sarasota County bordering the City on the north and west, portions of the City of North Port contribute to pollution that affects estuaries downstream of the City, and the problem will grow with future development. As a collector of runoff from a large portion of the City, Myakkahatchee Creek conveys some pollutants to the estuarine area surrounding the Myakka River.

Of great concern to the City is the quantity of pollutants that reach the Creek from the overuse of nitrogen-based fertilizers. In 2007, the City Commission passed a restrictive new fertilizer ordinance (Ordinance No. 07-45) that promises to reduce the amount of nitrogen and phosphorus reaching the River estuaries. Under the ordinance, no fertilizer containing either chemical can be applied to lawns from June 1 through September 30. Among other provisions, it also creates a 10-foot-wide "fertilizer free zone" around ponds, streams, canals and the top of seawalls. No fertilizer may be applied within a wetland, or within 25 feet of a wetland, or within the flow channel of swales. All commercial and institutional applicators of fertilizer must receive training and certification in a City-approved program provided by the Sarasota County Extension Service.

Because the City has created a buffer called the Myakkahatchee Creek Greenway, upstream runoff is to a large degree naturally attenuated. The importance of the Greenway as a natural filtering agent cannot be underestimated, since the Creek it protects is the primary drainage feature for the entire City. Fortunately, the subdivisions south of the U.S. 41 bridge along the Creek reached build-out years ago, and no additional development can therefore occur that might exacerbate pollution.

Unfortunately, the original developer of the City, General Development Corporation, went bankrupt, leaving the City with an incomplete central water and sewer system. Consequently,

many North Port homes are served by septic systems. Beginning in 2007 and continuing into 2008, the North Port Utilities Department began earnest discussions with the City Commission and administration about a coordinated plan to address this challenge.

A Neighborhood Improvements Master Plan will be developed in 2008 to evaluate those areas not currently receiving utility service. The plan will contain procedures to identify and prioritize neighborhoods according to need. The plan will focus on financial feasibility. The City requires owners of homes in existing neighborhoods to connect to the City of North Port water and sewer system within one year after service is available.

Preliminary estimates indicate the implementation of the Neighborhood Improvements project may cost over \$1.8 billion. The voter-approved third extension of the local option surtax provides almost \$25 million in future funding for expansion of water and sewer distribution and collection systems. Another \$10 million for transmission mains and associated infrastructure will be generated by capacity fees on all new construction. Other funding to complete this project will include assessments and potential grant funding.

The City's Stormwater Manager reports that no point sources of pollution exist that might affect Myakkahatchee Creek and, ultimately, the Myakka River.

Assessment of impacts of facilities proposed in other elements:

Traffic Circulation

No new roads are proposed for construction in the City's coastal zone.

Sanitary Sewer

With the planned expansion of the City's Wastewater Treatment Plant, a second deep-injection well will be built on the same property as the existing Deep Injection Well. That property is located outside of North Port's High Hazard Zone (i.e., the SLOSH/Hurricane Category 1 Zone). The initial well is approximately 3,200 feet deep.

Solid Waste

No structural facilities for disposal of solid waste are planned for construction within the coastal zone.

Drainage

A 2003 study of the Big Slough Watershed, which encompasses all of the City of North Port, was completed in September 2014 under a cooperative funding agreement between the Southwest Florida Water Management District (SWFWMD) and the City. The Big Slough hydraulic model was used to evaluate best management practices (BMP's) alternatives analysis to achieve flood protection, while ensuring no adverse impact. The following BMP alternatives were evaluated:

1. Remove Water Control Structures (WCS) throughout City of North Port waterways-all 69 of the City's WMS and drop structures (DS) were removed to evaluate the flood impacts.

2. Constrain flow entering the City of North Port at Big Slough Canal – On the northwest City boundary, at the intersection of Big Slough canal with R-36 and R-580 waterways, all existing earthen weirs were raised to limit runoff from offsite areas, leaving the Big Slough canal as the only conveyance system into the western portion of the City.
3. Diversion Alternative-flows from offsite areas were diverted via the existing R-36 canal, by increasing its capacity and improvising its hydraulic connectivity with Deer Prairie Slough canal.
4. R-580 Improvements – introduce additional flows through Creighton waterway by improving current conveyance capacity in the R-580 waterway.
5. Increase capacity on southern boundary – all structures discharging from Cocoplum Waterway into the Charlotte Harbor area under Hillsborough Blvd and their upstream weirs were doubled in capacity.
6. Upstream detention alternative – evaluate construction of stormwater management storage areas north of the City to detain water from entering the City during a storm event.
7. Increasing the flow capacity at four crossings – evaluated the doubling in flow capacity at the R-36 Canal at I-75, Myakkahatchee Creek at I-75, R-36 Canal at Tropicaire Boulevard, and Myakkahatchee Creek at Tropicaire Blvd.
8. Evaluate additional gates at WCS No. 162 on the R-36 Canal-this is the only gated weir structure on the R-36 canal and additional gates were added to draw down the canal more quickly and increase conveyance capacity.
9. Reduce roadway flooding on Price Boulevard west of the Myakkahatchee Creek-evaluate the modifications which included combinations of dredging of an adjacent R-ditch that accepts water from the roadway, increasing the connecting pipe capacity and/or raising Price Boulevard roadway out of the floodplain.

All BMP alternatives evaluated except No. 6 and 9 showed reduced flooding in some areas but increased flooding in other areas. The City has proposed in Fiscal Year 2016 to 2017, another study to evaluate additional regional and localized flood reduction projects. Of the \$300,000 budgeted for this study, the City will be receiving up to \$125,000 reimbursement from SWFMWD through an approved Cooperative Funding Initiative grant for reduction of localized flooding. 1.

Potable Water

No potable water facilities are planned for construction within the coastal planning area. A water treatment plant and storage tank to serve the West Villages Improvement District is planned for construction west of the planning area by 2020.

Natural Groundwater Aquifer Recharge

A groundwater supply feasibility study is planned in conjunction with the proposed construction of the West Villages water treatment plant.

Further engineering, hydrogeological and laboratory testing will continue in Phase V of the City's existing Aquifer Storage and Recovery well demonstration project.

Actions needed to remedy existing pollution problems

The following actions, as well as those discussed above, will do much to remedy existing pollution problems:

1. Continuation of land acquisition to enlarge the Myakkahatchee Creek Greenway from its current 670 acres to 740 acres-plus will increase natural attenuation of pollutants that might otherwise reach the Creek and, eventually, the coastal zone and estuaries.
2. Vigorous enforcement of City Ordinance No. 07-45, which restricts the use of fertilizer, particularly near water bodies.
3. No above-ground City infrastructure of any type is part of the City's Capital Improvement Program.
4. Continued enforcement of those portions of the City's Unified Land Development Code (as amended) relating to Dredge and Fill Regulations (Chapter 13), Earthmoving Activities (Chapter 14), Flood Damage Prevention Regulations (Chapter 17), Landscaping Regulations (Chapter 21), Site and Development Plan Regulations (Chapter 33), Subdivision Regulations (Chapter 37), Transfer of Development Rights (Chapter 41), Wetlands Protection Regulations (Chapter 49) and Zoning Regulations (Chapter 53).
5. Expansion of central sewer service to existing neighborhoods.
6. Continued cooperation with the Myakka River Management Coordinating Council.
7. Continued cooperation with the Charlotte Harbor National Estuary Program and the goals of the Myakka Wild and Scenic River Management Plan.
8. Continued cooperation with the U.S. Fish and Wildlife Service.
9. Continued cooperation with the Florida Fish and Wildlife Conservation Commission.
10. Continued sharing of information and participation with the Southwest Florida Regional Planning Council.
11. Continued cooperation with regulatory actions promulgated by the Southwest Florida Water Management District.
12. Encourage all new developments to incorporate low impact development concepts such as reuse of stormwater for irrigation, use of pervious pavement, reduction of impervious areas, bioretention/biotreatment swales, green roofs, rain cisterns to reduce pollution discharge.

Natural disaster planning concerns

Although the whole of Sarasota County has been designated a coastal zone County by the Department of Economic Opportunity, the City of North Port lies approximately 10 to 15 miles inland from the Gulf of Mexico.

The City does, however, share some of the characteristics of a coastal zone area because it is connected to the Gulf coast via the Myakkahatchee Creek and the Myakka River. For the purposes of this analysis and per Florida Statute, the City of North Port defines its “coastal planning area” as that portion of the City within the “Category 1” zone shown on the Southwest Florida Regional Planning Council’s SLOSH “Hurricane Storm Tide Atlas” for landfalling storms affecting Sarasota County.

Excluding the West Villages annexed area, most of the City (approximately 60 percent) lies north of and outside of all storm category SLOSH zones. In the most densely populated portion of the City, about 30 percent lies in Category 4/5 and 5 to 10 percent in Category 3.

Only a small area south of U.S. Highway 41 near the Charlotte County line, including older neighborhoods near Biscayne and Pan American Boulevards and Sydney Avenue, lie within the Category 2 zone. Most of the Duck Key subdivision (south of U.S. 41 near the Myakkahatchee Creek) lies in Category 2, with portions of one or two local roads in Category 1.

Holiday Park, a manufactured housing subdivision containing 865 units, is in Category 2.

About 70 percent of the 8,500-acre State-managed Myakka State Forest is within the Category 3 zone, while the remainder of the Forest near the Myakka River is within the Category 2 and 1 zones.

West of the Myakka River in the West Villages annexed area, the Gran Paradiso development south of U.S. 41 lies within SLOSH Category 3 and Category 4/5. This development will have approximately 2,000 units at buildout.

Most of Thomas Ranch itself, including the residential areas of the West Villages Improvement District, is within the Category 3 and 4/5 zones. About one-quarter of the Ranch east of and along River Road lies within the Category 1 and 2 hurricane zones, as well as the FEMA/FIRM 100-year floodplain. While this area is proposed for development as part of Village B, the development will be constructed to Florida Building Code standards and will be required to provide stormwater capacity and side design features that will take the properties outside of the 100-year floodplain. Areas within the ranch designated for Conservation use total almost three-quarters of a square mile.

The commercial-zoned Town Center of West Villages lies primarily within Categories 2 and 3, except for a small portion in Category 1. The privately-owned, yet to be developed River Road Office Park is within the Category 1 and 2 zones near the Myakka River. The City will be carefully evaluating the effects tropical storms, hurricanes, and sea level rise may have on these areas.

Future proposed development along and east of River Road will require close scrutiny by the City to ensure that development takes place in a way that does not create a flood hazard.

The Myakkahatchee Creek area – The southern reaches of the Myakkahatchee Creek are within Category 2 and, to a much lesser extent, Category 1. However, the Creek serves as a

SLOSH conduit for Gulf of Mexico storms making landfall in the immediate area, extending narrow projections of the Category 3 and Category 4/5 zones northward.

The majority of residential development adjacent to the Myakkahatchee Creek lies south of the U.S. Highway 41 bridge, paralleling the Creek for a distance of one mile. A concern in this area is that the

North of the bridge along both banks of the Creek and extending all the way to the City's northern boundary (a distance of about seven miles), the City has acquired Recreation/Open Space-designated lands totaling some 670 acres to serve as a protective natural buffer and natural floodwater storage area.

Considered as a whole, most of the City's waterfront land that would be directly affected by wave action from storm events is designated for Conservation use, such as the Myakka State Forest.

Natural disaster evacuation planning concerns

The Hurricane Vulnerability Zone

The hurricane vulnerability zone for the City of North Port includes four storm category zones depicted on the Southwest Florida Regional Planning Council's SLOSH/"Hurricane Storm Tide Atlas" for landfalling storms affecting Sarasota County: Category 1, Category 2, Category 3 and Category 4/5. No portions of the City lie within the Tropical Storm zone.

Number of persons requiring evacuation and Number of persons requiring public hurricane shelter

According to the currently available edition of the Southwest Florida Regional Planning Council's Hurricane Evacuation Study Update (2010), the City of North Port lies in five evacuation zones and portions of 10 others. It is impossible to calculate or estimate the number of North Port residents who reside within those zones shared with other jurisdictions. **Table 5-3** on the following page is adapted from the Study Update.

Based on Regional Planning Council surveys conducted in 1979, 1981 and 1987, 24 percent of survey respondents reported they would use public shelters. Based on the responses to the survey, the "**Persons requiring public shelter**" columns of **Table 5-3** include estimates of the number of persons in each storm zone who would use public shelters in the month of July and the month of October. However, as the study says, survey results do not necessarily predict actual behavior.

Conservation & Coastal Zone Management Element

Table 5-3: Population of North Port Evacuation Zones (2001 Estimates)					
Storm Category	Evacuation Zone	July Population	Persons requiring public shelter*	October Population	Persons requiring public shelter*
1	East Venice (portion)**	319	77	684	164
	North Port Myakka	0	0	0	0
	Total	319	77	684	164
2	East Venice (portion)**	178	43	193	46
	North Englewood (portion)**	263	63	277	66
	Warm Mineral Springs (portion)**	4	1	4	1
	Total	89	107	474	114
3	East Venice (portion)**	2,412	579	2,574	618
	North Englewood (portion)**	1,960	470	2,103	505
	Warm Mineral Springs (portion)**	1,111	267	1,215	292
	North Port Myakka	3,754	901	4,047	971
	North Port	3,051	732	3,240	778
	Total	12,288	2,949	13,179	3,163
4 / 5	East Venice (portion)**	9,313	2,235	10,052	2,412
	North Englewood (portion)**	2,317	556	2,455	589
	Warm Mineral Springs (portion)**	513	123	722	173
	North Port	8,693	2,086	9,171	2,201
	Total	20,836	5,001	22,400	5,376
Total population in all zones		33,532	8,133	36,737	8,817

* 24% of people in zone

**Number of North Port citizens residing in this zone is not known

Source: Southwest Florida Regional Planning Council

Number of hurricane shelter spaces available

Sarasota County has designated four North Port schools as general population hurricane shelters, and two others as shelters for People with Special Needs (PSNs). North Port shelters for PSNs are shown in Italicized type in **Table 5-4** below.

Table 5-4: Sarasota County-Designated Shelters in the City of North Port			
Shelter Name	Address	Approx. Elevation (ft.)	Capacity
Glenallen Elementary	7050 Glenallen Blvd.	20	2,059
Toledo Blade Elementary	1201 Geranium Ave.	24	830
North Port High School	6400 W. Price Blvd.	21	5,000
Heron Creek Middle School	6501 W. Price Blvd.	21	N/A
<i>Lamarque Elementary</i>	<i>3415 Lamarque Avenue</i>	<i>N/A</i>	<i>450 (est.)</i>
<i>Cranberry Elementary</i>	<i>2775 Shalimar Terrace</i>	<i>N/A</i>	<i>450 (est.)</i>
Woodland Middle School	2700 Panacea Blvd	31	2,187

Source: Sarasota County

North Port City Hall, 4970 City Hall Boulevard, and the George Mullen Activity Center, 4956 City Center Boulevard, are also available for use by City employees and their families.

The City of North Port has just one manufactured housing community within its boundaries, the 861-unit Holiday Park. County Emergency Management has assigned to the City the responsibility of evacuating several manufactured housing communities just west of the City. The general area for which the City is responsible includes the area from River Road eastward, including the manufactured housing communities of La Casa, Riverwalk, Lazy River, Harbor Cove, and the Myakka River RV Park.

Table 5-5 below lists each of the City’s evacuation zones by name, the shelter residents of each zone would likely find most convenient to travel to, and the estimated travel time to the shelter.

Table 5-5: Evacuation Zones, Shelters of Choice & Travel Times			
Storm Category	Evacuation Zone	Shelter Name	Travel Time (Hr.)
1	North Port Myakka	Glenallen Elementary	0.1
	East Venice	Toledo Blade Elementary	0.7
2	North Englewood	San Pedro Catholic Church*	0.4
3-4/5	Warm Mineral Springs	North Port High School	0.4
3-4/5	North Port	North Port High School	0.3
*Closes for a Category 2 Storm Event			

Evacuation Routes; transportation and hazard constraints on evacuation times

The City's two main evacuation routes to Interstate 75, Sumter Boulevard and Toledo Blade Boulevard, have recently been improved.

Toledo Blade Boulevard from U.S. 41 to I-75 is has been widened from two lanes to four lanes, which has greatly improved evacuation times.

Sumter Boulevard has also recently been widened to four lanes from US 41 to Interstate 75.

A third evacuation route for North Port communities west of the Myakka River is **River Road** in unincorporated Sarasota County that is mainly outside the City's jurisdiction. The County is identifying funding for a design to widen River Road from two to four lanes, and the West Villages Improvement District may contribute to the design study. Development of West Villages is limited to a maximum at 24,000 units, with approximately 5,598 units in three villages (Island Walk, Gran Paradiso, and Renaissance) either built, under construction, or have been approved for development. The future development of the West Villages will significantly affect evacuation times on River Road, which presently is a two-lane road with limited capacity that also serves as an evacuation route for East Venice, Englewood and other Charlotte County communities.

As West Villages is developed, some of the roads listed in [Table 5-6](#) on the following page will be linked. Pine Street will be extended through the development to link with the existing section in Englewood. West Villages Parkway will extend northward from Winchester Boulevard, eventually linking with River Road north of U.S. Highway 41. Manasota Beach Road will be extended east into West Villages to River Road, which should help to move evacuation traffic more quickly to River Road and I-75. Keyway Road will also be extended from SR 776 to River Road through the West Villages.

The State, and particularly the southwestern region of Florida that includes North Port, experienced a surge in population growth throughout the 1990s and in the first decade of the 21st century. The level of service of **Interstate 75** has perceptibly and significantly declined along with this growth. Consequently, the ability of I-75 to handle a mass or even a partial evacuation has been called into question, even after completion of the widening projects that are ongoing.

The Transportation Element contains two policies to enhance potential future hurricane evacuation routes through road linkages:

Policy 4.5: In order to create another hurricane evacuation route, this policy supports federal, state, or regionally funded initiatives to extend Toledo Blade/Choctaw Boulevard northward to intersect with **State Road 72**.

Policy 4.6: In order to further enhance hurricane evacuation route, this policy supports federal, state, or regionally funded initiatives to create a link between an extended Toledo Blade/Choctaw Boulevard or other North Port roadways and **State Road 35 (US 17)** in Charlotte and/or De Soto County.

Conservation & Coastal Zone Management Element

Table 5-6: North Port Evacuation Route Capacities (source: SWFRPC, 2001)									
LINK	Lanes	Road Type/ Class	Free Flow Speed/ % NPZ*/ Median	Length Category (Miles)/ Adj. Dev.	Peak Hr. Pk. Dir. Capacity (LOS D)**	Peak Hr. 2-Way Capacity (LOS D)**	Traffic Flow Split		
							50/50	70/30	90/10
Manasota Beach Road/ Manasota Key Road									
SR 776 (Englewood Road) to Manasota Key Road	2	Arterial/I	40 MPH	>1.5	880	1,550	775	966	1,046
Manasota Beach Road to Charlotte County	2	Arterial/I	35 MPH	>1.5	800	1,39	695	866	938
Pine Street									
River Road to Charlotte County	2	Arterial/I	45 MPH	1-1.5	940	1,650	825	1,028	1,114
River Road North/South									
I-75 to Pine Street	2	2-Lane Hwy.	20%	Rural	815	1,430	715	891	965
Sumter Boulevard									
US 41 to Sylvania Avenue	2	Arterial/I			690	1,220	610	760	824
Sylvania Avenue to I-75	4	Arterial			1,850	3,240	1,620	2,019	2,187
Toledo Blade Boulevard									
I-75 to Charlotte County	2	Collector			690	1,220	610	760	824

* Percent No-Passing Zones

**Two-way service volumes for Sarasota County roads are from these Sarasota County tables: 2000 Generalized Roadway Level of Service Analysis, Volume Tables, Peak Hour Two Way Service Volumes, June 2001.

Evacuation times

The Southwest Florida Regional Planning Council’s *Hurricane Evacuation Study Update* (2010) notes that, “The worst route (i.e., most limited capacity) is the determining factor [for evacuation time].”

Further, says the Study Update, “...Some routes end up being ultimate constricting points for more than one zone. That being the case, it may be expected that these times will become cumulative. This creates a ‘greatest time to clear’ for the County as a whole.” The SWFRPC study identifies only two such routes for all of Sarasota County. Most significantly for North Port, one of the two is South River Road in the event of a landfalling Category 3 or 4/5 storm. Below are the SWFRPC’s clearance time estimates in hours for South River Road:

Table 5-7: South River Road Clearance Times (Category 3 or 4/5 Storm)					
July			October		
Slow	Intermediate	Quick	Slow	Intermediate	Quick
9.5	7.6	7.1	10.4	8.4	7.7

Source: Southwest Florida Regional Planning Council

Clearance rates for North Port evacuation zones by Storm Category are noted in **Table 5-8** on the following page. Data has been excerpted from the SWFRPC Study Update.

Conservation & Coastal Zone Management Element

Table 5-8: Time to Clear Landfalling Storm for Evacuation Zones in and near North Port (2001 estimates)

Storm Category	Evacuation Zone	Restricting Points	July			October		
			Slow	Intermediate	Quick	Slow	Intermediate	Quick
1	East Venice	North River Road	0.2	0.2	0.2	0.5	0.4	0.3
	Englewood South River Road	South River Road	2.5	2.0	1.9	2.8	2.2	2.1
	North Port Myakka	U.S. 41/Jacaranda Blvd. to Charlotte County	0.0	0.0	0.0	0.0	0.0	0.0
2	East Venice	North River Road	0.3	0.3	0.3	0.6	0.5	0.4
	North Englewood	SR 776/Jacaranda Boulevard to Circlewoods Drive	2.5	2.0	1.9	2.8	2.2	2.0
	Englewood South River Road	South River Road	7.0	5.6	5.2	7.7	6.2	5.7
	North Port Myakka	U.S. 41/Jacaranda Blvd. to Charlotte County	1.0	1.0	1.0	1.1	1.1	1.1
	Warm Mineral Springs	U.S. 41/Jacaranda Blvd. to Charlotte County	1.0	1.0	1.0	1.1	1.1	1.1
3	East Venice	North River Road	2.1	1.7	1.5	2.5	2.0	1.8
	North Englewood	SR 776/Jacaranda Boulevard to Circlewoods Drive	4.5	3.6	3.3	4.9	3.9	3.6
	Englewood South River Road	South River Road	9.5	7.6	7.1	10.4	8.4	7.7
	Warm Mineral Springs	U.S. 41/Jacaranda Blvd. to Charlotte County	2.3	2.3	2.3	2.5	2.5	2.5
	North Port Myakka	U.S. 41/Jacaranda Blvd. to Charlotte County	2.3	2.3	2.3	2.5	2.5	2.5
	North Port	U.S. 41 to Char. And Sumter Blvd./I-75 to U.S. 41	2.1	2.0	2.0	2.3	2.2	2.1
4/5	East Venice	U.S. 41 (U.S. 41 Bypass N. to Colonia Ln.) & Jacaranda	6.0	6.0	6.0	6.5	6.5	6.5
	North Englewood	SR 776/Jacaranda Boulevard to Circlewoods Drive	5.9	4.7	4.4	6.3	5.1	4.7
	Warm Mineral Springs	U.S. 41/Jacaranda Blvd. to Charlotte County	3.3	3.3	3.3	3.6	3.6	3.6
	North Port	U.S. 41/Jacar. to Char. and Sumter Blvd./I-75 to U.S. 41	3.6	3.4	3.4	3.9	3.7	3.7

Source: Southwest Florida Regional Planning Council

Projected impact of anticipated population density proposed in the Future Land Use Element.

It is anticipated that, under the current Future Land Use Map, including platted lots, and approved developments, the City's population has the potential to be over 270,000 residents. Since 2000, the City's population has nearly tripled, with most of the growth coming in the years before the 2007-2009 recession.

The storm zones shown on the SLOSH Map (Sea, Lake and Overland Surge from Hurricanes) issued by the SWFRPC indicate that the majority of the City's land area lies in Category 3, while most of the currently populated and future populous areas are within, or even beyond, the Category 4/5 zone.

According to current planning estimates, future growth in North Port will occur predominantly in new developments with their own commercial areas (such as the West Villages), as opposed to piecemeal development of platted lots. Policy 13.1 (l) in the Future Land Use Element states that civic structures, schools, clubhouses and other structures should be designed to serve as hurricane shelters, thereby providing safe refuge for residents or employees.

As discussed elsewhere in this Element and the Future Land Use Element, the City has taken the approach of acquiring property along the Myakkahatchee Creek in order to preserve natural floodwater storage capacity and keep development out of the floodplain. With future planned acquisitions, the Myakkahatchee Creek Greenway should increase from its current 670 acres to approximately 750 acres.

About 75 percent of the West Villages west of the Myakka River is within the Category 3 and 4/5 zones, the remainder lying within the Category 1 and 2 hurricane zones. The City will take extra care when reviewing any developments proposed for the latter two zones near the River.

The City will gain an important, updated planning tool with the anticipated completion of the Big Slough Watershed study in late 2008/early 2009. The Southwest Florida Water Management District is finalizing the updated 100-year floodplain maps, which indicate that a larger portion of the City lies within the floodplain than is shown on the incomplete FEMA FIRM maps of 1981.

The most troubling aspect of future growth within North Port as well as the unincorporated area of Sarasota County that surrounds the City is the further strain that will be placed on evacuation routes, particularly on County-maintained River Road and Interstate Highway 75. While the City has completed the four-laning of Sumter Boulevard and Toledo Blade Boulevard, the City continues to lack an alternative route to Interstate 75 for hurricane evacuation.

Special needs of the elderly, handicapped, hospitalized or special needs people

Sarasota County reports that as of the first quarter of 2015, 2,880 People with Special Needs (PSNs) and 1,800 caregivers are registered in the County, and there is sufficient shelter space to house all of them. Registered PSNs in North Port currently number approximately 270. While the pace of population growth has slowed considerably in North Port during the recession, the renewed growth of the City will inevitably mean a larger population of PSNs.

With renewed growth, the Sarasota County School District will again accelerate the pace of school construction in the City, including construction of the City's second high school. Undoubtedly all of these new facilities will be hardened to serve as public shelters.

North Port does not have a hospital within its own borders, and currently patients must be transported to the neighboring communities of Venice and Port Charlotte or to Sarasota (via medivac service) to receive advanced care.

Since the completion of the last Comprehensive Plan, Sarasota Memorial Hospital has opened **North Port Sarasota Memorial Health Care Center** on Toledo Blade Boulevard. The freestanding emergency/trauma facility consists of 18 treatment rooms, a 24-hour observation unit and specialized rooms for trauma, psychiatric care and obstetrics. The Care Center offers urgent/routine walk-in care and comprehensive outpatient services, including rehabilitation, home health, laboratory, onsite physicians' services and imaging services.

The 125,000 square-foot health care facility offers North Port residents, including PSNs, the ability to receive trauma and emergency care much more quickly than has before been possible.

The SMH facility complements services offered by the **North Port Health Park**, a 33,000-square-foot ambulatory care facility. Located on U.S. Highway 41 in North Port, the Health Park provides diagnostic and radiology services and laboratory capabilities.

Potential measures to maintain or reduce hurricane evacuation times

In addition to road capacity improvements either needed or already underway, the following might be considered by the City in order to maintain or reduce hurricane evacuation times:

- Evacuation notices should go out to the public as early as possible, and the public should be advised to evacuate when called upon to do so.
- Increase usage of modern electronic notification methods, such as the City's website and its automated telephone notification system.
- There is evidence to suggest that many people who would qualify as People with Special Needs have failed to register for the program. The City should consider promoting the program more aggressively, and whenever opportunities exist in conjunction with community outreach programs.
- When Fire Rescue vehicles are fully occupied transporting PSNs, the City might turn to private ambulance services to assist with evacuating the more seriously ill or bedridden.
- Those without transportation of their own might be qualified as PSNs on that basis alone, even though they are not medically qualified. Members of the general population who are transportation-dependent could be encouraged to go to a bus stop, where they would be picked up and moved to a transfer point, where other buses would take them to general population shelters.
- The County is developing a plan for mobile home parks and coastal communities whereby a small public transit bus would be dispatched to a central point in a community, such as a clubhouse. Transportation-dependent residents would be instructed to go to that central point and board a bus, which would either take them to a transfer point and then to another bus for transportation to a shelter, or directly to a general population shelter.

- Promote carpooling to allow additional individuals to evacuate safely.
- Four-lane Price Boulevard, a major east-west arterial in the City, to more efficiently move people from their neighborhoods, onto Price Boulevard and then to a designated evacuation route more quickly.
- The I-75 “Contra-Flow” plan, in which the southbound lanes of I-75 would also be used for northward evacuation. This plan may only be ordered by the Governor. For the North Port area, the Contra-flow traffic plan would start at Toledo Blade Boulevard.
- Consider requiring developers to construct hurricane-resistant clubhouses as shelters for the residents of their new developments.
- Consider reducing the intensity and density of development within the most vulnerable Hurricane zones.

Coastal high hazard area and infrastructure located within it

As mentioned elsewhere in this Element, the City of North Port’s coastal high hazard area is the SLOSH Category 1 zone.

Some local roads in the Duck Key subdivision located near the Myakkahatchee Creek south of U.S. 41 are within the Category 2 SLOSH zone. One or two Duck Key roads appear to be within Category 1.

The City’s Deep Injection Well is located in the Category 2 zone. The 3,200-foot deep well is used to dispose of treated effluent. Above-ground infrastructure associated with the well and wellhead is minimal. With the planned expansion of the City’s Wastewater Treatment Plant, a second Deep-Injection Well will be constructed on the same property.

Apart from these facilities, the City has no above-ground infrastructure in either the Category 1 or the Category 2 zone at present. However, the future location of proposed sewer and water infrastructure facilities in the West Villages would be located within the Category 2 and 3 flood zones.

Nor has the City yet experienced repetitive loss of any structures. However, Policy 2.1 of the Capital Improvements Element states as follows:

“The City shall promote the relocation of repeatedly flood damaged structures in FEMA "A" Zones as indicated on the existing Flood Insurance Rate Maps or revised floodplain map(s) as adopted by the City Commission consistent with FEMA and /or SWFWMD requirements, and in category 1 SLOSH zones, to safe locations.”

Beach and dune systems – The City of North Port has no beaches or dune systems.

Public access facilities

Shoreline access points

Due to the presence of water control and intake structures near the North Port Water Treatment Plant on the Myakkahatchee Creek, currently available direct public access to the Myakka River, Charlotte Harbor and the Gulf of Mexico is limited to one facility, Marina Park on Chancellor

Boulevard. The facility has a parking lot. Other than Marina Park, no boat ramps, public docks or commercial marinas or fishing piers with access to these water bodies exist within the City.

Scenic overlooks

A scenic view of the Myakka River just north of the City is afforded by the U.S. Highway 41 bridge across the River. The Myakka State Forest has several hiking trails that lead to scenic areas along the River.

Sea Level Rise

While the City of North Port is located within a coastal county, because of the City's location inland from the Gulf Coast and Charlotte Harbor, based on the US Geological Survey's Coastal Change Hazards Portal, only a small section of the City located within the Myakka State Forest would be vulnerable to Sea Level Rise impacts in the near-term. However, if the sea level rises more than 4 feet above where it is currently, portions of the City, including parts of the West Villages and Lake Geraldine would be vulnerable to frequent flooding. While there are other areas of the city that may have high-water issues, most of the areas are within existing canals or locations where development is not possible.

CHAPTER 6

CITY OF NORTH PORT COMPREHENSIVE PLAN

RECREATION & OPEN SPACE

Table of Contents

Chapter 6 Recreation & Open Space	Page
Introduction.....	6-3
Needs and Priorities.....	6-4
Relationship to the EAR.....	6-4
Parks and Recreation Master Plan.....	6-5
Parks and Recreation Division Recommendations.....	6-11
Local Option One Percent Infrastructure Surtax.....	6-12
Myakkahatchee Creek Greenway Master Plan.....	6-13
Other Recreational Opportunities.....	6-19

List of Illustrations

TABLES

6-1 Parks Inventory.....	6-20
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RECREATION AND OPEN SPACE ELEMENT

Introduction

The management of City-owned parks, recreational amenities and open space has undergone significant change since the 1997 update of the City of North Port's Comprehensive Plan.

In 1997, the population of North Port was 16,708. By 2016, the City's population had more than tripled to over 64,400 residents (*Bureau of Economic and Business Research estimate*). The City's explosive growth within that period of time is attributable to the large numbers of young families who moved to the City because of its affordable housing and good schools. As a consequence of this continuing trend, the average age of a North Port resident has fallen from the early 60's to the early 40's. However, with the aging of the Baby Boomer generation and the development of the West Villages that has, thus far, largely attracted retirees, the median age of City residents has started to increase once again. Additionally, similar to many areas of the US and Florida and owing to the City's combined affordability and quality of life, North Port has become more diverse over the last 20 years, with the Hispanic population of the City nearly tripling and the Asian-American population nearly doubling between 2000 and 2010, according to the US Census Bureau.

Under the terms of the City's 1993 Interlocal Agreement with Sarasota County Government, the City's recreational programs, activities and facilities had been consolidated and placed under the direction of the County. But in June 2006, the two governments, recognizing the changing demographics and the growing recreational needs of the citizens of both the City and County, executed a new Interlocal Agreement that transferred management of a majority of City parks from the County to the City.

Under the 2006 Agreement, management of a majority of the City's recreational facilities now falls to the City of North Port's Division of Parks and Recreation, which was created after the adoption of the 1997 Comprehensive Plan. Athletic fields at five parks along with the Myakkahatchee Creek Environmental Park and Marina Park are managed directly by the County. Two recreational facilities – the Al Goll Community Center and the North Port Swimming Pool – are managed by the local YMCA under an inter local Agreement with Sarasota County and the City of North Port.

Recreational facilities built since the 2008 Comprehensive Plan update include the Morgan Family Community Center, multiple improvements to Atwater Park including a Splash Pad and playground, a playground at the George Mullen Activity Center, the development of Oaks Park and adjoining sections of the Myakkahatchee Creek trail, a "Canine Club" dog park, and multiple park enhancements and amenities.

Owned by the Sarasota County School District but partially funded by the City of North Port, the 1,000-plus seat North Port Performing Arts Center on the North Port High School campus continues to serve as a site for both school performances and for local community groups to perform in.

First-phase development of the City's next major park, the *Garden of the Five Senses*, was completed at the time of the last Comprehensive Plan update. The 16-acre park site incorporates native plants that can be appreciated by all of the senses, walking trails and water features. Future plans call for a pavilion for large groups, and a playground in subsequent phases.

An inventory of North Port parks can be found in as Figure 1.1a of the City's Parks and Recreation Master Plan (reproduced below.)

Needs and Priorities

City residents, professional parks and recreation consultants and staff members have identified several needs and priorities that should guide the maintenance, funding and future development of the City of North Port's parks and open space system:

A. 2005 Evaluation and Appraisal Report – The product of an exhaustive public input process, the City of North Port 2005 Evaluation and Appraisal Report (EAR) endeavored to define the major issues that have emerged with the City's demographic transformation. Among the 13 issues identified in the Report, three dealt specifically with parks and recreation:

- **Funding of Capital Improvements** – Park facilities were listed among capital improvements for which better funding needs to be provided.
- **Parks and Recreation Facilities** – “Throughout this high growth period,” the EAR states, “the City has struggled to provide parks and recreational facilities to meet the demands of a diverse population, which is common in platted lands communities that have reached their high growth phase.”
 - Above all, the EAR Citizen Advisory Committees (CACs) stressed the need to develop and adopt a Parks and Recreation Master Plan, and to provide funding to develop the facilities identified in that Plan. “The Comprehensive Plan,” the committees also stated, “must include language that supports the Parks and Recreation Master Plan...”
 - Along with the growing demand for youth facilities, the CACs emphasized that “the City's parks system must be diversified to meet the needs of the entire community by including passive facilities...and facilities for the non-sports minded youth.”
 - The CACs expressed concern that the City has not aggressively pursued acquisition of land for park facilities.
- **Continuation of the Myakkahatchee Creek Initiative** – Because the Creek is of critical importance to the City as a prime source of potable water and recreational opportunities, the CACs supported the City's continuing effort to acquire the first two tiers of lots along the Creek, thereby creating a linear passive park/greenway and helping to reduce damage from flooding. According to the EAR, policies that support and implement the adopted Myakkahatchee Creek Greenway Master Plan (TGW Engineering, November 2007) need to be added to the City's Comprehensive Plan.

Additional key findings and recommendations in the 2005 EAR include the following:

- As of the EAR's October 2005 publication date, the City's 1997 adopted level-of-service standard of 10 acres of park and open space per 1,000 residents was met by North Port's 440 acres of public parklands. Not included in this acreage total are the 8,593 acres that comprise the Myakka State Forest, which lies entirely within the City

of North Port, and the Myakka River/Deer Prairie Creek preserve, a portion of which lies inside the City.

- Since 1997, the City has annexed 30 square miles of property. The City has established recreational/open space corridors in these annexations, which are depicted on the amended Future Land Use Map. The “Village” land use classification adopted by the City for these annexed lands requires that each village include significant parkland and open space.
- An interlocal agreement with the Sarasota County School Board for joint use of recreational facilities needs to be pursued more aggressively through strengthening existing policies or adding a new policy.
- Policies protecting historic/archaeological sites need to be strengthened.

B. Parks and Recreation Master Plan

The City has recently developed its Parks and Recreation Master Plan (Toole Design Group, 2016). While the Commission has not formally adopted the 2016 Parks and Recreation Master Plan, it has been accepted for use in decision making processes for the Parks and Recreation Division and other City agencies by the Commission. and some of its major conclusions and recommendations are currently being further tested by means of an online public survey conducted by the Parks and Recreation Division.

The Master Plan concluded that the City has insufficient park lands and facilities. Population projections indicate that by 2040, if the City maintained its current Level of Service standard of 10 acres per 1,000 residents, the City will need to acquire 528 acres for additional parks and trails through dedications, partnerships or purchase. The largest portion of this need (363 acres, or nearly 69% of the unmet needs) are for community parks (parks serving multiple neighborhoods that could be accessed from nearby neighborhoods by bicycles.), with the remaining need (164 acres) for additional open space areas.

In addition, the Master Plan identified additional needs for specific facilities within the City by 2040, based on benchmarks from the State Comprehensive Outdoor Recreation Plan (SCORP). These needs are (number of each item):

- Baseball Fields (3)
- Outdoor Basketball Courts (4)
- Tennis Courts (20)
- Outdoor Swimming Pools (2)
- Saltwater Boat Ramps (3)

With these factors in mind, the Master Plan created a list of priorities for the City to achieve in the 25-year horizon of the Plan. In approximate order of priority, the Master Plan states that the top 10 priorities requiring the City’s attention should be:

- Indoor/Outdoor Swimming pool / aquatics center
- Boating and Fishing Area, Ramps
- Improved streets, bike paths, trails, greenways and shaded sidewalks
- Improvements to existing Parks
- Multi-purpose athletic fields
- Indoor fitness and exercise facilities
- Off-leash dog park
- Natural Areas and Wildlife Habitats
- Picnic areas and shelters
- Playgrounds

In the immediate term, the conceptual Master Plan offers a five-year Capital Improvements Program for parks that is also reflected in the City’s Capital Improvements Program (CIP):

Year	Amount	Description	City CIP Funding
2016	\$200,000	Pedestrian/horse bridge from Myakkahatchee Creek Environmental Park to Carlton Preserve	\$200K in 2016
2016	\$1,425,005	Construction of Myakkahatchee Creek Trail between Price and Appomattox Dr.	\$1.425 million in previous years. Awaiting developer contribution
2016-2017	\$291,320	Pine Park enhancements	\$230,000 budgeted for 2016-17 construction
2017	\$2,000,000	Butler Park multi use fields	Field construction in 2016-17, \$1.925 million budgeted for construction, installation of lighting and construction in 2018.

The Master Plan consultants recommended the following policy initiatives:

- Revise the Comprehensive Plan to integrate the concept of open space as an integral part of neighborhoods.
- Revise the Comprehensive Plan to integrate linear greenways into policies for conservation areas.
- Revise the City’s Land Development Regulations to require the development of neighborhood and community parks in new developments in accordance with the Master Plan.
- Revise the City’s roadway design standards to incorporate sidewalks, bike lanes and street trees on major arterials and collector roads.
- Institute a formalized joint planning process with Sarasota County government and the Sarasota County School Board for the acquisition and development of parks and open space.
- Revise the Comprehensive Plan to adopt the community park service areas proposed in the Master Plan.

Eight varieties of park and park interconnections should figure in the City’s plans, the Parks and Recreation Master Plan consultants recommended:

1. Community Parks – The 1997 iteration of the City of North Port’s Comprehensive Plan includes several goals, objectives and policies that illustrate the City’s intention to increase the number of community parks serving the community. As listed in the Parks and Recreation Master Plan, the existing community parks, also referred to as activity centers or sports facilities are:

- Butler Park/Morgan Family Community Center
- Dallas White Park/Scout House
- George Mullen Activity Center/Larry Thoennissen Athletic Fields
- Narramore Sports Complex
- Atwater Park
- Community Educational Center

The Master Plan also identifies additional undeveloped park space that could be utilized for community parks, including:

- Boca Chica Park
- Oaks Park
- A 63-acre tract within the West Villages (While there is an identified location at present along River Road, the West Villages Improvement District and Mattamy Homes, the master developer of the West Villages, may develop the park elsewhere within the West Villages with City approval.)
- The Myakkahatchee Creek Environmental Park, located at the northern end of the City.

While the City has, in the past, utilized much of the available space in community parks with sports facilities, there has also been an effort to set aside space for open space and passive recreational uses. National surveys indicate that people state their greatest need is for open space and natural areas. However, North Port area residents are fortunate in having access to several large open space areas, some of which lie within City boundaries:

- **Myakka State Forest:** Containing 8,593 acres and 2.5 miles of frontage on the State-protected Myakka River, the forest is located entirely within the City;
- **Myakka River State Park,** with 53 square miles (33,920 acres) of wetlands, prairies and woodlands, is one of the State Park System's largest parks; it is within an hour's drive of North Port;
- **Deer Prairie Creek Preserve** (10,128 acres): 1,229 acres of this Southwest Florida Water Management District-managed Preserve lie within City boundaries;
- **Myakkahatchee Creek Greenway** and linear park, a preservation corridor of approximately 670 acres with over seven miles of frontage on the Myakkahatchee Creek;
- **T. Mabry Carlton Memorial Preserve:** A 24,565-acre wildlife preserve with 80 miles of hiking and equestrian trails located immediately to the north and west of North Port.
- **Greenways to be preserved within the West Villages Improvement District and the Northeast Quadrant of the City:** When the City annexed over 30 square miles of property between 2000 and 2002, the City established recreation, open space or conservation corridors in which passive recreational opportunities may be permitted.
- **Oscar Scherer State Park,** which contains 1,382 acres of scrubby and pine flatwoods along South Creek in nearby Nokomis, is visited by some 130,000 visitors annually.

2. Regional Parks – While in the past, there was a desire for the development a regional park of approximately 100 acres should be developed to alleviate the need for sports facilities, this is no longer the case, although Sarasota County is still considering areas within the City for such a use. Such a park could be developed jointly by the City and Sarasota County; as suggested by the Master Plan. About 25 percent of the site should be preserved as open space. While there is park space allocated within Activity Center 6, this space may not be large enough to accommodate a large-scale sports facility. The City should seek a location in the northeast quadrant of the City with access to Interstate Highway 75. While this is not a high priority for the City, it is an item that should be considered in the long-term.

3. Special Use Facilities – The Recreation Needs Assessment process used for the development of the Master Plan identified the need for the following special use facilities as part of the Needs Summary (Section 2.11):

- Family Aquatics Center (Highest priority)
- Boating and Fishing Areas/Boat Ramps (Second highest priority)
- Multi-Purpose Athletic Fields
- Community / Recreation Center
- Gymnasium/Indoor Fitness Facilities

(Historical/Archaeological Sites, while not identified by the Master Plan as Special Use facilities, are high on City government’s list of lands to be preserved.)

