



City of North Port

RESOLUTION NO. 03-R-32

A RESOLUTION OF THE CITY OF NORTH PORT, FLORIDA, APPROVING THE CITY OF NORTH PORT U.S. 41 CORRIDOR COMMUNITY REDEVELOPMENT PLAN FOR CERTAIN GEOGRAPHICAL AREAS IN NORTH PORT, FLORIDA GENERALLY LOCATED $\frac{1}{4}$ TO $\frac{1}{2}$ MILE NORTH AND SOUTH OF U.S. 41 FROM ORTIZ BOULEVARD ON THE WEST TO THE CHARLOTTE COUNTY LINE ON THE EAST; RESOLVING THAT THE NORTH PORT U.S. 41 CORRIDOR COMMUNITY REDEVELOPMENT PLAN IS THE OFFICIAL REDEVELOPMENT PLAN FOR THE NORTH PORT U.S. 41 COMMUNITY REDEVELOPMENT AREA; RESOLVING THAT THE NORTH PORT U.S. 41 CORRIDOR COMMUNITY REDEVELOPMENT PLAN CONFORMS WITH THE COMMUNITY REDEVELOPMENT ACT OF 1969, AS AMENDED; RESOLVING THAT THE NORTH PORT U.S. 41 CORRIDOR COMMUNITY REDEVELOPMENT PLAN IS SUFFICIENTLY COMPLETE AND PROVIDING AUTHORITY TO MODIFY OR AMEND SAID REDEVELOPMENT PLAN; PROVIDING SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the legislature of the State of Florida enacted the Community Redevelopment Act of 1969, which is presently codified in Chapter 163, Part III, Florida Statutes (1997), as amended, (hereinafter referred to as the "Act"); and

WHEREAS, the North Port City Commission adopted Resolution No. 99-R-8, on March 22, 1999, and the Sarasota Board of County Commissioners adopted Resolution No 99-196 on July 27, 1999, declaring an area of North Port generally located $\frac{1}{4}$ to $\frac{1}{2}$ mile north and south of U.S. 41 from Ortiz Boulevard on the west to the Charlotte County line on the east, and more particularly described in the North Port U.S. 41 Community Redevelopment Plan (Exhibit "A"), to be a blighted area as

RESOLUTION NO. 03-R-32

defined in the Act, and found rehabilitation, rebuilding, conservation, and redevelopment of said area is necessary in the interest of the public health, safety, morals, or welfare of the residents of North Port and which geographic area is sometimes referred to as the "North Port U.S. 41 Community Redevelopment Area (the "North Port CRA"); and

WHEREAS, City of North Port Resolution No 99-R-8 and Sarasota County Resolution No 99-196 further found the need to create a Community Redevelopment Agency and directed the City Planning staff to initiate and prepare a Community Redevelopment Plan; and

WHEREAS, the North Port City Commission adopted Resolution No. 99-R-27 on August 30, 1999 declaring itself as the City of North Port Community Redevelopment Agency; and

WHEREAS, the City of North Port Planning and Zoning Department has prepared the North Port U.S. 41 Corridor Community Redevelopment Plan, as required by the Act; and

WHEREAS, the Local Government Planning Agency (Planning and Zoning Advisory Board) reviewed and recommended approval of the City of North Port U.S. 41 Corridor Community Redevelopment Plan on July 3, 2003, after finding that the Plan conforms with the City of North Port Comprehensive Plan; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF NORTH PORT , FLORIDA COMMUNITY REDEVELOPMENT AGENCY, IN A PUBLIC HEARING ASSEMBLED THAT:

SECTION 1. Official Redevelopment Plan for the North Port CRA. – The North Port U.S. 41 Corridor Community Redevelopment Plan, having been duly received and considered, as provided by the Act, is hereby approved and accepted, attached hereto and incorporated herein as Exhibit "A". The City of North Port U.S. 41 Corridor Community Redevelopment Plan is hereby designated as the official redevelopment plan for the North Port U.S. 41 Corridor CRA, the boundaries of which are specifically described in said Plan. It is the purpose and intent of the City of North Port

RESOLUTION NO. 03-R-32

Community Redevelopment Agency ("Agency") that the City of North Port U.S. 41 Corridor Community Redevelopment Plan be implemented in the prescribed City of North Port U.S. 41 Corridor CRA.