As part of these efforts, in 2010, the City of North Port developed an Aquatic Facilities Master Plan (Aquatic Facilities Plan), assessing current conditions and needs to guide future decision making in regards to aquatic facilities. Based on the recommendations of the Aquatic Facilities Plan, two “Small Family Aquatics Centers” on the East and West sides of the City were recommended, along with several splash pads or spraygrounds, similar to the splash pad that was built at Atwater Park. The Aquatic Facilities Plan also recommended retaining the existing YMCA pool with the option to redevelop the site to accommodate a new type of aquatic facility in the future, along with the placement of additional spraygrounds at existing park sites where feasible.

An additional special use facility that may be developed within North Port that has come to light since the development of the Parks and Recreation Master Plan is the potential creation of a Spring Training facility within the West Villages that would be utilized year-round by at least one major league franchise, as well as being available for tournaments hosted by Sarasota County and the State College of Florida. If this were developed, there would also be the potential for sports medicine and hospitality facilities to tie into this use.

4. Civic Gathering Space – The City of North Port has no dedicated space for special events and citywide activities. Construction of additional amenities identified in the site plan for the City’s municipal complex (the “*City Center*”) could provide the focal point of the area. It might include development of a mixture of uses incorporating both open space and civic gathering space.

5. Conservation Areas – Conservation areas and passive open spaces surround and thrive within the City of North Port, which is geographically positioned as the gateway to surrounding resource based recreation activities. Residents can appreciate the biodiversity of nature by visiting local conservation areas, nature reserves, historic/archaeological areas, parks or land reclamation areas including:

- The Myakka State Forest, which lies entirely within City borders
- The confluence of the Peace and Myakka Rivers near Port Charlotte
- Deer Prairie Creek, a portion of which lies within the City of North Port
- The Carlton Reserve and Walton Tract

- Myakka Prairie Tract
- RV Griffin Reserve
- Deep Creek
- Little Salt Spring Park (owned by Sarasota County and located within the City of North Port)

In addition, the 160-acre **Myakkahatchee Creek Environmental Park**, a passive park and open space preserve that begins at the City’s northern border. South of the Environmental Park, the City also owns several parcels abutting the Creek. The City intends to create a linear park and greenway consisting of these parcels, the Environmental Park and approximately 50 additional properties targeted for acquisition. Section E of this Element, a brief summary of the Myakkahatchee Creek Greenway Master Plan, addresses plans for the greenway in greater detail.

6. Bikeways and Trails – The Parks and Recreation Master Plan envisions the expansion of a “multi-modal trail system” of bikeways and walking trails. Existing major canal rights-of-way, conservation areas and collector roads would form the backbone of the system, integrated with a connected network of sidewalks and on-street bike lanes. The goals of this system would be to help preserve remaining natural areas, such as streams and canals, and provide alternative transportation and recreational opportunities. The Parks and Recreation Division endorses this concept.

Creation of the network would require the City to continue to incorporate trees and lighting into roadway designs in order to make sidewalks and trails more inviting and user-friendly. The Transportation Element includes a supporting policy statement. Connecting the trails network may also require construction of bridges over waterways and land purchases. This ties into the City’s proposed Complete Streets language and many of these improvements, including bridges, could be funded, in whole or in part, through the City’s proposed mobility fee.

7. Blueways, Creeks and Access Canals – Two natural waterways, the Myakka River and Myakkahatchee Creek, are of vital importance to the City. The Master Plan notes that they flow through reserves, preserves and the Myakka State Forest, providing ample recreational opportunities for people to enjoy Florida’s rich natural environment. The City is continuing its initiative to create a linear park and greenway along the Myakkahatchee Creek, as evidenced by the \$2.8 million Florida Communities Trust grant awarded in 2007 to expand the Creek corridor. The Master Plan calls this initiative “...critical to the greenways, blueways and trails initiative identified in the [Master Plan] as well as vitally important to protecting the native flora and fauna of the area.”

Acknowledging the presence of water control structures on waterways/canals that connect with the Creek, the Master Plan encourages the City to consider acquiring land to allow operators of non-motorized watercraft to portage from one section to another. Drop-in and take-out points could be located in existing and future parks, and environmental education centers could be located at waterfront parks, the Master Plan suggests.

Subsequent to this, the City developed a Canal and Creek System Master Plan (Canal Plan) to identify opportunities for a comprehensive blueway system within the City. The City has subsequently developed the first phase of the Canal Plan, allowing for rowers, canoers, and kayakers to utilize the Cocoplum and Blueridge Waterways and Myakkahatchee Creek by identifying and providing launch sites and accessibility to portage sites at water management devices. Subsequent phases of the Canal Plan will allow for access to additional waterways, fishing piers, and additional launch sites within the city.

Several City parks abutting the waterway/canal system provide launch, docking and rest areas for boaters. Funding for the acquisition of additional access points is indicated beginning on Page 136 of the Parks and Recreation Master Plan and is included as part of the City's Capital Improvement Plan.

The 2016 Master Plan estimates that the cost of developing all of the facilities identified in the ten-year Vision is \$15,460,641. Some cost reductions could be accomplished through potential partnerships with the County and the School Board.

C. Parks and Recreation Division Recommendations – Taking into account a thorough review of the 2008 iteration of the City's Comprehensive Plan, the recommendations of the Parks and Recreation Master Plan (including public comment received as part of the development of the Master Plan), the Myakkahatchee Creek Greenway Master Plan and its own internal planning processes, the City considers the following to be priority guidelines for the future of the City's parks and open space system.

1. Land acquisition for new parks – Based on population projections, the conceptual Master Plan concludes that the City will need an additional 528 acres for parks and trails by 2040. Over Approximately 50 percent of the 483 acres currently in the City's park system is conservation space not available for development. The Division acknowledges that the City's top priority should be acquisition of land for recreational purposes.

2. Responsiveness to community needs – While acknowledging the importance of establishing population and acreage level of service guidelines for planning purposes, the North Port Parks and Recreation Division believes that North Port should also develop parks and recreational facilities and amenities that reflect the special needs of various constituencies while recognizing the changing demographics of North Port.

3. Private developers – The City supports the addition of a Comprehensive Plan policy (*please see Policy 6.3*) that requires private developers to set aside land for public parks and open space as a precondition for development. While there are limited opportunities for these amenities to be provided in the platted areas in the eastern part of the city, as the West Villages is developed, lands have been (or will be) set aside for public uses, including a proposed dog park along River Road north of US 41 and the 63-acre park space along River Road south of US 41 identified in the Parks and Recreation Master Plan. If the developments proposed for the

northeast corner of the city were to take place, developer provided parkland would be required as well.

4. An interconnected network of parks and open spaces – Bike paths on roadways, pedestrian/bicyclist bridges, sidewalks and canal rights-of-ways should be used to connect parks and open spaces, thereby encouraging residents to use means other than motorized transportation to gain access to recreational amenities. This also ties into the development of a Complete Streets program that is currently being explored.

D. Local Option One Percent Infrastructure Surtax – Sarasota County voters, including North Port residents, voted Nov. 6, 2007, to extend the County-wide local option one percent infrastructure surtax for another 15 years (i.e., from 2010 through 2024). The City of North Port has committed over 25 percent (\$36.8 million) of anticipated surtax revenues to the following parks and open space projects:

1. Land acquisition for future neighborhood and community parks –\$4,600,000
2. Improvements to existing parks – \$2,500,000
3. Recreational, educational and arts facilities for adults – \$1,070,602
4. Myakkahatchee Creek land acquisition and improvements – \$3,300,000: Specifically, surtax revenues would be used to complete the purchase of second-tier properties needed to widen this preservation and recreational corridor, as well as to develop trail heads, watercraft launching areas with shelters, a limited number of playgrounds, an observation deck and other recreational amenities.
5. Regional multi-purpose park – \$14,150,000: The City, in partnership with Sarasota County, proposes to construct a regional park of approximately 100 acres to be located in the northeast quadrant of the City with access to Interstate Highway 75. Athletic facilities, gymnasiums, playgrounds, shelters, concessions stands, and an aquatics center are among those proposed for this type of park. Construction of this park is also supported by the conceptual Parks and Recreation Master Plan.
6. Leisure, arts, cultural and historical facilities – \$1,952,718: Proposed facilities would include public monuments and artwork, and interpretive signage and support facilities for historical sites such as the State-registered archaeological site called Little Salt Spring.
7. Land acquisition along greenways, roadways, pathways and waterways – \$1,400,000: One of the conceptual Master Plan’s strongest recommendations is development of an interconnected, pedestrian- and bicyclist-oriented network of connections between parks and open spaces. Land acquisition will be needed in order to implement the network.

8. Improvements for trails and greenways – \$2,150,000: Construction of new hiking and biking trails and associated amenities such as rest areas, shelters, footbridges and observation decks.

9. Construction of amenities for youth-oriented recreational facilities – \$2,150,000: One of the highest-priority needs identified by the public, consultants and the North Port City Commission is construction of youth- and teen-oriented recreational facilities. Foremost among these priorities is the construction of a teen/community center.

10. Water recreation facilities – \$3,150,000: Construction of watercraft launches, docks and ramps for non-motorized access to City canals.

E. Myakkahatchee Creek Greenway Master Plan – A goal of the City for several years, the Myakkahatchee Creek Greenway Concept Plan identifies specific strategies and amenities for the implementation of the City of North Port’s largest and most important recreational amenity, the Myakkahatchee Creek Greenway and preservation corridor. To be established along Myakkahatchee Creek within City limits, the Greenway lies in the middle of urban development. In many respects, the Greenway occupies a standing in the community similar to that of New York City’s Central Park.

The greenway will provide a multitude of benefits to the citizens of North Port and the State, including:

- Preservation of critical environmental lands and habitats;
- Creation of a linear parkway with the potential for many predominantly passive recreational activities;
- Protection of water quality within the Creek, which is a critical source of potable water for the City and the immediate local area;
- Minimization of development encroachment into the Creek floodplain;
- Creation of wildlife corridors;
- Educational opportunities for the community; and
- Potential incorporation into the statewide system of Greenways and Trails, per Chapter 260, F.S.

The Myakkahatchee Creek Greenway Concept Plan was presented to the public in January 2007, and the final draft of the Plan was formally adopted by the North Port City Commission in November 2007. Highlights of the Plan include the following:

1. Intensity of recreational uses based on distance from the Creek – Three options for development of the Greenway, ranging from Option A, the most restrictive, to Option C, the least restrictive in terms of allowable activities, are set forth in the Greenway Master Plan. All options recommend the formation of a continuous, uninterrupted corridor on both sides of the Creek north of U.S. Highway 41.

The Greenway Plan described the three options as follows:

- **Option A** affords maximum protection of the waterway. Only passive activities are allowable. These activities include nature trails, handicapped access points and areas, natural scenic areas, canoe and kayak access points and picnic tables.
- **Option B** also affords protection of the waterway and the upland corridor while allowing additional passive activities such as a fitness trail and a fenced paw park.
- **Option C**, the most permissive of the options, allows additional features and activities such as a horse trail, a bicycle trail and a primitive camping area.

The Plan recommends that only those passive activities specified in Option A and Option B be allowed on lands immediately adjacent to the Myakkahatchee Creek. This maximally protected section of the corridor runs from the Myakkahatchee Creek Environmental Park in the north to Appomattox Drive in the south.

More active recreational pursuits like those identified in Option C will only be allowed upland from the creek-front Tier I parcels and roadways, and in no case any closer to the Creek than the Tier II parcels.

2. Master Plan Phasing – As of September 2007, the City owns or has access to 279 parcels out of the 281 parcels fronting on the Creek in Tier I, also identified in the Greenway Plan as Phase 1. The acquisition of 160+ parcels in Tier II will be required in order to allow implementation of Phase 2.

The City is actively engaged in acquiring the remaining Tier I parcels and has embarked on acquisition of Tier II properties. Together, Tiers I and II will provide a continuous, publicly-owned Greenway along the entire waterway north of U.S. Highway 41. The Myakkahatchee Creek Greenway will be implemented in two phases:

Phase 1 – Development of a passive greenway corridor along the waterway which will include low-impact activities such as natural hiking trails; benches; portions of an exercise loop trail; foot bridges; and educational, historic and trail signage. These features will be located along the banks of and in immediate proximity to the Creek corridor.

Phase 2 –Additional activities landward in the Tier II properties will include a bicycle trail, exercise stations, picnic tables and gathering areas.

3. Phase 1 (Tier I) Implementation – The objectives of Phase 1 will be to provide only passive recreational opportunities along the waterway and to improve and expand such opportunities in the Creek-front areas of the existing Environmental, Butler and Oaks Parks. The Greenway Plan states that the major components of the Tier I portion of the greenway include:

- **Existing Parks** – Parks include the Myakkahatchee Creek Environmental Park, Oaks Park, Butler Park and two proposed new trailhead parks: Greenwood Park and Pan Am Park.
- **Environmental Park improvements** – Many of the existing attributes of both the east and west sides of this Park will be upgraded or expanded.

- **Oaks Park improvements** – Existing features will be upgraded and/or expanded.
- **Butler Park improvements** – Existing features will be improved, including the upgrading of the existing playing fields to a well-drained, lighted, multiuse facility. and additional park facilities (including a medium scale aquatic center) will be developed here, and this Park

New Trailhead Parks – The Greenway Master Plan proposes two new parks:

- **Greenwood Park**, to be located along the Creek in the vicinity of Greenwood Avenue and North Port Boulevard. The park would function as a trailhead park entrance. Minor amenities would include an information kiosk, bike racks, benches and several picnic tables. Parking would be located at the old City Hall lot.
- **Pan Am Park** would be located along the east side of the Creek near U.S. Highway 41 and Pan American Boulevard. Creation of the park would require the purchase of privately owned land. Pan Am Park would have minor amenities, including an information kiosk, bike racks, benches and several picnic tables, and a trail connecting to Greenwood Park via an existing pedestrian bridge and sidewalk.

Tier I Trails and Trailheads – Approximately 11 miles of trails currently exist on the Tier I properties adjacent to the Myakkahatchee Creek. The Greenway Master Plan states that eight miles of these trails are in poor condition, 2.5 miles are in fair condition, and one-half mile is in good condition. The Plan proposes using the existing trails as part of a looped greenway trail system. Enhancing the existing trail system and adding four more miles of new trails are proposed to complete Phase 1, resulting in a total greenway trail system consisting of 15 miles of looped trails.

Five main trailheads, providing both access and recreational activities, would be part of this trail system. The existing Environmental Park, Oaks Park and Butler Park would provide three of the trailheads. The Greenway Master Plan designates the proposed Greenwood and Pan Am Parks as the fourth and fifth trailheads.

Although the trailhead parks would provide similar services, including parking, restrooms and picnic tables, each would have unique features and activities.

In addition, several portage locations along the Myakkahatchee Creek have been constructed and several more will be developed as part of the City's Blueway plan.

4. Phase 2 (Tier II) Implementation – Phase 2 of the Master Greenway Plan will involve approximately 35 acres of land on both the east and west sides of the Myakkahatchee Creek from just north of Interstate Highway 75 to the Snover Waterway along the Creek. As of the writing of this Element, these properties are privately owned, and the City intends to continue to negotiate with property owners for amicable purchase. Additionally, the City has received \$2.8 million in grant funding from the Florida Communities Trust Program in order to reduce the cost of acquisition.

More active “Option C” recreational components are intended for Tier II properties, which parallel the more sensitive Tier I properties abutting the Creek. Development and final layout of activities and amenities for Tier II are not yet finalized.

Goals of Tier II property acquisition – Foremost among the reasons for the City’s continued major emphasis on preserving the Myakkahatchee Creek greenway are protection of this regionally significant source of potable water and provision of passive and moderately active recreational opportunities. Additional and related goals include:

- Preserving upland habitat for native plants, trees and animal species, including the protected gopher tortoise and scrub jay;
- Providing connectivity between the greenway and privately and publicly owned property north of the City;
- Encouraging the creation of an additional northern extension of the greenway within the Carlton Preserve to the north;
- Through preservation of these lands in their undeveloped state, preserving floodwater storage capacity and reducing the impacts of seasonal flooding on populated areas.

Proposed Tier II activities and facilities – The Greenway Master Plan lists several activities and recreational amenities that would be appropriate for Tier II:

- A bike path from Interstate Highway 75 to the southern limits of the greenway at the Snover Waterway;
- Playground and picnic pavilion on the west side of the Creek, north of the Snover;
- Picnic area on the east side;
- Butterfly gardens;
- Replanting of disturbed lands with native species;
- Wildlife observation platform;
- Horseshoe pits;
- Educational kiosk and signage;
- Handicapped sidewalk;
- Canoe and kayak access points;
- Nature/hiking trails.

Other recreational opportunities

In addition to public recreational facilities provided by City government, North Port area residents have a rich variety of other recreational opportunities available to them.

A. Golf courses – Within the City limits are two semi-private golf courses:

- **Heron Creek Golf and Country Club** – 27 holes, driving range, fitness center, six tennis courts and a swimming pool; and
- **Bobcat Trail Golf and Country Club** – 18 holes, swimming pool, two tennis courts.

Prior to late 2015, there was a third 18-hole golf course located in the City (Sable Trace Golf Club off of Greenwood Boulevard.) This site is, as of October, 2016, currently on the market. It is unknown if the golf course will remain as such after the sale of the course lands.

B. Fishing and boating – The Myakkahatchee Creek, the Myakka River and the City’s own 84 miles of waterways/canals offer ample opportunity and variety for fishing-minded sportsmen. Marina Park is a favorite spot to fish, as well as to observe manatees in the colder months.

C. Baseball, softball, football, and basketball - Volunteer-run T-ball, Little League, Girls Softball and Senior League baseball programs are available in North Port. Also very popular with young people are the Pop Warner Football program, North Port Huskies football program, North Port youth soccer program, and the North Port Youth Basketball program.

D. The North Port Performing Arts Center – The second largest live-performance theater in Sarasota County, the North Port Performing Arts Center has 1,023 seats: 721 seats on the main floor and 302 in the balcony. Located on the campus of North Port High School, it was opened to the public in December 2001. Three amateur performing arts groups make the Performing Arts Center their home venue: The North Port Orchestra, the North Port Chorale and the North Port Concert Band.

Founded in 1949, the Florida West Coast Symphony of Sarasota is the oldest continuing orchestra in the State of Florida. The North Port Performing Arts Center is one of the symphony orchestra’s regular performance venues.

Other performing arts venues in Sarasota County include the Van Wezel Performing Arts Center, Florida Studio Theater, and Sarasota Opera House in Sarasota, Venice Little Theater and Lemon Bay Theatre in Englewood.

E. Warm Mineral Springs – Warm Mineral Springs is a city-owned facility whose centerpiece is a bathing area in a natural sinkhole. Attracted by the healing properties ascribed to this mineral-laden lake, over 80,000 guests visit the Springs annually. Natural thermal heating maintains the lake’s temperature at a constant, year-round temperature of 87 degrees. Massage, water aerobics, acupuncture and other wellness services are offered.

F. Beaches – Sarasota County has some of the most beautiful beaches in the world, many within a 30-to 45-minute drive from North Port:

- **Caspersen Beach (Venice);**
- **North Jetty Park (Venice);**
- **Venice Beach;**
- **Blind Pass Beach (Englewood);**

- **Manasota Beach (Englewood);**
- **Englewood Beach; and**
- **Stump Pass Beach (Englewood).**

G. Open Spaces – The City of North Port owns open spaces of two general types: (1) mowed open spaces in neighborhoods with no recreational facilities and (2) unimproved open spaces for which development plans do not currently exist. These open spaces include, but are not necessarily limited to, the following:

- Open spaces established through annexations;
- Neighborhood open space on Pan American Boulevard; and
- Open space on the New London Waterway.

Open spaces are depicted on the Existing Parks, Future Parks, Recreation Open Space Sites and Conservation Map in this Element.

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CHAPTER 7

CITY OF NORTH PORT COMPREHENSIVE PLAN

INTERGOVERNMENTAL COORDINATION

Table of Contents

Chapter 7 Intergovernmental Coordination	Page
Introduction.....	7-3
Inventory.....	7-3
Analysis.....	7-12
The 2010 EAR.....	7-12
Intergovernmental coordination improvements.....	7-19
Future Land Use Element.....	7-19
Transportation Element.....	7-19
Sanitary Sewer Element.....	7-20
Potable Water Element.....	7-21
Solid Waste Element.....	7-22
Stormwater Management Element.....	7-22
Housing Element.....	7-22
Conservation and Coastal Zone Management Element.....	7-22
Parks and Recreation Element.....	7-25
Public School Facilities Element.....	7-25

List of Illustrations

TABLES

7-1	Special Districts.....	7-4
7-2	Interlocal Agreements.....	7-14

INTERGOVERNMENTAL COORDINATION ELEMENT

Many formal and informal networks of information and coordination currently exist between the City of North Port and other governmental units and agencies. These units and agencies often participate in some phase of planning involving land use and/or provision of services necessitating coordination with Sarasota County.

The following section provides an inventory of these information and coordination networks between the City, Sarasota County and adjacent counties, local authorities and special districts, regional authorities and districts, State agencies and federal agencies.

The City of North Port coordinates with the counties adjacent to its borders – Sarasota, Charlotte and DeSoto Counties – on various issues. The networks of coordination are useful and effective and include contractual arrangements, interlocal agreements and both formal and informal procedures.

One example of this cooperation is the City’s membership on the bi-county Englewood Area Planning and Advisory Board, which coordinates issues relating to the unincorporated area of Englewood in Charlotte and Sarasota Counties.

Another example is the City’s practice of sending copies of any development proposals located within four miles of the City’s boundary to the appropriate adjacent county for review and comment. Other examples include the City’s non-voting participation with the three neighboring counties and Manatee County on the Peace River/Manasota Regional Water Supply Authority. Through the Charlotte Harbor National Estuary Program, the City coordinates with Charlotte, Sarasota and Lee Counties.

I. Inventory

The City of North Port coordinates with Sarasota County, adjacent counties and the Cities of Sarasota, Venice and the Town of Longboat Key as circumstances require. A substantial portion of this coordination is achieved through periodic joint meetings of the elected governing bodies and the Sarasota County Council of Governments, Interlocal Agreements and Mutual Aid Agreements.

The State-mandated Interlocal Service-Delivery Report of December 23, 2003, required the identification of all interlocal agreements to which the municipalities and Sarasota County were party regarding the provision of education, sanitary sewer, public safety, solid waste, drainage, potable water, parks and recreation and transportation. Interlocal agreements were to be examined for duplication and deficits.

This cooperative county/municipal Report identified the City of North Port as a signatory to 44 interlocal agreements specifically addressing the subject topics. See [Table 7-2](#) for a list of these agreements.

[Table 7-1](#) lists the special districts that are located within the City’s jurisdictional boundaries.

Table 7-1: Special Districts in North Port

Name of Special District	Abbreviation	Type of District
Bobcat Trail Community Development District	BTCDD	Independent
City of North Port Solid Waste District	CNPSWD	Dependent
West Villages Improvement District	WVID	Independent/Dependent
Holiday Park Park & Recreation District	HPPRD	Independent
Lakeside Plantation Community Development District	LPCDD	Independent
North Port Fire Rescue District	NPFRD	Dependent
North Port Road & Drainage District	NPRDD	Dependent
Woodlands Community Development District	WCDD	Independent

The City also communicates and coordinates effectively with several other local authorities and special districts, including those listed below:

- School Board of Sarasota County
- Sarasota Soil and Water Conservation District
- Englewood Water District
- Sarasota County Fire Rescue District
- Sarasota County Mosquito Control District
- Sarasota County Public Hospital District
- Southwest Florida Water Control District

Sarasota County

Along with other Sarasota County municipalities, the City of North Port communicates both formally and informally with Sarasota County Government and many of its agencies on a regular basis.

The Sarasota County Board of County Commissioners and the North Port City Commission hold joint meetings on a semi-regular basis as circumstances warrant. In addition, County and municipal elected officials and high-level administrators attend periodic formal meetings of the Sarasota County Council of Governments.

Sarasota County Government provides several services to the City of North Port, such as library services, mosquito control, State/County Health Department services and management of some North Port parks.

Joint Planning and Interlocal Service Boundary Agreement

In August 2006, Sarasota County announced a referendum proposal that would amend the County’s Charter to give the County control over all land use decisions, including land annexed into a city. The Charter amendment proposal led to the Cities of North Port and Venice and

Sarasota County enter into a dialogue regarding how the Cities and County could proactively address the issues of annexation (e.g. regional growth management, revenue shifts affecting committed and planned infrastructure and potential duplication of public facilities and services). The Cities and Sarasota subsequently agreed to a six-month moratorium on the acceptance and processing of any annexation applications and the resultant comprehensive plan amendments. The parties further agreed to actively participate in a facilitated discussion to establish, adopt and implement a Joint Planning Agreement and Interlocal Service Boundary Agreement (JPA/ISBA) that would address cross-jurisdictional impacts on infrastructure, land use, capital improvements, timing of development and other issues of regional concern between the Cities and County.

The principal elements the of JPA/ISBA were expected at a minimum to address following concepts:

- An systematic process to ensure infrastructure and services that are neither duplicative or place undue financial burden on the part of property owners and residents of the non-impacting community;
- A mechanism whereby the impacts of development in proposed future annexation areas to the county transportation network are carefully analyzed and coordinated;
- A mechanism for coordinated efforts related to water supply and sewer service, master planning and related financial strategies in those areas of proposed future annexation;
- Ensured environmental stewardship through continuity of preservation, regulatory consistency and environmental impact analysis in areas of future annexation or mutual concern; and,
- Coordination and compatibility between comprehensive plans in future annexed areas to ensure appropriate, compatible land uses and neighborhood preservation.

The comprehensive draft JPA/ISBA, between the City of North Port and Sarasota County was negotiated after three public meetings between the two elected bodies and extensive staff input. The result was the adoption of an ordinance, January 24, 2006, and a comprehensive JPA/ISBA.

In August 2006, Sarasota County announced a referendum proposal that would amend the County's Charter to give the County control over all land use decisions, including land annexed into a city. Later, the County Commissioners indicated that they intended to place the Charter Amendment referendum on the March 13, 2007 ballot. Following the County's decision, an opt-out clause was added to the North Port JPA giving the City the option to terminate the Agreement within 60 days of the effective date of the Charter Amendment. On May 9, 2007,

after passage of the County Charter Amendment, the North Port City Commission exercised this option and directed City staff to draft a revised JPA for consideration when joint negotiations resume.

Sarasota County municipalities

The City of North Port communicates on an as-needed basis with the City of Venice, the City of Sarasota and the Town of Longboat Key. The Sarasota County Council of Governments provides a convenient forum for the exchange of ideas and the identification of common challenges.

The Venice City Council and the North Port City Commission hold joint meetings on an as-needed basis.

Charlotte County Government

The Charlotte County Board of County Commissioners and the North Port City Commission hold joint meetings on an as-needed basis. Additionally, the monthly meetings of the Peace River Manasota Regional Water Supply Authority provide an effective forum for City of North Port elected officials and administrators to meet with their Charlotte County peers.

DeSoto County Government

As with Charlotte County, the regular meetings of the Peace River Manasota Regional Water Supply Authority keep important lines of communication open between City officials and DeSoto County government leaders. The City shares a boundary with DeSoto County; as North Port grows, interaction between the two governments will increase.

The School Board of Sarasota County

The City and School Board have had a long working relationship providing and receiving information for new school locations to serve the School Board's growing student population. The 2002 Florida legislative session mandated more extensive school facilities planning coordination with local land use planning. To fulfill this legislative requirement, the School Board, Sarasota County and the municipalities officially adopted the Interlocal Agreement for Public School Facility Planning for Sarasota County, Florida, in July 2003. This Agreement was forwarded to the Florida Department of Community Affairs, which found it to be consistent with the State's requirements.

On May 31, 2007, the Interlocal Agreement for Public School Facility Planning was amended to implement school concurrency. Details of this agreement and other coordination activities between North Port and the School Board of Sarasota County are discussed in the North Port Comprehensive Plan's Schools Facilities Element.

Sarasota Office of Housing and Community Development

A long and mutually beneficial relationship has existed between the City and the Sarasota Office of Housing and Community Development (OHCD), which is supported jointly by the City and County of Sarasota.

North Port has on several occasions received significant disbursements from the county-wide Community Development Block Grant (CDBG) program, which is administered by this agency. As of the 2008 submission of this Comprehensive Plan, the City was about to receive \$400,000 in CDBG funds for the Family Services Center project, scheduled for a construction start date sometime in the first quarter of that year. Other CDBG disbursements received by the City have included \$260,000 for a Head Start/Early Head Start facility and \$400,000 toward the construction of a low-income apartment building.

Because North Port residents constitute the largest single group of OHCD program beneficiaries, the agency is considering opening an office in North Port. As of 2006, 41.4% of all Down Payment Assistance Program participants in Sarasota County bought homes in North Port, and one-third of all non-profit housing partnerships went toward the construction of new homes in the City. North Port residents were 7.4% of all Owner Occupied Rehabilitation Program beneficiaries in the County.

Soil and Water Conservation District

The City is a beneficiary of the services provided by the Sarasota Soil and Water Conservation District. The District comments on Developments of Regional Impact proposed within the City.

Community Development Districts

The City of North Port interacts with and provides some services to three Community Development Districts (CDDs): Bobcat Trail, Lakeside Plantation and The Woodlands. All three are zoned 'Planned Community Development (PCD).' All are subject to the requirements of Chapter 190, Florida Statutes (Community Development Districts), which permits the establishment of CDDs as an alternative method to finance infrastructure and manage basic services.

Bobcat Trail Community Development District

Created by City Ordinance No. 97-9, the Bobcat Trail Community Development District (BTCDD) originally encompassed 369.34± acres. The District's boundaries were amended by City Ordinance 98-37 to include land west of Toledo Blade Boulevard, bringing total BTCDD acreage to 423.34± acres. The site is located on the east side of Toledo Blade Boulevard, approximately 2.5 miles south of Interstate Highway 75 Exit 179 and approximately 1.25 miles north of the intersection of Toledo Blade Boulevard and U.S. 41.

According to the developer's original Statement of Estimated Regulatory Costs, the project was to contain approximately 441 single-family dwelling units, 110 villa units, an 18-hole golf course and other recreational amenities. The subsequent addition of lands west of Toledo Blade have resulted in the creation of 8 commercial/office/industrial lots, and the ability to develop 447 multi-family residential units in what is now known as Toledo Club apartments (347 units) and a slightly more than 12-acre parcel located to the south of Toledo Club between Kenvil Drive and the Creighton Waterway.

Lakeside Plantation Community Development District

Created by City Ordinance No. 99-1, the Lakeside Plantation Development District (LPCDD) encompasses 306.072 acres east of and adjacent to Toledo Blade Boulevard and north of the Snover Waterway. LPCDD is slated to have 666 dwelling units at build-out.

The establishment of the LPCDD was granted subject to several conditions, including the following:

- The developers signed a Developers Agreement with the City of North Port Utilities Department to obtain central water and sanitary sewer service from the City.
- The LPCDD agreed to abide by all planning, environmental and land development laws, regulations and ordinances adopted by the City of North Port.

The Woodlands Community Development District

Created by City Ordinance No. 04-32, The Woodlands Community Development District (WCDD) originally encompassed 980.4 acres east of and adjacent to Toledo Blade Boulevard and north of Lakeside Plantation CDD. City Ordinance No. 07-15 contracted the District's boundaries to encompass 960.3± acres.

The developer has estimated The Woodlands will contain approximately 1,687 single-family

residential units and 814 multi-family residential units, for a combined total of 2,501 residential units.

West Villages Improvement District

The West Villages Improvement District (WVID) consists of approximately 8,200 acres. At build-out, it is planned for up to 20,000 residential units and 300 to 1,000 acres of mixed-use, “Town Center” development.

The WVID was created by and operates under Chapter 2004-456, Laws of Florida, and operates pursuant to the Act and applicable provisions of Chapter 298, Florida Statutes. Zoned ‘Village (V),’ the WVID was created to construct and maintain public works and utilities, including water, sewer, drainage, irrigation, stormwater management, parks and recreational facilities, roadway and related facilities. The District has no police power and no eminent domain power, nor any zoning or land use power. It cannot levy a millage. The WVID can collect assessments from land owners and issue government bonds to construct infrastructure.

The WVID is governed by a five-member Board of Supervisors, each member of which holds office for a four-year term. Two Supervisors are elected at the annual Landowners’ Meeting, at which any landowner who owns an acre or fraction thereof is entitled to vote, on an owned-acreage basis, for each Supervisor position up for election.

Mosquito Control District

The Mosquito Control District is an independent district under the Sarasota County Board of Commissioners, which provides mosquito control and spraying services to North Port and the rest of the County. The District reviews and comments on issues associated with developments of regional impact and other large-scale planning projects or issues as needed.

Englewood Water District

The Englewood Water District (EWD), created by a special act of the State Legislature, is governed by the Englewood Water District Board and provides water to two of Sarasota County’s franchised water supply systems. The District is a member of the Water Planning Alliance, as noted in the Peace River/Manasota Regional Water Supply Authority discussion below. The City’s Utilities Department has the primary responsibility for ensuring effective coordination with the Englewood Water District. Contacts and coordination with the EWD have increased with the development of the West Villages.

Coordination with Regional Authorities and Districts

The City of North Port coordinates with various regional authorities and districts, including the Sarasota Manatee Metropolitan Planning Organization; the Southwest Florida Water Management District; the Peace River/Manasota Regional Water Supply Authority; the Southwest Florida Regional Planning Council; the Charlotte Harbor National Estuary Program; the Myakka State Forest Coordinating Council; and the Myakka River Management Coordinating Council. Coordination between the City and these regional authorities and districts has been useful and should be continued. The following are brief descriptions of these regional authorities and districts.

Sarasota Manatee Metropolitan Planning Organization

Composed of appointed officials from Sarasota and Manatee Counties and their respective

municipalities, the Sarasota Manatee Metropolitan Planning Organization (MPO) directs ongoing transportation studies for the Sarasota/Manatee urban area. The City's Planning and Zoning and Public Works Departments coordinate efforts regarding transportation planning issues with the MPO, and the Sarasota County Area Transit system (SCAT) works closely with the MPO regarding transit system planning. In addition, the City of North Port is represented on the MPO's Technical Advisory Committee. The MPO is a member of the City's Development Review Committee and reviews and comments on transportation planning issues affecting the City.

Charlotte County-Punta Gorda Metropolitan Planning Organization

The City also coordinates with the Charlotte County-Punta Gorda Metropolitan Planning Organization through its staff membership on the MPO's Technical Advisory Committee, although not as a voting member.

Southwest Florida Regional Planning Council (SWFRPC)

Located in Fort Myers, the Southwest Florida Regional Planning Council is composed of elected officials and appointed representatives from Sarasota, Charlotte, DeSoto, Glades, Collier, Hendry, and Lee Counties. The City's Planning and Zoning Department staff works closely with the SWFRPC regarding the coordination of the City's Comprehensive Plan with regional and State plans, review of developments of regional impact, and other planning related issues. The Florida Regional Planning Council Act of 1980, as amended, mandates that regional planning councils prepare and adopt Strategic Regional Policy Plans. The SWFRPC adopted its Regional Comprehensive Policy Plan in May 1987, and updated that plan with a revised Strategic Regional Policy plan in 1995 and again on June 13, 2002. Section 163.3167 (11), Florida Statutes, as amended, requires local government comprehensive plans to be consistent with the Strategic Regional Policy Plans as well as the State Comprehensive Plan (Chapter 187, Florida Statutes).

Southwest Florida Water Management District

The Southwest Florida Water Management District (SWFWMD) is an important partner in management of the City of North Port's water programs. SWFWMD's headquarters are located in Brooksville, and a service office is located in Sarasota. The District serves all or part of 16 counties from Levy to Charlotte, including Sarasota County. The District's governance is further divided into nine basin boards based upon watershed boundaries. Sarasota and Manatee County with a small part of Charlotte County comprise the Manasota Basin Board. SWFWMD's Areas of Responsibility (AORs) include flood protection, water quality, natural systems, water supply and water conservation. The City interacts with the district in all of these areas. SWFWMD has regulatory responsibilities for water supply (consumptive use permitting) and surface water management (stormwater discharges for water quality and flood protection). The City of North Port is required to coordinate the Potable Water Element of its Comprehensive Plan with the District's Regional Water Supply Plan. SWFWMD has funded several projects that benefit the City, including an ongoing study of the Big Slough Basin, the predominant sub-regional basin that most directly affects drainage in the City. The City's Utilities Department is primarily responsible for ensuring effective intergovernmental coordination with SWFWMD.

Peace River/Manasota Regional Water Supply Authority

Sarasota County, as well as Manatee, DeSoto and Charlotte Counties, formed the Peace

River/Manasota Regional Water Supply Authority in order to ensure adequate water supply within the four-county region. The City of North Port purchases water from the Authority, and through an intergovernmental agreement the Authority in turn may purchase water from the City. The Authority also acts as the administrative agency for the Water Planning Alliance. The Alliance is a voluntary planning body made up of representatives from the Englewood Water District and all counties and cities located within the Authority's four-county region. The Alliance's goal is to cooperatively plan for the region's water supply needs. It functions as a coordinating body between jurisdictions.

Myakka River Management Coordinating Council

The Myakka River Wild and Scenic Designation and Preservation Act (Section 258.501, Florida Statutes) created a permanent Myakka River Management Coordinating Council to develop a management plan for the Myakka River and to provide interagency and intergovernmental coordination in the management of the river. The City of North Port will be adopting regulations to implement the Myakka River Protection Plan.

Coordination with State Agencies

The City of North Port coordinates with many departments and agencies of Florida State Government, including the Departments of Agriculture and Consumer Services, Business and Professional Regulation, Community Affairs, Environmental Protection, Health and Rehabilitative Services, Transportation, the Fish and Wildlife Conservation Commission; Manatee Community College and the University of South Florida. Coordination with these State departments and agencies has been effective and should be continued. The following is a list of selected State departments and agencies typical of the coordination efforts that currently exist between them and the City.

- State Agency: Bureau of Historic Resources and Archaeological Research
Subject: Listing of historic sites on the Florida Master Site File; nomination of eligible historic sites to the National Register of Historic Places
City Departments with primary responsibility for coordination:
Neighborhood Development Services and Public Works
- State Agency: Department of Environmental Protection.
Subject: Environmental Protection; Permitting; Dredge and Fill activities
City Departments with primary responsibility for coordination:
Neighborhood Development Services and Public Works
- State Agency: Department of Transportation
Subject: Transportation Planning
City Department with primary responsibility for coordination:
Neighborhood Development Services, Public Works
- State Agency: Community Affairs
Subject: Comprehensive Planning-related issues; review of Developments of Regional Impact
City Department with primary responsibility for coordination:
Neighborhood Development Services

- State Agency: Fish and Wildlife Conservation Commission
Subject: Protection of Fish and Wildlife Resources
City Department with primary responsibility for coordination:
Public Works/Environmental Services
- State Agency: Health and Rehabilitative Services
Subject: Environmental Engineering
City Department with primary responsibility for coordination:
General Services/Social Services
- State Agency: Agriculture and Consumer Services
Subject: Management and Protection of Forest Resources
City Department with primary responsibility for coordination:
Neighborhood Development Services and Public Works
- State Agency: Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco
Subject: Licensing/Permitting Activities
City Department with primary responsibility for coordination:
Neighborhood Development Services
- State Agency: University of Florida, Bureau of Economic and Business Research
Subject: Population Projections; Demographic, Housing and Economic Data
City Department with primary responsibility for coordination:
Neighborhood Development Services
- State Agency: University of South Florida Sarasota-Manatee
Subject: Research Activities, jobs development and coursework
City Department with primary responsibility for coordination:
City Manager/Economic Development
- State Agency: State College of Florida Manatee-Sarasota
Subject: Employee education, economic development activities
City Department with primary responsibility for coordination:
City Manager/Economic Development

State College of Florida Manatee-Sarasota (SCF)

The State College of Florida Manatee-Sarasota (SCF) is a with a main campus in Bradenton and branch campuses in Lakewood Ranch and in south Sarasota County. The southern Sarasota County location, located within the West Villages on land in unincorporated Sarasota County.

The College is accredited by the Commission on Colleges of the Southern Association of Colleges and Schools to award Associate in Arts, Associate in Applied Science and Associate in Science degrees, as well as Certificate program offerings. Noncredit education is offered under MCC's Corporate & Community Development programs. In addition, the college has recently been accredited to award bachelor's degrees in several disciplines.

More than 50 percent of college-bound high school students in Manatee and Sarasota counties attend SCF each year, with current enrollment exceeding 27,000 students. SCF is among the top

100 producers of associate's degrees in the country.

Students attend classes at the full-service campuses in Bradenton and south Sarasota County, the Center for Innovation and Technology and the Medical Technology and Simulation Center at Lakewood Ranch, many business and public sector sites throughout the community, and from their homes via distance learning opportunities.

The City frequently interacts with SCF's Institute for Workforce Development Services, which assists local businesses, government and industry by providing training and economic development services.

University of South Florida -Sarasota Manatee (USF-SM) at SCF Venice/North Port campus

The University of South Florida began offering courses at the then Manatee Community College in 2004. In May 2006, USF-SM's south Sarasota County program became a permanent campus and now receives continuing state funding for its operations at SCF Venice/North Port. USF Sarasota-Manatee at SCF offers coursework toward bachelor's degrees in the following programs: Criminology, Interdisciplinary Social Sciences, Psychology, General Business and Elementary Education.

Coordination with Federal Agencies

The City of North Port coordinates with agencies of the federal government regarding such issues as the environment; fish and wildlife protection; flood insurance; census and housing data; and funding for transportation and transit planning. The federal agencies that the City of North Port coordinates with include: The Environmental Protection Agency; the Army Corps of Engineers; the Natural Resources Conservation Service; the Federal Emergency Management Administration; the Flood Insurance Administration; the U.S. Fish and Wildlife Service; and the Departments of the Interior, Commerce, Housing and Urban Development, Homeland Security, and Transportation.

Coordination with Utility Companies

Governed by the North Port City Commission, the North Port Utilities Department provides potable water and central sewer service to its customers, most of whom are residents of the City. The primary source of potable water for the City is the Peace River. Water withdrawn from the Peace River is treated at a water plant administered by the Peace River Manasota Regional Water Supply Authority and distributed to the City of North Port and the Counties of Sarasota, Charlotte, Manatee and DeSoto. The City's secondary source of potable water is the Myakkahatchee Creek. Under a Consumptive Use Permit issued by the Southwest Florida Water Management District, North Port Utilities withdraws and treats water from the Creek at a City-owned plant and distributes it to customers. North Port Utilities Department provides central sewer service for many areas of the City. Private wells and septic systems serve other primarily residential areas of the City. For further information, see the Potable Water and Sewer Elements of this Comprehensive Plan.

Many City Departments regularly interact with Florida Power and Light (FPL), which provides electric power to the City; Frontier, which provides telephone service; and Comcast, the primary provider of cable service to the City.

II. Analysis

The policies and recommendations in the previous elements of this Comprehensive Plan that require sustained and enhanced intergovernmental coordination are briefly discussed below.

The 1997 Intergovernmental Coordination Element and the 2005 ‘EAR’

The City of North Port’s 2005 Evaluation and Appraisal Report (EAR) stated that there is substantial value in all of the ongoing intergovernmental coordination efforts enumerated in the goals, objectives and policies of the 1997 version of this Element.

“Status: The City continues to work cooperatively with the Southwest Florida Regional Planning Council and has attended various workshops and committee meetings since the 1997 adoption of the current Comprehensive Plan. The City monitors the activity of the Charlotte Harbor National Estuary Program but, for various reasons, has not attended many of the meetings of this committee.”

Although none of the “major issues” identified in the EAR were specific to intergovernmental coordination, several of the issues could require intergovernmental coordination, including coordination of mass transit services, water resource-related issues (identification, distribution and protection), economic development and the provision of social service facilities and aid in North Port.

Table 7-2 Inter-local Agreements to which North Port is a Party			
Functional Category	Name of Agreement	Expiration Date	Comments
Other	Dismissal of Disputes with Sarasota County regarding Taylor Ranch (2002)	N/A	Parties agree to dismiss lawsuits regarding Taylor Ranch
Economic Development	Agreement regarding Joint County Economic Development Program (2006)	Until one party terminates	Established lead governmental organization to contract with Economic Development Corporation of Sarasota County for implementation of Sarasota County Economic Development Strategic Plan
Education	Interlocal Agreement for Public School Facility Planning (2003)	Until one party terminates	School facilities located consistent with Section 1013.33 (10) Florida Statutes
Education	Educational System Impact Fees Agreement with Sarasota County School Board (2004)	Until one party terminates	City collects educational system impact fees
Public Safety	Fire/EMS Interlocal Agreement between Sarasota County and the City of North Port for Emergency Vehicle and Equipment Repair Services (2004)	Until one party terminates	Fire/EMS Services Interlocal Agreement between Sarasota County and North Port for Repair of Emergency Equipment
Public Safety	Interlocal Agreement between Sarasota County and City of North Port regarding Fire/EMS Mutual Aid and Services Coordination (2006)	9/30/2008	Mutual aid agreement
Public Safety	Four-County and Municipal Uniform Interlocal for Fire Protection, EMS and Specialized Services (1998)	Until one party terminates	Provision of emergency services to specific parcels
Public Safety Transportation	Glenallen School Interim Roadway (2003)	Not specified	City constructed interim roadway to expedite pickup of students by parents; School Board paid for improvements
Public Safety	Holiday Park Traffic Enforcement Agreement	Automatically renews ever 5 years	City enforces Florida Uniform Traffic Control Laws within Holiday Park

Public Safety	County/City Interlocal Agreement for a Consolidated Communications Center (1996)	8/31/2016	Consolidated County and City Fire/EMS dispatch
Public Safety	Sarasota Juvenile Assessment Center Interagency Agreement	Proposed?	Proposed sharing of responsibilities for providing services through the Sarasota Juvenile Assessment Center
Public Safety	Statewide Mutual Aid Agreement (2007)	Until notice given	Sharing and coordination of resources in the event of a disaster
Public Safety	Law Enforcement Mutual Aid Agreement (1991)	Until all parties withdraw	Mutual aid agreement between Cities of Sarasota, North Port, Punta Gorda and Venice, Town of Long Boat Key, Counties of Sarasota and Charlotte, Sarasota Airport Authority and Univ. of S. Florida
Public Safety	Interagency Agreement between the Sarasota County Sheriff's Office and the North Port Police Department (1998)	Until one party terminates	Gives North Port Police Department use of firing range
Solid Waste	Interlocal Agreement for Municipal Solid Waste Disposal (1996)	Until one party terminates	Sharing of Sarasota County landfill
Parks/Rec	Parks & Recreation Service Interlocal Agreement with Sarasota County (2006)	Until one party terminates	Establishes responsibilities of both parties for managing of North Port parks
Transportation	Interlocal Agreement between the City of North Port and Sarasota County Regarding Englewood Interstate Connector (2002)	Until one party terminates	Parties agree to an access management plan and procedures for development review, as well as Comp. Plan amendment coordination
Transportation	Hillsborough & Chancellor Boulevards Interlocal Agreement with Charlotte County (2002)	Until one party terminates	Provides for shared maintenance of Hillsborough and Chancellor Boulevards
Other	Englewood Area Planning Advisory Board Agreement (1995)	Until one party terminates	Establishes Englewood area planning Advisory board

Other	Amendment to the Englewood Area Planning Advisory Board Interlocal Agreement (2000)	8/28/2010	Establishes composition of advisory board
Libraries	Interlocal Agreement between the City of North Port and Sarasota County Regarding Libraries (2002)	Until one party terminates	Establishes criteria for consideration of a second library in North Port
Libraries	Library Impact Fee Interlocal Agreement (1993)	Until one party terminates	Establishes calculation and disbursement of library impact fees
Archeological Resources	Interlocal Agreement between the City of North Port and Sarasota County Regarding Archeological Resources (2002)	Until one party terminates	Provides for data sharing on archaeological and historic sites in newly annexed portions of North Port
Surtax	Surtax (One Percent Local Option Sales Tax) Agreement (1989)	Until one party terminates	Outlines funding distribution among municipalities and Sarasota Counties
Retirement	State Retirement System (2004)	Irrevocable	Agreement addresses City's responsibility for municipal workers in the State Retirement System
Other	Agreement with Sarasota County Settling Escheated Lots Case (2004)		Settled lawsuit begun by City for possession of escheated lots within the City
Stormwater	Joint Control of Pollutants Interlocal Agreement per National Pollutant Discharge Elimination System (1993)	Perpetual, unless parties agree to terminate	Joint agreement establishing responsibilities of Sarasota County and municipalities for fulfilling terms of NPDES
Stormwater	Joint Control of Pollutants Interlocal Agreement between City of North Port, North Port Water Control District, FDOT and Sarasota County (1993)	Perpetual, unless parties agree to terminate	Each party solely responsible for fulfilling terms of NPDES
Beautification	Keep America Beautiful Interlocal Agreement with Sarasota County (1992)	None	Coordination of litter control activities

Beautification	Street Tree Program Agreement with Sarasota County (1990)	None	County funding for street tree projects; member of City Beautification Council sits on Sarasota County Street Tree Advisory Council
Beautification	FDOT Transportation Enhancement project (ISTEA) agreement (2001)	Not	US 41 landscaping
Transportation	Interlocal Agreement creating the Metropolitan Planning Organization (1994)	Until one party terminates	Agreement addressing ISTEA funding with the Metropolitan Planning Organization
Other	Myakkahatchee Creek Interlocal Agreement with DEP (1997)	No expiration date	Joint approval of City and DEP required for disbursement of funds from the Myakkahatchee Creek Special Trust Fund
Other	North Port Performing Arts Center Interlocal Agreement (1998)	Not less than 30 years from execution	Construction agreement for Performing Arts Center and Music Suite
Transportation	One Cent Local Option Gas Tax Interlocal Agreement (1989)	None	Distribution of local option gas tax revenues based on City's proportionate share of County's population
Dual Taxation Transportation	Stipulated Settlement Agreement for entry of Order Settling Dual Taxation Dispute between the City of North Port and Sarasota County (1990)	Until one party terminates	County budgets to pay for its determined maintenance share of rural and community roads
Purchasing	Interlocal Cooperative Purchasing Agreement (1993)	Until majority of parties modify or terminate	City added to multi-jurisdiction Cooperative Purchasing Agreement
Transportation	Road Impact Fee Interlocal Agreement between the City of North Port and Sarasota County (2002)	Until one party terminates	Establishes coordination of impact fee use
Other	Sarasota County Public Hospital Board Interlocal Agreement (2007)	None	Connection Sarasota Memorial Hospital property to City water and sewer

Parks/Rec	Soccer Fields at Glenallen School Interlocal Agreement (2004)	Expires 30 years after construction complete/may be extended	Allows City to construct three soccer fields on Glenallen Elementary School property
Utilities	Peace River Manasota/Regional Water Supply Authority and City of North Port Water Supply Agreement (1991)	2026	Delivery of water allocation from the Authority to North Port
Utilities	Charlotte County/North Port Interlocal Utility Agreement (1991)	Until one party terminates	North Port provides water to certain areas of Charlotte County
Utilities	Letter of Intent: Peace River/Manasota Regional Water Supply Authority (December 2000)		Established conditions for delivery of water from City to Authority
Utilities	Public Utilities Regulation Interlocal Agreement with Charlotte County and DeSoto County (1989)	Until one party terminates	North Port regulates water and sewer systems within its borders

Intergovernmental coordination improvements

The preceding elements of the City of North Port's Comprehensive Plan identify existing intergovernmental coordination agreements, forums and agencies. The Plan also makes many recommendations for enhancing coordination, as identified below.

Future Land Use Element

Policy 2.1.5: Seeks FDOT funding to assist with implementation of the U.S. 41 Corridor Master Plan.

Policy 2.1.9: Encourages cooperation with Sarasota County government to find funding for the redevelopment of the U.S. 41 corridor.

Policy 2.6.2: Seeks coordination with appropriate governments and agencies in the development of a master plan for widening arterials and collectors in Activity Center 6 (Yorkshire/I-75) and the eastern end of North Port.

Policy 2.6.3: Because the establishment of Activity Center 6 will have regional significance, seeks coordination with other jurisdictions and State, Federal and regional government agencies.

Policy 2.7.10: Seek coordination with Sarasota County to improve pedestrian access and aesthetic features in Activity Center 7 (Warm Mineral Springs).

Policy 4.14: Advocates coordination with local, state and federal organizations to improve neighborhoods.

Policy 5.6.1: Addresses the need for coordination with adjacent counties, FDOT, SWFWMD, DEP and other appropriate agencies in the development of a plan for the development of the northeast quadrant of the City.

Policy 9.21: Advocates use of criteria set by the Florida Green Building Coalition or the Leadership in Energy and Environmental Design group to ensure that public buildings are sustainable.

Policy 10.9: Recognizes the need to continue to support social services by working with other public and nonprofit social service and health agencies.

Transportation Element

Policy 4.5: In order to create another hurricane evacuation route, this policy supports federal, state, or regionally funded initiatives to extend Toledo Blade/Choctaw Boulevard northward to intersect with State Road 72.

Policy 4.6: In order to further enhance hurricane evacuation route, this policy supports federal, state, or regionally funded initiatives to create a link between an extended Toledo Blade/Choctaw Boulevard or other North Port roadways and State Road 35 (US 17) in Charlotte County.

Policy 4.8: Advocates coordination with appropriate governments and agencies in order to develop a multi-modal transportation Master Plan for the City, including regional facilities.

Policy 7.7: Supports participation in the Sarasota County Street Tree Program and other local, state, federal, or regional programs to accomplish the City's roadway/aesthetic enhancement goals.

Policy 7.9: Promotes partnerships with FDOT, the Sarasota-Manatee MPO, the Charlotte County-Punta Gorda MPO, and other agencies to encourage projects that beautify I-75.

Policy 8.5: Advocates for the City's continued participation in the regional Tamiami Trail Scenic Highway program.

Policy 8.6: Supports coordination with Sarasota County, Charlotte County, Desoto County, and other local, state, regional or federal agencies on developing and linking trail and greenway systems.

Policy 8.7: Supports regional initiative to provide passenger and freight rail facilities to Southwest Florida.

Policy 9.1: In coordination with public and other potential mass transit providers, advocates the creation or enhancement of transit links to Charlotte County, Venice and South Sarasota County.

Policy 10.3: In order to ensure adequate capacity for regional hurricane evacuation, seeks coordination with Sarasota County and Charlotte County regarding the timing and funding of improvements to Sumter Boulevard, Winchester Boulevard, Hillsborough Boulevard, and River Road.

Policy 11.1: Supports cooperation with public transit providers to create or enhance routes that link the City to Sarasota-Bradenton International Airport and Charlotte County Airport.

Sanitary Sewer Element

Policy 2.8: Addresses the need to analyze new regional sludge removal technologies.

Policy 6.3: Supports coordination with regional utilities to assess common needs and opportunities.

Policy 7.2: When the City is considering utility initiatives, advises seeking input from and coordinating with regional agencies, nearby utility providers such as Sarasota County, Charlotte County, Desoto County, the Peace River/Manasota Regional Water Supply Authority, Southwest Florida Water Management District, or any other regional entity.

Policy 7.3: Encourages regional sharing of ideas and technology to increase service delivery efficiency.

Potable Water Element

Objective 6: Calls for coordination with the Peace River/Manasota Regional Water Supply Authority to expand supply, treatment and distribution facilities.

Policy 6.3: Promotes greater participation in the Peace River/Manasota Regional Water Supply Authority.

Policy 6.4: Advocates regionalization of water supply systems through coordination with regional utilities, including the Peace River/Manasota Regional Water Supply Authority.

Policy 6.5: Promotes participation in the efforts of the Charlotte Harbor National Estuary Program to increase protection of the Myakkahatchee Creek, and to preserve and improve the Peace River as a potable water supply.

Policy 6.6: Recognizes the need to coordinate with the Peace River/Manasota Regional Water Supply Authority, and the Water Alliance to identify and evaluate other potable water supplies.

Objective 8: Encourages greater efficiency in the provision of utility services through seeking input from various local, state, regional and federal authorities.

Policy 8.2: Recommends that whenever the City is considering utility initiatives, nearby utility providers such as Sarasota County, Charlotte County, Desoto County, Venice, Punta Gorda and the Englewood Water District, should be among the experts with whom the City should consult.

Policy 8.3: Recognizes the need for regional sharing of ideas and technology in order to improve service delivery.

Policy 8.4: Directs the City to follow the principles of the Southwest Florida Water Management District's Regional Water Supply Plan when considering potential amendments to the Comprehensive Plan.

Policy 11.1: Commits the City to cooperation with the Southwest Florida Management District in order to resolve potential problems associated with artesian wells and leaking capped wells.

Policy 11.5: Addresses the continuation of partnerships with the EPA and FDEP in order to implement aquifer protection measures for the City's sole source water supply.

Policy 12.1: Commits the City to follow SWFWMD rules when implementing measures to maintain the water table at current levels in new surface water management systems.

Solid Waste Element

Policy 4.4: Suggests that the City might consider the benefits of establishing an interlocal agreement with Sarasota County for the purpose of developing a joint solid waste management program.

Stormwater Management Element – No completely new policies that also address intergovernmental coordination have been added. However, several existing policies now reference additional governmental agencies and jurisdictions, while others are substantially revised and strengthened.

As an example of the latter, Policy 1.3 formerly suggested that the City consider incorporating SWFWMD’s pollutant load goals for the Charlotte Harbor Watershed into the City’s own stormwater management regulations. The revised policy now establishes the City’s NPDES permit and future renewals of the permit as the standard for meeting pollutant load reduction requirements.

Housing Element

Policy 1.5: Promotes coordination with applicable agencies and organizations to collaboratively monitor housing trends and market demands.

Policy 5.4: Addresses coordination with Sarasota County to bring economic development and employment opportunities to North Port.

Policy 5.6: Seeks coordination with Sarasota County in order to implement state and federal public housing programs and to bring grants and other housing-related initiatives to the City.

Policy 5.7: Promotes coordination with Sarasota County to provide housing related services that meet the community’s diverse needs

Policy 7.2: Seeks collaboration with government agencies as part of initiatives to identify and implement “live-near-work” housing strategies that enable the City’s workforce to walk or bike to work.

Policy 8.2: Commits the City to assessing buildings and structures for possible placement on a State or National list of historic buildings or structures.

Policy 9.2: Recognizes the need to follow the Department of Housing and Urban Development’s definitions and guidelines to establish affordability criteria for lower income groups.

Policy 10.2: Promotes partnerships with Sarasota County and other local governments to address special needs such as low-income housing and senior housing assistance.

Conservation and Coastal Zone Management Element

Conservation policies:

Policy 1.6: Directs the City to continue to work with the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission to identify occupied scrub jay areas in North Port, as well as to work with property owners affected by scrub jay issues through coordination with the USFWS.

Policy 1.7: Seeks coordination with the USFWS, the Florida Fish and Wildlife Conservation Commission and/or Sarasota County to develop, if necessary, a Scrub Jay Habitat Conservation Plan (HCP) that meets the City's needs.

Policy 1.9: Advises coordination with the Florida Fish and Wildlife Conservation Commission and the USFWS to develop a program for protection of tortoises and their habitat.

Policy 1.10: Commits the City to coordinate with the Florida Department of Environmental Protection, the Florida Fish and Wildlife Conservation Commission, the USFWS, the West Coast Inland Navigation District (WCIND) and other local, state, and federal agencies to maintain and enhance manatee populations throughout the region.

Policy 2.3: Addresses coordination with the Florida Fish and Wildlife Conservation Commission and other stakeholders to conduct an inventory analysis of areas containing critical wildlife and upland habitat.

Policy 2.4: Seeks coordination with and funding from local, state, and federal funding sources to protect, restore and manage environmental systems critical to identified listed species.

Policy 4.5: Recommends continued coordination with the Southwest Florida Water Management District in the enforcement of state regulations regarding mitigation of wetland degradation and/or destruction.

Policy 4.6: Recognizes the importance of prior issuance of all necessary SWFWMD Environmental Resource Permits before land clearing or other development permits can be issued by the City.

Policy 4.8: Directs the City to coordinate with other governmental entities to protect water resources.

Policy 4.11: Commits the City to changing its water conservation restrictions whenever called upon to do so by the SWFWMD.

Policy 7.3: Directs the City to maintain staff representation to the Charlotte Harbor National Estuary Program.

Policy 7.5: Recognizes the importance of abiding by the 2007 “State-Local Agreement” between the City, FDEP, and FDCA regarding adherence to the Myakka Wild and Scenic River Rule, Chapter 62D-15, F.A.C., and the Myakka River Wild and Scenic Designation and Preservation Act, Section 258.501, F.S.

Policy 7.6: Directs the City to amend its Unified Land Development Codes to include the Myakka River Protection Zone Ordinance, which embodies the principles of the “State-Local Agreement” between the Florida Department of Environmental Protection (FDEP), Florida Department of Community Affairs (FDCA) and the City of North Port.

Policy 10.4: Recognizes the importance of establishing partnerships with other government agencies to assist the City in seeking the acquisition and preservation of historic or archaeologically sensitive sites.

Policy 12.4: Commits the City to establishing or maintaining partnerships with local, state and federal regulatory agencies in order to provide conservation-related information and outreach programs for the public.

Policy 12.5: Recommends working with local, state and federal agencies to provide educational materials on “green development” to the general public and the development industry.

Coastal Management policies:

Policy 1.4: Through initiatives by, or agreements with, local, state and federal agencies, seeks coordination to limit the potential negative effects of development or redevelopment on wetlands, water quality and quantity, wildlife habitat, living marine resources, shorelines, and historic resources within the coastal area.

Policy 1.5: Among other measures, seeks support from local, state and federal agencies having initiatives and grant programs aimed at the restoration or enhancement of disturbed or degraded natural resources, including shorelines, estuaries, wetlands and drainage systems.

Policy 1.7: Commits the City to abiding by the terms of the State-Local Agreement For Administering the Myakka Wild and Scenic River Protection Zone between FDEP and FDCA, and to coordinating with these agencies when proposed City policies relating to administration of the Protection Zone and/or affecting the River Area are being considered for enactment or amendment.

Policy 2.3: Directs the City to coordinate with the Sarasota-Manatee MPO, the Charlotte County-Punta Gorda MPO, FDOT and other applicable local, state and federal agencies to seek funding for additional capacity to be added to the Sumter Boulevard, Toledo Blade Boulevard, and River Road Hurricane Evacuation Routes.

Policy 3.6: Calls for coordination between the City, the Southwest Florida Regional Planning Council and other appropriate agencies in order to update pertinent sections of

the City Emergency Management Plan, the Sarasota County Emergency Management Plan, and the Local Mitigation Strategy (LMS).

Policy 4.2: Seeks continued coordination with other local, state, and federal governments in order to educate the public regarding emergency preparedness.

Parks and Recreation Element

Policy 4.4: Seeks coordination with Sarasota County and/or other appropriate agencies to develop a jointly managed regional park of approximately 100 acres with access to Interstate Highway 75 in the northeast quadrant of the City.

Policy 9.3: Seeks to coordinate with the Sarasota County School Board to develop and utilize a formalized joint planning process for the acquisition and development of parks and open spaces.

Public School Facilities Element

As mandated by the State of Florida, a Public School Facilities Element is part of this update of the City of North Port's Comprehensive Plan. Intergovernmental coordination is required in order to implement all of this Element's policies. In coordination with the School Board, Sarasota County and the other municipalities in the County, the City has committed to implement the "Amended Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida."

CHAPTER 8

CITY OF NORTH PORT COMPREHENSIVE PLAN

HOUSING

Table of Contents

Chapter 8 Housing	Page
Introduction.....	8-5
Relationship to the EAR.....	8-6
Housing in North Port.....	8-7
Past & Present Conditions.....	8-7
Future Housing Development.....	8-7
Housing Principles.....	8-8
Quality of Life.....	8-8
Maintenance of Existing Neighborhoods.....	8-9
Affordable Housing.....	8-9
Workforce Housing.....	8-9
Medium & High Density Housing.....	8-9
Master Planned Housing and Mixed Use Developments.....	8-10
Manufactured Homes.....	8-10
Adult Care Centers.....	8-10
2007 North Port Housing Report.....	8-10
Executive Summary.....	8-12
Introduction.....	8-15
Community Composition.....	8-16
Key Issues.....	8-18
General Characteristics.....	8-19
Housing Inventory and Trends.....	8-19
Households.....	8-20
Size of Households.....	8-21
Tenure.....	8-22
Types of Housing.....	8-23
Substandard Housing.....	8-24
Age of Housing Stock.....	8-25
Market Rate Housing Costs and Values.....	8-25
For Sale Housing.....	8-25
Values.....	8-26
Rental Housing.....	8-31
Renting vs. Homeownership.....	8-33
Public and Assisted Housing.....	8-34
Elderly and Special Needs.....	8-36
Elderly Households.....	8-36
Housing Needs.....	8-37
Cost Burdened Households.....	8-38
Residential Construction Trends.....	8-39
Commuting Costs and Patterns.....	8-40
Mix Use & Income Strategies.....	8-43
Recommendations.....	8-44
Additional 9J5 data and updates.....	8-48

North Port Profile.....	8-48
Comparative Profile.....	8-49
Income Categories.....	8-54
Definitions.....	8-55

Illustrations

EXHIBITS

- A. Community Tapestry
- B. Multiple Occupation Chart
- C. Housing Stock Dispersal and Values Map
- D. Florida Counties Rental Affordability Map
- E. Adult Care Facilities Locations
- F. Sarasota County Major Employment Centers
- G. Activity Centers

FIGURES

8.1	Population History, 1990-2005.....	8-15
8.2	Area Tapestry, 2006.....	8-17
8.3	Single Family Bldg Permits.....	8-19
8.4	Population Projections.....	8-20
8.5	Tenure.....	8-22
8.6	Sales Price Comparison, 2004.....	8-26
8.7	Current Housing Mix.....	8-29
8.8	Projected Housing Mix at Build-out.....	8-29
8.9	Sarasota County Existing Housing Costs by Value.....	8-30
8.10	Two-Bedroom Rents.....	8-32
8.11	Employment Destination, 2004-2005.....	8-41
8.12	Sarasota County/North Port non-residential land use.....	8-41
8.13	Sarasota County Business Concerns.....	8-42

TABLES

8.1	Tenure, Median Age, People per Household.....	8-23
8.2	Housing Stock, 1970-2005.....	8-24
8.3	Year Structure Built, 2000.....	8-25
8.4	Percent of Income Spent on Housing by Occupation.....	8-26
8.5	Income, Values, Number of Units.....	8-28
8.6	Average Single Family Just Value Comparison.....	8-30
8.7	Two-Bedroom FMR per Occupation.....	8-33
8.8	Rent per Housing Unit, 2000.....	8-33

8.9 Elderly Cost Burden, 2005..... 8-34

8.10 Construction Need per Income Level 8-36

8.11 Projected Demand 2005-2030..... 8-37

8.12 Household Cost Burden 8-38

8.13 Cost Burden Rank..... 8-38

8.14 Cost Burden..... 8-38

8.15 AHNA Needs Summary 2005-2030..... 8-39

Sarasota County Housing by Values and Location ([Appendix Map 1](#))

Tax credit private sector development locations and # of units ([Appendix Map 2](#))



Introduction

Adequate housing is one of the key components of a healthy community, and a critical ingredient in the way a community grows. Therefore, the primary goal of this element is to ensure that a range of housing opportunities and choices are available for current and future City of North Port residents of all income levels and life stages. This element is supplemented by a Housing Report completed by the City in March 2007, which looked at North Port housing in depth. This report presents a history of housing processes and organizations, and supplies valuable demographic and housing stock data. This element and the Housing Report addresses the data requirements pursuant to Florida Statute Chapter 163, and supports the goals and objectives found within the Housing Element. Although the Report is a 2007/2008 document, it was written at the height of the housing boom, and as virtually nominal housing development took place during the EAR cycle, as the City has recovered, the data and analysis are still relevant to today's issues and trends.

It is vitally important that the Housing Element provide the framework for decision-making by all those involved in providing and managing housing within the City. It is also essential to address the issues likely to arise in the management and coordination of an ever more diverse housing climate.

As of 2016, the U.S. Census Bureau and the University of Florida's Bureau of Economic and Business Research (BEBR) places North Port's population at 64,472 residents, surpassing Sarasota as the county's most populous city. North Port is perceived as a blue-collar community which could be due in large part to the escalating home prices in other parts of the County where workforce housing came to the forefront as a major issue. Sarasota County considers North Port as its affordable housing area, yet housing costs that may be considered affordable on a county-wide basis can be a significant burden to many residents of the city. As The West Villages area has developed, the district has attracted a different demographic, consisting primarily of retirees and empty-nesters relocating from other parts of the US. It is hoped that as additional development takes place in the West Villages, this area would be able to attract not only retirees

but families as well. For these reasons, the City decided, in 2007, to examine the state of housing in North Port as compared to Sarasota County and other surrounding areas. The City anticipates updating this document in the near future.

As the population of North Port is estimated to nearly double during the next 25 years, it is critical to ensure that a safe, enjoyable, and diverse housing stock will be provided for this new population, as well as to provide enough flexibility in the housing market to meet the needs of residents and newcomers of all ages and abilities. Along with these challenges, the City of North Port and its residents need to address the condition of the existing housing stock and neighborhoods. It is also important to understand the presence and needs of cost-burdened households throughout the City and to encourage appropriate housing options. This plan should be used to assure the effective development of a range of new housing options on vacant land, protection and enhancement of existing residential neighborhoods, and the careful revitalization of older urbanized areas to better accommodate the housing needs of North Port's citizens while recognizing the interaction of housing with other subject areas discussed in this Plan.

Relationship to the EAR

Of the thirteen major issues identified in the 2005 Evaluation and Appraisal Report, none were directly tied to housing. In terms of the geographic size of the community, diversifying the housing stock was determined not be a basis for justifying future annexations. The Affordable Housing Advisory Committee was combined with Urban Neighborhood Advisory Committee for the EAR process. After several meetings and discussions, the committee listed their major issues and recommendations which are as follows:

- Create a policy that does not encourage a disproportionate share of low income housing within the City limits.
- Revitalization of the older 'original' platted neighborhoods that have struggled to remain viable.
- Encourage economic development in order to bring industry, particularly in fields paying a higher than average wage, to North Port, increasing job and wage opportunities in order to decrease the need for City residents to commute outside the City and southern Sarasota County for employment opportunities.
- Encourage companies to provide down payment assistance for workforce housing.
- Expand mass transportation routes for commuters.
- Encourage the creation of a Community Redevelopment Agency (CRA) to broaden the focus from US 41 to include adjacent North Port neighborhoods in need of revitalization.
- Strengthen policies to ensure minimum square footage requirements for homes.

The City of North Port is closely identified with its residential neighborhoods and the feelings of pride and security that those neighborhoods create. The City and its residents understand the challenges that face a platted community, and to that effect expressed preserving and enhancing the character of City neighborhoods through means such as water and sewer expansion, sidewalks, lighting, parks, aesthetics, and identity (signage).

Since the development of the 2007 Housing Study, additional issues and trends have arisen that the City would look to address as part of an updated housing study. These issues include, but are not limited to: 1) the development of Accessory Dwellings, either as rentable units or for family needs. 2) Multi-generational households, as grandparents are increasingly raising their grandchildren or as elderly parents move in with their children's families; and 3) The recognition as transportation costs as a factor in housing affordability. These issues will be addressed as part of the updated housing study.

Many of the issues addressed by the advisory committee were also findings in the North Port Housing Report. The cost of commuting also has a major impact on housing affordability and the quality of life of City residents as many workers face long commutes to outlying areas to jobs located in areas of the region with higher housing costs. According to 2014 On The Map data provided by the US Census Bureau, over 90% of North Port workers commute to locations outside of North Port for employment. While employment opportunities have increased within the City over the last several years, the majority of these positions have been in the retail and restaurant fields, and is reflective of the City's growing population. Nearly all of the regions' higher pay, higher skill employment opportunities are still located outside of North Port in areas closer to the traditional regional economic center in northern Sarasota County. Of the top 20 employment locations (total employees per 1 square mile) in Sarasota County, none are in North Port. Data presented in the Future Land Use Element will illustrate the amount of commercial, industrial, and office development currently under review or under construction in North Port.

Housing in North Port

A. Past & Present Conditions

The history of North Port has much to do with the City's housing distribution pattern. North Port is one of numerous "platted lands communities" that developed in Florida during the 1950's and 1960's, prior to passage of the State's Comprehensive Planning laws. These types of communities are almost completely comprised of single-family residential development, with little land set aside for multi-family housing and non-residential uses. In North Port's case, over 70,000 residential lots were platted during that time period. Because of the numerous residential lots and the overall lower cost of property and housing in the City in comparison to Venice or northern Sarasota County, it was highly probable that growth would occur. Similar to many platted lands communities in the state, particularly those located at the outer edges of large urban areas such as Lehigh Acres, Deltona, and Poinciana, North Port's growth was slow for many years. However, since 2002, the City has been experiencing a population increase from 27,449 to over 64,400 today. Although much of the City's early development focused primarily on retirees, the lower costs of land and housing has also shifted the age demographic as well, attracting families priced out of Sarasota and Venice to the City. In the 1980's, North Port's median age was close to 60 years of age, today the City has a median age of 41.7 years. This shift affects not only housing needs, but also factors into decisions related to parks and recreation, economic development, health care, and education.

As the City of North Port matures, it may face challenges in maintaining the residential quality of life. The City must strive to maintain a healthy mix of housing and an available housing stock

that is affordable and desirable for its citizens. According to the Shimberg Center for Affordable Housing, in 2013 the City of North Port had 27,986 total housing units, consisting of the following:

Single Family Units	24,294 (89.6%)
Multi-Family Units	1,919 (7.1%)
Mobile Home Units	907 (3.3%)

The 2007 mix of housing in terms of values showed that approximately 41% of the housing stock is affordable, 44% workforce, and 15% market-rate. While the City has worked to diversify its housing stock beyond single family detached platted unit primarily within annexed areas such as the Thomas and Kelce Ranches, the single family home remains the primary housing built within North Port. With large developments now coming online, the City has begun to notice an increase in the construction of town homes and single family attached units, carriage homes, and villas. As of 2015, the vast majority (59%) are within the 50-80% AMI (Low Income) range seconded by 28% of housing stock at the 30-50% AMI (Very Low Income.) Although still heavy on workforce housing price points, the issues today are similar to what they were in 2007. What has drastically changed in the City is the increase in rent, a reflection of the strong market and lack of inventory. The City has taken steps to increase units with a formalized Low Income Housing Tax Credit Program initiative to aid developer's in working with City staff and the City Commission to be successful in their applications to the State.

B. Future Housing Development

It is anticipated that, under the current Future Land Use Map, including platted lots, and approved developments, the City's population has the potential to exceed 270,000 residents at build-out. In order to house this population, approximately 83,106 total housing units of all types will be necessary, or an approximate tripling of the current housing stock. To add further dimension to an understanding of the current conditions, it is helpful to look at the distribution of housing units in North Port. The City is the third largest in Florida by land mass and has approximately 43,000 platted lots remaining to be developed. While the City has made great advancement in housing diversification, the dominant type of housing in North Port is continues to be the single family detached residence.

In the near future, North Port will see approximately 20,000 additional units in multiple developments including the West Villages (Thomas Ranch) and Panacea DRI (Woodlands), which thus far have been developed with higher valued single family homes than what have been constructed in the platted lands area. While there is land available in the Northeast quadrant of the City, that, if developed could add another 16,619 housing units of varying types, nearly all of this land may be converted into a conservation area through purchase by the Southwest Florida Water Management District (SWFWMD) and/or Sarasota County. North Port also has eight Activity Centers which allow a percentage of high and medium density residential housing to be located in conjunction with commercial, office, and industrial land uses. For example, the 675 acres of Activity Center 5 will have a mix of commercial, office, public, and medium density residential uses.

The presence of a diverse housing stock is critical in order to serve the needs of North Port's labor force and its current and future residents. Therefore, preserving and enhancing a variety of housing opportunities for citizens is an essential component to this planning effort. Substandard and neglected housing reduces property values of entire blocks and neighborhoods. Cost burdened households, spending a high percentage of modest or low incomes on housing, lack the resources to buy retail goods offered for sale in the City, affecting all-important sales tax revenues. A viable housing market is also important for economic development reasons because prospective employers often choose to locate their enterprises where the workforce is growing.

Housing Principles

Upon consideration of all relevant social and land use attributes exhibited by the City of North Port, it has been determined that three fundamental housing principles must be addressed in order for the City of North Port to achieve a healthy, vital residential environment that compliments the other commercial, industrial, and recreational areas of the City:

Quality - Ensure that housing is safe, decent, and sanitary; encourage residential design that provides a sense of community - friendly and compatible with the neighborhood character.

Fairness - Promote the preservation and development of a wide range of housing choices that provide housing options for persons of all income levels and ages throughout the City of North Port.

Location - Encourage the development of an appropriate mix of residential land uses throughout the City; protect and preserve existing, stable neighborhoods and new residential developments from incompatible adjacent land uses. The opportunity to live, work, and socialize in or near one's own neighborhood contributes to overall affordability.

Quality of Life

There are several housing and neighborhood issues that North Port must address as it continues to mature and grow. These issues are critical to the community's quality of life as well as its economic development efforts. Following is a discussion of these issues:

A. Maintenance of Existing Neighborhoods: Maintaining existing housing and neighborhoods in the best possible condition is a primary issue in North Port. Housing in some areas of the City are aging and showing signs of deterioration. Many of these homes need improvements such as painting, new roofs, plumbing and/or electrical upgrades, and energy efficient appliances and heating/air conditioning systems. In many cases, the landscaping, driveways, and other exterior features have also not been well-maintained. In addition, many of these homes are not designed in a way to be optimal for disabled or elderly residents. Many of the homes are small in size in comparison to what is currently preferred by potential homebuyers or newer homes that are being built. If the spiraling effect of this deterioration is not addressed in a timely manner or homes are not improved to meet the needs of all residents, whole neighborhoods will begin to experience declining values, high turnover of residents, and an overall deterioration in security and the quality of life. These neighborhoods are the backbone of North Port, mainly consisting of homes in the oldest sections of North Port, and are home to a

large portion of the City's population. Preserving this housing stock is an important objective. Revitalization based on neighborhood plans, along with infill of vacant lands within the urban areas of North Port, may provide new opportunities for economically sustaining existing neighborhoods as well as providing increased housing options. The Sarasota County Office of Housing & Community Development administers valuable programs for low income residents, including but not limited to rental assistance, revitalization programs, and down payment assistance. In fact, between 2000 and 2008, over **\$12 million** in assistance was invested in North Port.

B. Affordable Housing: Inherent in the concept of preserving existing neighborhoods is the preservation of an adequate supply of affordable housing -- that is, housing which can be purchased or rented and maintained to a reasonable standard by persons of low or moderate income. For illustrative purposes, affordable housing is defined as the housing available for households with an income that is 80% or less of the area median income (AMI), and that pay-no more than 30% of their gross income for housing or 45% of the combination of housing and transportation costs. It is possible to provide decent, code-compliant housing for all residents of North Port if all affected parties are willing to devote creative action and some funding to that end. This could mean continued rehabilitation of older single family residence properties, encouragement for developers to renovate existing multiple residence housing stock, the development of affordable multi-family housing in applicable areas of the City, and/or incentives for developers to build on in-fill residential properties (commonly known as Missing Middle Housing) rather than on the undeveloped periphery of North Port.

C. Workforce Housing: Workforce Housing is oriented toward the middle-income workforce that is employed in all employment sectors, but does not command the income of the executive and professional staff. It is important to recognize the need for this more moderate cost, but safe and adequate housing to meet the needs of the workforce. The City of North Port has traditionally provided a significant amount of housing for moderate-income households throughout the region. It is important to continue to provide these opportunities, in safe neighborhoods, with services and infrastructure. This type of housing often caters to families with budgetary constraints, but that do not qualify as low income, or between 80 and 120 percent of the region's AMI. This would include City residents that fill many of the area's civil service fields.

D. Medium & High Density Housing: The City recognizes the need to provide adequate housing choices for all segments of its population. Multiple residence housing plays a critical role in accommodating persons of all economic classes and life stages, but is often a preferred housing option for those of moderate means, for residents just out of school, or for older adults without children at home. Multiple-residence housing plays an important role in the City's economic growth because it serves employees of many North Port businesses who live and shop in the City. Such housing also plays an important role in attracting new industry and retaining existing businesses in North Port. However, these properties can deteriorate quickly without proper management and maintenance. The City should require new multiple residence communities to meet standards of quality and design which will maintain the City's valuable rental housing stock for the future needs of North Port citizens while also being built in a way that limits additional utility costs to its residents.

E. Master Planned Housing and Mixed Use Developments: Master planned developments, such as the West Villages, Panacea, and Heron Creek, usually include large tracts of land that have special privately operated and maintained amenities (that are either as part of a homeowners' association or as a membership facility that outside residents may join) that often appeal to higher income households while serving to differentiate these communities from other areas of the City. These amenities may include parks, play areas, clubhouse facilities, and golf courses. In most cases, these communities are gated. The annexed areas provide the best opportunity for developing such communities, although some developers have assembled and re-platted older platted areas to create master planned communities. This type of land assembly should continue to be encouraged. Having master planned subdivisions is a major element in economic development, as they can be a primary means of providing the range of housing that suits the needs of the executive and higher income employees of existing and newly locating employers, as well as centers of commercial and office development. Homes in master planned communities tend to have higher value, on average, because of the amenities offered. The restrictions placed on property use, the presence of an active homeowner's association, and higher maintenance requirements serve to keep the subdivisions in excellent physical condition. As North Port continues to rapidly grow, opportunities to develop large, master planned mix use areas are being lost as single family lots are developed in a piecemeal manner in the platted areas.

F. Manufactured Homes: The City has one manufactured home park and approximately 919 manufactured homes which accounts for 3 percent of the City's housing stock. This long established park (Holiday Park along US 41) is restricted to persons of 55 years of age or older. The availability of these affordable properties is an asset to lower income households. However, there is a greater probability that older mobile homes will deteriorate physically faster than conventionally built housing, due to much of this housing being occupied by older residents that may not be physically able to work on their homes or lower income residents that may not have the financial resources to maintain their homes.

G. Adult Care Centers: The need for geographic balance should be recognized in the location of Adult Care Centers and similar facilities. The City should consider the development of policies to address the issues of geographic balance and the potential neighborhood impacts of these facilities. An alternative to this may be in allowing for a greater utilization of elder cottages and med cottages, manufactured accessory dwellings that would tie into the existing homes water and sewer/septic service and would serve a family member that can still live somewhat independently but would be required to be removed once that family member no longer lives in the home. These homes would serve to lower the long term cost of care for residents that may other have to live in an Adult Care facility and would serve to improve the quality of life for these residents.

2007 North Port Housing Report

As numerous Florida communities were making national headlines, including Sarasota County, in terms of escalating housing prices during the housing boom, affordable and workforce housing

came to the forefront as a serious concern. With every seminar or workshop, experts discussed avenues that governments can take to address this topic. In the fall of 2006, staff analyzed the housing situation in North Port, and compared data such as values, prices, and employment opportunities with surrounding areas. This effort became the 2007 North Port Housing Report. The Shimberg Center was a tremendous benefit in terms of data, although at the time of the report, was showing a population far below actual numbers, in fact the City was almost 10 years ahead of projections. The Shimberg Center worked with Planning staff to update the population projections in order get closer figures in terms of future need and demand.

While these issues were major concerns during the housing boom (and many of these issues, particularly the limited availability of affordable housing and the limited supply of multi-family housing within the City continues to have an effect on decision making at the City level) the City continues to recover from the rapid devaluation of City properties in the wake of the housing bubble bursting in 2007. Even today, housing values remain at roughly three-quarters of the housing prices that were in place at the peak of the housing bubble.

The North Port Housing Report has been presented and received favorably by the North Port Planning & Zoning Board, the North Port Economic Development Advisory Committee, City Management Team, and on public TV.

City of North Port



Housing Report

March 1st, 2007

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Table of Contents

- I. Executive Summary6
- II. Introduction.....10
- III. Community Composition11
- IV. Key Issues13
- V. General Characteristics13
 - Housing Inventory and Trends13
 - Households14
 - Size of Households15
 - Tenure16
 - Types of Housing17
 - Substandard Housing18
 - Age of Housing Stock.....19
- VI. Market Rate Housing Costs and Values.....19
 - For Sale Housing.....19
 - Values.....21
- VII. Rental Housing.....25
 - Renting vs. Homeownership.....27
- VIII. Public and Assisted Housing.....28
- IX. Elderly and Special Needs.....29
 - Elderly Households.....30
- X. Housing Needs.....30
 - Cost Burdened Households.....32
- XI. Residential Construction Trends.....33
- XII. Commuting Costs and Patterns.....34
- XIII. Mix Use & Income Strategies.....36
- XIV. Recommendations.....38
- XV. Definitions.....42

EXHIBITS

- A. Community Tapestry
- B. Multiple Occupation Chart
- C. Housing Stock Dispersal and Values Map
- D. Florida Counties Rental Affordability Map
- E. Adult Care Facilities Locations
- F. Sarasota County Major Employment Centers
- G. Activity Centers

FIGURES

- 2.1 Population History, 1990-2005
- 3.1 Area Tapestry, 2006
- 5.1 Single Family Bldg Permits
- 5.2 Population Projections
- 5.3 Tenure
- 6.1 Sales Price Comparison, 2004
- 6.2 Current Housing Mix
- 6.3 Projected Housing Mix at Build-out
- 6.4 Sarasota County Existing Housing Costs by Value
- 7.1 Two-Bedroom Rents
- 12.1 Employment Destination, 2004-2005
- 12.2 Sarasota County/North Port non-residential land use
- 12.3 Sarasota County Business Concerns

TABLES

- 5.1 Tenure, Median Age, People per Household
- 5.2 Housing Stock, 1970-2005
- 5.3 Year Structure Built, 2000
- 6.1 Percent of Income Spent on Housing by Occupation
- 6.2 Income, Values, Number of Units
- 6.3 Average Single Family Just Value Comparison
- 7.1 Two-Bedroom FMR per Occupation
- 7.2 Rent per Housing Unit, 2000
- 9.1 Elderly Cost Burden, 2005
- 10.1 Construction Need per Income Level
- 10.2 Projected Demand 2005-2030
- 10.3 Household Cost Burden
- 10.4 Cost Burden Rank

APPENDIX

Key 2006 Legislative Changes Related to Affordable Housing (HB 1363)

Recent News Articles & Updates:

- The new segregation
- Home sales take a modest upturn
- The most unfair tax
- Community Housing Trust update

Demographic Data & Methodology:

- Demographic and income profile, ESRI
- City of North Port population projections 2/2007
- Medium BEBR 2000-2030 public school enrollment projections

HUD estimated MSA median family incomes, 2006
Shimberg assorted rankings
Statewide single family home values, 2004
Household counts
Household counts, cost burden
Wage and housing data, single family homes, 2005
Wage and housing data, 2-bdrm rental, 2006
Parcel improvements 2000-2005
Future development projections
Construction and need data tables

Real Estate:

Trulia real estate data
MLS survey documentation

Rentals:

HUD fair market rental amounts
Rental prices for assorted complexes

CAC Discussions:

Citizen advisory committee meeting summary June 2005

Housing Element:

9J5-5.010 Florida Administrative Code
163.31771 Accessory dwelling units

Housing Diversity Plans:

Largo Preserve Townhomes

Sarasota County Housing Programs:

Income and monthly housing costs, 2006
Down payment assistance eligibility requirements

Commute Costs:

Commute cost calculator

Sarasota County Housing by Values and Location ([Appendix Map 1](#))

Tax credit private sector development locations and # of units ([Appendix Map 2](#))

I. Executive Summary

All segments of the housing market, from low to high priced, are important for the economic and social sustainability of the City. Providing quality housing for people of all income levels is an integral component of smart growth, as no single type of housing can serve the different needs of today's increasingly diverse households. Therefore, it is important to ensure that the housing types are well balanced. Limiting housing types precludes opportunities for the workforce that serves our community. Housing is the largest land use in the community, the largest capital asset, and is a major source of revenue in the form of property taxes.