SECTION 2. Conformity to the Community Redevelopment Act of 1969, as amended. – The Agency hereby finds and determines that:

- (a) The rehabilitation, conservation, or redevelopment or combination thereof of the City of North Port U.S. 41 Corridor CRA is necessary in the interest of the public, health, safety, morals, or welfare of the residents of the City of North Port U.S. 41 Corridor CRA in the interests of implementing Part III of Chapter 163, Florida Statutes (1997) by rehabilitating and revitalizing the area economically and socially, thereby inhibiting the spread of disease and crime, and inter alia improving the tax base, promoting sound growth, and providing improved housing conditions.
- (b) The City of North Port U.S. 41 Corridor Community Redevelopment Plan conforms with the North Port Comprehensive Plan as a whole.
- (c) The City of North Port U.S. 41 Corridor Community Redevelopment Plan gives due consideration to the provision of adequate park and recreation areas and facilities that might be desirable for improvement of the corridor and their impact upon corridor businesses and adjacent neighborhoods.
- (d) The City of North Port U.S. 41 Corridor Community Redevelopment Plan will afford maximum opportunity, consistent with the sound needs of the City of

RESOLUTION NO. 03-R-32

North Port, and Sarasota County, as a whole, for the rehabilitation or redevelopment of the City of North Port U.S. 41 Corridor CRA by private enterprise.

SECTION 3 – Completeness of Redevelopment Plan and Authority to Modify or Amend. –

The Agency hereby further finds and determines that: (a) the City of North Port U.S. 41 Corridor Community Redevelopment Plan is sufficiently complete to indicate such lands acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the City of North Port U.S. 41 Corridor CRA; zoning and planning changes, if any; land uses; maximum densities; and building requirements; however, as implementation of the Redevelopment Plan occurs, future amendments may be required, and (b) the City of North Port U.S. 41 Corridor Redevelopment Plan conforms with Part III of Chapter 163, Florida Statutes (1997); and (c) the City of North Port U.S. 41 Corridor Redevelopment Plan is necessary in the interest of the public health, safety, morals, and welfare of the residents of the City of North Port, and Sarasota County, and will effectuate the purposes of the aforementioned statute, by revitalizing the City of North Port U.S. 41 Corridor CRA economically and socially, thereby increasing the tax base, promoting sound growth, improving business and housing conditions, and eliminating the conditions which the Florida Legislature in such statute found constituted a menace which was injurious to public health, safety, welfare, and morals of the residents.

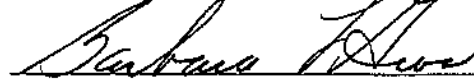
SECTION 4 – Severability- If any provision of this Resolution is for any reason finally held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining provisions.

RESOLUTION NO. 03-R-32

SECTION 5 - EFFECTIVE DATE - This Resolution shall take effect immediately upon its adoption.

PASSED AND DULY ADOPTED by the City Commission of the City of North Port, Florida, this 28th day of July, 2003.

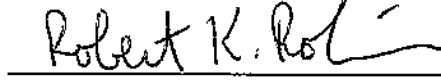
CITY OF NORTH PORT, FLORIDA


BARBARA L. GROSS, COMMISSIONER
Chairperson

ATTEST:


HELEN M. RAIMBEAU, C.M.C
City Clerk

Approved as to form and correctness:


ROBERT K. ROBINSON
City Attorney

ACKNOWLEDGMENTS

NORTH PORT CITY COMMISSION

Rue S. Berryman, Chair
Barbara L. Gross Joseph E. Fink
Richard A. Lockhart Thomas Williamson

SARASOTA BOARD OF COUNTY COMMISSIONERS

Nora Patterson, Chair
Shannon Staub David Mills
Jon Thaxton Paul Mercier

NORTH PORT PLANNING AND ZONING ADVISORY BOARD

Harry Schmertman
Mary Wagner John P. Barkenquast
Bob Bruhn Roy E. Hall, Jr.
William A. Bower Joseph H. Russell

BUSINESS AND LAND OWNERS ALONG TAMiami TRAIL, INC.