To be clear, housing affordability is a relative concept. When inquiring about affordability, it is necessary to ask the question; affordable with respect to what? It has been suggested that attempting to measure housing prices with some type of median or similar measure may be misleading. The relevant question is whether housing is available within the price ranges that local citizens/employees can reasonably afford.

For the purposes of this report, housing is divided into three major categories; affordable, workforce, and market rate housing. The category of affordable housing is further divided into three subcategories; extremely low, very low, and low. Workforce is divided into two subcategories: moderate, and near market. Market rate housing has one subcategory of Market. This report analyzes the existing conditions of housing in North Port and projects the anticipated state of housing at the City's build-out. Based on the data and analysis contained in this report, the following summarizes the conclusions.

The City of North Port, as part of the Comprehensive Plan update, will continue to make and/or improve upon policies to endorse and support developer and non-profit initiatives to provide a balance of units to those who work and serve our community, aiding in the transition from one level of housing to the next.

PROJECTIONS

1. The Shimberg Center for Affordable Housing, the State's authority on housing, reports that an ideal mix of housing should be equally distributed. At build-out, the City is projected to have 45% market rate, 30% affordable, and 25% workforce. This is due to the recent annexations, where staff anticipates the majority of the housing to be market rate. This is quite close to the Shimberg Center guideline.

RECOMMENDATION: The City's should monitor the housing mix (sales price, values, types, and location) every two years. Significant variances from the trends and assumptions illustrated in this report should prompt a re-examination of the housing stock. Monitoring housing stock is a critical factor because it is difficult to forecast economic conditions such as migration patterns, demographic changes, housing interest rates, construction costs and more.

2. The city is comprised of mainly two groups, young families and retirees. The trend of younger families is also evident with projections showing that the city will have a population predominantly younger than 54 years old by 2011. In contrast, future projections illustrate a slight reduction of all age groups, with a significant increase in 55-74 age group by 2025. This age group will make up 33% of the age demographic in the city.

RECOMMENDATION: The projected increase in 55-74 year olds by 2025, as well as the high percentage of 0-19 year olds illustrates the necessity of additional health care facilities, including a hospital. Based on age projections, the city should continue seeking the means to expand health care opportunities for residents. The presence of health care options for North Port citizens is an important component in the quality of life for present and future populations.

This change in demographics should also drive changes in the need for housing, commercial business, jobs, and driving patterns (commuting). In terms of city services, these demographics should be reflected in the Capital Improvement Plan in terms of recreation, educational facilities, and social services.

3. Based on the build-out projections, the City has met the 1997 goal to diversify the housing stock.

RECOMMENDATION: Unless the monitoring mentioned above shows that the housing stock is or will be out of balance, the goal to diversify the housing stock should not be the basis for justifying future annexation, except the US-41 corridor.

EXISTING CONDITIONS

4. Sixty-three percent of the existing housing inventory is valued workforce low and workforce moderate (household incomes from \$29,000 to \$58,400).

RECOMMENDATION: The City has ample units that fall within the work force low, work force moderate, and community near market subcategories. The two-year monitoring report may change this recommendation. The city should look into developing policies that would incorporate a small percentage of workforce units into future market level developments.

5. Nine percent of the housing inventory falls into the extremely low to very low subcategories (household incomes from \$0 to \$29,200). There is a need for additional units within this subcategory.

RECOMMENDATIONS: There are at least three options to consider that would address this issue.

- Require apartments to be constructed over commercial businesses.
- Allow apartments, such as garage apartments, within single family neighborhoods provided the lot is at least ½ acre and that these units are dispersed throughout the

neighborhood to ensure that the units are not concentrated in one area, which would negatively impact the neighborhood.

- Continue with the CDBG programs such as the down payment assistance program. As new programs become available, the City should explore the opportunities and become involved in the appropriate programs.

6. Fifteen percent of the housing stock is in the Market subcategory (housing incomes exceeding \$ 70,000).

RECOMMENDATION: Although it is anticipated that this percentage will increase with the development of the recently annexed areas (Thomas Ranch and the Kelce Ranch), this aspect of the City's housing inventory should be included in the two-year monitoring report.

7. The reported incidences of homeless people within the City are very low.

RECOMMENDATION: Until support facilities such as medical, educational, and social services are available, the City should not encourage programs that attract this segment of society.

RECOMMENDATION: The City should participate in programs that prevent homelessness such as temporary financial support and education.

8. The City's mixture of housing subcategories is balanced with a few exceptions. The Estates area and golf course communities contain predominately Market rate housing, while the older neighborhoods along US-41 and Biscayne Boulevard contain work force very low and work force low housing. The city should continue discussions with Sarasota County regarding the formation of Community Redevelopment Areas (CRA).

RECOMMENDATION: The City should develop land use regulations that ensure the new housing developments contain a mixture of housing subcategories.

9. The distribution of land use patterns in Sarasota County and North Port has created a situation where workers are commuting to jobs. This is having an impact on the local transportation system, and the quality of life of those who have to make these trips.

RECOMMENDATION: The city should continue to make every effort to attract business that offer higher income jobs which diversify the tax base and provide workers opportunities to work within the community.

RECOMMENDATION: In addition, the city and county should work together to re-distribute economic development opportunities to the South, where the future concentration of the workforce population will reside.

10. The city should ensure that multi-family complexes including those in the affordable range integrate and enhance neighborhoods.

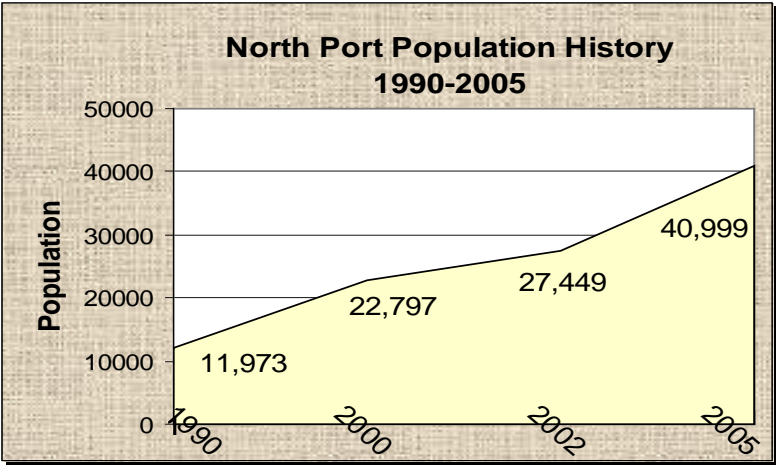
RECOMMENDATION: Multi-family apartment buildings should have design standards which include porches, patios, balconies, and common gardens. These amenities directly tie to quality of life for those in the units.

Staff presents the following report as a means to bring the citizens of North Port into discussions concerning this issue. As the desires of the citizens become clear, the Comprehensive Plan, Goals, Objectives, and Policies will be modified to ensure the citizens' desires for their city and neighborhoods are implemented. The recommendations above are by no means the end result.

II. Introduction

Housing is crucial to shaping the way communities grow, as it constitutes a significant share of new construction and development. Housing is also a key factor in determining access to transportation, commuting patterns, access to services and education, and consumption of fuel. By using smart growth approaches to create a wider range of housing choices, communities can mitigate the environmental costs of auto-dependent development, use infrastructure resources more efficiently, ensure a better job to housing balance, and generate a strong foundation of support for neighborhood transit stops.¹

Figure 2.1



Source: Bureau of the Census (1990-2000) Shimberg Center for Affordable Housing (2002-2005)

The history of North Port has much to do with the housing distribution pattern of the city. North Port is one of the “platted lands” communities that developed around the state in the 1950’s and 60’s. These types of community land use patterns relied predominantly on residential development, with little land set aside for non-residential uses. In North Port’s case, over 70,000 residential lots were platted during that time period. Because of the numerous residential lots and the overall lower cost of property and housing in the city, it was inevitable that growth would occur. The question, which is common to platted communities, is when will the growth ‘spurt’ occur. In North Port’s case, growth was slow for many years. However, since 2002, the city has been experiencing a population increase from 27,449² to approximately 50,000 residents today. In a cyclical effect, retail development is following the influx of new residents, making the area even more attractive for potential new residents. However, the city has yet to see a great influx in professional and industrial facilities to complement the large and growing workforce population in North Port.

Previously, the city was out of balance with approximately 95% residential land use and only 5% of the city’s land area was left unplatted. These unplatted areas are called activity centers in the city’s Comprehensive Plan and offer the greatest areas for economic diversification and housing diversification in the originally platted areas. Although activity centers will afford the land for

¹ See the Smart Growth Network website (www.smartgrowth.org) for additional information on Smart Growth.

² Florida Housing Data Clearinghouse

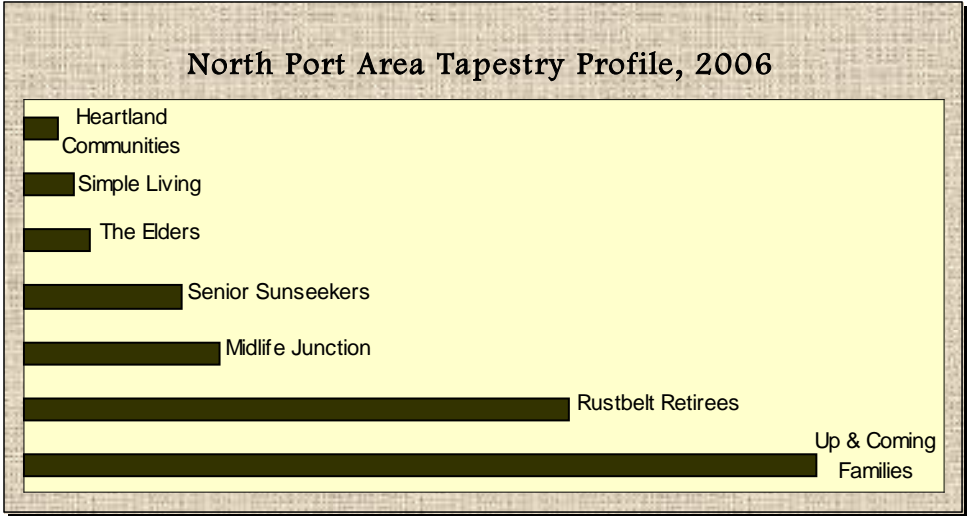
these vital land use components, professional planning studies have shown that sustainable communities needed 15-17% of its total land area devoted to non-residential uses. Since activity centers only comprised approximately 5% of the city’s land area, recent voluntary annexations have increased that percentage to approximately 13%, just under the city’s goal of 17%, thereby decreasing the potential of remaining a bedroom community and also increasing financial sustainability.

To define and then implement the correct balance of all market segments is the goal of the Housing Chapter through the Comprehensive Plan update per Florida Statute 163.3177 (6) (f) and Rule 9J5 of the Florida Administrative Code. This report will present the data and analysis to better understand the existing opportunities and challenges in addressing housing of all types. Through these opportunities and challenges, this report will make findings that will become the basis for changes to the city’s goals, objectives, and policies in the Comprehensive Plan. After the adoption of the Comprehensive Plan, programs will be developed, and codes will be changed to implement these goals, objectives, and policies.

III. Community Composition

Sarasota County municipalities have a variety of differences; natural features, historical development patterns, infrastructure capacities, employment opportunities, and community attitudes regarding growth. These distinctions shape each community’s special character. As a consequence, each jurisdiction has a different proportion and mix of the region’s existing housing supply and encounters dissimilar market segments of the region’s total housing demand. Residents and local planning policies and regulations fashion these differences into a community identity.

Figure 3.1



Source: ESRI Community Tapestry Segmentation System 2006

One way to enhance planning efforts is to look at the socioeconomic and demographic composition of the city’s neighborhoods. A Community Tapestry™ tool prepared by ESRI,³ is

³ ESRI Community Tapestry 2006

used by Sarasota County to provide a detailed description of census tracts (Exhibit A) throughout the county. The profile of North Port as shown in Figure 3.1 supports the findings that the city is made up of two spectrums, young families and retirees. This has not always been the case. North Port was originally settled by retirees from the Northeast and Midwest.

The ESRI program used for the tapestry profile also estimates and projects population by age category.⁴ These projections illustrate that in 2011 the city will be made up of the following age groups:

- 26.4% of residents will be 0-19 years old
- 17.2% of residents will be 20-34 years old
- 27.8% of residents will be 35-54 years old
- 18.2% of residents will be 55-74 years old
- 10.4% of residents will be 75 years and older

The only notable difference from 2006 to 2011 is a 2.4% increase in 45-54 age segment and the matching decrease in 35-44 age segment by 2.5%.

This shift is also notable with the Shimberg Center for Affordable Housing population projections thru 2025⁵. In a comparison of ages from the 2000 census to 2025 projections, another shift in ages takes place. A significant increase in the 55-74 age group is shown below:

- 23% of residents will be 0-19 years old ↓
- 15% of residents will be 20-34 years old ↓
- 23% of residents will be 35-54 years old ↓
- 33% of residents will be 55-74 years old ↑
- 6% of residents will be 75 years and older ↓

Findings: The ‘Tapestry’ of North Port illustrates that this is a community predominantly made up of two distinct populations, young families and retirees. The senior population is predominantly concentrated in the older neighborhoods South of US 41, including Holiday Park. Retirees are also predominantly concentrated in the older Salford–Sumter area spreading West. The young families are locating from Salford Blvd. to the East. The trend of younger families is also evident with ESRI projections showing that the city will have a population predominately younger than 54 years old by 2011. This change in demographics drives changes in the need for housing, recreation, educational facilities, commercial business, jobs, social services, and driving patterns (commuting). In contrast, future projections illustrate a slight reduction of all age groups, with a significant increase in 55-74 age group. This significant increase, as well as the high percentage of 0-19 year olds illustrates the necessity of additional health care facilities, including a hospital. The presence of health care options for North Port citizens is an important component in the quality of life for present and future populations.

⁴ 2006 ESRI demographic and income profile, estimates and projections

⁵ Shimberg Center for Affordable Housing

IV. Key Issue

Affordable Housing

The term “affordable housing” is no longer just a euphemism for low-income, subsidized projects or large mobile home parks. Many recent graduates and others new to the workplace, as well as police officers, firefighters, school teachers, retail workers and others cannot afford to live in the communities where they work.

Low-income households often have a great difficulty finding adequate housing that can accommodate their needs within their financial means and can actually become isolated from economic opportunities⁶. In most housing segments, when housing prices increase faster than wages, where do workers live? Increasingly, Florida communities and businesses are expressing concern about a shortage of workforce housing; apartments and housings that are affordable for workers in low to moderately paid jobs. Some characteristics of the workforce housing shortage include:⁷

- ◆ Communities may have difficulty attracting public service workers, such as teachers, nurses, firefighters, and police officers, because there is little housing these employees can afford.
- ◆ New business may be reluctant to come to a community with limited affordable housing, and existing businesses may find it difficult to expand and add employees.
- ◆ Workers may face long commutes from outlying areas with more affordable housing to jobs located in cities with high housing costs.
- ◆ People with low-paying jobs, such as cashiers and home health aids, may have trouble finding any housing they can afford close to employment opportunities.

To be clear, housing affordability is a relative concept. When inquiring about affordability, it is necessary to ask the question; affordable with respect to what? It has been suggested that attempting to measure housing prices with some type of median or similar measure may be misleading.

Finding: *The relevant question throughout this document is whether housing is available within the price ranges that local citizens/employees can reasonably afford.*⁸

V. General Characteristics

Housing Inventory and Trends

As a result of a 2003-2005 escalation in growth, the trendlines and methodology used by the Shimberg Center for Affordable Housing⁹ were lower than actual figures. Due to the surge in

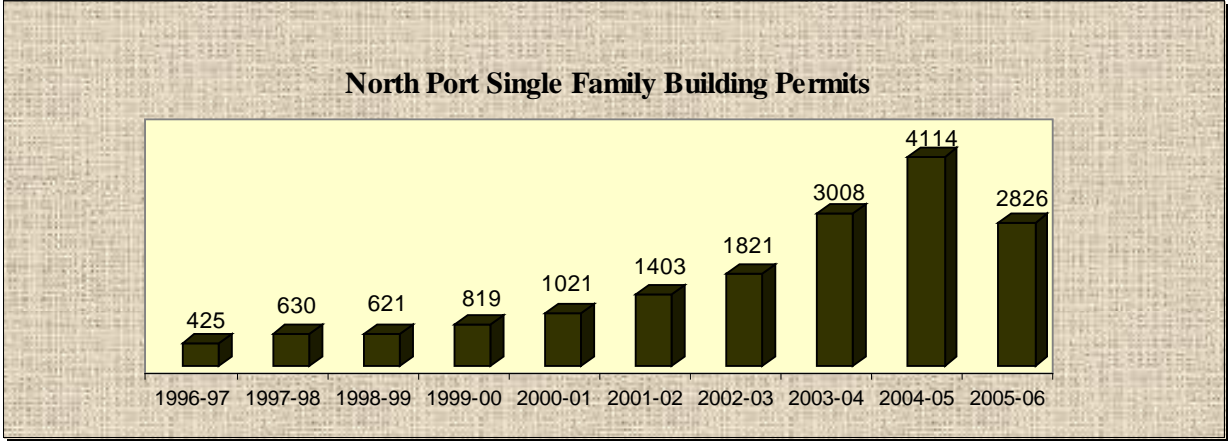
⁶ “The need for affordable housing in the Twin Cities” by the Family Housing Fund

⁷ Shimberg Center for Affordable Housing, Info Brief: Workforce Housing.

⁸ Affordable Housing Support Study, Teton County WY, March 2002.

permits for these two years, Shimberg updated North Port’s population projections in order to give a more accurate measure for the Comprehensive Plan update and this report. Since building permits for 2005-2006 are now more consistent with original analysis, Shimberg data will be utilized throughout this study and the Comprehensive Plan update, unless otherwise indicated. Figure 5.1 shows building permits per year from 1996 thru 2006.

Figure 5.1



Source: North Port Building Department

Findings: The city has experienced a steady growth pattern from 1996 to 2000. Housing growth showed two peak years from 2003-2005. There were more building permits from 2003-2005 than 1996-2003 combined.

Households

North Port has seen its population increase more than 50% over the past five years (2000-2005), adding just over 12,000 residents and doubling its housing stock by 10,180 homes according to the most recent Sarasota County Property Appraisers data.¹⁰

The driving force behind this change may be the availability of land and lower housing costs as compared to surrounding areas, quality of life factors such as a new middle and high school, plus two new elementary schools all within the last 5 year period. Growth will likely remain strong in coming years, as platted lots and new developments such as Bobcat Trail, Heron Creek, West Villages, and the Panacea DRI continue to develop. Figure 5.2 illustrates population projections in the City of North Port from 2005-2030¹¹ by the Shimberg Center for Affordable Housing.

In comparison, the University of Florida’s Bureau of Economic and Business Research (BEBR), forecasts a population of 93,693 by 2030 using a medium projection and 137,020 using a high projection. Figures from multiple sources are helpful in showing medium and high population

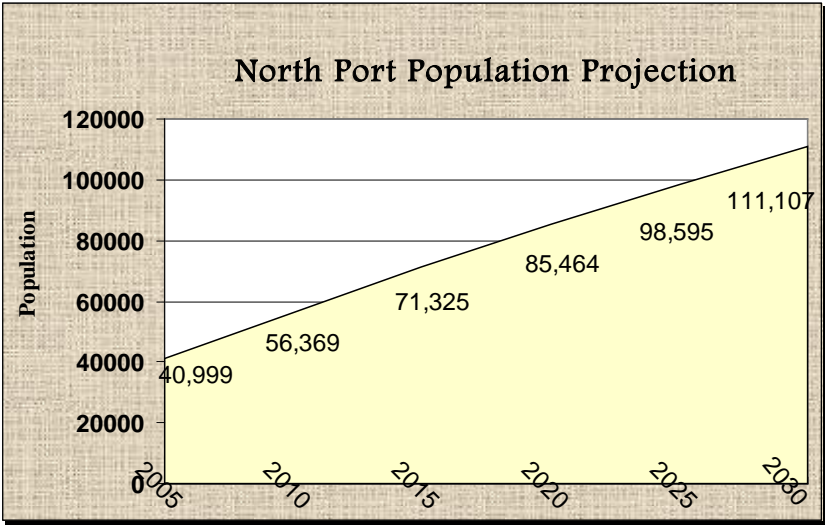
⁹ The Shimberg Center for Affordable Housing is the data clearinghouse for all counties and municipalities in the State of Florida regarding housing. The data is recognized by the Department of Community Affairs which reviews and approves the Comprehensive Plan

¹⁰ Sarasota County Property Appraiser Database, 2005

¹¹ Shimberg Center for Affordable Housing, Updated data 12/06

projection ranges. *Note: The City of North Port has updated population projections in 2/2007. These projections can be found in the Appendix of this document.*

Figure 5.2



Source: Shimberg Center for Affordable Housing, updated 12/2006

Findings: *Although population projections are going to differ depending on methodology, the steady trend of building permits corresponds with the population projections provided by both the Shimberg Center for Affordable Housing and BEBR. BEBR projects steady growth thru 2030 ,with a slightly higher rate of growth than Shimberg.*

Size of Households¹²

According to 2005 household projections from the Shimberg Center for Affordable Housing, using the updated population projections, North Port has approximately 16,531 households (planning staff finds 21,786 households based on Sarasota County Property Appraiser data and an apartment count). This represents an increase from the 9,111 households identified in the 2000 census and is another indicator of the city’s recent growth. Furthermore, in 1980 the number of people per household was 2.24, in 1990 it was 2.33, and today 2.48. This data shows a trend towards larger family households.

With a median age of 50.5 years (2000), Sarasota County’s population is the third oldest in the state following Charlotte and Citrus County and is substantially older than Florida’s median age of 38.7. Correspondingly, North Port’s median age is the lowest in the county at 41.4. In addition, North Port has the highest percentage (23.3%) of people under 18 in the county.¹³

The following data was derived from the previous 2005 population projections and has yet to be updated, although it is expected that the percentages will remain consistent.

¹² Florida Housing Data Clearinghouse

¹³ US Bureau of the Census; 2005 Estimate, Florida Estimates of Population, Bureau of Economic & Business Research, University of Florida

7,833 households in North Port (62%) are made up of 1-2 persons in 2005. 24% of these households pay more than 30% of income for rent or mortgage costs.

3,590 households in North Port (29%) are made up of 3-4 persons in 2005. 22% of these households pay more than 30% of income for rent or mortgage costs.

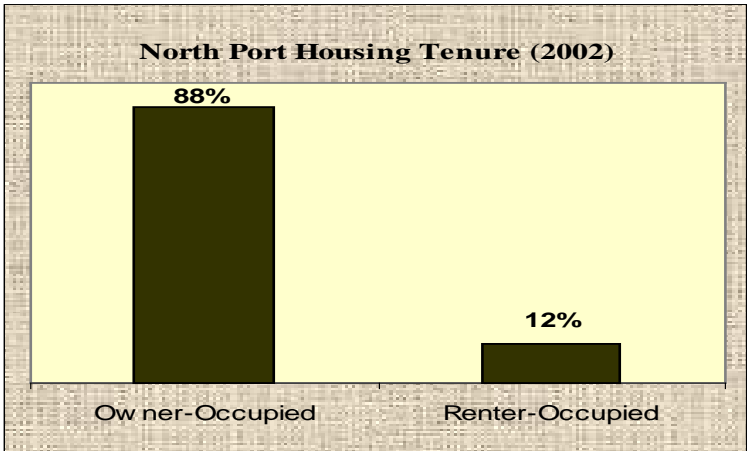
1,162 households in North Port (9%) are made up of 5 persons or more in 2005. 25% of these households pay more than 30% of income for rent or mortgage costs.

Findings: As expected with the city’s growth, the number of households has continued to increase by 7,000-12,000 in a five year period, depending on the source. Also, the number of people per households has increased to 2.48, indicating an increase in families, which is evident with over 23% of residents under the age of 18. Correspondingly, data shows 38% of households have more than three persons and 62% with 1-2 persons.

Tenure

The homeownership rate in 2002 for the city was 88.0% as illustrated in Figure 5.3. Statewide, Florida’s homeownership rate is 70.0%. This percentage of ownership is forecasted to remain consistent through 2025.¹⁴ In 2000, the vacancy rate was 2.8%, when seasonal units are included, the percentage increases to 11.6%. Vacancy rates are a factor impacting the housing market and affordability. Vacant units are vital to a healthy housing market because they help maintain stable prices. An insufficient number of vacant units create upward pressure on prices as housing consumers compete for too few units.¹⁵ In the affordable housing sector, upward price movements reduce the supply of units, working against housing policy and public investment in affordable housing. In contrast, too many homes for sale, property flipping, and investor initiatives, can reduce home prices until the inventory is more balanced. This phenomenon was evident in SW Florida with the ‘housing boom’ of 2005.

Figure 5.3



Source: Florida Housing Data Clearinghouse

¹⁴ Shimberg Center for Affordable Housing

¹⁵ Center for Neighborhood Technology, Strategies for Livable Communities, University of Minnesota, January 19, 2006.

The effect of the older population of Sarasota County and its attraction as a seasonal destination is reflected in the housing inventory with lower percentages of owner-occupied and lower average household sizes in Venice and Longboat Key as compared to North Port, the City of Sarasota, and unincorporated Sarasota County.¹⁶ Table 5.1 shows a summary of the increase of owner occupied households and people per household increases, as the median age decreases (in 1970 there were no multi-family or apartment units available, hence the high percentage of ownership).

Table 5.1

North Port Tenure, Median Age, and People Per Household Summary			
Year	% Owner Occupied	Median Age	PPH
2002	88%	39.9	2.48
2000	88%	41.4	2.48
1990	81%	48.7	2.33
1980	82%	59.9	2.24
1970	93%	n/a	n/a

Source: Bureau of the Census

Findings: Homeownership in North Port has increased overall since the 1980’s and 1990’s, and is currently higher than the state average. Vacancy rates appear to be decreasing as well. (coastal counties must account for a percentage of seasonal non-permanent residents, therefore vacancy rates are significantly lower during season). More housing choices such as condo’s, town homes, and duplexes, along with good market conditions are an indicator of the high percentage of ownership in the city. This data is an indicator that the city is seeing diversification in the housing stock.

Types of Housing

Most of the occupied housing units found in North Port are single-family detached homes. This is mainly a reflection of the platted lands nature of city land use, where a single-family detached dwelling unit is the primary permitted housing type. However, changing preferences and the desire for lower-maintenance living are reflected in recently completed and upcoming developments offering single-family attached units, villa’s, and town homes. In addition, through the Evaluation and Appraisal Report (EAR) process, citizens encouraged land-uses for town homes, condo’s and duplexes in order to encourage homeownership.¹⁷

¹⁶ US Bureau of the Census, Sarasota County 2000 Housing Characteristics
¹⁷ Citizen Advisory Committee, Evaluation and Appraisal Report, 8/25/05

The data in Table 5.2 shows the change in housing stock from 1970 to 2005.

Table 5.2

North Port Housing Stock 1970-2005				
Year	Single Family Units	Multi-fam	Mobile home	Total
2005	19,647	1,089	673	21,786
2002	10,305	252	673	11,230
2000	9,270	252	835	10,357
1990	5464	204	856	6,524
1980	3263	103	529	3,895
1970	1235	0	29	1,264

Source: Florida Housing Data Clearinghouse (2002 data), Sarasota County Property Appraiser (2005 data) Housing Element/EAR 1997 (1970-1990 data)

Findings: *The landscape of North Port is still dominated by single family detached homes. In fact, 88% of North Port’s housing stock is single family homes. Recent annexations and higher density allowances in activity centers are allowing the city to diversify the housing stock, giving citizens more variety to fit with incomes, lifestyles, and employment needs, as opposed to the single family home. Several upcoming developments will further this trend by offering other types of units such as single family attached, villa’s and condo’s. Although the number of multi-family units are increasing dramatically, mobile homes have seen a decline.*

Substandard Housing Conditions

Housing units are considered to be substandard if they are overcrowded, do not have heat, or lack complete kitchens or plumbing. In 2000,¹⁸

245 housing units (2.7% of all units) in North Port were overcrowded, meaning that they housed more than one person per room, compared to a statewide percentage of 6.5%.

19 units (0.2%) in North Port did not use home heating fuel, compared to a statewide percentage of 1.8%. (the warm climate does not make this an issue)

18 units (0.2%) in North Port lacked complete kitchen facilities, compared to a statewide percentage of 0.5%.

0 units (0.0%) in North Port lacked complete plumbing facilities, compared to a statewide percentage of 0.4%.

Findings: *By all indicators, North Port does not have a major issue with substandard housing. This is a reflection on the relative ‘newness’ of the housing stock.*

¹⁸ Florida Housing Data Clearinghouse

Age of Housing Stock

The age of housing stock is one indicator used to assess the housing condition and level of housing need within a community. Older housing often requires much more maintenance and can frequently have extensive rehabilitation needs. It may also be at risk of substandard plumbing/electrical facilities. State building requirements have changed substantially since North Port became a city in 1959.

Most older housing units are concentrated in the original ‘core’ of the city. Using 2000 Census data, **Table 5.3** shows that 41% of North Ports housing stock was built after 1990 (by adding units from 2000-2005, 70% of all city units were built after 1990). In contrast, less than 1,200 units are older than 1970. During the Evaluation and Appraisal Report meetings, citizens expressed a need for more revitalization efforts and more frequent monitoring of dilapidated units, not just during the update of the Comprehensive Plan.¹⁹

Table 5.3
Year Structure Built, 2000

Place	Number									Share by Decade				Before 1960s
	1999-March 2000	1995-1998	1990-1994	1980-1989	1970-1979	1960-1969	1950-1959	1940-1949	1939 or Earlier	1990s	1980s	1970s	1960s	
North Port	745	1893	1602	2243	2677	870	291	18	18	40.9	21.7	25.8	8.4	3.2

Source: Shimberg Center for Affordable Housing

Findings: *The city has a predominately newer housing stock, with just 37 units considered substandard in terms of kitchen and plumbing facilities. Most older units are concentrated in the older area of the city. Frequent monitoring and revitalization efforts may be necessary.*

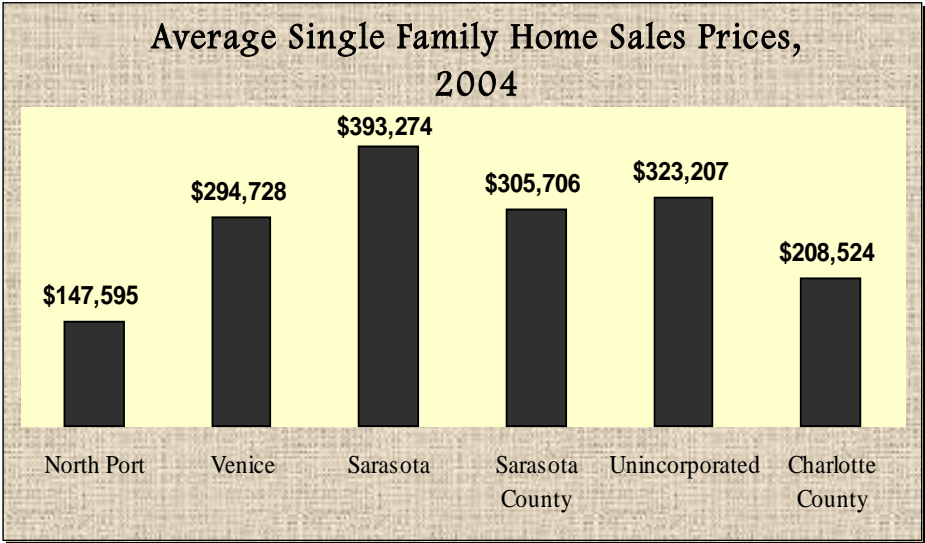
VI. Market-Rate Housing Costs and Values

For-Sale Housing

The correlation between the average sales prices for North Port, Sarasota County, and even Charlotte County respectively shows a powerful difference. **Figure 6.1** demonstrates the comparison of sales prices for 2004 (partial year) and shows this noteworthy difference. There is a \$61,000 difference from North Port to Charlotte County and \$158,000 to Sarasota County.

¹⁹ Citizen Advisory Committee, Evaluation and Appraisal Report, 8/25/05

Figure 6.1



Source: Shimberg Center for Affordable Housing

Because 2004 sales prices are the most current available data from Shimberg, staff performed a limited survey of recent home sales.²⁰ From that survey, 73% of sales were in a range of a person or persons earning 120% of the area median income (AMI) of \$58,400 for a family of four, and below (with 6% sold at 80% AMI or lower), and 21% were higher income homes. A description of housing types and affordability will follow in the next section. Note: only 1 home sold for under \$100,000 during the 60 day period. The average sales price for the 89 homes used in this MLS survey was \$189,940, or an average of \$42,345 more than prices in 2004.

Although this figure shows the evident upward slant of prices over the last couple years, it also shows North Port prices remain less than those in nearby communities as shown in Figure 6.1. Unmistakably, each upward shift in the market leaves homeownership out of reach for more and more households.

Even by current trends, using \$189,940 average sales price, citizens are still purchasing property for less than surrounding communities. In North Port, \$245,929 was the average list price for the week of 1/25-1/31 2007, according to Trulia real estate search.

Table 6.1 gives a framework of wages versus average housing costs in the Sarasota-Bradenton Metropolitan Statistical Area (MSA), with a median single family sales price of \$255,000. The table shows the percentage of the selected occupations wages that would be spent on a mortgage.

²⁰ Multiple Listing Service data from 11/30/06-1/26/07 for a 3/2/2 home and 11/1/06-1/26/07 for a 2/2 home.

Table 6.1

Percentage of Income Spent on Mortgage for Median Priced SFH for Selected Occupations in Sarasota-Bradenton, MSA, of \$255,000			
Occupation	Entry-Level Worker	Median-Wage Worker	Experienced Worker
Licensed practical & vocational nurse	59.57	48.48	43.23
Police & sheriff's patrol officers	55.52	45.57	38.57
Preschool teachers, except special ed.	114.38	82.05	60.62
Retail salesperson	111.13	83.32	57.04
Firefighter	66.08	50.06	43.83
Pharmacy technician	108.87	87.21	76.63

Source: Florida Housing Data Clearinghouse

From this table it is clear that a single wage earner in these selected categories would be unable to purchase a home in the metropolitan statistical area, median price of \$255,000 unless there is an additional, higher wage earner in the household. Exhibit B shows multiple occupations and the corresponding regional wages. This illustration shows affordability when two differing occupations live in the same household. Although multiple low wage earners will still struggle to afford a unit, these workers increase their ability to afford a unit depending on the income level of the other working household members.

Findings: North Port has a significantly lower average sales price thru 2004 as compared to selected counties/municipalities which may account for the rapid population increase in the city and may also explain the commuting patterns of workers as well. For those in low pay occupations, homeownership is out of reach for many depending on the number of wage earners and their cumulative income. Affordability increases when differing income level workers share the housing expense, but not for all categories.

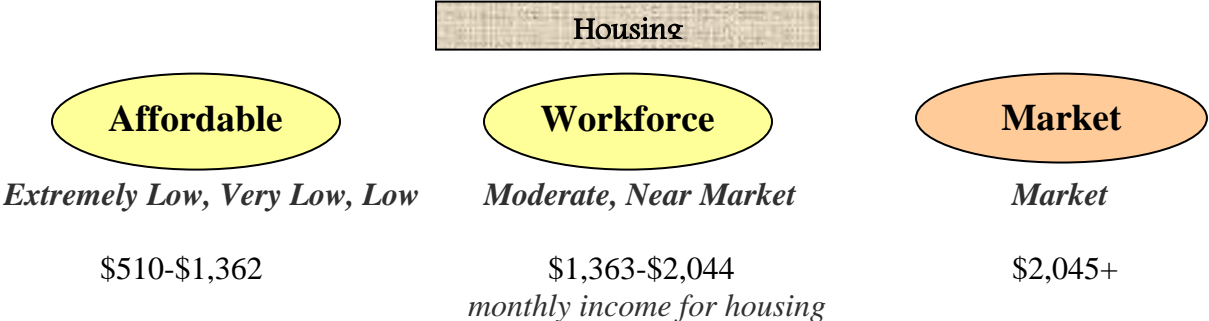
Values

In previous sections, much of the data was in a historical or regional context. This section, with the exception of a regional value's table, is more North Port specific. For this report, housing includes three general types;

- **Affordable Housing:** Housing which monthly rents including utilities, or monthly mortgage payments including property taxes and insurance, do not exceed 30-35% of that amount which represents the percentage of the area median annual income for the households making less than 80 percent of the area median income, calibrated to household size.
- **Workforce Housing:** Housing, regardless of tenure, which is affordable housing to households earning between 80 percent and 120 percent of the Area Median Income, calibrated to household size.

There is no nationally agreed upon definition of workforce housing. Many municipalities around the nation have adopted varying definitions for workforce housing to address particular demographic trends in their communities. Workforce housing is generally defined as housing that is affordable to those households whose occupants earn between 60 and 140 percent of an area’s median income.

- **Market Housing:** Housing, regardless of tenure, which is affordable to those earning 120% of the Area Median Income or more.



In **Table 6.2**, using income and housing costs calculations provided by Sarasota County Planning & Development services, the following categories illustrate at each income level, how many North Port units through 2005, are valued in a range that would be affordable to the corresponding income level for a family of four.

To illustrate: a family with a yearly income of \$35,000 or 60% AMI, spending no more than 35% of their income would have \$1,022 available for housing. This family would fall into ‘low’ income category. They could afford a home between \$96,207-\$153,864. The table below illustrates that there are 6,990 homes valued in this range and 121 condominiums.

* due to market deviations, the ‘value’ data set is used for this table. An assumption of an additional 14% to each value would be close to a market rate.
 See definitions for an explanation of market and just values.

Table 6.2

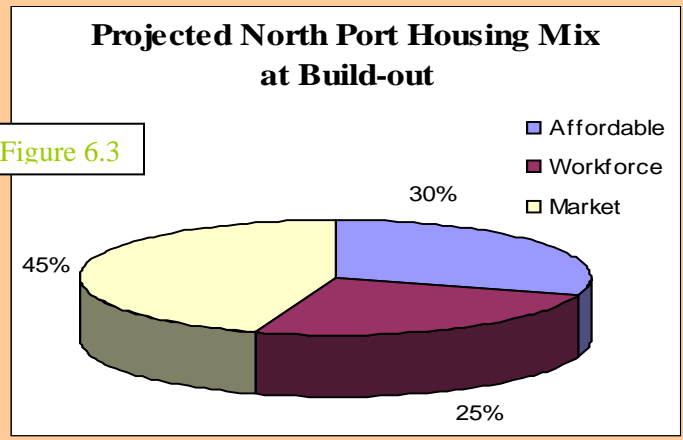
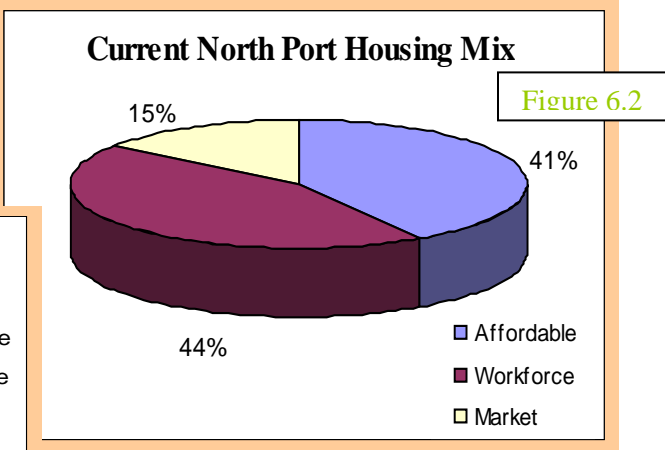
Category	% Area Median Income	Value ranges	# of Units
Extremely Low	0-30% AMI (affordable)	\$57,600 and less	(468 Units)
Very Low	30-50% AMI (affordable)	\$57,601 to \$96,206	(844 Units)
Low	50-80% AMI (affordable)	\$96,207 to \$153,864	(6,990 Units)
Moderate	80-100% AMI (workforce)	\$153,865 to \$192,412	(5,546 Units)
Near Market	100-120% AMI (workforce)	\$192,413 to \$230,895	(3,159 Units)
Market	120% AMI and over	\$230,896 and above	(3,313 Units)

(20,320 Single Family Units)

Additionally, there are 377 Condominiums which are valued in the low to near market categories. **Exhibit C** maps the location, value, and dispersal of all units throughout the city (including apartments). This map gives a framework of housing stock dispersal and values through 2005. Older neighborhoods, golf course developments, and the estates show

concentrations of equivalent home values. The platted area of the city reveals a good mix of low to market valued units. The extremely low-very low units are clustered in the mobile home park.

From **Table 6.2** and **Exhibit C**, the data clearly shows that 41% of North Port homes are valued in the affordable price category of 0-80% AMI. Also, there are 44% workforce housing units in the 80-120% AMI, leaving 15% of homes valued at or above market.



From this data, **Figure 6.2** illustrates the current housing mix based on value. In contrast, **Figure 6.3** shows the projected housing mix at build out, using documentation from upcoming large scale

developments including the West Villages, Panacea, HMTA, and Largo.

In comparison, **Table 6.3** shows average single family home values as compared to other cities and counties in the region. Port St. Lucie was added as a similar platted lands community. As an added note, local governments throughout the region have tended to use North Port’s affordability to satisfy its housing requirements for Developments of Regional Impact’s (DRI’s). This practice has allowed other communities to exacerbate the gap between higher end developments in their communities, and affordable areas elsewhere. This data also confirms that homes in North Port are valued lower than most in the region, even though Sarasota County is ranked as one of the highest out of all 67 counties in the state in terms of values, with an average single family home value of \$222,909.²¹ (*Statewide, the average value of a single family home in Florida in 2004 was \$170,865*)

Table 6.3
Average Single Family Home Just Value, 2004

Place	Average Single Family Home Value (\$), 2004	Rank by Average Value
Punta Gorda	298,156	1
Sarasota	296,459	2
Venice	259,088	3
Sarasota - Unincorporated Area	243,499	4
Lee - Unincorporated Area	194,313	5

²¹ Shimberg Center for Affordable Housing, Local & Regional Profiles, State comparison

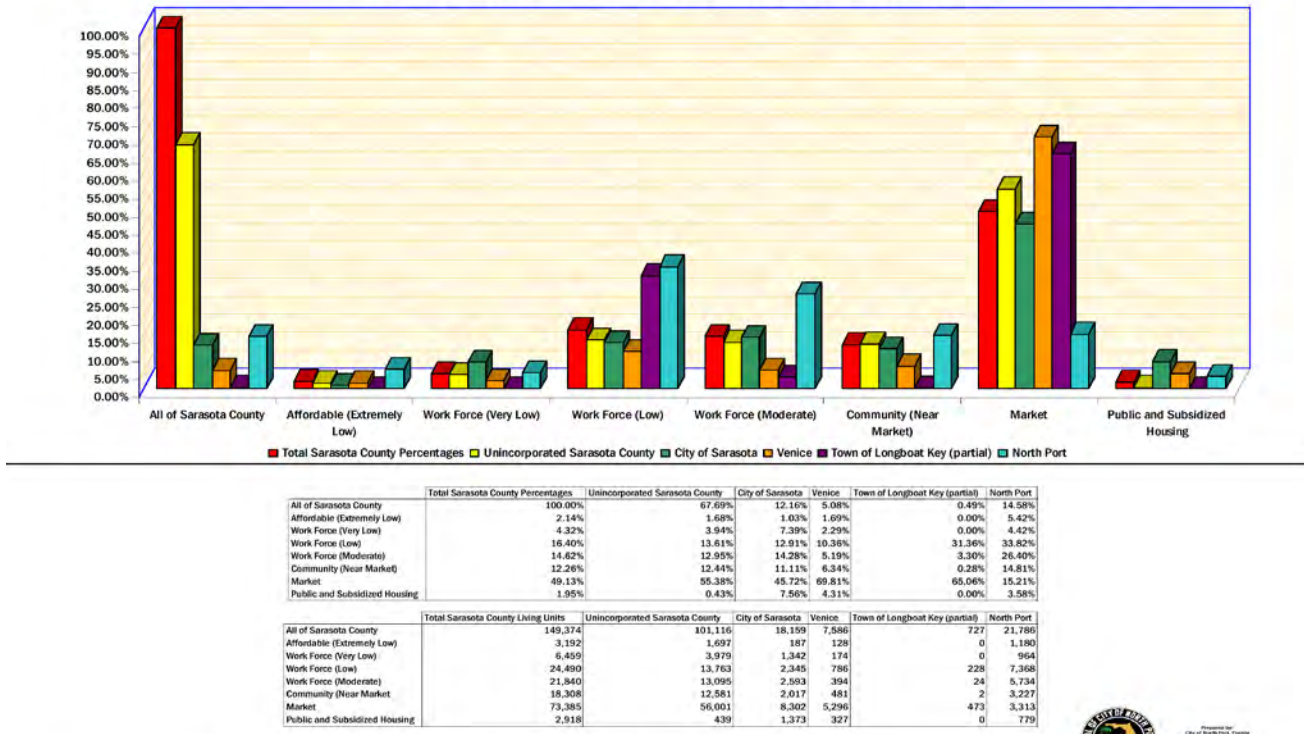
Cape Coral	177,958	6
Charlotte - Unincorporated Area	139,597	7
Port St. Lucie	125,564	8
North Port	114,278	9
Ft. Myers	109186	10

Source : Shimberg Center for Affordable Housing, Local & Regional Profiles

In Figure 6.4, as in Exhibit C which looked at just the City of North Port, looks at Sarasota County as a whole. This figure illustrates the amount of housing valued in different segments per cities or unincorporated Sarasota County. It also shows that the City of Sarasota has the majority of subsidized housing units in the county. To see all housing units by color and area, see Appendix Map 1.

Figure 6.4

Community Housing Costs based on Living Units in Unincorporated Sarasota County and Cities* **



**Figures based on Area Mean Income (AMI), as determined by the US Department of Housing and Community Development, for a family of four.



Prepared for:
City of North Port, Florida
Planning and Zoning Department
March 2007

Findings: North Port has a high percentage of homes valued at and selling at workforce income levels. At this current trend, the city would be highly out of balance in terms of mixed home values. It is evident that the forthcoming development of annexed areas in the city will assist in brining a more diverse mix of home types and prices that would have not have been possible

otherwise. Although it is anticipated that new developments will have values at or above market levels unless a percentage of workforce units are integrated into the plans.

In addition, newer homes constructed on platted lots throughout the city will have higher price points than previous years and will increase in value. With these findings, North Port, as compared to other cities within the county, is bridging the gap in affordability within the county. Through the EAR process, citizens have expressed concern regarding disproportionate shares of housing in low income categories in North Port, although workforce housing was a desired income level unit.²² As shown in Appendix Map 1 and Figure 6.4, there is a good mix of housing values in the cities, and the connecting areas of unincorporated Sarasota County, west of I 75, however, there is a large amount of higher end housing to the East of I 75.

Strategies should be implemented to ensure a healthy amount of housing for all income categories. Bi-yearly monitoring of housing stock and trends would ensure that the market, in conjunction with approved strategies, are producing units to meet the needs of each income category from 0-120% AMI.²³ Housing stock for those in income levels above 120% AMI should also be monitored to ensure an adequate mix. Sustainability of commercial development, and the housing market vs. available jobs, is contingent on a healthy balance of housing stock or the need for more units.

VII. Rental Housing

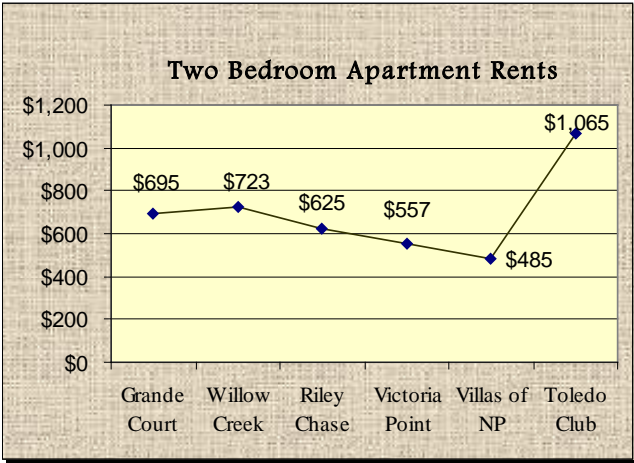
Each year, the Department of Housing and Urban Development (HUD) publishes a list of Fair Market Rents (FMR). The FMR for an area is the amount that would be needed to pay the gross rent (shelter, plus cost of utilities, except telephone) of privately owned, decent, safe, and sanitary rental housing at a modest, non-luxury nature with suitable amenities. The 2006 FMR for the Sarasota-Bradenton MSA are as follows²⁴:

0-Bedrooms	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
\$625	\$685	\$824	\$1,052	\$1,156

Figure 7.1 shows minimum rents for a two bedroom apartment in several North Port apartment communities. Toledo Club apartments are the only fair market rate apartments in North Port with rents from \$685-\$1,065 which serve a range of households from very-low to moderate incomes (minimum income of \$24,660-\$38,340). With 345 units, Toledo Club rents are consistent with the HUD’s list of FMR.

²² Citizen Advisory Committee, Evaluation and Appraisal Report, 8/25/05
²³Citizen Advisory Committee, Evaluation and Appraisal Report, 8/25/05
²⁴ Source: HUD

Figure 7.1



Source: Planning Staff Apartment Survey 10/2006

A minimum wage earner (earning \$6.15 per hour) working full time can afford monthly rent of no more than \$320. That equates to 173 work hours to afford a two-bedroom unit at the fair market rent, if there is only one wage earner. Low wage earners are generally assisted by federal and state programs administered through Sarasota County as noted in section VIII. According to the U.S. Dept. of Labor, Bureau of Labor Statistics, retail and administrative related jobs pay on average approximately \$7.93-\$11.87. These two categories employ a large percentage of workers in the Sarasota-Bradenton-Venice Metropolitan Statistical Area (MSA).²⁵

In absence of additional income, full time wage earners in these jobs do not have the income to afford a unit at fair market rent. Furthermore, a graphic by the Florida TaxWatch (Exhibit D) shows that an estimated 47% of Sarasota County renters are unable to afford median 2 bedroom apartments at fair market rate.

Table 7.1 shows a selection of occupations, and how much rent these workers could afford based on area salaries. For example: a retail salesperson could not afford a two bedroom fair market rate unit with no other source of income. Half the experienced workers could afford a unit, the other half must have an alternate form of income, a working roommate or spouse, reside in tax-credit units, and/or utilize federal housing assistance programs.

Table 7.1

Sarasota-Bradenton FMR \$824 (2006); Annual wage needed to afford 2-bedroom apt. at FMR \$32,960			
Occupation	Maximum Affordable Rent for:		
	Entry-Level Worker	Median-Wage Worker	Experienced Worker
Licensed practical & vocational nurse	742	911	1022
Police & sheriff's patrol officers	794	965	1141
Preschool teachers, except sp. ed.	386	539	729

²⁵ US Department of Labor, Bureau of Labor and Statistics, Occupational Employment and Wages, Sarasota- Bradenton-Venice, FL, May 2005.

Retail salesperson	402	536	783
Firefighter	666	879	1004
Pharmacy technician	406	507	577

Source: Shimberg Center for Affordable Housing

In 2000,²⁶ as shown in Table 7.2, 8% of renters paid more than \$1000 per month for rent. The median rent paid by a North Port, household in 2000 was \$664.²⁷

Table 7.2

Gross Rent-2000 Specified Renter-Occupied Housing Units

County	Place	<\$200	\$200-\$299	\$300-\$499	\$500-\$749	\$750-\$999	\$1000-\$1499	\$1500 or More	No Cash Rent	Total
Sarasota	North Port	32	54	135	554	256	44	8	40	1123

Source: Shimberg Center for Affordable Housing

Renting vs. Homeownership:

Depending on a households situation, homeownership may not always be the best financial choice, or even an option. Renting can offer surprising benefits. Below are several of the top homeownership myths, including²⁸:

Myth: I'll reduce my tax bill if I buy a house.

Reality: A majority of homeowners reap no annual tax benefits from owning a house.

Myth: Paying rent is throwing away money.

Reality: For the first five years of homeownership, you are simply giving away your money to a bank. Nearly one-third of all buyers move within five years, before they start building any real equity.

Myth: My mortgage payment will be less than my rent.

Reality: Your mortgage payment is just the beginning. The "hidden costs" of homeownership can add up to thousands of dollars a year, such as insurance and maintenance.

Myth: As a homeowner, my housing costs will stay constant. I won't have to worry about rent increases.

Reality: Your mortgage may remain constant, but other costs, such as maintenance, insurance and property taxes can change significantly every year. And if you have an adjustable-rate mortgage, your mortgage payment itself can increase.

Myth: Investing in a house is a safe investment.

Reality: Even in today's healthy housing market, stocks and bonds often still offer a better return.

²⁶ Source: 2000 Census

²⁷ Shimberg Center for Affordable Housing

²⁸ National Housing Council, Don't buy the Myths: Renting can be a smart investment, May 28, 2004.

Findings: As fair market rents increase, lower income jobs and households on fixed incomes find it difficult to afford fair market rents and even assisted/subsidized rents. As commercial/office development continues to rise in North Port, many of the associated jobs are not at the income level to afford fair market housing with one wage earner. Multiple wage earner households, as shown in the dual occupation table Exhibit B, illustrates a higher rate of affordability with dual incomes for those other than the extremely low income category. Economic development initiatives for professional, industrial, medical and other higher income uses would complement a broader spectrum of employment choices.

In most cases, even an experienced single worker cannot afford a fair market unit. When more than one wage earner contributes to the household income, affordability for a median-experienced worker is more realistic, but still not attainable for entry level workers. The private sector, subsidized units available in North Port assist this population until their income levels increase through educational and/or better job opportunities are obtainable.

VIII. Public and Assisted Housing

Since 1997, North Port has seen a dramatic increase in public and assisted housing. In 1989 the city had 38 subsidized housing units. At the time of adoption of the 1997 Comprehensive Plan, that number had increased to 80 units. Today, according to the Sarasota County Office of Housing and Community Development 2005-2010 Consolidated Plan, the City of North Port has 838 private sector subsidized units. This represents 41% of the 2,023 tax credit or subsidized units in the County. The income limits to reside in these units fall into the very-low to low range. These apartment complexes include:

✓	Willow Creek	224 Units (elderly)
✓	Riley Chase	312 Units (family)
✓	Grande Court	128 Units (family)
✓	Victoria Point	42 Units (family)
✓	Villa’s of North Port	37 Units (elderly)
✓	Calusa Springs	95 Units (family)

All of these apartments serve households in the very-low income range of 30-50% AMI with the exception of Villas of North Port which serve the extremely low households below 30% AMI. In addition to these apartment communities, North Port also has 86 Section 8 units, plus 29 single family homes built by Non-Profit Organizations for low-income recipients²⁹.

These 838 apartments are disbursed and linked to Activity Centers for employment opportunities, reduction in transportation costs (links to transit), and are adjacent to residential neighborhoods either existing, planned or under construction. Below is a listing of the programs offered through the Sarasota County Office of Housing and Community Development.

²⁹ Sarasota County Office of Housing & Community Development.

- Local Housing Assistance Plan (LHAP)
- State Housing Initiatives Partnership Program (SHIP)
- Community Development Block Grant Program
- HOME Investment Partnerships Program
- Section 8 Vouchers
- Down Payment Assistance Program
- Purchase/Rehabilitation Program
- Housing Partnership Program
- Homebuyer education
- Local and State Bond Programs
- Owner-Occupied Rehabilitation Program
- Barrier Removal Program
- Water/Sewer Connection Program
- Rental Development Program
- Section 8 Rental Assistance
- Special Needs Housing Programs for persons with mental disabilities, HIV, AIDS, and mental illness

At this point, according to North Port Social Services, the city does not have a major issue with homelessness. On the rare occurrence when North Port Social Services does meet with a homeless individual, they are directed to Sarasota County for assistance. Sarasota County has programs, staff, and facilities specifically devoted to assisting the homeless population.

***Findings:** There are numerous programs to assist qualified renters and potential homebuyers in Sarasota County. Within the City of North Port, there are 838 elderly and family units that fall within the affordable to workforce income levels. These private sector units utilize tax credits to offer rents below market rate. A large majority of tax credit/affordable housing developments are located in the cities within Sarasota County (see appendix for map and graphs of #units and locations). Ten of these developments are located in south county, which intensifies the commuting patterns to employment hubs in north county.*

Homelessness is not a major issue in North Port. Sarasota County remains the primary provider of assistance to the homeless.

IX. Elderly and Special Needs Population

Over the next 20 years, it is expected that the World War II “baby boomers” will double the number of seniors nationwide. Although there is a clear need for affordably priced dwelling units that are conveniently located near shopping, services and community activities, research also indicates that baby boomers are quite different from their parents. They are expected to remain mobile and independent longer than previous generations. The design and development of new housing reflecting these lifestyle characteristics is becoming an important component of the housing industry.

For the less-mobile elderly and special needs populations, low maintenance requirements and accessibility are key issues. Housing should be built with low maintenance materials and designed to allow such individuals to live independently.

In 1997, Quality Health Care Center was the only assisted living facility in the city with a 120 bed capacity. Today, Gardens of North Port with 100 beds and North Port Pines with a 100 bed capacity can be added as an Adult Congregate Living Facility (ACLF). There are several in-home adult care facilities dispersed throughout city ([Exhibit E](#)) which are allowed up to 6 beds per city code.

Elderly Households³⁰

In 2005, 3,822 households in North Port (30%) were headed by a person age 65 or older. In comparison, 27% of households statewide are headed by elderly persons. Furthermore, 3,617 of elderly households in North Port (95%) own their homes, which is the same percentage as in 1997. Only 205 elderly households rent.

As shown in [Table 9.1](#), 720 elderly households (19%) pay more than 30% of income for rent or mortgage costs.

Table 9.1

Elderly Households by Age and Cost Burden, North Port, 2005			
Age of Householder	Amount of Income Paid for Housing		
	0-30%	30-49.9%	50+ %
65-74	1528	230	147
75 or older	1574	212	131

Source: Shimberg Center for Affordable Housing

***Findings:** The vast majority of North Port households 65 and over, own their homes. With 19% of all households 65 and over paying more than 30% of their income for housing, for those on fixed incomes, increases in housing costs such as taxes and homeowners insurance can have a significant effect on the amount paid for housing. Although state officials are attempting to rectify insurance issues, it is still a reality facing many citizens, therefore the percentage of cost burdened elderly households need to be monitored bi-yearly.*

North Port has more than tripled the number of beds available in adult care facilities since 1997.

X. Housing Needs

Analysis from the Shimberg Center for Affordable Housing ([Table 10.1](#)) indicates a construction need for 29,847 units cumulatively from 2005-2030, or approximately 1,193 units per year. In fiscal year 2005, according to the North Port Building Department, there were 2,826 building

³⁰ Florida Housing Data Clearinghouse

permits issued, 91 of which were multi-family. Since 2005, the addition of Grand Court Apartments, and the expansion of Toledo Club apartments have added 331 units. This figure illustrates that North Port is currently exceeding construction needs by over a 2:1 ratio. Note: careful monitoring of each income level is needed to ensure the city meets all income level needs, with special emphasis on extremely low to low.

Table 10.1

Construction Need for Low-Income Households by Income as a Percentage of AMI		2005-2010	2005-2015	2005-2020	2005-2025	2005-2030
Place	Household Income as % of AMI					
North Port	0-30% Extremely Low	359	724	1,076	1,444	1,792
North Port	30.01-50% Very Low	466	988	1,485	2,037	2,574
North Port	50.01-60% Low	328	681	1,013	1,360	1,681
North Port	60.01-80% Low	675	1,369	2,025	2,694	3,342
North Port	80.01-120% Moderate-Near Market (Workforce)	1,505	3,018	4,446	5,790	7,088
North Port	120.01+ % Market	2,821	5,658	8,386	10,931	13,370
						29,847

Source: Affordable Housing Needs Summary, Shimberg Center for Affordable Housing, Updated 11/06.

Table 10.1 provides overall projections of future construction needs based on the projected number of future households and the number of existing housing units. These projections show the number of units that would need to be constructed between a base year, in this case 2005, extending thru 2030. This would address potential growth in affordable housing need, but not address the existing need, i.e. those paying 30-50% of their income for housing.

Note that Table 10.1 shows the construction need for all households at each income range, not just those who would be expected to pay more than 50% of income for housing. In other words, it would be expected that existing private market construction and housing programs would address a portion of the housing need for these households, particularly those in the higher income ranges; not all new low-income households are destined to face a severe cost burden. Typically, many households in the extremely low and low incomes ranges utilize federal and state funded programs to assist finding and subsidizing monthly housing costs.

Table 10.2

Projected Construction Demand, 2005-2030											
2005		2010		2015		2020		2025		2030	
Single Family	Multi Family	Single Family	Multi Family	Single Family	Multi Family	Single Family	Multi Family	Single Family	Multi Family	Single Family	Multi Family
15,994	360	22,013	495	28,159	663	34,020	765	39,701	893	45,185	1,016

Source: Shimberg Center for Affordable Housing

In Table 10.2, projected construction demand is cumulatively broken down by single and multi family from 2005-2030 based on Table 10.1 projections.

Findings: Using Shimberg projections as a guide, North Port is currently exceeding housing unit demand with 232 additional multi-family units, and 2,826 building permits issued in 2005. With the current trend, the city will exceed housing unit demand in 10 years. Monitoring of types, sizes, values, and sales prices will aid in determining if each income level has adequate available units at no more than 35% of household income.

Table 10.3

Households by Cost Burden, North Port, 2005

	Amount of Income Paid for Housing		
	0-30%	30-50%	50% or more
All Households	12,215	2,592	1,547

Source: Shimberg Center for Affordable Housing, Regional & Local Profiles. Updated data: 11/06.

Cost-burdened" households pay more than 30% of income for rent or mortgage costs. According to the Shimberg Center for Affordable Housing, in 2005, 4,139 North Port households (25%) pay more than 30% of income for housing (Table 10.3) and 9% of households pay more than 50% of their income for housing, which is also the same percentage for the county as well. By comparison, (28%) of households statewide are cost-burdened.

In Table 10.4 below, household cost burden are shown as compared to selected cities and counties in the region. North Port and Charlotte County have a lower amount of households with a cost burden above 30% AMI. This further indicates affordability in North Port as compared to other regional areas.

Table 10.4

Households With Cost Burden Above 30% and Income Below 60% AMI - All Households, 2005

Place	Households	Percent of All Households (%)	Rank by Percent of All Households
Ft. Myers	3866	19.0	1
Sarasota	4028	16.7	2
Venice	1608	15.4	3
Port St. Lucie	5955	14.6	4
Lee-Unincorporated	15328	13.2	5
Sarasota-Unincorporated	14666	13.0	6
Cape Coral	5939	12.4	7
North Port	1438	11.4	8
Charlotte-Unincorporated	6725	11.1	9
Punta Gorda	967	11.1	10

Source: Shimberg Center for Affordable Housing

Findings: Although North Port shows 25% of households paying more than 30% of their income for housing costs, this figure is consistent with the county and slightly less than the state. Regionally, North Port has a lower percent of cost burdened households. This shows that the city has a diversity of units available at all income ranges.

XI. Residential Construction Trends

North Port is expected to reach a population of approximately 230,000 at build-out.³¹ Using 2.48 persons per household,³² that equates to 95,967 housing units of all types. As of 2005, 21,786 units of all types have been constructed. As noted earlier in this report, 15% of the housing stock is valued at market prices (\$230,896 or higher). Although this would give the impression of an imbalanced housing stock, recent annexations will not only bridge the gap by adding higher end units, but will also offer a variety of unit types. In the near future, North Port will see approximately 20,000 units in multiple developments including the West Villages (Thomas Ranch) and Panacea that will bridge the gap in terms of higher end units. In all, West Villages includes 8,000 acres within the boundaries of North Port on either side of U.S. 41 and River Road and will have up to 15,000 single family, paired villas, town homes, and condos for more than 30,000 people. The Panacea DRI has planned for 2,596 homes, also of varying types.

Through another planned development, the city will see over 2,000 units with price points in the moderate workforce range, many of which will be located in Activity Center #5. That basically leaves the 51,000 remaining residential platted lots yet to be developed, presumably continuing the current trend.

One of the primary tenets in the 1997 Comprehensive Plan was to diversify the housing stock. With the developments listed above, it appears that the city is meeting the goal of diversification. Therefore annexation based purely on housing diversification will not be necessary.

Did you know?³³:

That the one-year impact of building 100 single family homes in Average City USA include:

- ◆ \$11.6 million in local income
- ◆ \$1.4 million in taxes and other income for local governments; and
- ◆ 250 jobs

Did you know?

It is estimated that the construction of 100 multi-family units in Average City USA generates:

- ◆ \$5.3 million in local income;
- ◆ \$630,000 in taxes and other revenues for local governments; and
- ◆ 112 local jobs

***Findings:** Recent annexation and existing, and planned developments on the non-platted lots will allow the city to achieve a balanced housing stock. This indicates that the goal of housing diversification articulated in the 1997 Comprehensive Plan is well on the way to fruition. If current market trends remain in place, the city will have a balance of all types of housing units. Careful monitoring of the market, trends, values, and housing stock will aid in addressing*

³¹ North Port Planning Department projections

³² 2000 Census

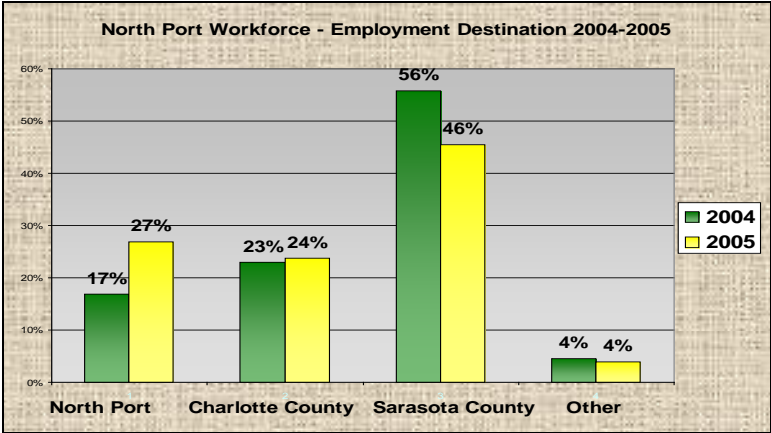
³³ National Associate of homebuilders (NAHB)

unanticipated shifts. Due to this data, annexations based purely on housing, will not be necessary.

XII. Commuting Costs and Patterns

One of the signs that a region has a housing affordability issue is when workers face long commutes to outlying areas to jobs located in cities with high housing costs. The results of a 2006 city survey shown in Figure 12.1 illustrates that 73% of the city’s workforce commute outside North Port to work.³⁴ The figure does however indicate that job opportunities have begun to increase in North Port, and is reflective of the city’s growing population which is in turn attracting new businesses, although most employment opportunities are still located outside of North Port. Furthermore, of the top 20 employment locations (total employees per 1 square mile) in Sarasota County, none are in North Port (Exhibit F).

Figure 12.1



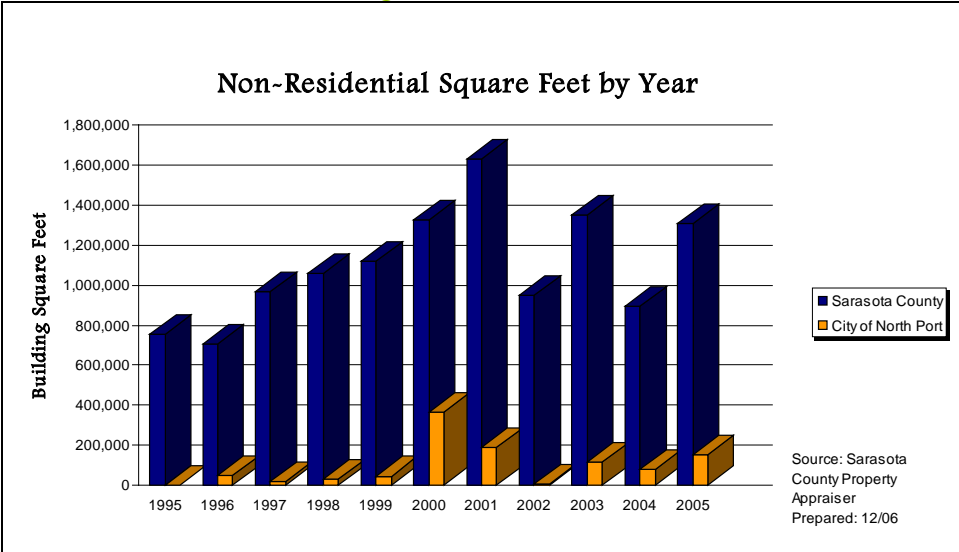
Source: 2006 North Port City Survey

Two of the closest locations are in or near the City of Venice, the remaining locations are mainly in and surrounding the City of Sarasota which is approximately 39 miles from North Port.³⁵ To further this discussion, Figure 12.2 shows the amount of non-residential square footage permitted in Sarasota County as compared to North Port. Sarasota County has permitted more non-residential square footage than North Port by a 10:1 ratio from 1995 to 2005. This figure clearly illustrates that most commercial and industrial activities are still concentrated in areas far north of North Port.

³⁴ City of North Port Citizens Survey, March 2006.

³⁵ Top 20 Locations-Employment, Sarasota County draft reference material. (Info USA, ESRI, U.S. Census, Tele Atlas)

Figure 12.2



The longer workday resulting from extended commutes impacts quality of life aspects such as free time, family life, and expendable income. Total household costs attributable to housing choices go far beyond the actual dollar amounts paid each month in rent or a mortgage payment. The transportation costs incurred as a result of location often constitute a large portion of total household expenses. Utilizing a commute cost calculator and a 60 mile round trip estimation (5 day work week, \$2.25 per gallon, estimated per mile vehicle depreciation, \$50 per month car insurance, and a \$250 per month car payment) the estimated yearly cost of commuting is \$8,208, or \$684 per month (\$434 without a car payment). Failure to provide for a balanced mix of housing options close to jobs leads to traffic congestion and other problems that diminish quality of life.³⁶ Last year highway congestion cost the nation \$69.5 billion in wasted fuel, and time, and congestion is increasing.³⁷

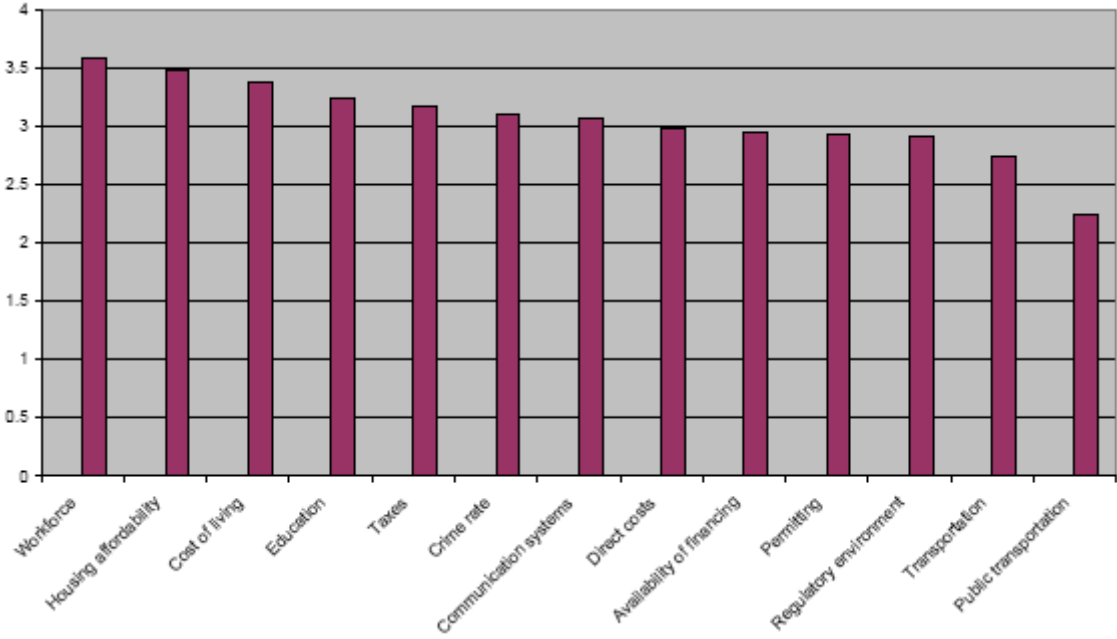
In 2005, a study was conducted by the Economic Development Corporation of Sarasota County,³⁸ of Sarasota County businesses, to determine what business owners/managers think about the current business climate. The key findings from this survey showed that although businesses are moderately well satisfied with the county business climate, the major concern appeared to be affordable housing, worker availability, and the overall cost of living and taxes, as illustrated in Figure 12.3. This illustration shows the overall importance of business climate issues.

³⁶ NGA Center for Best Practices, integrating affordable housing with state development policy, Washington DC

³⁷ NALEP and Smart Growth Leadership Institute. Pg 6

³⁸ In partnership with the Herald-Tribune and the University of South Florida Sarasota-Manatee

Figure 12.3



Source: Sarasota County Business Climate Survey, July 2005

Findings: *The higher cost of an average home in Venice and Sarasota, as compared to North Port, is substantial for the working class. Because of existing land use patterns, 73% of workers are commuting outside North Port for employment. These workers now commute to employment ‘hub’s. High housing costs and the clustering of non-residential land uses in the northern parts of the county are contributing to the growth of North Port. As shown on the commute calculator, this land use pattern is driving commuting costs for many working families. Economic diversification is necessary in North Port, and South County. This will provide higher paying jobs and lessen cost contributed to commutes and enhance quality of life for citizens.*

XIII. Mixed-Use Strategies

In terms of land use, activity centers offer a unique possibility to improve housing affordability within the City of North Port. By utilizing mixed use residential development at greater densities, benefits such as more efficient use of costly community infrastructure systems become apparent. Greater densities can be achieved through means (such as clustering and planned unit development) that preserve open space, protect sensitive natural resources, and achieve other important community objectives; smart growth, sustainable development, and transit oriented design. Consequently, through development of activity centers, along with the annexations of large tracts of land, North Port is able to expand the range of housing choices in terms of type and location in contrast to the platted lots. The city has positioned itself to implement these strategies within the village concept and activity center developments (Exhibit G). Activity Centers, Village, and Town Centers afford the possibility of residential units above commercial developments as an added component to affordability and housing choices.

A freestanding single family house is not the only home. In every neighborhood, residents of varying ages, family situations, and income levels need a variety of home types. These include duplexes and fourplexes, units above retail spaces, and large apartment buildings with porches, patios, balconies, and common gardens.³⁹ Amenities directly tie to quality of life for those in multi-family units. Unique and decorative features can be included in design of outdoor spaces in order to increase aesthetic beauty, environmental assets, improve physical health, mental health, and increase social interaction.

The mix and dispersion of affordable units throughout a region benefits all citizens. In metropolitan areas to small towns, affordable housing programs and comprehensive plans in city's and counties throughout the country encourage or require the dispersion of affordable units. According to a study from the University of Texas, diversity in housing takes the 'stigma' and social isolation out of the equation.⁴⁰ It is not uncommon to find Nimbyism when we separate ourselves from our neighbors based on income.⁴¹ In areas comprised of mostly low-income housing-particularly those areas lacking jobs and community services, crime can be higher. Whether poor or middle-class, young people who live amid concentrated poverty are far more likely to drop out of high school and remain jobless than their counterparts in socioeconomically mixed neighborhoods.⁴² Local governments can help blunt the effect of low-income housing concentrations by encouraging their share of the state's need for new affordable housing, by encouraging the development of affordable apartments and duplexes in scattered locations and approving mixed-income residential developments.⁴³ By utilizing specific design standards, affordable housing can integrate into neighborhoods, and dispel misconceptions of how affordable housing looks.⁴⁴

The concept of Smart Growth promotes mixed-income communities and connects development of affordable housing with jobs, services, commerce, transportation, and recreation. When housing, particularly affordable housing, is dispersed throughout a region and connected to other land uses, the need for long commutes to work or shopping can be reduced. Pockets of poverty and dis-investment are less likely to occur as a result.⁴⁵

***Findings:** Dispersal, rather than clustering of affordable housing units creates a stronger community fiber and decreases the 'stigma' often associated with affordable housing. Affordable units, developed in a manner that encourages social interaction and built with amenities such as shared park spaces that create a sense of community. Affordable housing can integrate into neighborhoods, and dispel misconceptions of how affordable housing looks by using decorative features not only in the architecture of the building but the outdoor space as well.*

³⁹ Morrish, William and Brown, Catherine, Planning to Stay. Learning to see the physical features of your neighborhood.

⁴⁰ Jargowski, Paul A., Concentration of Poverty and Urban Inequality, University of Texas, Dallas. June 30, 2001.

⁴¹ The NIMBY Report: Smart Growth and Affordable Housing, by the national low income housing coalition, spring 2001- Edited by 1000 friends of Florida.

⁴² American Metro Politics, the New Suburban Reality. Hogan and Kitawaga (1985); Furstenburg (1987); McLanahan and Garfinkel (1989); Anderson (1991); Crane (1991); Mayer (1991); Massey and Denton (1993).

⁴³ Myths & Facts about affordable and high density housing. California Planning Roundtable. Department of Housing and Community Development.

⁴⁴ The Nimby Report: Does design make a difference? By the national low income housing coalition, fall 2001- Edited by 1000 friends of Florida.

⁴⁵ Affordable Housing and Smart Growth; Making the Connection. National Neighborhood Coalition Washington DC 2001.

Within village and activity center land uses, the city has the opportunity to expand the range of housing choices in terms of type and location in contrast to the monoculture of platted lots. These land uses will also correspond with smart growth concepts in terms of mixed income areas by connecting the development of affordable housing with jobs, services, commerce, transportation, and recreation. When housing, particularly affordable housing, is dispersed throughout a region and connected to other land uses, the need for long commutes to work or shopping can be reduced.

XV. Recommendations

Rising home prices over the past few years have benefited investors, speculators, and homeowners throughout the region, increasing their net worth and enhancing their economic security. At the same time, it has manipulated the market and raised the cost of entry for low-income families, young people, and singles trying to establish a foothold in our community. Due to affordable land and the lowest median and average sales prices as compared to Venice, Sarasota, unincorporated Sarasota County, and even Charlotte County, the City's population has doubled in the last five years. The following recommendations are based on the findings found throughout this report:

◆ The City of North Port, as part of the Comprehensive Plan update, will continue to make and/or improve upon policies to endorse and support developer and non-profit initiatives to provide a balance of units to those who work and serve our community, aiding in the transition from one level of housing to the next. Based on EAR recommendations, monitoring price points, types, and values of housing in all market segments to ensure demand is being met at **each** income level on a bi-yearly basis will aid in this initiative. Monitoring housing stock is a critical factor because it is difficult to forecast economic conditions such as migration patterns, demographic changes, housing interest rates, construction costs and more. Significant variances from the trends and assumptions illustrated in this report should prompt a re-examination of the housing needs numbers.

◆ The city should continue to make every effort to attract business that offer higher income jobs. In addition, the city and county should work together to re-distribute economic development opportunities to the South, where the future concentration of the workforce population will reside.

◆ Based on the data collected for this report and EAR recommendations, the city should work with the Department of Community Affairs to re-write the Affordable Housing Rule in 9J5, F.A.C to avoid Developments of Regional Impact outside of the city from using North Port housing stock as a means to meet their affordable housing requirements.

◆ Inevitably, subsidized housing will continue to be needed for the lowest-income populations. Due to limited resources, for those that fall into the very-low and low income range, other strategies and programs are more appropriate to address the needs of these families, including: public housing, existing programs administered by the Sarasota Office of Housing and Community Development including HOME, SHIP, Section 8, Florida Housing Finance

Corporation Tax Credit Projects, HOPWA and programs administered by non-profits within the community. These programs are vital to those in low income ranges and the city will assist in educating the public of their availability. The city should promote and assist these programs, including the Housing Trust.

◆ Low income rental units should take advantage of activity and town center densities and be integrated with other mixed use residential units and densities. These centers should have a high level of connectivity within the development and surrounding neighborhoods. Based on the findings of this report, the City of North Port should encourage affordable living units (0-80% AMI) above commercial development where appropriate. These units serve a vital component of affordability, access to jobs, transportation, and other services. Large multi-family apartment buildings should have porches, patios, balconies, and common gardens. These amenities directly tie to quality of life for those in the units. It is important that unique and decorative features be included in building design and outdoor spaces in order to increase aesthetic beauty, environmental assets, improve physical health, mental health, and increase social interaction. These actions will allow individuals to move from one level of housing to the next as their income increases while enhancing quality of life.

◆ In order to maintain the current housing stock in the more established areas, the city should be pro-active in revitalization efforts thereby adding to the overall quality of life in neighborhoods. In order to make this option possible, the city should continue to have open discussions with Sarasota County regarding the formation of Community Redevelopment Areas (CRA). At this time, the neighborhoods that would best qualify for revitalization are all located adjacent to U.S. 41 (Activity Center 1), which has been the subject of CRA efforts by the City of North Port since 1998.

◆ Owner occupied single family units of all price ranges should be disbursed throughout the city. A percentage of workforce units should be included in new developments, including Developments of Regional Impact, in the range of 1.5%. Developers should sign affidavits ensuring that these units will remain affordable for a certain amount of years, i.e. 20 years. In Village Zoning, a small percentage of studio units should be included above Commercial areas, i.e. Village Centers. Combining lots should be encouraged in order to have higher priced units within the platted portion of the city.

◆ Annexations, based purely on housing diversification are not necessary.

◆ Based on the findings of wage, rents and housing prices, a public discussion should take place regarding changes to the Comprehensive Plan to allow, or not allow Accessory Dwelling Units (ADU's). These units include studios, granny flats, and units over commercial developments and garages. These are typically affordable one room units for a college student, an elderly family member, or households not able or ready for an apartment or homeownership. Upon a finding by a local government that there is a shortage of affordable rentals within its jurisdiction, a local government, per Florida Statute 163.31771, may adopt an ordinance to allow ADU's in any area zoned for single-family residential use. A building permit must include an affidavit attesting that the unit will be rented at an affordable rate to a very-low, low, or moderate income person(s). There may be additional staff time involved in enforcement.

The basic amenities in most ADU's include a bedroom, a bath, and a small kitchen. There are pros and cons to allowing accessory dwelling units and a careful discussion needs to take place. Presently, the City of North Port does not allow mother-in-law suites and rooms above garages. Allowing these types of units would help with the supply of affordable residences and to contribute to a more resource-efficient development pattern. Due to an average platted lot size of 10,000 square feet, ADU's in North Port should be for those who combine two or more lots. This would allow adequate space, parking, and tree canopy. Also, we can achieve the mix of affordability that we want on a minimal inclusionary basis, rather than through the pods of the conventional subdivision. It is a practical way of achieving one of the more elusive goals of New Urbanism. These types of units do a number of things. First, they integrate people into neighborhoods; they are an exceptional way to save money for an apartment or transition to homeownership, especially for persons entering college or graduating students entering the workforce.

The idea of integrating garage apartments and mother-in-law suites into urban planning is a key aspect in integrating all income types into all neighborhoods. Listed below are some pros and cons of ADU's.

Pros⁴⁶

- Provide market-rate affordable housing without government subsidies.
- Allow home owners to recover costs via rent, enabling them to stay in place longer than might otherwise be possible in housing market (e.g. allowing seniors to afford their homes even as overhead costs increase.)
- Promote mixed-income neighborhoods.
- Encourage more efficient use of transportation networks (through walking, car-pooling, bicycling, e.g.)
- Increase neighborhood and household security, companionship, sociability.
- Reduce community traffic problems, as more service employees and students are able to live closer to work and school.
- Permit neighborhoods to modestly increase residential density in support of transportation, local retail and environmental objectives, often without significantly changing the character of the neighborhood.
- Provide supplemental income for the primary household. Such income can help pay for better neighborhood/household upkeep such as home renovations or yard maintenance. Sometimes, owners exchange reduced rent for a renter's agreement to provide household maintenance (such as yard mowing). Promote neighborhood stability because the additional income can help people afford to stay in their home longer, instead of being

⁴⁶ Accessory Dwelling Units Add Flexibility and Affordability, New Urban News, December 2001.

forced to move due to unaffordable costs. Supplemental income is particularly important for many seniors who are on a fixed income.

- Provide assisted living arrangements for the disabled.
- Provide more privacy for overnight or extended-stay guests.
- Discourage sprawl and promote infill development by promoting increased community population within already developed areas.
- Provide opportunities for “extended family” living arrangements (senior relatives, for example, who can live near their children instead of being placed in a nursing home).
- Provide more efficient use of space in an age in which household sizes are shrinking. Smaller families often find themselves in homes that are too large for their needs, and such excess space can sometimes be beneficially allocated to accessory units.
- Provide more tax revenue for the local government.

Cons

- May increase City code enforcement costs (prohibiting them is a common way for a community to cheaply and indirectly control noise pollution, parking problems, unsightly residences).
- Deed restricted areas may not be legal to allow accessory units in single-family areas, where the zoning only allows one family.
- Often opposed by single-family residents as not compatible with the character of single-family neighborhoods.
- Difficult to enforce the definition of a “family” (if the accessory unit is to be regulated based on number of families).
- May be perceived to exacerbate transportation and/or parking congestion.

XVI. Definitions

Affordable Housing: Housing which monthly rents including utilities or monthly mortgage payments including property taxes and insurance do not exceed 30-35% of that amount which represents the percentage of the area median annual income for the households making less than 80 percent of the area median income calibrated to household size.

Workforce Housing: Housing, regardless of tenure, which is affordable housing to households earning between 80 percent and 120 percent of the Area Median Income, calibrated to household size.

There is no nationally agreed upon definition of workforce housing. Many municipalities around the nation have adopted varying definitions for workforce housing to address particular demographic trends in their communities. Workforce housing is generally defined as housing that is affordable to those households whose occupants earn between 60 and 140 percent of an area’s median income.

**Definition: Affordable Housing
State Definition 9J-5.003**

(1) “Affordable housing” means housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in Section 420.0004 F. S. Affordable housing definitions that are prescribed by other affordable housing programs administered by either the United States Department of Housing and Urban Development or the State of Florida may be used by local governments if such programs are implemented by the local government to provide affordable housing.

Definition: Just Value, The 2006 Florida Statutes

193.011 Factors to consider in deriving just valuation.--In arriving at just valuation as required under s. 4, Art. VII of the State Constitution, the property appraiser shall take into consideration the following factors:

(1) The present cash value of the property, which is the amount a willing purchaser would pay a willing seller, exclusive of reasonable fees and costs of purchase, in cash or the immediate equivalent thereof in a transaction at arm's length;

(2) The highest and best use to which the property can be expected to be put in the immediate future and the present use of the property, taking into consideration any applicable judicial limitation, local or state land use regulation, or historic preservation ordinance, and considering any moratorium imposed by executive order, law, ordinance, regulation, resolution, or proclamation adopted by any governmental body or agency or the Governor when the moratorium or judicial limitation prohibits or restricts the development or improvement of

property as otherwise authorized by applicable law. The applicable governmental body or agency or the Governor shall notify the property appraiser in writing of any executive order, ordinance, regulation, resolution, or proclamation it adopts imposing any such limitation, regulation, or moratorium;

- 3) The location of said property;
- (4) The quantity or size of said property;
- (5) The cost of said property and the present replacement value of any improvements thereon;
- (6) The condition of said property;
- (7) The income from said property; and
- (8) The net proceeds of the sale of the property, as received by the seller, after deduction of all of the usual and reasonable fees and costs of the sale, including the costs and expenses of financing, and allowance for unconventional or atypical terms of financing arrangements. When the net proceeds of the sale of any property are utilized, directly or indirectly, in the determination of just valuation of realty of the sold parcel or any other parcel under the provisions of this section, the property appraiser, for the purposes of such determination, shall exclude any portion of such net proceeds attributable to payments for household furnishings or other items of personal property.

Assessed Value vs. Market Value - Assessed value is the valuation placed on property by a public tax assessor for purposes of taxation. It is not the same as Fair Market Value. Fair Market Value is the agreed upon price between a willing and informed buyer and a willing and informed seller under usual and ordinary circumstances. It is the highest price estimated in terms of money which the property will bring if exposed for sale on the open market with reasonable time allowed to find a purchaser who is buying with full knowledge of all the uses and purposes to which the property is best adapted and for which it can be legally used.

Definition: Average vs. Median:

An **average** or **arithmetic mean** is figured by selecting a group with Similar Profiles (housing units, incomes, values...), adding up the unit, and then dividing this number by the total number of units in the group.

Example:

Average salary = Sum of all salaries/total # of Similar Profiles

A **median** is also known as the **50th percentile**. Exactly 50% of people make less than the median and 50% make more.

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CHAPTER 9

CITY OF NORTH PORT COMPREHENSIVE PLAN

SCHOOL FACILITIES

Table of Contents

Chapter 9 Public School Facility Element	Page
Intent and Purpose	9-3
Planning Framework	9-3
Florida Statutory Requirements	9-4
Introduction	9-4
Guidelines for the Development of Schools	9-5
Inventory and Analysis	9-6
Funding	9-9
Coordinated Public School Facility Planning	9-13
Concerns for Schools	9-15
Opportunities for Schools	9-15

List of Illustrations

FIGURES

9-1 Existing & Planned School Board facility locations	9-7
--	-----

TABLES

9-1 Current & Projected Enrollment	9-7
9-2 Capital Projects-new and renovation projects	9-8
9-3 Capital Outlay Revenue 2007/8-2011/12	9-11
9-3A Capital Outlay Revenue 2012/13-2016/7	9-12

Goals, Objectives, & Policies	9-17
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PUBLIC SCHOOL FACILITY ELEMENT

INTENT AND PURPOSE

North Port, in coordination with the Sarasota County School District, has taken a long range perspective towards the provision of public schools. A number of schools and facilities have been developed in the decade. In confronting the future, North Port includes public schools planning in the framework of the Comprehensive Plan. With effective planning, the provision of schools can be synchronized with the needs of the growing population. Benefits from the coordination of public schools can be maximized and allocated in areas of greatest need, while maximizing the potential of co-locating these facilities with other public buildings and infrastructure.

In general, the Public School Facilities Element sets forth a program to serve the needs of residents, coordinates residential development with adequate school capacity, and encourages coordination and cooperation in planning efforts of various agencies and elected bodies within Sarasota County.

Public schools need appropriate funding for their construction and maintenance. Inter-agency coordination and cooperation is encouraged whenever and wherever possible, in order to provide the necessary supporting infrastructure to accomplish these tasks. Consistent with this general overview, specific actions are proposed to meet future needs. The policies outline the major precepts of the Plan, while the Capital Improvements Element is also in alignment with the School District's Five-Year Capital Facilities Plan which identifies a schedule of capital outlay projects necessary to maintain educational facilities of the district. The Plan will aid in providing high quality Public schools for the foreseeable future.

PLANNING FRAMEWORK

The City Commission, in 1995, adopted by resolution the following *Mission Statement* which states -

The City of North Port will provide the health, safety and welfare services to our residents which would not be provided or could not be provided efficiently or equally without the intervention of government at the local level.

The City will provide said services in a professional and cost-effective manner, and only by listening to those who have put us in the position to serve them, our residents.

FLORIDA STATUTORY REQUIREMENTS

The Public School Facilities Element is intended to meet the requirements of Chapter 163, Florida Statutes, and Rule 9J-5.025 (Public School Facilities Element for Public School Concurrency, Florida Administrative Code).

INTRODUCTION

Schools can act as an anchor in the community. They are a symbol of a neighborhood's stability and serve families in the community. They transmit knowledge to new generations, advance knowledge, display the achievements of society, plus bring neighbors together for PTA meetings, school plays, and soccer games. They offer their classrooms and media centers to residents for adult education classes, community and club meetings. They are key determinants of the quality of life and are valued symbols of community identity and achievement. The entire community benefits from schools. Moreover, the community is often evaluated on the basis of the quality of its schools. The planning process that guides decision-making on school size, location, and programs should, therefore, be coordinated with the process that guides all community development.

Planning for school facilities is one of the responsibilities of the local Sarasota County School Board (School Board). In the past, it was often a separate process from local government planning. The proper functioning and the best distribution of schools are possible only when school planning is coordinated with the larger process of community planning for growth and change. Based on recent legislation, school concurrency requirements are now required by Florida Statutes, Sections 163.3177(6)(h), 163.3177 (12), 163.31777, and 163.3180(13). The City of North Port (the City) established a school concurrency structure through partnership with the School Board, Sarasota County (the County), and the other municipalities in the county, which are the City of Sarasota, City of Venice and Town of Longboat Key.

North Port, in cooperation and coordination with the School Board, the County and other municipalities in the county, is incorporating public schools into the framework of the Comprehensive Plan.

The following sections present: the guidelines for the development of schools; the standards with which the School Board evaluates school facilities; an inventory of existing facilities and planned future facilities; an evaluation of the school system based on these standards and determination of need; an analysis of funding; an analysis of coordination between school planning and local land use planning; and Objectives and Policies for such coordination.

GUIDELINES FOR THE DEVELOPMENT OF SCHOOLS

The Educational Facilities Plant Survey, a school district's official list of approved projects, is required by the State at least every five years. Sarasota County School's latest survey was completed in 2005.

According to the State Requirements for Educational Facilities (SREF), a school site should be adequate to address existing needs based on school programs and enrollment and to allow economical future expansion and development. The choice of sites for new schools is of critical importance in the overall development of a school facilities program. New sites should be located to minimize transportation and infrastructure costs and should be sized so that they provide adequate space for school buildings, storm water retention, off street parking, queuing for parent and bus loading and unloading, and playground areas.

SREF presents minimum space requirements based on program needs, pursuant to Rule A-2.032, Florida Administrative Code, Size of Space, and Occupant Design Capacity Criteria. The minimum space requirements include student capacity, student stations, gross square footage of buildings, and facilities' utilization. Student capacity is the maximum number of students a school facility is designed to accommodate. A student station is the area necessary for a student to engage in learning activities, and varies with particular types of activities. It is a measure of the use of space in schools.

According to SREF, student capacity in elementary schools can be equated to the number of student stations, since elementary school students are assigned to one classroom throughout the day. In secondary schools (middle and high), however, students move from classroom to classroom depending on their subjects. Scheduling then becomes a factor in calculating capacity as well as the number of students and student stations. Therefore, utilization factors have been established in determining capacity.

According to SREF, the optimum size of elementary schools is 600-800 students. It is educationally and economically desirable for an elementary school to be large enough to justify a full time principal, a librarian, and instructional and clerical services. The optimum size for middle schools is 1,000-1,200 students, and for high schools, it's 1,800-2,000 students.

The School Board has indicated that the operation and administration of larger schools is more economically feasible than smaller schools, so long as the educational standards are maintained. Therefore, in order to guide its facilities planning efforts, the School Board has adopted the following minimum space requirements, which are higher than those suggested by the State:

<u>Elementary Schools (Grades K - 5)</u>	
Student Capacity	1,040 (State: 600 - 800)
Student Stations	1,040 (State: 600 - 800)
Program Capacity	863

Middle Schools (Grades 6-8)

Student Capacity	1,080 (State: 900 - 1,080)
Student Stations	1,200 (State: 1,000 - 1,200)
Program Capacity	1,026

High Schools (Grades 9-12)

Student Capacity	2,818 (State: 1,620 -1,800)
Student Stations	2,966 (State: 1,800 -2,000)
Program Capacity	2,536

Sarasota County School District reports capacity to the Department of Education using the standards of the Florida Inventory of School Houses (FISH). FISH capacity is reported in two ways, including: satisfactory student stations for permanent facilities and relocatables (portables); and, FISH capacity for permanent and relocatables adjusted by utilization. Sarasota County uses FISH capacity for reporting purposes to the Department of Education.

However, for the purposes of implementing school concurrency the Sarasota County School Board has directed District staff to use program capacity as an alternative method for measuring the capacity of schools. This capacity measure is a more exact means of reflecting the actual use of a school’s space taking into account special needs students and special programs to determine the capacity of its schools. In some instances, specialized programs may be recognized as full-time classroom uses and, therefore, may add capacity to FISH. In other instances, program capacity may reduce FISH capacity. If these factors are not considered when discussing capacity, the result may be a mistaken impression that classrooms are being under- or over-utilized.

INVENTORY AND ANALYSIS

In Sarasota County, elementary schools include pre-kindergarten through fifth grade (PK-5), middle schools include grades 6-8, combination elementary and middle schools include grades K-8, and high schools, grades 9-12. As of 2007, Sarasota County had twenty-one elementary schools, six middle schools, one combined elementary and middle school, five high schools, eight special purpose schools and nine charter schools. *Figure 9-1* presents the location of existing and planned School Board facilities. Currently, there are two schools planned in North Port in the next five years. The special education schools provide various other educational programs. For instance, Oak Park specializes in the education of emotionally, physically and developmentally challenged students, while Pine View specializes in the education of gifted students. Other ancillary school related facilities such as school administration, technical training, and construction services are also depicted in *Figure 9-1*.

The 2007-08 student enrollments in Sarasota County's elementary, middle, high, and special purpose schools was 40,121 students. Student enrollment is projected to reach 40,913 students in the 2011-12 school year, an increase of 2%. *Table 9-1* illustrates the current and projected enrollment. The “Special Purpose Schools” category includes special education and alternative schools. In 2007, the school district reported a FISH capacity of the Sarasota County school system of 54,362.

TABLE 1: CURRENT AND PROJECTED PUBLIC SCHOOL ENROLLMENT, SARASOTA COUNTY SCHOOLS, 2006-2011			
School Level	2007-08 Students	Projected 2011-12 Students	Change 2007-2012
Elementary (PK-5)	17,195	17,821	4%
Middle (6-8)	7,690	8,484	9%
High (9-12)	11,502	9,653	(19)%
Special Purpose Schools	3,734	4,951	25%
TOTALS	40,121	40,913	2%
NOTE: Source: Sarasota County School Board, Long Range Planning; 2007			

Concurrency Service Areas that coincide with the attendance zones of high, middle and elementary schools are also proposed. Because student assignment for special schools and charter schools is not limited by conventional attendance zone boundaries, their available capacity will be allocated district-wide or by other methods as appropriate to each special purpose school. To ensure that adequate school capacity is available, level of service (LOS) standards based on program capacity are proposed for adoption as follows:

CONCURRENCY SERVICE AREA	LEVEL OF SERVICE STANDARDS		
	TYPE OF SCHOOL	INITIAL	5 YEAR
Student Attendance Zone	Elementary	115%	105% of permanent program capacity
	Middle	100%	100% of permanent program capacity
	High	105%	100% of permanent program capacity
District-wide	Special purpose	100%	100% of total program capacity

Of the new schools that were approved in the current 2005 Educational Facilities Plant Survey, North Port’s fourth elementary school, Lamarque Elementary, opened in 2006; North Port’s second middle school is under construction and will open in 2008; a north county technical high school will open in 2008; North Port’s technical high school will open in 2009; and, North Port’s fifth elementary school will open in 2009.

The 2005 Survey approved major renovations and replacements. North Port had one major renovation on the list for Toledo Blade Elementary.

The ten year program includes major renovations and additions to several schools. The ten year program also includes one new middle school and four new elementary schools, one of which will be located in North Port.

The School Board has a Tentative Facilities Work Program FY 07-08 through FY 11-12 as shown in the technical document that includes capital projects to address new growth and renovations and improvements, as listed in *Table 9-2*.

TABLE 2: PLANNED PUBLIC SCHOOL FACILITIES, SARASOTA COUNTY 2007/08 - 2011/12		
Fiscal Year	Facility Name	Planned Activity
		New Capacity for Growth
2008-09	North Port Middle “EE”	New School
2009-10	North Port Elementary “I”	New School
2010-11	Oak Park South	New ESE School
2008-09	North County Technical High School “BBB”	New School
2009-10	South County Technical High School	New School
2007-11	Land Purchases	Land for New Schools
		Renovations and Improvements
2007-11	Portables and Relocatables	Through District As Needed
2010-11	Pine View	Renovations
2010-11	Riverview High	Rebuild
2009-10	Sarasota High	Renovation Improvement

2011-12	Bay Haven	Renovations
2007-11	Various Projects	Other Small Projects
Source: The School Board of Sarasota County, Capital Projects Plan, FY07 – FY12.		

FUNDING

The five-year period extending from 2007-08 through 2011-12 anticipates the expenditure of \$634 million of which \$390 million (62%) is allocated to increase permanent program capacity in the public school system. This expenditure is programmed to add 3,649 in program capacity. An additional 9,368 in program capacity is programmed for construction by 2017. The majority of this capacity will be in permanent facilities. The Five-Year Capital Facilities Plan as shown in the technical document also allocates \$212 million to the renovation of existing schools and general capital upgrades, including maintenance of the educational facilities.

The District has also projected its needs for the ten and twenty-year time period. Over the ten-year period, the District anticipates an additional \$804 million in expenditures for capacity enhancements. Over the twenty-year period from 2007-08 through 2026-27, the District projects a total expenditure of approximately \$1.4 billion for capacity enhancements. This expenditure is programmed to add 19,978 in program capacity. Ultimately, the ability of the Sarasota County School District to meet the capacity demands of the growing population depends upon the availability of funding for capital improvements and the effective allocation of these funds.

Sarasota County Public Schools receive capital outlay revenues from a variety of sources as identified in *Table 9-3* and *Table 9-3A*. The Capital Investment Tax (CIT) set at 2 mil is the most significant of the capital revenue sources. The District may allocate these funds only on capital projects contained in the DOE-approved School Plant Survey as shown in the technical document and the revenues tend to increase with both population growth and increasing property values. As noted, the CIT revenue is projected to rise from about \$119 million dollars annually to about \$144 million by 2011-12. Almost \$658 million is projected to be raised over the coming five years with about 67% of these funds (\$444 million) available for capacity enhancement.

The Infrastructure Sales Tax represents the second most significant revenue for school capacity needs. In June 1989, Sarasota County voters approved a referendum enacting a one-cent sales discretionary tax called the "Infrastructure Surtax", to be levied by Sarasota County for the purpose of construction, reconstruction or improvement of public facilities, pursuant to Chapter 212.055, Florida Statutes. The Infrastructure Surtax became effective in September, 1989, and was to sunset in 1999. It was subsequently approved by the voters to continue for an additional ten years until 2009. Sarasota County Ordinance 2007-08 re-authorizes the Infrastructure Surtax for 15 more years and provides a general description of the County infrastructure projects to be funded with the surtax proceeds.

Twenty-five percent (25%) of the proceeds of this one-cent addition to the sales tax are distributed to the School district to be used for increases in the capacity of existing schools and the construction of new schools. In the period 1989-1996, the School Board received \$48.8 million dollars from Infrastructure Surtax funds, which was used for various improvements to existing facilities, the construction of new facilities, and the purchase of sites for future facilities. This source generates about \$16.9 million currently and is expected to produce about \$19 million annually by 2011-12. The \$90 million produced by this revenue over the next five years is available for capacity enhancement.

In 2004, the School Board adopted a resolution that requested the County government and all the cities within the county to adopt an Educational Facility Impact Fee. North Port collects the impact fees on new residential development for the School Board per Sarasota County Code Chapter 70, Article VII, as authorized by the Interlocal Agreement between the School Board and the City of North Port. Impact fees currently generate about \$6.4 million annually county-wide. This revenue is expected to produce about \$32 million county-wide over the five year period. It should be noted that impact fee revenues must be spent on new capacity and are dependent on the pace of growth.

Public Education Capital Outlay (PECO) funds provided by the Department of Education are based on demonstrated capacity need. Over the five-year period, about \$12 million is expected from this source for expanded capacity county-wide. Other revenue sources include: the Capital Outlay and Debt Service (CO&DS) Trust Fund and a one-time appropriation for Classroom for Kids and funds under the Effort Index Grant. Over the next five years the district projects net revenues available for capacity to be approximately \$444 million.

Table 9-3 and *Table 9-3A* provide projections of revenues for an additional five-year period for the long term concurrency management program. These projections assume that the conditions and assumptions underlying the 2007-08 to 2011-12 projections will continue and indicate that ample resources should be available to meet the capital needs for schools projected by this study.

Table 3: Projected Capital Budget 2007-08 through 2011-12

Revenue Source	2007-08 Adopted Budget	2008-09 Projected	2009-10 Projected	2010-11 Projected Budget	2011-12 Projected Budget	5-Year Total Projected
Capital Investment Tax (2 mil)	\$119,101,977	\$125,057,076	\$131,309,930	\$137,875,426	\$144,769,197	\$658,113,606
Less Equipment & Maintenance Purchase	\$67,006,620	\$73,363,246	\$50,971,622	\$42,073,635	\$86,812,444	\$320,227,567
Less Equipment & Maintenance Transfers	\$1,428,157	\$885,612	\$921,036	\$957,877	\$996,192	\$5,188,874
Less Debt Service Payments	\$15,725,217	\$15,641,274	\$15,649,462	\$6,081,355	\$6,085,425	\$59,182,733
Net Available for Capacity	\$34,941,983	\$35,166,944	\$63,767,810	\$88,762,559	\$50,875,136	\$273,514,432
PECO New Construction	\$4,206,005	\$1,227,682	\$1,909,483	\$2,200,780	\$2,518,923	\$12,062,873
CO & DS Maximum Proceeds	\$1,277,339	\$1,277,339	\$1,277,339	\$1,277,339	\$1,277,339	\$6,386,695
Infrastructure Sales Tax	\$16,950,000	\$17,458,500	\$17,982,255	\$18,521,723	\$19,077,375	\$89,989,853
Classrooms for Kids	\$9,461,716	\$0	\$0	\$0	\$0	\$9,461,716
Impact Fees	\$6,400,000	\$6,400,000	\$6,400,000	\$6,400,000	\$6,400,000	\$32,000,000
Special Act Bonds-Fuel Tax Refund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Interest, Including Profit on Investments	\$4,034,714	\$4,034,876	\$4,039,120	\$4,043,450	\$4,047,866	\$20,200,026
Net Available for Capacity	\$77,371,757	\$65,665,341	\$95,476,007	\$121,305,851	\$84,296,639	\$444,115,595

Table 3A: Projected Capital Budget 2012-13 through 2016-17

Revenue Source	2012-13 Adopted Budget	2013-14 Projected	2014-15 Projected	2015-16 Projected Budget	2016-17 Projected Budget	Total Projected
Capital Investment Tax (2 mil)	\$152,007,658	\$159,608,041	\$167,588,443	\$175,967,865	\$184,766,258	\$839,938,205
Less Equipment & Maintenance Purchase	\$33,299,818	\$38,401,760	\$39,273,800	\$36,704,077	\$36,048,598	\$183,728,053
Less Equipment & Maintenance Transfers	\$1,026,078	\$1,056,860	\$1,088,566	\$1,121,223	\$1,154,860	\$5,447,587
Less Debt Service Payments	\$6,081,750	\$6,082,550	\$6,084,750	\$0	\$0	\$18,249,050
Net Available for Capacity	\$111,600,012	\$114,066,871	\$121,141,327	\$138,142,565	\$147,562,800	\$623,513,575
PECO New Construction	\$527,526	\$4,923,087	\$2,443,196	\$2,359,078	\$2,272,437	\$12,525,324
CO & DS Maximum Proceeds	\$1,229,708	\$1,234,302	\$1,238,988	\$1,243,767	\$1,248,642	\$6,195,407
Infrastructure Sales Tax	\$21,693,598	\$22,069,797	\$22,440,495	\$22,804,096	\$23,159,213	\$112,167,199
Classrooms for Kids	\$0	\$0	\$0	\$0	\$0	\$0
Impact Fees	\$6,400,000	\$6,400,000	\$6,400,000	\$6,400,000	\$6,400,000	\$32,000,000
Special Act Bonds-Fuel Tax Refund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Interest, Including Profit on Investments	\$4,100,000	\$4,100,000	\$4,100,000	\$4,100,000	\$4,100,000	\$20,500,000
Net Available for Capacity	\$145,650,844	\$152,894,057	\$157,864,006	\$175,149,506	\$184,843,092	\$816,401,505

COORDINATED PUBLIC SCHOOL FACILITIES PLANNING

School planning is about providing adequate facilities, support network and services to educate Florida's residents. In 2002, the Governor of the State identified school planning as a critical issue facing Florida's communities and ordered new legislation that required a comprehensive focus on school planning by requiring coordination of information.

The new regulations required local governments and school boards to enter into interlocal agreements that address school sitings, enrollment forecasting, school capacity, infrastructure, collocation and joint use of civic and school facilities, sharing of development and school construction information, and dispute resolution and oversight.

In 2003, Sarasota County, the Town of Longboat Key, the City of North Port, the City of Sarasota, the City of Venice, and the School Board adopted the Interlocal Agreement, for Public School Facility Planning. The process to adopt and implement the Interlocal Agreement has improved the working relationships between the County, School District and Municipalities and has led to a better understanding of each other's issues and concerns.

The result has been better understanding and cooperative decision making for school projects, collaborative initiatives to purchase lands and utilize existing County- and School Board-owned lands, better coordination of neighborhood compatibility and infrastructure with school projects, and improved data sharing. Coordinated planning efforts are leading to improved timing of sidewalk projects, improved traffic flow surrounding schools, improved buffers with school neighbors, and improved sensitivity for historical structures.

Along with the coordination prompted by the Interlocal Agreement, Section 163.3174, Florida Statutes, requires the Local Planning Agency, which in the City is the Planning and Zoning Advisory Board (PZAB), include a representative of the school district as a nonvoting member. North Port includes the representative as part of the City's Development Review Committee (DRC) as well. This membership, along with the school board's review of development approval plans, keeps the School Board up-to-date on land use decisions that could affect future student populations.

Section 163.3177(6)(a), Florida Statutes, requires that the Future Land Use element of the Comprehensive Plan clearly identify the land use categories in which public schools are an allowable use. When delineating the land use categories where public schools are an allowable use, a local government is required to include in the categories sufficient land proximate to residential development to meet the projected needs for schools in coordination with public school boards and may establish differing criteria for schools of different type or size. Each local government shall include lands contiguous to existing school sites, to the maximum extent possible, within the land use categories in which public schools are an allowable use. School population projections and school site selection criteria are both addressed through the Interlocal Agreement which requires coordination between the County, School Board and municipalities and the Comprehensive Plan.

It is generally accepted that elementary schools should be located within residential neighborhoods. Middle and high schools, however, have a greater impact on the neighborhoods due to their increased size, traffic, sports events, and student movement. These schools are

better suited to be located at the periphery of neighborhoods to serve a larger area and on larger roadways, such as collector and arterial roads.

Schools operated by the School Board of Sarasota County are allowed pursuant to City of North Port's Future Land Use Policy 1.11 as shown in the technical document, in the classifications of "Low, Medium and High Density Residential", "Activity Center", and "Public". Schools are also allowed pursuant to Policy 13.2. as shown in the technical document in the "Town Center" portion of areas with the "Village" land use classification. School sites must be rezoned to a zoning category that is compatible with the land use designation before they can be built; and, must be reviewed by the City staff's Development Review Committee.

In 2004, the School Board adopted a resolution that requested the County government and all the cities within the county to adopt an Educational Facility Impact Fee. The impact fee, collected by the County and the municipalities and distributed to the School Board, is payable at the time of the Certificate of Occupancy. The current rate paid by North Port in 2008 is \$2,032 for single-family, \$474 for multi-family and \$138 for mobile home dwelling units.

The impact fee ordinance includes exemptions for principle residential uses that qualify as affordable housing or housing for deed restricted communities for persons 55 or older. The School Board and the County Office of Housing and Community Development entered into an Interlocal Agreement to process the affordable housing exemptions. The School Board uses non-impact fee revenues to pay the impact fee that is waived from the affordable housing exemption.

The improved coordination and the additional revenues from the impact fee help to address the needs for adequate school facilities for the County's and Cities' existing and future population, but do not fully meet the financial needs of the School Board. Additionally, the class size amendment and the Pre-Kindergarten initiative, which were approved by Florida voters in 2002, were not adequately funded by the State. The class size amendment is still being debated by the governor's office. This amendment would change how facility needs are calculated. Rather than evaluating capacity at the district level, it will be evaluated at the school level, and in three years, at the classroom level. Unless the amendment is repealed or modified, the School Board's facility needs would grow tremendously as the class size requirements would drill down from the district level to the school level and eventually to the class level. Furthermore, the volunteer universal Pre-K initiative may further strain the facility needs of the school district.

The 2005 Florida Legislature adopted requirements (referred to as school concurrency) that strengthen the relationship between land use planning and development, and planning for public schools to ensure availability of school capacity. In 2006, Sarasota County was selected by the Florida Department of Community Affairs as a "pilot community". Sarasota County, the School Board, the municipalities of Sarasota, Venice, Longboat Key, and North Port worked to prepare a draft Interlocal Agreement, a public school facilities' element, and amendments to intergovernmental coordination and capital improvement elements.

These draft documents were used to assist the pilot communities as well as serve as examples for other areas of Florida. As a part of the process, elected officials from each of the governing bodies have participated in three convocations in order to provide direction and reach consensus on the draft documents. The County, the School Board, the Cities and Town have adopted a joint *Amended Interlocal Agreement for School Facility Planning* as shown in the technical document,

as well as coordinated the process for adoption of the Public School Facilities Element, and amendments to the Intergovernmental Coordination and Capital Improvements Elements to ensure all local government Comprehensive Plan elements within the County are consistent with each other.

In addition, the Data and Analysis Section as shown in the technical document supports the amendments for Sarasota County and all the cities within required to implement school concurrency. The study evaluates the school system and its relationship to development and growth from both a county-wide perspective and a finer grain look at schools within sectors and communities. The findings and conclusions support the goals, objectives and policies of the comprehensive plan including the establishment of levels of service standards and the delineation of concurrency service areas.

CONCERNS FOR SCHOOLS

The preceding sections suggest the following concerns:

- ❖ *Sarasota County Schools' existing facilities struggle to meet the demands of rapid growth and lower class sizes, while at the same time keeping pace with the replacement of aging facilities and the needs for technology upgrades.*
- ❖ *The existing school impact fees, combined with other local and state revenues, do not meet the school district's facility needs.*

OPPORTUNITIES FOR SCHOOLS

The preceding discussions suggest the following opportunities:

- ❖ *The School Board has planned future school facilities from 2007 through 2012 which will increase the 2012 school facilities system capacity (as measured in numbers of student stations).*
- ❖ *Sarasota County, the municipalities, and the School Board have established and improved formal coordination and could expand long range and immediate efforts in collaboration, shared uses, and information sharing.*
- ❖ *Sarasota County, the municipalities, and the School Board have implemented a public school facilities impact fee to be utilized for growth.*

APPENDIX A
TECHNICAL DOCUMENT
FOUND IN THE SUPPORT DOCUMENTS IN THE COMPREHENSIVE PLAN

- ❖ ATTACHMENT A: Five Year District Facilities Work Program

- ❖ ATTACHMENT B: The Amended Interlocal Agreement for Public School Facility Planning

- ❖ ATTACHMENT C: Data and Analysis for the Public School Facilities Element

- ❖ ATTACHMENT D: DOE-Approved School Plant Survey

- ❖ ATTACHMENT E: Rationale for the Use of “Program Permanent Capacity”

CHAPTER 10

CITY OF NORTH PORT COMPREHENSIVE PLAN

CAPITAL IMPROVEMENTS

Table of Contents

Chapter 10 Capital Improvement	Page
Introduction.....	10-3
Working Towards Build-out.....	10-5
Fiscal Capacity-Revenues.....	10-7
10 Year Planning Period.....	10-8
5 Year Capital Improvement Program.....	10-9

List of Illustrations

FIGURES

10-2 North Port Fire Rescue District Projected Response Times.....	10-4
10-1 Projected Growth Map.....	10-8

CAPITAL IMPROVEMENT ELEMENT

Introduction

The purpose of the Capital Improvements Chapter, or Element (CIE), is to tie the implementing goals, objectives, and policies of the Comprehensive Plan as a whole with the funded improvements to support them. The Chapter also fulfills the mandates of Chapter 163, Florida Statutes, which provides a strategy to meet the infrastructure requirements of the Comprehensive Plan and to identify the means by which to fund these requirements. The resulting element identifies the expenditures required to construct future infrastructure needs and viable revenue sources to fund those needs.

The Florida Legislature, with the adoption of the Community Planning Act, 2011 and subsequent amendments, initiated significant changes in the requirements for the Capital Improvements Element (CIE) and Concurrency Management. Section 163.3177, F.S. now reads, in part:

The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

- A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
- Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
- Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
- A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.
- The schedule must include transportation improvements included in the applicable metropolitan planning organization's transportation improvement program adopted pursuant to s. 339.175(8) to the extent that such improvements are relied upon to ensure concurrency. The schedule must be coordinated with the applicable metropolitan planning organization's long-range transportation plan adopted pursuant to s. 339.175(7).

Other legislative changes affecting the preparation of the CIE and Concurrency Management include:

- Provisions for preparing the CIE (i.e. Covering a 5-year period; identifying whether the project is funded or unfunded and given a level of priority for funding; and deleting the requirements for financial feasibility;
- The annual CIE review is no longer required to be submitted to the state land planning agency (it is adopted by ordinance by the county and therefore, is no longer considered an annual amendment to the Comprehensive Plan);
- Concurrency is only mandated by the State for Potable Water, Sanitary Sewer, Solid

Waste and Drainage; and

- Concurrency is optional for roads, Parks and Public Schools, but the county has the option to extend concurrency to these services and facilities. Concurrency requires that capacity be available to support the impact of development within the adopted level of service.

One of the most significant aspects embodied in the Capital Improvements Element (CIE) is the establishment of Levels of Service (LOS) for those facility types required in the CIE. The City must maintain the adopted LOS standards for both current and future residents. These LOS standards must be balanced between community goals that exemplify "quality of life" considerations on one hand, and economic priorities and affordability on the other. If the adopted LOS standards are not maintained during implementation of the Plan, then the City must deny additional development permits or may require additional steps to limit additional development. If financial constraints compel the deferment of infrastructure projects that would maintain the adopted LOS, then phases of development may be approved and constructed as funding becomes available. The process for achieving and maintaining level of service for public facilities is concurrency management. Concurrency management requires that capacity be available to support the impact of development within the adopted level of service; implementation is through the CIE and the City's Unified Land Development Code.

Sections 163.3177 and 163.3180 F.S. establish the basic relationship between Level of Service (LOS) and concurrency which provides the City the key product of the Capital Improvements Element – the Five-Year Schedule of Capital Improvements. The CIE includes the 5-Year Schedule of Capital Improvements which is a balanced, multi-year spending plan setting the priority and timing for the construction of projects to maintain concurrency. It takes projects from the City's FY2018 - FY2022 Capital Improvements Program and includes the Five-Year Schedule of Capital Improvements to provide a method to assess the impact of residential growth, and establishes the Level of Service based on a financially feasible Capital Program. This schedule is revised annually and adopted by the City Commission (by ordinance). Further, the Capital Improvements project list is updated annually by incorporating the previous year as part of the prior funding and the inclusion of new fifth year. New projects are added to the five-year schedule of capital improvements during each annual update, and adjustments may be made in the funding and timing of projects that are already in the schedule, thus permitting continual adjustment to changing conditions and circumstances.

The City of North Port is unique in that 75 square miles was platted in the 1960/70's by General Development Corporation (GDC) and 25 square miles is not platted. This means that the City has the planning challenges of a platted lot community and the more typical planning challenges of non-platted agricultural land that is planned to transition into urban land uses. To address these challenges the City has, and always will, plan for ultimate build-out. For this Comprehensive Plan the official planning time frame is a 13-year period from 2017 through 2030, with the first five years being the Capital Improvements Program (CIP) planning period. Those level-of-service related projects show appropriated funding for the five-year period. This information is provided in Table 1 of the Goals, Objectives, and Policies of this element. Table 2 lists the projects anticipated in the "out years" of the planning time frame, with anticipated funding. Table 3 is provided to indicate other projects that may well come online by 2030, beyond the planning timeframe, to meet anticipated growth. The facilities on these tables include roads (multimodal), water, sewer, schools, and parks. The planning time frame is based on the adopted levels of service as articulated in the CIE Element, Goals, Objectives and Policies.

To compliment the City's planning approach, the master planning process is used to detail the specific facilities, to develop phasing schedules, and to identify funding sources. To date, the City has a Fire/EMS master plan (Fire Rescue Station Location, Apparatus, and Staffing Study for the City of North Port, Florida, Public Safety Solutions, Inc. 2004), utilities master plans (see Potable Water Element Policy 2.6), a parks and recreation master plan is nearing completion and a government facility needs study is being developed. The City updates these master plans at least every five years. A new master plan is recommended for transportation.

Working Towards Build-out

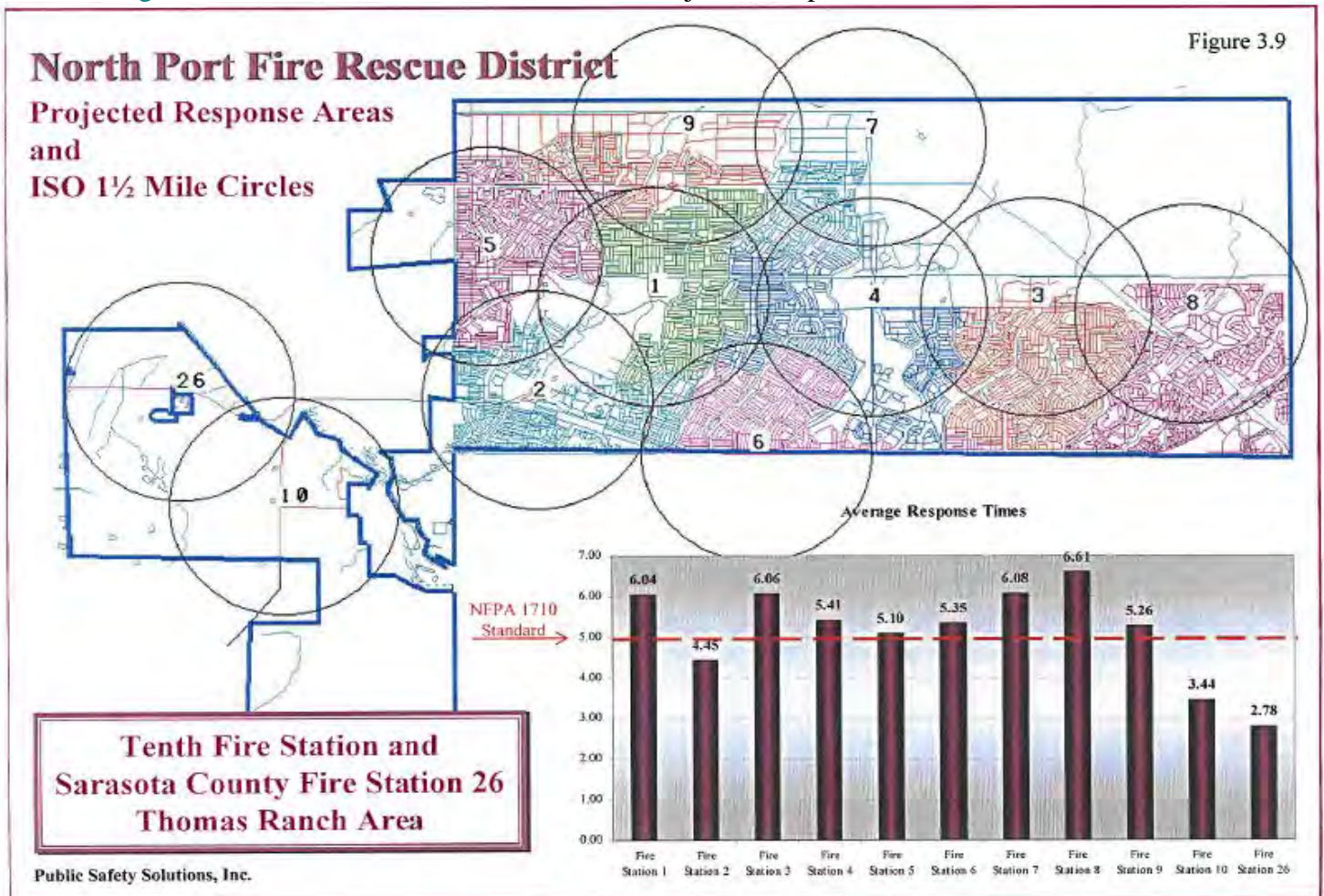
The exact date of build-out is not projected because build-out is dependent on the fluctuations of the national economy. Staff analyzed the projected build-out population based on the allowable densities from the Future Land Use Map, as proposed. Staff also analyzed the projected non-residential land uses based on the Future Land Use Map, as proposed. The projections yielded a population of ±270,911, ±33,752,660 square feet of commercial/employment with ±70,369 employees. The following presents the estimated needs.

Police: The Police Department is projected to have at least 475 sworn officers. This projection was based on the level of service standard of 1.9 officers per 1,000 population that was included in the 1997 version of this Comprehensive Plan, but which has been removed from this version, per City Commission direction, since this is not a required standard. Presently, the Police Department has approximately 100 sworn officers.

The Police Department is funded by the general fund and police impact fees are used to fund capital improvement such as police vehicles. The North Port Fiscal Analysis Model (NPFAM) showed that, at build-out and assuming the current revenue environment, the Police Department is projected to be fiscally sustainable.

Fire Department: The Fire Department Master Plan, as shown below, indicates 11 Fire stations at build-out. Presently, there are three fully equipment permanent stations and two temporary station. Two fire stations (one in Thomas Ranch and the other is located on Greenwood/North Port Blvd) are under design at this writing.

Figure 10-2: North Port Fire Rescue District Projected Response Times



The yearly operation budget comes from the Fire District fees and the Fire District collects impact fees for the construction of capital facilities/equipment.

Parks and Recreation: Based on the level of service in the Recreation and Open Space Element, the City will need ± 500 acres of parks, ± 500 acres of open space and $\pm 1,750$ acres of conservation land.

Today the City has 26 parks at ± 485 acres of parks and the environmental park. The City also owns ± 154 acres planned for parks. This totals ± 639 acres. Prior to build-out the City will exceed the amount of acreage to meet the projected build-out estimate of ± 500 acres.

For conservation land, the City has $\pm 10,081$ acres. The majority of this acreage is in the State Forest. This number does not include environmental areas within private developments. Therefore, the City has planned for ample acreage to meet the build-out estimate of $\pm 1,750$.

For open space, the City has $\pm 2,903$ acres. This area is predominantly in the Myakkahatchee Creek corridor. This acreage number does not include open space required in private developments. Therefore, the City has planned for ample acreage to meet the build-out estimate of ± 500 especially if the Orange Hammock area becomes a conservation easement.

Schools: Working with the School Board, staff anticipates a build-out need of 10 elementary schools, 3 middle schools and 3 high schools. The City presently has 5 elementary schools, 2 middle schools, 1 technical school (under construction), and 1 high school.

The areas shown as Village on the Future Land Use map are under construction or approved. The demographics for these areas will need to be monitored to ensure adequate school sites are planned. The School district and West Villages have recently secured 60 acres for future school campus K-8 on the property.

Water/sewer: Staff estimates that at build-out the City will need ± 24.6 million gallons per day for potable water. Currently the Utilities Master Plan (see Potable Water Element, Policy 2.6) for 2027 shows ± 18 million gallons per day peak period for water. The existing capacity and facilities are shown in the Potable Water Element.

The build-out estimate for sanitary sewer is 23.5 million gallons per day average flow and 61 million gallons per day peak flow. The existing capacity and facilities are shown in the Sanitary Sewer Element.

Transportation: At build-out, staff anticipates the following needs.

1. I-75 and US-41 will have at least six lanes,
2. Price Blvd. from Biscayne Blvd to Orlando Blvd. will have at least four lanes,
3. Orlando Blvd. from Price Blvd. to the southern City limits will have at least four lanes,
4. Yorkshire Blvd. from I-75 to the southern City limits will have at least four lanes,
5. Toledo Blade Blvd from Hillsborough Blvd. to Tropicaire Blvd. will have at least four lanes,
6. River Road through the City will have at least four lanes,
7. West Villages Parkway from the southern City limits to River Road (north of US-41) will have two to four lanes.
8. An interchange will need to be built at I-75 and Yorkshire Blvd to accommodate AC 6.

The City is presently analyzing the Price Blvd. corridor in an effort to identify transportation options because the City has only one City arterial roadway facility to provide east/west movements. To develop an acceptable transportation system, all modes of transportation will need to be analyzed including, mass transit, pedestrian facilities, and bridges to connect neighborhoods and to connect neighborhoods to activity centers.

Fiscal Capacity - REVENUES

The City of North Port has a variety of revenue sources to fund its operations and capital improvements. Major revenue sources include:

Ad Valorem Taxes: Ad valorem tax is the single largest source of revenue to fund general governmental operations.

Utility Franchise Fees & Taxes: The City has a franchise agreement with Florida Power and Light which allows the non-exclusive right and privilege of supplying electricity and other services within the City free of competition.

Municipal Revenue Sharing (State Shared Revenue): The City receives an allocation of revenues pursuant to s. 218.245(2), FS collected by the State, which include portions of municipal fuel taxes and state sales taxes. The formula to distribute the tax to the City is based on adjusted population, sales tax collections and relative ability of the City to raise revenue. Simply stated, it means that the City's assessed valuation is a factor.

Half-Cent Sales Tax: The City receives a share of the local government half-cent sales tax based on a formula which returns a half cent of the sales tax collected within Sarasota County. The municipal distribution formula is based on the City's population divided by a combination of the total County population plus 2/3 of the incorporated population.

One-Cent Sales Tax: The City receives a share of the local discretionary infrastructure sales surtax authorized in s. 212.054-.055, FS for a period of ten years based on a voter approved referendum which was set to expire on August 31, 1999. On November 4, 1997, the voters approved a ten-year extension of this tax through the year 2009. On November 6, 2007, the voters approved another extension of 15 years.

Gas Tax: The City receives six cents from the Local Option Fuel Tax imposed on motor and diesel fuels; five cents from the Local Option Fuel Tax imposed on motor fuel only; and one cent from the County 9th Cent Fuel Tax. These taxes are distributed to the City based on a population formula and are restricted in use to transportation related expenditures including projects such as roadway/rights-of-way improvements, sidewalks, street lighting, traffic signs, street rehabilitation and residential traffic improvement projects.

Impact Fees: The City collects impact fees for law enforcement, fire protection, parks, roads, solid waste, and general government services. The fees are imposed based upon the amount of new demand attributable to new development and the cost of providing the additional capital improvements needed to serve the new development.

Assessment Districts: The City has funded capital improvements through the use of non-ad valorem assessment districts. The Road and Drainage District has funded projects such as sidewalks, capital equipment purchases and road rehabilitation. The Fire Rescue District has used non ad valorem assessments to construct fire stations and purchase fire apparatus. The Solid Waste District often uses non ad valorem assessments to purchase capital equipment.

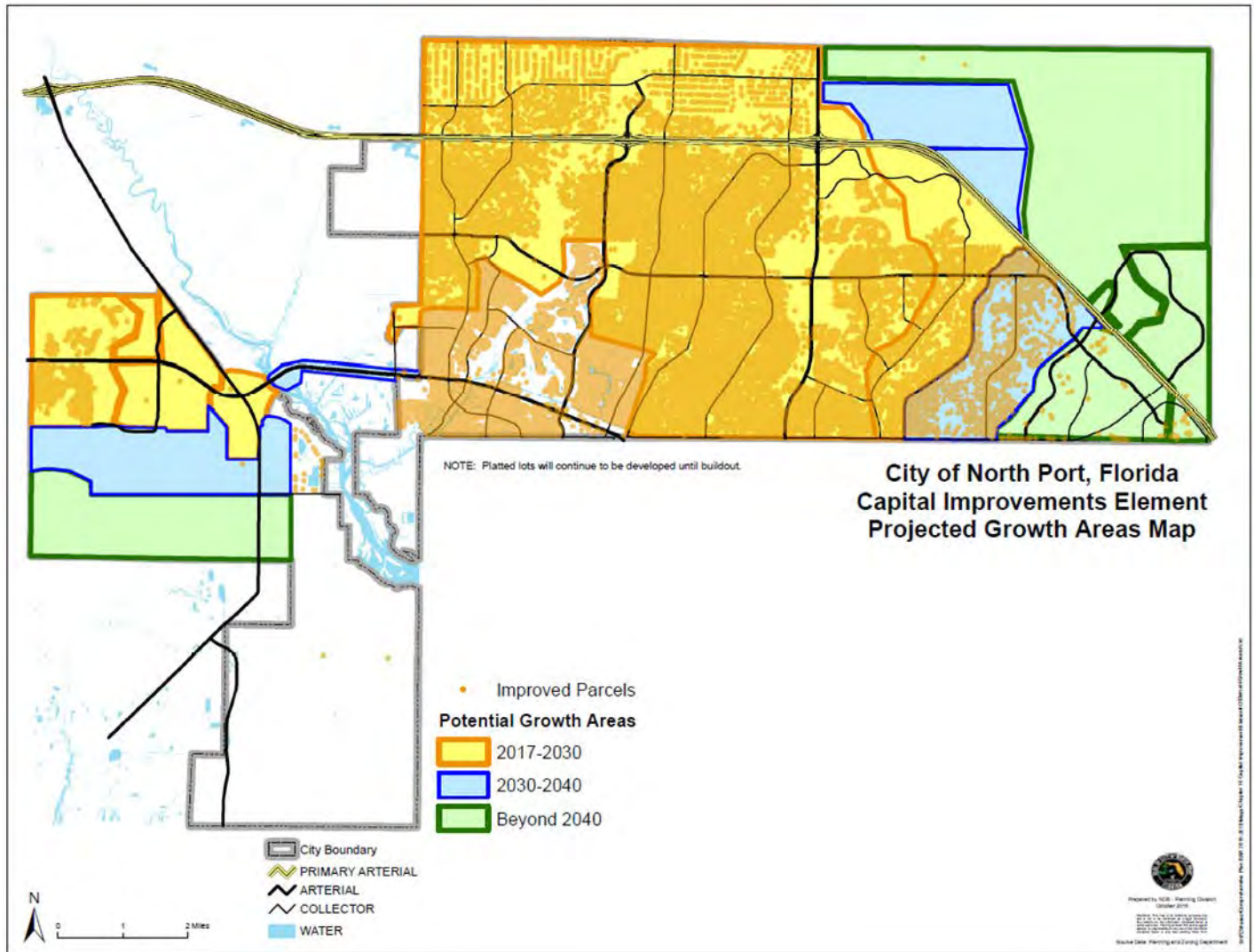
Utility User Fees, Impact Fees and Connection Fees: User fees are charged to those who are receiving water and sewer services. Fees are established to pay for the operating costs, capital improvements, debt service on outstanding debt and to provide adequate revenue coverage for revenue bonds. Water and Sewer impact fees are used to fund the capital costs of constructing the growth expansion needs of the water and wastewater systems.

Revenue Bonds: Bonds financed by the user fees of those directly benefiting from the improvements. The City has several bond issues outstanding which have financed the construction of various capital improvements to the Water and Wastewater utility system.

10-Year Planning Period

Based on the population projections found in the Needs Analysis, Table 2 of the Future Land Use Element identifies the facilities that are projected to be needed from 2017-2030. These projects correspond to the geographic areas shown on Map 10-1.

Map 10-1



5-Year Capital Improvement Program Appropriation Plan

FY 2017-2018 to FY 2021-2022 5-Year Capital Improvement Program Appropriation Plan and individual Capital Project Types are shown in the following Appendix. The first year of the program is funded as part of the City's annual budget.

APPENDICES
CAPITAL IMPROVEMENTS ELEMENT

APPENDIX A

SUMMARY

CAPITAL IMPROVEMENT PROGRAM PLAN

AND

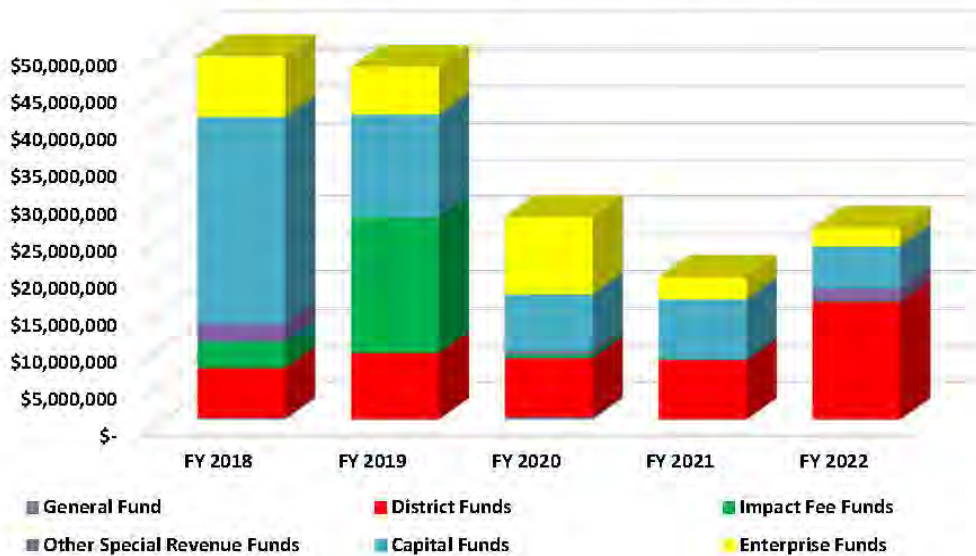
CAPITAL IMPROVEMENT PROJECTS

The complete adopted Capital Improvement Plan (CIP FY 2018-FY 2022) can be reviewed online by going to the following link: <http://www.cityofnorthport.com/government/city-services/finance/capital-improvement-program>

**2018 - 2022 CAPITAL IMPROVEMENT PROGRAM (CIP)
SUMMARY OF ALL PROJECTS BY FUNDING TYPE**

FUNDING TYPE	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023 - 2027	TOTAL 10-Year CIP
<i>General Fund</i>	\$ 181,800	\$ -	\$ 310,000	\$ -	\$ -	\$ -	\$ 491,800
<i>District Funds</i>	6,914,700	9,180,920	8,127,080	8,192,010	16,037,700	34,899,374	\$ 83,351,784
<i>Impact Fee Funds</i>	3,599,050	18,203,240	550,000	75,000	75,000	8,020,660	\$ 30,522,950
<i>Other Special Revenue Funds</i>	2,407,890	-	450,000	60,000	1,745,000	-	\$ 4,662,890
<i>Capital Funds</i>	27,874,790	13,913,270	7,624,540	8,041,125	5,644,003	56,505,358	\$ 119,603,086
<i>Enterprise Funds</i>	8,197,680	6,405,000	10,315,000	3,010,000	2,385,000	10,500,000	\$ 40,812,680
PROJECTS TOTAL	49,175,910	47,702,430	27,376,620	19,378,135	25,886,703	109,925,392	279,445,190
<i>Debt Service</i>	1,821,260	1,821,260	1,821,260	1,740,000	1,740,000	8,700,000	\$ 17,643,780
GRAND TOTAL	50,997,170	49,523,690	29,197,880	21,118,135	27,626,703	118,625,392	297,088,970

FY 2018-2022 CIP BY FUNDING SOURCE



Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

001 - General Fund		Category: Other						
			FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
CAPITAL PROJECT EXPENSES		Carryover	New Funding					
<i>New Assets</i>								
IT18FC	Facility Commander	-	56,000	-	-	-	-	-
PD18VH	Additional Fully Equipped Vehicles	-	55,800	-	-	-	-	-
<i>Improvement of Existing Assets</i>								
P17CEC	Community Education Center - Parking Lot Improvements	54,000	-	-	-	-	-	-
<i>Replacement of Existing Assets</i>								
IT18VS	Video Surveillance	-	70,000	-	-	-	-	-
IT20SR	SAN Replacement	-	-	-	155,000	-	-	-
IT20NI	Network Infrastructure	-	-	-	155,000	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>		<i>54,000</i>	<i>181,800</i>	<i>-</i>	<i>310,000</i>	<i>-</i>	<i>-</i>	<i>-</i>
Total Capital Project Expenses:		54,000	181,800	-	310,000	-	-	-
Total FY 17-18 Funding:			235,800					

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

107 - Road & Drainage District		Category: Other						
			FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
CAPITAL PROJECT EXPENSES		Carryover	New Funding					
<i>New Assets</i>								
R16SEL	Sidewalks-Eldron Ave	80,160	-	-	-	-	-	-
R18SSM	Sidewalks - San Mateo	-	-	249,000	-	-	-	-
R18VEH	Additional Capital Equipment over \$50,000	-	562,800	-	-	-	-	-
R21FAC	Public Works Facility	-	-	-	-	135,000	3,926,250	-
Program	Sidewalk and Pedestrian Bridges Program	-	-	80,000	329,000	325,000	320,900	1,539,800
<i>Improvement of Existing Assets</i>								
R17S06	Rehabilitation of Water Control Structure 106	-	1,011,500	-	-	-	-	-
R17RRM	2017-Routine Road Maintenance	1,747,200	-	-	-	-	-	-
R18BBL	Biscayne Boulevard Bike Lanes	-	114,100	1,223,260	-	-	-	-
R18GSP	Glenallen Boulevard Swale Piping	-	120,000	1,536,000	-	-	-	-
R18RRM	2018-Routine Road Maintenance	-	4,025,900	-	-	-	-	-
R18BRR	2018-Bridge Rehabilitation	-	7,000	-	-	-	-	-
Program	Drainage Improvement Program	-	-	1,207,850	1,225,970	1,244,360	1,263,030	2,083,170
Program	Bridge Rehabilitation & Repair Program	-	-	7,210	13,840	20,670	27,710	109,897
Program	Routine Road Maintenance Program	-	-	4,602,600	4,748,270	4,891,980	5,051,060	27,795,940
<i>Replacement of Existing Assets</i>								
R15S15	Rehabilitation of Water Control Structure 115	826,250	-	-	-	-	-	-
R17POF	Piping of Outfalls and Catch Basins in Grid 205	360	1,073,400	-	-	-	-	-
R19S12	Rehabilitation of Water Control Structure 112	-	-	100,000	390,000	-	-	-
Program	Water Control Structure Program	-	-	175,000	1,420,000	1,470,000	2,395,000	3,370,568
Sub-total - New, Existing, Replacement Assets		2,653,970	6,914,700	9,180,920	8,127,080	8,087,010	12,983,950	34,899,374
Total Capital Project Expenses:		2,653,970	6,914,700	9,180,920	8,127,080	8,087,010	12,983,950	34,899,374
Total FY 17-18 Funding:			9,568,670					

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

110 Fire District		Category: Other					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
CAPITAL PROJECT EXPENSES	Carryover	New Funding					
<i>New Assets</i>							
<i>Improvement of Existing Assets</i>							-
<i>Replacement of Existing Assets</i>							-
<i>Sub-total - New, Existing, Replacement Assets</i>	-	-	-	-	-	-	-
Total Capital Project Expenses:	-	-	-	-	-	-	-
Total FY 17-18 Funding:		-					

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

115 - Tree Fund		Category: Other					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
CAPITAL PROJECT EXPENSES	Carryover	New Funding					
<i>New Assets</i>							
R15SHD & U15WSH	Spring Haven Drive Extension	90,000	-	-	-	-	-
<i>Improvement of Existing Assets</i>							
P14BMF	Butler Park Multi-Purpose Fields	40,000	-	-	-	-	-
<i>Replacement of Existing Assets</i>							
		-	-	-	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>		130,000	-	-	-	-	-
Total Capital & Operating Project Expenses:		130,000	-	-	-	-	-
Total FY 17-18 Funding:		\$ 130,000					

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

120 - Solid Waste District		Category: Other					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
R21FAC	Public Works Facility	-	-	-	105,000	3,053,750	-
<i>Improvement of Existing Assets</i>							
<i>Replacement of Existing Assets</i>							
<i>Sub-total - New & Replacement Assets</i>		-	-	-	105,000	3,053,750	-
Total Capital Project Expenses:		-	-	-	105,000	3,053,750	-
Total FY 17-18 Funding:			-				

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

125 - Warm Mineral Springs		Category: Other					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
WM20WC	Warm Mineral Springs Potable Water Connectivity	-	-	450,000	-	-	-
<i>Improvement of Existing Assets</i>							
<i>Replacement of Existing Assets</i>							
WM17RB	Warm Mineral Springs Building Rehabilitation	500,000	2,400,000	-	-	-	-
<i>Sub-total - New & Replacement Assets</i>		<i>500,000</i>	<i>2,400,000</i>	<i>-</i>	<i>450,000</i>	<i>-</i>	<i>-</i>
Total Capital Project Expenses:		500,000	2,400,000	-	450,000	-	-
Total FY 17-18 Funding:			2,900,000				

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

144 - Escheated Lots-Land & Future Projects		Category: Other					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 2,074	\$ 2,074	\$ 2,074	\$ 2,074	\$ 2,074	\$ 2,074
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
<i>Improvement of Existing Assets</i>							
R15PW1 & U15PW1	Price Boulevard Widening	1,850,000	-	-	-	-	-
P17CEC	Community Education Center - Parking Lot Improvements	46,000	-	-	-	-	-
<i>Replacement of Existing Assets</i>							
<i>Sub-total - New, Existing, Replacement Assets</i>		1,896,000	-	-	-	-	-
Total Capital & Operating Project Expenses:		1,896,000	-	-	-	-	-
Estimated Ending Balance:		\$ 2,074	\$ 2,074	\$ 2,074	\$ 2,074	\$ 2,074	\$ 2,074

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

146 - Escheated Lots-Parks		Category: Other					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 11,203	\$ 11,203	\$ 11,203	\$ 11,203	\$ 11,203	\$ 11,203
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
<i>Improvement of Existing Assets</i>							
P17CEC	Community Education Center - Parking Lot Improvements	20,000	-	-	-	-	-
<i>Replacement of Existing Assets</i>							
		-	-	-	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>		20,000	-	-	-	-	-
Total Capital Project Expenses:		20,000	-	-	-	-	-
Estimated Ending Balance:		\$ 11,203	\$ 11,203	\$ 11,203	\$ 11,203	\$ 11,203	\$ 11,203

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

150 - Impact Fees - Law Enforcement		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 153,974	\$ 37,274	\$ 219,574	\$ 369,974	\$ 498,874	\$ 631,074
REVENUE							
Impact Fees		152,100	179,800	147,900	126,400	129,700	735,900
Investment Income		2,750	2,500	2,500	2,500	2,500	12,500
Total Revenue & Balances:		308,824	219,574	369,974	498,874	631,074	1,379,474
CAPITAL PROJECT EXPENSES							
	Carryover	New Funding					
<i>New Assets</i>							
PD18VH	Additional Fully Equipped Vehicles	-	111,600	-	-	-	-
PD18MC	Mobile Citation Project	-	159,950	-	-	-	-
<i>Improvement of Existing Assets</i>							
		-	-	-	-	-	-
<i>Replacement of Existing Assets</i>							
		-	-	-	-	-	-
Sub-total - New, Existing, Replacement Assets		-	271,550	-	-	-	-
Total Capital Project Expenses:		-	271,550	-	-	-	-
Estimated Ending Balance:		\$ 37,274	\$ 219,574	\$ 369,974	\$ 498,874	\$ 631,074	\$ 1,379,474

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

150 - Impact Fees - Law Enforcement-WVID		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance		\$ 401,582	\$ 535,782	\$ 659,982	\$ 799,582	\$ 934,382	\$ 1,069,182
REVENUE							
Impact Fees		134,200	124,200	139,600	134,800	134,800	200,000
Total Revenue & Balances:		535,782	659,982	799,582	934,382	1,069,182	1,269,182
CAPITAL PROJECT EXPENSES	Carryover	New Funding					
<i>New Assets</i>							
-	-	-	-	-	-	-	-
<i>Improvement of Existing Assets</i>							
-	-	-	-	-	-	-	-
<i>Replacement of Existing Assets</i>							
-	-	-	-	-	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>	-	-	-	-	-	-	-
Total Capital Project Expenses:	-	-	-	-	-	-	-
Estimated Ending Balance:		\$ 535,782	\$ 659,982	\$ 799,582	\$ 934,382	\$ 1,069,182	\$ 1,269,182

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

151 - Impact Fees - Fire Rescue		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 171,078	\$ 345,578	\$ 69,638	\$ 234,538	\$ 377,238	\$ 523,938
REVENUE							
Impact Fees		170,500	194,300	159,900	137,700	141,700	804,100
Investment Income		4,000	5,000	5,000	5,000	5,000	25,000
Total Revenue & Balances:		345,578	544,878	234,538	377,238	523,938	1,353,038
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
F19R83	New Rescue (Ambulance) - Station 83	-	475,240	-	-	-	-
TBD	Fire Station 87 - (North Toledo Blade & I-75 Area)	-	-	-	-	-	5,552,050
TBD	New Engine - Fire Station 87	-	-	-	-	-	1,019,200
TBD	New Rescue - Fire Station 87	-	-	-	-	-	579,080
<i>Improvement of Existing Assets</i>		-	-	-	-	-	-
<i>Replacement of Existing Assets</i>							
Program	Ambulance Replacement Program	-	-	-	-	-	495,330
<i>Sub-total - New, Existing, Replacement Assets</i>		-	475,240	-	-	-	7,645,660
Total Capital Project Expenses:		-	475,240	-	-	-	7,645,660
Estimated Ending Balance:		\$ 345,578	\$ 69,638	\$ 234,538	\$ 377,238	\$ 523,938	\$(6,292,622)

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

152 - Impact Fees - Parks & Recreation		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 237,770	\$ 39,670	\$ 188,970	\$ 459,370	\$ 751,970	\$ 1,044,570
REVENUE							
Impact Fees		249,900	441,300	362,400	284,600	284,600	1,622,800
Investment Income		2,000	8,000	8,000	8,000	8,000	40,000
Total Revenue & Balances:		489,670	488,970	559,370	751,970	1,044,570	2,707,370
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
P17BGA	Blueways/Greenways Access	300,000	-	-	-	-	-
P17DGC	Disc Golf Course	50,000	-	-	-	-	-
P17NPP	North Port Aquatic Center	435,000	450,000	-	-	-	-
P19PAS	Boca Chica Neighborhood Park	-	-	300,000	-	-	-
P20LPD	Langlais Park Development	-	-	-	100,000	-	-
<i>Improvement of Existing Assets</i>							
<i>Replacement of Existing Assets</i>							
<i>Sub-total - New, Existing, Replacement Assets</i>		<i>785,000</i>	<i>450,000</i>	<i>300,000</i>	<i>100,000</i>	<i>-</i>	<i>-</i>
Total Capital Project Expenses:		785,000	450,000	300,000	100,000	-	-
Estimated Ending Balance:		\$ 39,670	\$ 188,970	\$ 459,370	\$ 751,970	\$ 1,044,570	\$ 2,707,370

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

151 - Impact Fees - Fire Rescue-WVID		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 511,551	\$ 654,051	\$ 762,251	\$ 461,551	\$ 530,051	\$ 598,551
REVENUE							
Impact Fees		142,500	133,200	149,300	143,500	143,500	200,000
Total Revenue & Balance:		142,500	133,200	149,300	143,500	143,500	200,000
CAPITAL PROJECT EXPENSES							
		Carryover	New Funding				
<i>New Assets</i>							
F19R86	New Rescue (Ambulance)-Station 86- West Villages	-	25,000	25,000	25,000	25,000	125,000
F19F56	Fire Station 86-West Villages Independent District	-	-	400,000	25,000	25,000	125,000
F19E86	New Ladder Truck-Station 86- West Villages	-	-	25,000	25,000	25,000	125,000
<i>Improvement of Existing Assets</i>							
		-	-	-	-	-	-
<i>Replacement of Existing Assets</i>							
		-	-	-	-	-	-
Sub-total - New, Existing, Replacement Assets		-	25,000	450,000	75,000	75,000	375,000
Total Capital Project Expenses:		-	25,000	450,000	75,000	75,000	375,000
Estimated Ending Balance:		\$ 654,051	\$ 762,251	\$ 461,551	\$ 530,051	\$ 598,551	\$ 423,551

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

152 - Impact Fees - Parks & Recreation-WVID		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance		\$ 1,380,928	\$ 1,766,528	\$ 2,099,528	\$ 2,480,028	\$ 2,860,528	\$ 3,241,028
REVENUE							
Impact Fees		385,600	333,000	380,500	380,500	380,500	600,000
Total Revenue & Balance:	\$ -	385,600	333,000	380,500	380,500	380,500	600,000
CAPITAL PROJECT EXPENSES	Carryover	New Funding					
New Assets							
Improvement of Existing Assets							
		-	-	-	-	-	-
Replacement of Existing Assets							
		-	-	-	-	-	-
Sub-total - New, Existing, Replacement Assets		-	-	-	-	-	-
Total Capital Project Expenses:		-	-	-	-	-	-
Estimated Ending Balance:	\$ -	\$ 1,766,528	\$ 2,099,528	\$ 2,480,028	\$ 2,860,528	\$ 3,241,028	\$ 3,841,028

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

153 - Impact Fees - Transportation		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 3,886,421	\$ 2,413,261	\$ 1,423,101	\$ 2,635,341	\$ 3,662,941	\$ 4,738,041
REVENUE							
Impact Fees		3,118,100	3,204,100	3,003,500	2,737,600	2,785,100	14,848,400
Investment Income		15,000	30,000	30,000	30,000	30,000	150,000
Loans		-	15,000,000	-	-	-	-
Total Revenue & Balances:		7,019,521	20,647,361	4,456,601	5,402,941	6,478,041	19,736,441
CAPITAL PROJECT EXPENSES							
		Carryover	New Funding				
<i>New Assets</i>							
R15SHD & U15WSH	Spring Haven Drive Extension	2,490,620	2,785,000	-	-	-	-
<i>Improvement of Existing Assets</i>							
R15PW1 & U15PW1	Price Boulevard Widening	-	17,403,000	-	-	-	-
<i>Replacement of Existing Assets</i>							
Sub-total - New, Existing, Replacement Assets		2,490,620	2,785,000	17,403,000	-	-	-
Total Capital Project Expenses:		2,490,620	2,785,000	17,403,000	-	-	-
<i>Debt Service</i>							
	State Infrastructure Bank Loan - Reimbursement	-	1,821,260	1,821,260	1,740,000	1,740,000	8,700,000
Estimated Ending Balance:		\$ 2,413,261	\$ 1,423,101	\$ 2,635,341	\$ 3,662,941	\$ 4,738,041	\$ 19,736,441

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

156 - Impact Fees - Solid Waste		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 307,332	\$ 509,532	\$ 732,332	\$ 954,332	\$ 1,145,732	\$ 1,338,532
REVENUE							
Impact Fees		200,800	221,800	221,000	190,400	191,800	1,025,800
Investment Income		1,400	1,000	1,000	1,000	1,000	5,000
Total Revenue & Balances:		509,532	732,332	954,332	1,145,732	1,338,532	2,369,332
CAPITAL PROJECT EXPENSES	Carryover	New Funding					
New Assets							
Improvement of Existing Assets							
		-	-	-	-	-	-
Replacement of Existing Assets							
		+	+	+	+	+	+
Sub-total - New, Existing, Replacement Assets		-	-	-	-	-	-
Total Capital Project Expenses:		-	-	-	-	-	-
Estimated Ending Balance:	\$ -	\$ 509,532	\$ 732,332	\$ 954,332	\$ 1,145,732	\$ 1,338,532	\$ 2,369,332

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

157 - Impact Fees - General Government		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 199,921	\$ 227,521	\$ 364,121	\$ 476,821	\$ 574,121	\$ 674,121
REVENUE							
Impact Fees		118,500	135,100	111,200	95,800	98,500	559,100
Investment Income		1,600	1,500	1,500	1,500	1,500	7,500
Total Revenue & Balances:		320,021	364,121	476,821	574,121	674,121	1,240,721
CAPITAL PROJECT EXPENSES							
	Carryover	New Funding					
<i>New Assets</i>							
<i>Improvement of Existing Assets</i>							
<i>Replacement of Existing Assets</i>							
PM18CF	City Storage Building	-	92,500	-	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>		-	92,500	-	-	-	-
Total Capital Project Expenses:		-	92,500	-	-	-	-
Estimated Ending Balance:		\$ 227,521	\$ 364,121	\$ 476,821	\$ 574,121	\$ 674,121	\$ 1,240,721

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

157 - Impact Fees - General Government-WWID		Category: Impact Fees					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance		\$ 264,268	\$ 363,368	\$ 455,968	\$ 559,768	\$ 659,568	\$ 759,368
REVENUE							
Impact Fees		99,100	92,600	103,800	99,800	99,800	420,000
		-	-	-	-	-	-
Total Revenue & Balances:	\$ -	363,368	455,968	559,768	659,568	759,368	420,000
CAPITAL PROJECT EXPENSES	Carryover	New Funding					
<i>New Assets</i>							
		-	-	-	-	-	-
<i>Improvement of Existing Assets</i>							
		-	-	-	-	-	-
<i>Replacement of Existing Assets</i>							
		-	-	-	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>		-	-	-	-	-	-
Total Capital Project Expenses:		-	-	-	-	-	-
Estimated Ending Balance:	\$ -	\$ 363,368	\$ 455,968	\$ 559,768	\$ 659,568	\$ 759,368	\$ 420,000

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

170 - Department of Environmental Protection (DEP)		Category: Grant					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 6,890	\$ -	\$ -	\$ -	\$ -	\$ -
REVENUE							
Investment Income		1,000	-	-	-	-	-
Total Revenue & Balances:		7,890	-	-	-	-	-
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
P15MCC	Myakkahatchee Creek Corridor-Land Acquisition	517,500	7,890	-	-	-	-
<i>Improvement of Existing Assets</i>		-	-	-	-	-	-
<i>Replacement of Existing Assets</i>		-	-	-	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>		<i>517,500</i>	<i>7,890</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Total Capital Project Expenses:		517,500	7,890	-	-	-	-
Estimated Ending Balance:		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

Surtax		Category: Infrastructure Surtax					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 23-24
Estimated Available Beginning Balance:		\$ 16,451,569	\$ 1,297,149	\$ 2,187,139	\$ 6,806,749	\$ 14,692,474	\$ 23,638,841
REVENUE							
	Taxes	9,707,570	10,581,260	11,427,750	12,284,830	13,144,770	29,391,690
	Investment Income	110,000	105,000	50,000	50,000	75,000	200,000
Total Revenue & Balances:		26,269,139	11,983,409	13,664,889	19,141,579	27,912,244	53,230,531
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
<i>City Facilities</i>							
	None Assign Braves Spring Training Facility	-	4,700,000	-	-	-	-
TBD	Emergency Operations Center	-	-	-	-	-	8,000,000
<i>Information Technology</i>							
IT19PF	Price Road Dark Fiber	-	215,000	-	-	-	-
<i>Fire</i>							
F15FPT	Fire/Police Training Tower	755,000	-	-	-	-	-
<i>Parks</i>							
P10MCG	Myakkahatchee Creek Greenway	1,382,470	-	-	-	-	-
P17NPP	North Port Aquatic Center	1,850,000	9,250,000	-	-	-	-
P17BPG	Boundless Playground	220,000	280,000	-	-	-	-
P18DPB	Deer Prairie Creek Connector Bridge	-	128,490	442,510	-	-	-
P18DPC	Dallas White Park Pool Closure	-	100,000	-	-	-	-
<i>Road and Drainage</i>							
R15SHD & U15WSH	Spring Haven Drive Extension	274,230	-	-	-	-	-
R16RSS	Big Slough Watershed Implementation Study	195,390	-	-	-	-	-
R16SEL	Sidewalks-Eldron Ave	550,000	157,000	-	-	-	-
R16FTP	Tamiami Trail Parking Areas	430,210	-	-	-	-	-
R18SSM	Sidewalks - San Mateo	-	80,000	271,000	-	-	-
R18PBT	Tropicaire Boulevard Pedestrian and Bicycle Ways Shared-Use Path	-	3,399,100	-	-	-	-
Program	Sidewalk and Pedestrian Bridges Program	-	-	271,000	275,000	279,100	1,460,200
<i>Utilities</i>							

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

Surtax		Category: Infrastructure Surtax					
U18WDI	Water Distribution System Improvements	-	372,990	-	-	-	-
Program	Neighborhood Water Line Extensions	-	-	4,570,000	1,705,000	-	9,577,000
Program	Water Distribution System Improvements	-	-	354,000	365,000	306,000	310,000
Improvement of Existing Assets							
<i>Parks</i>							
P14BMF	Butler Park Multi-Purpose Fields	1,207,990	-	-	-	-	-
P17CCI	City Center Improvements	63,640	260,000	-	-	-	-
P17EPI	Environmental Park Improvements	38,120	300,000	-	-	-	-
P17PAI	Park Amenities	30,910	-	-	-	-	-
P17PPI	Pine Park Sidewalks & Lighting	270,630	-	-	-	-	-
P18BRE	Blue Ridge Park Playground - Equipment Replacement	-	150,000	-	-	-	-
P18BRL	Butler Park Multi-Purpose Fields - Lighting	-	250,000	-	-	-	-
P18DWD	Dallas White Park-Dock Improvements	-	35,000	-	-	-	-
P19BGR	Restrooms along Blueways/Greenways	-	-	175,000	365,000	375,000	390,000
<i>Road and Drainage</i>							
R15PW1 & U15PW1	Price Boulevard Widening	1,858,690	-	-	-	-	-
R16BRR	2016-Bridge Rehabilitation	213,820	-	-	-	-	-
R17BRR	2017-Bridge Rehabilitation	213,820	-	-	-	-	-
R17RRM	2017-Routine Road Maintenance	1,310,390	-	-	-	-	-
R17S06	Rehabilitation of Water Control Structure 106	168,500	800,000	-	-	-	-
R18BRR	2018-Bridge Rehabilitation	-	253,500	-	-	-	-
R18RRM	2018-Routine Road Maintenance	-	1,424,100	-	-	-	-
Program	Drainage Improvement Program	-	-	999,400	1,014,400	1,029,600	1,045,000
Program	Bridge Rehabilitation & Repair Program	-	-	257,300	261,200	265,100	269,100
Program	Routine Road Maintenance Program	-	-	1,000,000	1,000,000	1,000,000	1,000,000

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

Surtax		Category: Infrastructure Surtax						
<i>Utilities</i>								
U15WT2	Water Transmission Service Improvements	344,030	-	-	-	-	-	-
U17U41	Utilities Improvements on Route 41-Phase 1	164,450	93,010	-	-	-	-	-
Replacement of Existing Assets								
<i>Fire</i>								
F18AMB	Ambulance Replacement Program	-	619,500	-	-	-	-	-
TBD	Public Safety Communication Replacement	-	-	-	-	-	-	1,608,000
Program	Ambulance Replacement Program	-	-	683,000	-	-	-	2,683,880
<i>Parks</i>								
<i>Police</i>								
PD18RV	Replace Fully Equipped Vehicles	-	834,700	-	-	-	-	-
Program	Replace Fully Equipped Vehicles	-	-	669,060	716,540	528,405	305,203	3,236,438
<i>Road and Drainage</i>								
R15S15	Rehabilitation of Water Control Structure 115	-	500,000	-	-	-	-	-
R17POF	Piping of Outfalls and Catch Basins in Grid 205	-	984,600	-	-	-	-	-
R19S12	Rehabilitation of Water Control Structure 112	-	-	-	500,000	-	-	-
Program	Water Control Structure Program	-	-	-	500,000	500,000	500,000	500,000
<i>Utilities</i>								
U17WBR	Water Pipeline Bridge Replacements	150,000	-	-	-	-	-	-
Program	Water Pipeline Bridge Replacements	-	-	160,000	160,000	170,000	175,000	-
Sub-total - New, Existing, Replacement Assets		11,692,290	24,971,990	9,796,270	6,858,140	4,449,105	4,273,403	43,814,318
<i>Debt Service</i>								
Total Capital Project Expenses:		11,692,290	24,971,990	9,796,270	6,858,140	4,449,105	4,273,403	43,814,318
Estimated Ending Balance:		\$ 1,297,149	\$ 2,187,139	\$ 6,806,749	\$ 14,692,474	\$ 23,638,841	\$ 9,416,213	

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

325 - Capital Acquisition			Category: Capital Acquisition						
			FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:			\$ 7,143,399	\$ 8,112,749	\$ 4,992,379	\$ 7,015,989	\$ 5,966,799	\$ 7,149,959	
REVENUE	Estimated Fund Balance @ 09/30/17	Information Purposes							
Transfer In - Building Fund	125,110	40,000	40,000	20,780	20,780	20,780	20,780	103,900	
Transfer In - Fleet Fund	579,050	50,000	50,000	50,000	50,000	50,000	50,000	250,000	
Transfer In - Road & Drainage District	505,370	380,000	1,320,000	850,000	850,000	850,000	850,000	3,500,000	
Transfer In - Solid Waste District	4,080,460	941,860	1,902,770	1,124,730	1,196,060	1,159,290	1,155,050	5,000,000	
Transfer In - Fire Rescue District & EMS	1,855,290	722,000	930,000	722,000	722,000	722,000	722,000	3,610,000	
Transfer In - General Fund	200,000	200,000	250,000	250,000	250,000	100,000	100,000	250,000	
Investment Income	-	24,000	40,000	40,000	40,000	40,000	40,000	200,000	
Total Revenue & Balances:	7,345,280	2,357,860	11,676,169	11,170,259	8,121,219	9,958,059	8,904,629	20,063,859	
CAPITAL PROJECT EXPENSES		Carryover	New Funding						
<i>Fire</i>									
F17R81	Fire Station 81 Renovation	100,000	250,000						
F18APP	Fire Apparatus Replacement	-	993,000						
Program	Fire Apparatus Replacement Program	-	-	450,000	712,130				1,351,450
<i>Road and Drainage</i>									
R18VER	Capital Equipment Replacement over \$50,000	-	347,800						
Program	Capital Equipment Replacement over \$50,000	-	-	1,347,180	54,270	625,640	805,020		2,755,630
<i>Solid Waste</i>									
SW18TE	Solid Waste Trucks & Equipment Replacement Program - over \$50,000	-	1,312,000						
Program	Solid Waste Trucks & Equipment Replacement Program - over \$50,000	-	-	2,319,820		2,966,380	565,580		8,583,960
<i>Building</i>									
<i>Fleet</i>									
<i>Police</i>									
<i>Under CIP Threshold Capital Acquisition Replacements</i>			660,620	2,060,880	338,830	399,240	384,070		1,991,020
Sub-total - New, Existing, Replacement Assets			100,000	3,563,420	6,177,880	1,105,230	3,991,260	1,754,670	14,682,060
Debt Service									
Total Capital Project Expenses:			100,000	3,563,420	6,177,880	1,105,230	3,991,260	1,754,670	14,682,060
Estimated Ending Balance:			\$ 2,357,860	\$ 8,112,749	\$ 4,992,379	\$ 7,015,989	\$ 5,966,799	\$ 7,149,959	\$ 5,381,799

* Departments may have capital and equipment expenditures that do not meet CIP document threshold of \$50,000.
See the detailed budget for additional information.

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

330 - Bond Proceeds		Category: Bonds					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
Estimated Available Beginning Balance:		\$ 441,984	\$ 476,984	\$ 476,984	\$ 476,984	\$ 476,984	\$ 476,984
REVENUE							
Bond Proceeds		-	-	-	-	-	-
Investment Income		35,000	-	-	-	-	-
Total Revenue:		35,000	-	-	-	-	-
CAPITAL PROJECT EXPENSES		Estimated Annual Expenditures	New Funding				
<i>New Assets</i>							
<i>Improvement of Existing Assets</i>							
R14RRC	Bond Road Rehabilitation FY 2014	5,714,808					
	Bond Road Rehabilitation FY 2015	6,574,873					
	Bond Road Rehabilitation FY 2016	11,070,218					
	FY 17 Carryover	17,380,711					
<i>Replacement of Existing Assets</i>							
		-	-	-	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>		<i>40,740,610</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Total Capital Project Expenses:		40,740,610	-	-	-	-	-
Estimated Ending Balance:		\$ 476,984	\$ 476,984	\$ 476,984	\$ 476,984	\$ 476,984	\$ 476,984

Appendix B Ordinance 2017-25 FINAL

FY 2018 - 2027 Capital Improvement Plan
Fund and Project Summary

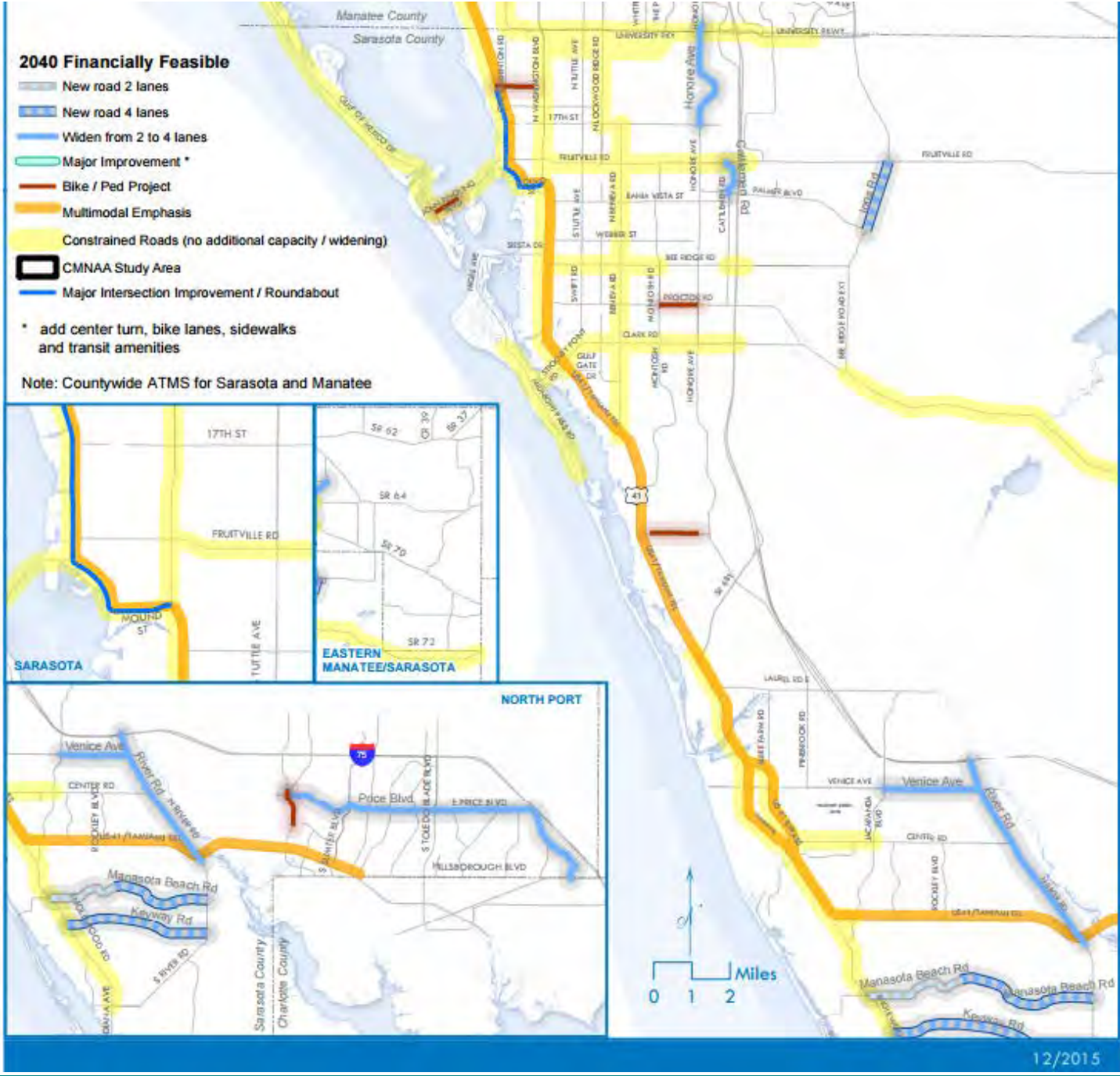
520 - Fleet		Category: Other					
		FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FYs 23-27
CAPITAL PROJECT EXPENSES		Carryover	New Funding				
<i>New Assets</i>							
R21FAC	Public Works Facility	-	-	-	60,000	1,745,000	-
<i>Improvement of Existing Assets</i>							
<i>Replacement of Existing Assets</i>							
		-	-	-	-	-	-
<i>Sub-total - New, Existing, Replacement Assets</i>		-	-	-	60,000	1,745,000	-
Total Capital Project Expenses:		-	-	-	60,000	1,745,000	-
Total FY 17-18 Funding:			-				-

APPENDIX B

CAPITAL PROJECTS - TRANSPORTATION FEDERAL, STATE, AND PRIVATE FUNDING

Source: Sarasota/Manatee Metropolitan Planning Organization, 2040 Long Range Transportation Plan, Adopted December 2015, Amended April 2016

FINANCIALLY FEASIBLE ROAD PROJECTS – 2040 LRTP



Source: Sarasota/Manatee Metropolitan Planning Organization, 2040 Long range Transportation Plan, Adopted December 2015, Amended April 2016



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
 TRANSPORTATION IMPROVEMENT PROGRAM REPORT
 July 1, 2015 through June 30, 2020

Sarasota/Manatee MPO

SARASOTA

Project: I-75 (SR93)
 FROM CHARLOTTE COUNTY LINE TO TOLEDO
 BLADE BLVD
 FPN: 4130442 SIS: Yes
 Length: 7.465
 Work: ADD LANES & RECONSTRUCT
 Comments: **SIS Project**
 L RTP Pg#167 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DI	\$0	\$1,172,796	\$0	\$0	\$0	\$0	\$0	\$1,172,796
CST	DIH	\$0	\$51,350	\$0	\$0	\$0	\$0	\$0	\$51,350
CST	DIS	\$0	\$76,650	\$0	\$0	\$0	\$0	\$0	\$76,650
CST	DS	\$2,836	\$0	\$0	\$0	\$0	\$0	\$0	\$2,836
CST	GMR	\$0	\$34,081,284	\$0	\$0	\$0	\$0	\$0	\$34,081,284
ENV	GMR	\$0	\$630,000	\$0	\$0	\$0	\$0	\$0	\$630,000
PE	DS	\$12,335	\$0	\$0	\$0	\$0	\$0	\$0	\$12,335
PE	EB	\$4,786,372	\$0	\$0	\$0	\$0	\$0	\$0	\$4,786,372
RRU	DIS	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
PROJECT TOTAL:		\$4,801,543	\$37,012,080	\$0	\$0	\$0	\$0	\$0	\$41,813,623

Project: I-75 (SR93)
 FROM TOLEDO BLADE TO SUMTER BLVD
 FPN: 4130443 SIS: Yes
 Length: 3.505
 Work: ADD LANES & RECONSTRUCT
 Comments: **SIS Project**
 L RTP Pg#167 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DIH	\$62,217	\$0	\$0	\$0	\$0	\$0	\$0	\$62,217
CST	DS	\$3,487	\$0	\$0	\$0	\$0	\$0	\$0	\$3,487
CST	GMR	\$0	\$23,047,281	\$0	\$0	\$0	\$0	\$0	\$23,047,281
ENV	DI	\$939,616	\$0	\$0	\$0	\$0	\$0	\$0	\$939,616
INC	GMR	\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$900,000
PE	ACNP	\$44,740	\$0	\$0	\$0	\$0	\$0	\$0	\$44,740
PE	DS	\$121,709	\$0	\$0	\$0	\$0	\$0	\$0	\$121,709
PE	NH	\$3,104,430	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,430
PROJECT TOTAL:		\$4,276,199	\$23,047,281	\$900,000	\$0	\$0	\$0	\$0	\$28,223,480

Project: I-75
 AT SR 72
 FPN: 2012773 SIS: Yes
 Length: 0.729
 Work: INTERCHANGE IMPROVEMENT
 Comments: **SIS Project** L RTP Pg#167 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
ENV	DS	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000
PE	DIH	\$150,348	\$0	\$0	\$0	\$0	\$0	\$0	\$150,348
PE	DS	\$5,757,504	\$0	\$0	\$0	\$0	\$0	\$0	\$5,757,504
PROJECT TOTAL:		\$5,907,852	\$0	\$600,000	\$0	\$0	\$0	\$0	\$6,507,852

Project: I-75
 FROM N OF NORTH RIVER RD TO NORTH OF SR
 681
 FPN: 4063143 SIS: Yes
 Length: 9.368
 Work: ADD LANES & REHABILITATE PVMNT
 Comments: **SIS Project**
 L RTP Pg#155 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST		\$38,351,823	\$0	\$0	\$0	\$0	\$0	\$0	\$38,351,823
ENV		\$1,609,291	\$0	\$0	\$0	\$0	\$0	\$0	\$1,609,291
PE		\$6,649,469	\$0	\$0	\$0	\$0	\$0	\$0	\$6,649,469
ROW		\$6,297,011	\$0	\$0	\$0	\$0	\$0	\$0	\$6,297,011
RRU		\$4,047	\$0	\$0	\$0	\$0	\$0	\$0	\$4,047
PROJECT TOTAL:		\$52,911,641	\$0	\$0	\$0	\$0	\$0	\$0	\$52,911,641

L RTP reference page - see page B-1

PHASE ADM - Administration • CAP - Capitol Improvement • CST - Construction • DSB - Design Build • ENV - Environmental • INC - Contract Incentives • LAR - Local Government Reimbursement • MNT -
 CODES Bridge/Roadway/Contract Maint • MSC - Miscellaneous • OPS - Operations • PE - Prelim Engineering • PDE - Project Dev and Enviro • PLN - Planning • RES - Research • ROW - Right of Way • RRU - Railroad Utilities



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
 TRANSPORTATION IMPROVEMENT PROGRAM REPORT
 July 1, 2015 through June 30, 2020

Sarasota/Manatee MPO
SARASOTA

Project: MYRTLE STREET

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	TALT	\$0	\$0	\$0	\$243,149	\$0	\$0	\$0	\$243,149
PROJECT TOTAL:		\$0	\$0	\$0	\$243,149	\$0	\$0	\$0	\$243,149

FPN: 4336081 SIS: No

Length: 0.001

Work: SIDEWALK

Comments: **TAP Project** ~~L RTP Pg#152~~ Agency: FDOT

Project: NORTH PORT TRAFFIC SIGNALS REIMBURSEMENT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
OPS	DDR	\$96,243	\$21,280	\$21,919	\$22,576	\$23,254	\$23,951	\$0	\$209,223
PROJECT TOTAL:		\$96,243	\$21,280	\$21,919	\$22,576	\$23,254	\$23,951	\$0	\$209,223

FPN: 4136581 SIS: No

Length: 2.586

Work: TRAFFIC SIGNALS

Comments: ~~L RTP Pg#154~~ Agency: N/A

Project: RINGLING BLVD AND ORANGE AVE ROUNDABOUTS

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	SU	\$0	\$0	\$884,523	\$0	\$0	\$0	\$0	\$884,523
PE	LF	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$225,000
PROJECT TOTAL:		\$225,000	\$0	\$884,523	\$0	\$0	\$0	\$0	\$1,109,523

FPN: 4354511 SIS: No

Length: 0.001

Work: ROUNDABOUT

Comments: **CMS Project** ~~L RTP Pg#186~~ Agency: FDOT

Project: SARASOTA CITY MULTI USE TRAIL AT VARIOUS LOCATIONS

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	LF	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
CST	SA	\$0	\$0	\$838,823	\$0	\$0	\$0	\$0	\$838,823
PROJECT TOTAL:		\$0	\$0	\$988,823	\$0	\$0	\$0	\$0	\$988,823

FPN: 4313461 SIS: No

Length: 0.436

Work: BIKE PATH/TRAIL

Comments: **TAP Project** ~~L RTP Pg#152~~ Agency: FDOT

Project: SARASOTA CITY TRAFFIC SIGNALS REIMBURSEMENT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
OPS	DDR	\$610,640	\$132,392	\$136,364	\$140,455	\$144,669	\$149,009	\$0	\$1,313,529
PROJECT TOTAL:		\$610,640	\$132,392	\$136,364	\$140,455	\$144,669	\$149,009	\$0	\$1,313,529

FPN: 4136591 SIS: No

Length: 5.289

Work: TRAFFIC SIGNALS

Comments: ~~L RTP Pg#154~~ Agency: FDOT

L RTP reference page - see page B-1



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
 TRANSPORTATION IMPROVEMENT PROGRAM REPORT
 July 1, 2015 through June 30, 2020

Sarasota/Manatee MPO
SARASOTA

Project: SR45 (US 41)
 FROM 10TH STREET TO 14TH STREET

FPN: 4283831 SIS: No

Length: 0.486

Work: ROUNDABOUT

Comments: ROUNDABOUT

MMEC Project

L RTP Pg#186 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DDR	\$0	\$0	\$3,606,188	\$0	\$0	\$0	\$0	\$3,606,188
CST	DIH	\$0	\$0	\$119,516	\$0	\$0	\$0	\$0	\$119,516
CST	DS	\$2,072	\$0	\$0	\$0	\$0	\$0	\$0	\$2,072
CST	LFP	\$0	\$0	\$2,855,648	\$0	\$0	\$0	\$0	\$2,855,648
ENV	DDR	\$0	\$15,000	\$100,000	\$0	\$0	\$0	\$0	\$115,000
INC	DDR	\$0	\$0	\$0	\$265,000	\$0	\$0	\$0	\$265,000
PDE	ACSU	\$13,209	\$0	\$0	\$0	\$0	\$0	\$0	\$13,209
PDE	DIH	\$119,955	\$0	\$0	\$0	\$0	\$0	\$0	\$119,955
PDE	SU	\$878,834	\$0	\$0	\$0	\$0	\$0	\$0	\$878,834
PE	ACSU	\$859,991	\$0	\$0	\$0	\$0	\$0	\$0	\$859,991
PE	DIH	\$117,521	\$0	\$0	\$0	\$0	\$0	\$0	\$117,521
PE	LFP	\$331,875	\$0	\$0	\$0	\$0	\$0	\$0	\$331,875
PE	SU	\$566,299	\$0	\$0	\$0	\$0	\$0	\$0	\$566,299
ROW	DIH	\$0	\$43,300	\$0	\$0	\$0	\$0	\$0	\$43,300
ROW	LF	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
ROW	LFP	\$539,375	\$10,514,768	\$2,535,637	\$0	\$0	\$0	\$0	\$13,589,780
RRU	LF	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
PROJECT TOTAL:		\$3,429,631	\$10,573,068	\$9,716,989	\$265,000	\$0	\$0	\$0	\$23,984,688

Project: SR45 (US41) OVER MYAKKAHATCHEE CREEK
 (BIG SLOUGH)(NORTHBOUND)

FPN: 4298211 SIS: No

Length: 0.076

Work: PEDESTRIAN/WILDLIFE OVERPASS

Comments: **TAP Project** L RTP Pg#152 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DDR	\$0	\$712,186	\$0	\$0	\$0	\$0	\$0	\$712,186
CST	DIH	\$0	\$1,027	\$0	\$0	\$0	\$0	\$0	\$1,027
PE	DIH	\$67,114	\$0	\$0	\$0	\$0	\$0	\$0	\$67,114
PE	DS	\$233,734	\$0	\$0	\$0	\$0	\$0	\$0	\$233,734
PROJECT TOTAL:		\$300,848	\$713,213	\$0	\$0	\$0	\$0	\$0	\$1,014,061

Project: SR45 (US41) OVER MYAKKAHATCHEE CREEK
 (BIG SLOUGH)(SOUTHBOUND)

FPN: 4335621 SIS: No

Length: 0.102

Work: PEDESTRIAN/WILDLIFE OVERPASS

Comments: **TAP Project** L RTP Pg#152 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DDR	\$0	\$34,066	\$0	\$0	\$0	\$0	\$0	\$34,066
CST	SU	\$0	\$862,218	\$0	\$0	\$0	\$0	\$0	\$862,218
PE	DS	\$5,722	\$0	\$0	\$0	\$0	\$0	\$0	\$5,722
PE	TALU	\$242,765	\$0	\$0	\$0	\$0	\$0	\$0	\$242,765
PROJECT TOTAL:		\$248,487	\$896,284	\$0	\$0	\$0	\$0	\$0	\$1,144,771

L RTP reference page - see page B-1



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
 TRANSPORTATION IMPROVEMENT PROGRAM REPORT
 July 1, 2015 through June 30, 2020

Sarasota/Manatee MPO
SARASOTA

Project: US 41
 FROM SUMTER BLVD TO ORTIZ BLVD

FPN: 4335521 SIS: No

Length: 2.657

Work: BIKE PATH/TRAIL

Comments: **MMEC Project** L RTP Pg#186 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DDR	\$0	\$0	\$0	\$56,413	\$0	\$0	\$0	\$56,413
CST	DS	\$1,025	\$0	\$0	\$0	\$0	\$0	\$0	\$1,025
CST	SU	\$0	\$0	\$0	\$1,503,499	\$0	\$0	\$0	\$1,503,499
PE	SU	\$0	\$428,000	\$0	\$0	\$0	\$0	\$0	\$428,000
PROJECT TOTAL:		\$1,025	\$428,000	\$0	\$1,559,912	\$0	\$0	\$0	\$1,988,937

Project: US 41 -VENICE BYPASS
 FROM CENTERROAD TO GULF COAST BLVD

FPN: 1980176 SIS: No

Length: 1.187

Work: ADD LANES & RECONSTRUCT

Comments: **Major Improvement Project**

L RTP Pg#186 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	SA	\$0	\$0	\$0	\$0	\$5,460,785	\$0	\$0	\$5,460,785
CST	SU	\$0	\$0	\$0	\$0	\$5,669,002	\$0	\$0	\$5,669,002
ENV	DS	\$0	\$0	\$0	\$30,000	\$150,000	\$0	\$0	\$180,000
ROW	ACNP	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000
ROW	DDR	\$5,000	\$5,638,533	\$6,916,392	\$0	\$0	\$0	\$0	\$12,559,925
ROW	DIH	\$70,000	\$217,485	\$189,275	\$0	\$0	\$0	\$0	\$476,760
ROW	DS	\$500,000	\$0	\$0	\$710,352	\$0	\$0	\$0	\$1,210,352
RRU	DS	\$338,147	\$0	\$0	\$0	\$0	\$0	\$0	\$338,147
RRU	LF	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000
PROJECT TOTAL:		\$2,213,147	\$5,856,018	\$7,105,667	\$740,352	\$12,579,787	\$0	\$0	\$28,494,971

Project: US 41(VENICE BYPASS)
 FROM CENTER ROAD TO S OF US BUS 41
 NORTH

FPN: 1980172 SIS: No

Length: 2.322

Work: PRELIM ENG FOR FUTURE CAPACITY

Comments: **Major Improvement Project** L RTP Pg#186 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST		\$15,513	\$0	\$0	\$0	\$0	\$0	\$0	\$15,513
ENV		\$8,070	\$0	\$0	\$0	\$0	\$0	\$0	\$8,070
PE		\$6,211,876	\$0	\$0	\$0	\$0	\$0	\$0	\$6,211,876
PROJECT TOTAL:		\$6,235,459	\$0	\$0	\$0	\$0	\$0	\$0	\$6,235,459

Project: US 41/SR 45
 FROM BROWNING STREET TO 11TH STREET

FPN: 4313111 SIS: No

Length: 2.197

Work: RESURFACING

Comments: **Resurface Project**

L RTP Pg#155 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DDR	\$0	\$151,144	\$0	\$0	\$0	\$0	\$0	\$151,144
CST	DIH	\$0	\$195,130	\$0	\$0	\$0	\$0	\$0	\$195,130
CST	DS	\$557	\$0	\$0	\$0	\$0	\$0	\$0	\$557
CST	NHRE	\$0	\$5,777,762	\$0	\$0	\$0	\$0	\$0	\$5,777,762
CST	SA	\$0	\$576,954	\$0	\$0	\$0	\$0	\$0	\$576,954
PE	DIH	\$83,558	\$0	\$0	\$0	\$0	\$0	\$0	\$83,558
PE	DS	\$230,997	\$0	\$0	\$0	\$0	\$0	\$0	\$230,997
PROJECT TOTAL:		\$315,112	\$6,700,990	\$0	\$0	\$0	\$0	\$0	\$7,016,102

L RTP reference page - see page B-1



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
 TRANSPORTATION IMPROVEMENT PROGRAM REPORT
 July 1, 2015 through June 30, 2020

Sarasota/Manatee MPO
SARASOTA

Project: TRAIL BRIDGE OVER LAUREL RD LEGACY TRAIL

FPN: 4354501 SIS: No

Length: 0.217

Work: PEDESTRIAN/WILDLIFE OVERPASS

Comments: **TAP Project**

L RTP Pg#152 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	SU	\$0	\$0	\$671,371	\$0	\$0	\$0	\$0	\$671,371
CST	TALU	\$0	\$0	\$716,082	\$0	\$0	\$0	\$0	\$716,082
ENV	TALT	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
ENV	TALU	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
PE	TALT	\$461,971	\$0	\$0	\$0	\$0	\$0	\$0	\$461,971
PROJECT TOTAL:		\$461,971	\$10,000	\$1,427,453	\$0	\$0	\$0	\$0	\$1,899,424

Project: US 41 (SR 45) FROM SALFORD BLVD TO SUMTER BLVD

FPN: 4227105 SIS: No

Length: 0.996

Work: ADD LANES & RECONSTRUCT

Comments: **Major Improvement Project**

L RTP Pg#190 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	CM	\$0	\$0	\$0	\$1,723,787	\$0	\$0	\$0	\$1,723,787
CST	DS	\$1,395	\$0	\$0	\$0	\$0	\$0	\$0	\$1,395
CST	SA	\$0	\$0	\$0	\$8,219,322	\$0	\$0	\$0	\$8,219,322
ENV	DS	\$0	\$10,000	\$25,000	\$0	\$0	\$0	\$0	\$35,000
INC	DS	\$0	\$0	\$0	\$0	\$470,000	\$0	\$0	\$470,000
PE	DIH	\$183,767	\$0	\$0	\$0	\$0	\$0	\$0	\$183,767
PE	DS	\$29,855	\$0	\$0	\$0	\$0	\$0	\$0	\$29,855
PROJECT TOTAL:		\$215,017	\$10,000	\$25,000	\$9,943,109	\$470,000	\$0	\$0	\$10,663,126

Project: US 41 (SR 45A) FROM NORTH OF CENTER ROAD TO S OF BIRD BAY DRIVE

FPN: 1980173 SIS: No

Length: 2.264

Work: RESURFACING

Comments: **Resurface Project** L RTP Pg#155 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST		\$2,379,085	\$0	\$0	\$0	\$0	\$0	\$0	\$2,379,085
PE		\$65,344	\$0	\$0	\$0	\$0	\$0	\$0	\$65,344
PROJECT TOTAL:		\$2,444,429	\$0	\$0	\$0	\$0	\$0	\$0	\$2,444,429

Project: US 41 AT HANSEN ST

Project amended
 12/14/2015.
 See page B-47D.

FPN: 4347281 SIS: No

Length: 0.133

Work: INTERSECTION IMPROVEMENT

Comments: **Safety Project**

L RTP Pg#155 Agency: FDOT

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DDR	\$0	\$0	\$2,966	\$0	\$0	\$0	\$0	\$2,966
CST	HSP	\$0	\$0	\$63,001	\$0	\$0	\$0	\$0	\$63,001
CST	SA	\$0	\$0	\$13,525	\$0	\$0	\$0	\$0	\$13,525
PE	HSP	\$69,999	\$0	\$0	\$0	\$0	\$0	\$0	\$69,999
PE	SA	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
PROJECT TOTAL:		\$79,999	\$0	\$79,492	\$0	\$0	\$0	\$0	\$159,491

L RTP reference page - see page B-1

Capital Improvement Element

MPO – OTHER ARTERIAL STATE/FEDERAL FUNDS

Facility	From	To	Type	Project	Current Cost (In Millions)	Year of Expenditure Cost (In Millions)	Currently Funded Phase (2016-2020)	Phase to be Funded (2021 - 2025)	Phase to be Funded (2026 - 2030)	Phase to be Funded (2031 - 2040)	Unfunded
Sarasota County ATMS					\$ 20.00	\$ 20.00	ATMS \$3.4 million	ATMS Expansion \$5 million	ATMS Expansion \$5 million	ATMS Expansion \$10 million	-
River Rd	US 41	West Villages	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 37.20	\$ 47.19	PD&E / PE County	ROW / CST \$47.19 million	-	-	-
River Rd	West Villages	Center Rd	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 28.40	\$ 41.50	PD&E / PE County	ROW / CST \$2.2 million	CST \$39.3 million	-	-
River Rd	Center Rd	I-75	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 31.38	\$ 58.09	PD&E / PE County	-	ROW \$3.5 million	CST \$54.59 million	-
Price Blvd	Cranberry	Sumter	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 33.37	\$ 57.46	PD&E / PE City	-	ROW \$11.88 million	CST \$45.58 million	-

MPO – IMPACT FEE/MOBILITY/DEVELOPER FUNDED (LOCAL)

Table 7 - Sarasota County - Impact Fee / Mobility Fee / Developer Funded(Local Funds)

Facility	From	To	Type	Project	Current Cost (in millions)	Year of Expenditure Cost (in millions)	
Sarasota County				*** Countywide Local Estimates*** Impact Fees / Mobility Fees / Developer Contributions = \$308 Million Estimates are generated based on Population and Employment forecasts documented in Financial Resources Section of Long Range Transportation Plan			
US 41 @ Gulfstream			City of Sarasota	Major Intersection Improvement / Roundabout	\$ 32.63		Funded with Impact Fee / Mobility Fee / Developer
Price Blvd	Toledo Blade	Cranberry	City of North Port	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 35.66		Funded with Impact Fee / Mobility Fee / Developer
Price Blvd	Hillsborough Blvd	Toledo Blade	City of North Port	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 52.44		Funded with Impact Fee / Mobility Fee / Developer
Price Blvd	Sumter	Biscayne Dr	City of North Port	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 142.62		Funded with Impact Fee / Mobility Fee / Developer
Keyway Rd	SR 776	River Rd	Sarasota County	New 4 lane roadway with multimodal improvements	\$ 211.81		Funded with Impact Fee / Mobility Fee / Developer
Manasota Beach Rd	SR 776	Sarasota County/North Port boundary	Sarasota County	New 2 lane roadway with multimodal improvements	\$ 44.90		Funded with Impact Fee / Mobility Fee / Developer
Manasota Beach Rd	Sarasota County/North Port boundary	River Rd	Sarasota County	New 4 lane roadway with multimodal improvements	\$ 99.25		Funded with Impact Fee / Mobility Fee / Developer

CHAPTER 11

CITY OF NORTH PORT COMPREHENSIVE PLAN

Economic Development

Table of Contents

Chapter 11 Economic Development Element	Page
Introduction.....	11-3
Description of Local Economy.....	11-3
Workforce.....	11-4
Jobs and Major Employment.....	11-5
Education.....	11-6
Income.....	11-7
Commuting.....	11-7
Unemployment.....	11-8
Financial Health and Cost of Living.....	11-8
Important Economic Issues.....	11-9
Future Land Use.....	11-9
Tourism.....	11-9
Public Infrastructure.....	11-10
Transportation.....	11-10
Quality.....	11-10
Economic Development Activities.....	11-11
Targeted Industries.....	11-11
Economic Development Accomplishments.....	11-12
Business Retention and Expansion.....	11-12
Economic Development Incentives.....	11-13
Economic Development History and Trends.....	11-13
Conclusion.....	11-14

List of Illustrations

TABLES

11-1 Employment by Industry.....	11-5
11-2 Employment in North Port and of North Port Residents.....	11-6
11-3 Educational Attainment.....	11-7
11-4 Income, Poverty, and Commutes.....	11-8
11-5 Cost of Living and Financial Health.....	11-10

ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

Since the end of the 2007-2009 recession, there has been a desire for greater commitment to North Port's economic development from its existing business owners and operators.

The Economic Development Element is an optional element in North Port's Comprehensive Plan. The intent of this element is to both address specific issues that already exist within the City, and to provide a guiding philosophy for future development goals, providing insight into the thoughts of the City's institutions and guiding those who seek to participate in North Port's business community.

The ultimate goal of the Comprehensive Plan is to seek a brighter future for the City of North Port and its place in the local, regional, and national economy while contributing to the cultivation of a prosperous future. Although not a required element, the subject is important enough to warrant careful consideration in assessing the City's future. With the continued growth of the City, the need for a clearly articulated vision of the City's economic development goals and policies becomes more apparent.

This element recognizes that economic relationships exist between geographic areas. Coordination with various levels of government and with private enterprise can help create a more efficient and power system.

This element is a starting point and tool to promote economic development, its value lies in documentation of statistics and conditions, and in providing ideas, opportunities, and policy. This element needs to be used with additional strategic actions for future economic development, and each part should be seen as both a product of the moment and a hope for the immediate future.

DESCRIPTION OF THE NORTH PORT ECONOMY

The following provides a general description of the North Port economy and its relationships with the regional economy of the North Port-Sarasota-Bradenton area and the Florida Suncoast region. The data includes an analysis of industry diversity, major employers, educational attainment, cost of income, and cost of living.

Workforce

In 2009-2014, for the employed population 16 years of age and older, the leading industries located in North Port were educational services, health care, and social assistance, which accounted for 20.4 percent of the workforce, while retail trade accounted for 17.3 percent of all residents that were employed at jobs located in the City.

Jobs and Major Employment

Due to North Port's development as a platted lands community, the ability of North Port to attract

large employers has been limited due, in part, to having few areas set aside for non-residential uses. Specifically, the initial General Development Corporation development plan for Port Charlotte and what is now North Port was for North Port (Charlotte) to serve as a residential community, with 95% percent of the initial land area within the City set aside for residential uses and for large scale commercial, office and industrial uses to be located near the intersection of SR 776 and US 41 in Charlotte County. In many cases, the lands that are available for industrial uses were much smaller in scale than what would meet the needs for a larger employer or for a warehouse facility. Consequently, the City has struggled to accommodate these types of uses and it has served as a limiting factor on opportunities for residents with mechanical skills, that work in healthcare, or in professional fields to work in the City. Table 11-2 details both the jobs that are present within the City and the employment of North Port residents.

INDUSTRY	City of North Port		State of Florida	
	Number	Percentage	Number	Percentage
Construction	2,027	8.5%	541,489	6.5%
Manufacturing	1,496	6.3%	438,566	5.3%
Wholesale Trade	279	1.1%	241,375	2.9%
Retail Trade	4,117	17.3%	1,117,570	13.4%
Transportation, Warehousing, and Utilities	559	2.3%	420,878	5.0%
Information	496	2.1%	168,616	2.0%
Finance and Insurance, Real Estate, and Rental and Leasing	1,386	5.8%	635,062	7.6%
Professional, Scientific, and Management; and Administrative and Waste Management Services	2,670	11.2%	1,048,038	12.6%
Educational Services, Healthcare, and Accommodation and Food	4,866	20.4%	1,779,713	21.4%
Arts, Entertainment, Recreation, and Accommodation and Food	2,972	12.5%	1,000,993	12.0%
Other Services except Public Administration	1,348	5.2%	454,472	5.5%
Public Administration	1,537	6.5%	396,074	4.8%
Source: American Community Survey, 2009-2014				

INDUSTRY	Employment in the City of North Port		Employment of North Port Residents	
	Number	Percentage	Number	Percentage
Agriculture, Forestry, Fishing and Hunting	9	0.2%	136	0.7%
Mining, Quarrying, and Oil and Gas Extraction	1	0.0%	15	0.1%
Utilities	51	0.9%	51	0.3%
Construction	654	11.6%	1,472	7.8%
Manufacturing	299	5.3%	1,117	5.9%
Wholesale Trade	160	2.8%	602	3.2%
Retail Trade	972	17.2%	2,668	14.2%
Transportation and Warehousing	51	0.9%	380	2.0%
Information	39	0.7%	243	1.3%
Finance and Insurance	158	2.8%	612	3.3%
Real Estate and Rental and Leasing	52	0.9%	295	1.6%
Professional, Scientific, and Technical Services	180	3.2%	959	5.1%
Management of Companies and Enterprises	4	0.1%	158	0.8%
Administration & Support, Waste Management and Remediation	414	7.3%	1,176	6.3%
Educational Services	46	0.8%	1,251	6.7%
Health Care and Social Assistance	702	12.4%	3,213	17.1%
Arts, Entertainment, and Recreation	145	2.6%	441	2.3%
Accommodation and Food Services	898	15.9%	2,065	11.0%
Other Services (excluding Public Administration)	184	3.3%	592	3.1%
Public Administration	640	11.3%	1,353	7.2%

Source: 2014 On the Map, US Census Bureau

Education

In the 2010-2014 time period, almost 90 percent of North Port residents that were at least 25 years old had at least graduated from high school and just under 17 percent had a bachelor's degree or higher. Although a higher percentage of North Port residents graduated from high school than in the State of Florida as a whole, North Port's college graduation rate is over 10 percentage points lower than the statewide amount.

College programs within the City have expanded extensively in the past ten years with more four year programs. Higher educational resources in close proximity to the City include the State College of Florida and the University of South Florida Sarasota-Manatee, who share a campus just outside of the City in the West Villages area. The State College of Florida offers two and four-year degree programs while the University of South Florida Sarasota-Manatee offers four-year and master's degree programs.

In addition to the existing educational opportunities in the North Port area, there is a new institution being constructed. Suncoast Technical College (STC), Sarasota County's vocational and technical institution, is constructing a campus at the intersection of Interstate 75 and Toledo Blade Boulevard that will be co-located with a branch of the Sarasota County Library System and a conference facility that will serve both as a training facility for STC's culinary arts program and as a center for community and regional conferences. The STC campus and related facilities are expected to open in the late summer of 2017.

Table 11-3 Educational Attainment of North Port Residents

Educational Attainment of North Port Residents	City of North Port		State of Florida	
	Number	Percentage	Number	Percentage
Less than 9th grade	829	2.0%	718,124	5.3%
9th to 12th grade, no diploma	3,359	8.1%	1,177,678	8.7%
High school graduate (includes equivalency)	15,176	36.6%	3,820,275	28.2%
Some college, no degree	9,786	23.6%	2,551,102	18.8%
Associate's degree	5,348	12.9%	1,058,919	7.8%
Bachelor's degree	5,063	12.2%	2,082,349	15.4%
Graduate or professional degree	2,239	5.4%	1,123,833	8.3%
Total Population 25 Years and Older	41,465	100.0%	13,561,596	100.0%

High School Graduate or Higher	37,612	90.7%	10,636,478	78.4%
Bachelor's Degree or Higher	7,302	17.6%	3,206,182	23.6%

Source: American Community Survey, 2010-2014 (2016)

Income

The median income (adjusted for inflation) for North Port was \$50,855 per the 2010-2014 American Community Survey. In comparison, the median income for the State of Florida was \$47,212.

	North Port	Venice	Sarasota (City)	Sarasota (County)	Florida	US Avg.
Median Household Income	\$ 50,855	\$ 48,103	\$ 41,670	\$ 50,304	\$ 47,212	\$ 53,482
Per Capita Income Over 12 Months	\$ 24,241	\$ 37,644	\$ 29,969	\$ 33,300	\$ 26,499	\$ 28,555
Percentage of Persons in Poverty	12.2%	9.3%	21.5%	10.8%	15.7%	13.5%
Travel Time to Work (Minutes)	27.5	22.1	19.5	22.2	26.1	25.7

Source: US Census Bureau (2010-2014)

Commuting

While North Port is the largest city in Sarasota County by area and population, there are limited employment opportunities located within its boundaries. While the City's population and the population of southern Sarasota County (including Venice and Englewood) has grown substantially over the last 25 years, nearly all of the County's employment centers have remained in the city of Sarasota in the north of the county and nearby areas.

City residents currently face long commute times to and from their jobs and are susceptible to frequent delays due to traffic accidents along Interstate 75, which is the primary route connecting Sarasota and North Port. According to 2014 data from the US Census Bureau's On the Map application, nearly 45% of all working residents had a one-way commute of at least 25 miles to and from their jobs. The percentage was even greater for residents making over \$40,000 per year, as 49% of residents making at least this amount commute at least 25 miles each way and nearly 26% commute over 50 miles each way.

Greater detail on the nature of transportation thru North Port can be found in Chapter 3 the Transportation Element.

Unemployment

As of February, 2016, the unemployment rate for the North Port-Sarasota-Bradenton Metropolitan Area (including Sarasota and Manatee Counties) was 4.4% compared to a statewide unemployment rate of 4.9% (not seasonally adjusted) per the Florida Department of Economic Opportunity.

Financial Health and Cost of Living

Table 11-5 compares North Port's cost of living to other nearby Florida cities and the nation. Based upon the overall cost of housing, transportation, utilities, and food, everyday costs are lower in North Port compared to other cities in Southwest Florida and the US as a whole. A lower cost of living makes North Port an attractive location for new residents as well as attractive to businesses interested in relocating.

Table 11-5 Cost of Living and Financial Health in North Port and Surrounding Areas						
	North Port	Venice	Cape Coral	Sarasota	Punta Gorda	US Avg.
Cost of Living						
Overall	92	100	96	96	102	100
Housing	75	100	88	89	97	100
Transportation	100	100	106	100	105	100
Utilities	97	97	85	97	96	100
Food	103	103	103	103	98	100
Housing						
Median Home Cost	\$ 127,600	\$ 170,700	\$ 149,700	\$ 151,400	\$ 159,200	\$ 183,450
Environment						
Comfort Index (Higher is Better)	28	27	28	28	28	44
Precipitation Days	102	102	112	107	97	100
Air Quality (100 is Best)	90.8	90.8	85.5	90.8	50	82.8
Water Quality (100 is Best)	33	33	60	33	94.9	55
Source: Sperling's City Profile 08/27/2010						

IMPORTANT ECONOMIC ISSUES

Future Land Uses

Lands with a Commercial, Office/Professional/Institutional, or Industrial future land use designation made up approximately 5% of the land area of the platted areas of the City. This compares to 10% commercial, and 8% industrial land uses based on a national average of other similar size communities. Due to the platted lands nature of North Port, the creation of commercial and other areas designated for non-residential uses were secondary to residential development in the City.

The City has developed activity centers including sites located near major interchanges, at the intersections of arterial roadways, and along US 41. In addition, a large amount of the West Villages is slated to be developed for commercial uses. The City still sees a need for lands that would support industrial or warehouses uses, since the only area of the city where these uses may be feasible under current regulations is located outside of the Urban Service Area (Activity Center 6)

North Port has several Developments of Regional Impact that are zoned as Planned Community Development (PCD) Districts. The West Villages utilize the Village District future land use designation. The Village future land use designation accounts for approximately 20 percent of the total land area in the City. The Village District was created to reflect the mixed use nature of these projects and allows commercial, office, and limited industrial uses in addition to residential uses.

As mentioned above, North Port, has few areas designated for light industrial uses at present. The two areas that are in the Urban Service Area are at Trott Circle (off of Pan American Boulevard) and in the southwest section of Activity Center 4. While Activity Center 6 is designated for larger scale industrial and office uses, as of 2016 this area is located outside of the City's Urban Service Area. There are no services (sewer, water, or electricity) present in this area at this time and the roadway network would need substantial improvements (including an interchange at Yorkshire Boulevard and Interstate 75 along with the reconstruction of all of the roadways within the Activity Center) in order to support the needs of truck traffic to and from this area. While the City is looking for ways to fund these improvements, there are no plans at this time to provide these improvements in the timeframe of this Comprehensive Plan.

Tourism

In addition to the beaches and coastal regions located outside the City within Sarasota and Charlotte Counties, the increasing number of sports and recreational facilities in the immediate area act as an additional tourist attraction to the area.

The development of Nathan Benderson Park in northern Sarasota County has served to attract numerous national and international rowing events to the County. The County is also hosting several other international and world-class level events, including the Bicycle Motocross (BMX)

World Cup at a new, state of the art track in Sarasota. North Port is also located in close proximity to two spring training facilities (The Tampa Bay Rays in Charlotte County and the Baltimore Orioles in Sarasota). Additionally, the Snowbird Classic, a 6-week series of college baseball games is annually held in North Charlotte Regional Park, located less than one mile from the City limits. If the proposed spring training facility is constructed in the West Villages, North Port could become an attractive location for additional sports teams looking to train in Florida and for sports tournaments to take place in the South County.

Eco-tourism is an emerging tourism trend that focuses on marketing of the environment. Eco-tourism involves experiencing the natural environment and educating about natural resources without threatening the environment. The Myakka River, Myakkahatchee Creek, Myakka State Forest, and other pristine natural habitats such as the Carlton Preserve provide ideal settings for establishing eco-tourism. Developing this market with activities such as backpacking, bird watching, horseback riding, canoeing, camping, and fishing will help expand the tourism season and reduce the unemployment gap.

Public Infrastructure

The ability of a community to attract and sustain economic development depends on the quality of the community's infrastructure. Infrastructure includes roadways and bridges; airports; drainage and storm water facilities; water and wastewater systems; electric generation and transmission systems; solid waste collection, recycling and disposal facilities; schools; parks; and any other facility that is basic in daily life. These facilities are the skeletal structure that support community life and economic development. Other elements of this plan provide details on City activities in these areas. The City annually updates the Capital Improvements Element to ensure level of service standards are met for existing and future development.

Transportation

The ability to move people, goods, and services efficiently is an important part of economic development. While North Port is not on coastal waters, the North Port-Sarasota-Bradenton Metropolitan areas has good inter-modal transportation access to larger markets through Port Manatee, a deep water seaport located in northern Manatee County on Tampa Bay, and is in close proximity to three airports offering passenger service (Sarasota-Bradenton International, Punta Gorda Airport (serving low cost, tourism based airlines) and the Southwest Florida International Airport in Fort Myers). In addition, the proximity of these airports to Interstate 75 allows for multi-modal integration for freight providers. Interstate 75 traverses the City and region, while freight rail service exists in northern Sarasota County and from Punta Gorda southward.

Quality of Life

The Suncoast Region enjoys an excellent quality of life. The indicators of quality of life include the natural environment, recreation, culture, safety, education, housing and health services. The perception of an area having a good quality of life is critical for many businesses when determining whether or not to invest in an area. A community must call attention to its diversity,

identity, and individuality to attract capital and investment. In addition, a community must continue efforts to maintain and expand the infrastructure and other amenities (museums, theater, sports, entertainment, recreation) to sustain a quality of life enjoyed by residents and found attractive to outside businesses.

North Port and Sarasota County have invested in quality of life through the development its park and recreational facilities. The City also supports public art projects and community and cultural events such as Halloween at City Hall, the City's Farmers Market, jazz concerts, and holiday events (Poinsettia Parade and Festival).

In recent years, the City of North Port has worked to promote public art and a higher level of site and building design standards than those found in cities comparable to North Port. Building upon efforts developed as part of the Heron Creek development and the planning of the West Villages, in 2010, the City created a Urban Design Standards Pattern Book for its activity center. The pattern book sets forth a variety of recommendations related to special landscape treatments and architectural enhancements for buildings and development sites. The Public Art Program requires all new development requiring a site plan or site plan amendment to provide public art or to fund the development of public art to be placed within Activity Centers.

ECONOMIC DEVELOPMENT ACTIVITIES

Targeted Industries

The City of North Port, as part of its economic development strategy, has identified several target industries that it seeks to attract into the City. The identification of these industries assists in providing direction in its economic development programming. The City intends to focus on industries that have the potential for long-term employment of North Port residents and that will contribute to the City's overall quality of life. As the City has grown and developed over the years its demographic base and economic make-up has evolved. The target industries for the period of 2007-2013 were: Education, Healthcare, Hospitality, Light Manufacturing, Retail Trade.

Upon direction of Commission and as necessitated by a fast changing economy, an economic development strategic plan was written in 2012 which provided an updated framework that seeks to align the City's economic development efforts with Sarasota County's while also focusing on the specific sectors which have the highest potential to help diversify the North Port economy.

The City's economic development efforts must refocus attention on programs to support existing businesses and existing job skills. Further economic diversification is also needed through continued development of the following Sarasota County Industries:

- Medical & Life Sciences
- Applied Environment Services & Sustainable Systems
- Digital Media & Web-enabled Technologies
- Creative Services
- Specialty Manufacturing

While developing the new target industries identified for the City of North Port, the City must maintain the City's existing assets which include: Education, Logistics/Distribution, Retail Trade, Construction and Real Estate, Tourism and by products of Warm Mineral Springs. In addition, the City should expand support for entrepreneurs.

Economic Development Accomplishments

County-wide accomplishments

The City continues to diversify the local economy and create jobs. The State College of Florida and the University of South Florida Sarasota-Manatee have facilities located within North Port providing excellent higher education opportunities to North Port residents. With the impending development of the Suncoast Technical College, there will be additional opportunities to develop relationships between employers and training opportunities that are targeted to employer needs.

In recent years, the City in partnership with Sarasota County and the Economic Development Council (EDC) of Sarasota County to recruit a variety of businesses to North Port.

City-wide accomplishments

The City has been successful in recruiting viable businesses in all 5 sectors of the target industries in the first economic development strategic plans. As the City's population grew more than three-fold since the year 2000, residents and businesses now have an array of choices in the fields of education, health care, hospitality and retail trade. Light manufacturing is alive and well in the City with the share of employment in the light industrial and manufacturing sectors being higher compared to that of the state's. The City has also been successful in bringing in additional light industrial and light manufacturing companies to locate to North Port, adding to the decent number of these companies already operating in the City.

In addition to its recruitment efforts, the City is at the forefront in the field of Business Retention and Expansion. Underscoring its philosophy of being a facilitator of market-driven growth, the City's economic development programming is geared toward supporting and assisting the organic growth of the local economy. The City took this philosophy one step further by creating the function of business advocacy. Recognizing the inherent challenge in competing in the national and international arena, North Port focused its attention to ensuring the City's development code and its execution of the regulatory process remains pro-business and business-friendly.

Efforts are now underway to leverage City resources with the state's the region's to further expand the economic base of North Port, focusing on the target industries under the existing economic development strategic plan. The implementation of the City's economic development strategic plan utilizes four major activity groupings:

- Business Retention and Expansion

- Business attraction and recruitment
- Business climate improvement
- Regional collaboration

Economic Development Incentives

The City of North Port and Sarasota County have a number of incentives for business to relocate to Sarasota County. They include:

- Job Growth Investment Grant
- Economic Development Ad Valorem Tax Exemption
- Economic Development Impact Fee Mitigation
- Foreign Trade Zone
- Brownfield Site
- Franchise Fee Rebate

The City of North Port supports creation of new business by holding new business training classes through its Small Business Assistance Program. This Program supports entrepreneurship at the initial stages, during the development and growth of small businesses, and also through the facilitation and provision of alternative financing sources. These programs then complement the following State of Florida economic development incentives to create a more robust business attraction strategy:

- Sales and Use Tax Exemptions
- Qualified Target Industry Grant
- Capital Investment Tax Credit
- High Impact Performance Grant
- Infrastructure Incentive Road Fund

Economic Development History and Trends

The economic emphasis of the then-named General Development Corporation (GDC) the original creators of North Port, was the platting of residential lots for sale. The population at the time was less than one hundred residents in the 104 square miles that are within the City limits.

As time passed GDC succeeded in selling most of the 65,000 residential lots they had platted in what was then North Port Charlotte and the additional 120,000 platted lots located in Port Charlotte. Low cost of living, sub-tropical climate and a centralized location between Sarasota and Fort Myers influenced population growth. While the population was slow to grow initially, the completion of Interstate 75 in the late 1980's spurred a population boom, from just over 11,000 residents in 1990

to the over 62,000 residents that call North Port home today.

While the population of North Port has grown substantially, employment within the City, particularly for jobs paying a living wage, have been slow in coming. Over 2 out of every 3 workers leave the North Port area to commute to jobs in nearby communities, including Sarasota, Venice, and Port Charlotte. With few exceptions (King Plastic and other small scale manufactures), the majority of jobs with private entities located in the City are in lower income service based industries. This trend continues today and has created two situations; a higher than average unemployment rate, particularly for younger residents and a higher than average rate of people working outside the community.

The lack of planned areas for economic development was not a major problem in the early days of the City's growth as the city was originally intended to be a retirement based community, attracting mainly seniors that would not need a large amount of commercial, office, and industrial uses to support the early population and their needs. As time progressed and the City's population grew at a rapid pace it transitioned into a bedroom community for areas in northern Sarasota County.

The lack of areas for larger scale economic development, particularly for industrial and office uses became apparent. In the recently annexed areas of the city that were not platted by GDC (West Villages), the City has required development to create and adhere to a village district pattern plan (VDPP). Within the Heron Creek Development of Regional Impact, the City worked with the master developer to create land use conversion zones that allow conversion from residential land use to commercial, office, institutional, and multi-family uses within the DRI. This has helped relieve some of the shortage of land available for economic development. The Future Land Use Element of this plan expands on land use changes needed to create new commercial centers in the City.

CONCLUSION

The City wishes to diversify the local economy and improve economic and employment opportunities for North Port residents. As such, the City's role is to create the best possible environment for economic development opportunities that will benefit the City's residents. The City's business climate should encourage the creation, expansion, retention and relocation of businesses. This goal can be achieved if the City pursues the following objectives: 1) endeavor to ensure that adequate areas of commercial and industrial parcels exist to meet current and future needs; 2) provide the proper regulatory and financial incentives to encourage beneficial development of those areas; 3) continue to provide recreational and cultural activities that will both serve its residents and to attract visitors and economic development into the City, and 4) support educational training and opportunities to enhance the quality of life of the City's residents and to serve to improve the skillsets of the City's employment base. Cooperation with other government agencies, the private sector, and the public to insure that the directions taken by the City in regard to economic development meet common needs and goals is essential.

The City also has a variety of means at its disposal to accomplish these objectives that include but are not limited to:

- Provide infrastructure that will support expansion of industry.
- Consider future Comprehensive Plan Amendments to change land uses to encourage both a high quality of development within the Activity Centers and the expansion of employment opportunities that match the skills of the City's residents.
- Minimize development of single family residences in activity centers while encouraging mixed use development that would include office and commercial uses with multi-family residential development.
- Advocate Economic Development Ad Valorem Tax Exemption for new and expanding businesses offering new jobs, as recently approved by referendum.
- Discourage any reduction of commercial and industrial land through zoning or land use change.
- Work with regional economic development partners to foster and promote mutual interests that expand the economic base
- Continue to provide lively community events and facilities for community events.

The Goals, Objectives, and Policies that follow this section are a means to help realize orderly, sustainable economic growth. Land use planning, zoning, and fiscal policy should encourage patterns of development that will foster redevelopment and infill of existing commercial areas, and cause new areas to form in a way that will increase viable locations for economic development. The Future Land Use Element of this plan also furthers this concept by designating compact centralized locations including commercial nodes and mixed use within the City suitable for expanded commercial activity.