John M. Zagrobelny, President

NORTH PORT PLANNING AND ZONING DEPARTMENT

Samuel K. Jones, AICP, Director
Brett A. Harrington, AICP, Senior Planner
Nita L. Hester, AICP, Planner/GIS Specialist*
** No longer with the City*

SARASOTA COUNTY GOVERNMENT

Rick Drummond, Long Range Planning Manager*
Brian Lichterman, Senior Planner
Vivian Rowe, Planner
Meg A. Wittmer, County Attorneys Office*
** No longer with the County*

TABLE OF CONTENTS

DRAFT

DRAFT

Chapter 1

EXECUTIVE SUMMARY

Chapter 1 – Executive Summary

DRAFT

The North Port Community Redevelopment Plan is the result of an initiative undertaken between the City and the owners of businesses and property along U.S. 41 in North Port. The Redevelopment Plan was prepared by the North Port Planning and Zoning Department in coordination with the Business and Land Owners Association of Tamiami Trail, Inc., also known as BLOATT. Boyle Engineering developed the U.S. 41 Corridor Master Plan, and Burton and Associates developed the Tax Increment Funding Analysis, both of which are complimentary components of this Plan. Sarasota County Growth Management and the Sarasota County Attorneys office also provided technical assistance and commentary, which aided in development of the Plan.

The approximately 550 acre North Port CRA is bounded by Charlotte County to the east, and unincorporated Sarasota County to the west, in the vicinity of Warm Mineral Springs. The CRA includes all non-residential properties fronting on U.S. 41 and extends north on both sides of Pan American Boulevard to near the Trott Circle Industrial Park. Only one major residential development, the Willow Creek Apartments, is included in the CRA.

The redevelopment initiative began in the mid 1990's, prior to the adoption of the City's Comprehensive Plan in 1997, as City officials and business and landowners were concerned that the U.S. 41 corridor would fall into decline as other portions of the City began to develop. Economic vitality, parking, traffic flow, transit, drainage, pedestrian amenities, and aesthetics were all identified as areas that needed to be addressed in order to maintain and enhance the vitality of the corridor. The purpose of creating the CRA was to identify and address the blighting conditions and to enable the City to establish a mechanism to finance redevelopment projects through Tax Increment Financing (TIF). The TIF will finance all, or portions of, the projects discussed in the CRA Plan.

The major projects in the CRA Plan, in no particular order, include the following:

- Provide a CRA Program Coordinator and establish a CRA office
- Enhance the aesthetics of the corridor by providing additional landscaping and other urban design amenities throughout the corridor, with emphasis on corridor nodes
- Develop the gateways into the corridor
- Completion of the frontage road network
- Link the CRA sidewalk system to adjacent neighborhoods
- Create a sidewalk and bike system that offers easier access to area businesses
- Convert the drainage system to an "urban" system
- Enhance transportation options by providing dedicated lanes for transit or future trolley service, and provide adequate shelters/stations for citizens using this service
- Provide additional parking throughout the CRA
- Plan for the widening of U.S. 41 to six lanes

The first steps in revitalizing the corridor began when the City adopted Architectural guidelines for the U.S. 41 corridor. The chosen "Mediterranean" style is complimentary to several of the

landmark buildings along the corridor, such as the North Port Public Library and San Pedro Catholic Church. A recently completed enhancement project adds beauty to the City's eastern gateway at the Charlotte County line. A Community Redevelopment Agency is already in place, as the Sarasota County Commission accepted the "Finding of Blight" and permitted the City to move forward in establishing the Redevelopment Agency in 1999. The North Port City Commission voted to establish itself as the Community Redevelopment Agency soon thereafter.

As North Port continues to grow, through the actions outlined in this Plan, the U.S. 41 corridor will remain a vibrant and essential part of the overall community. Just as the County Commission has stated that it is motivated concerning the revitalization efforts throughout the County, the City of North Port and its citizens are motivated to make this Redevelopment Plan work to ensure that the Southern Gateway to Sarasota County fully represents all of the good things that North Port and Sarasota County are known for.

DRAFT

CHAPTER 2 BACKGROUND

Chapter 2 – Background

DRAFT

Authority to Undertake Community Redevelopment

This plan has been prepared in accordance with the Community Redevelopment Act of 1969 (Florida Statutes, Part III, Chapter 163). This Act outlines specific required steps for establishing a CRA, developing a Redevelopment Plan and modifying the Redevelopment Plan. A summary of the required steps to establish a CRA, in the order they must be completed, are listed below:

1. Provide public notice of proposed action to each taxing authority within the Redevelopment Area (Section 163.346).
2. Make a “Finding of Necessity” and establish the boundaries of the CRA (Section 163.355); Adopted by Resolution 99-R-8 (North Port) and Resolution 99-196 (Sarasota County).
3. Find the need for establishing a Community Redevelopment Agency (Section 163.356); Adopted by Resolution 99-R-8 (North Port) and Resolution 99-196 (Sarasota County).
4. Create the Community Redevelopment Agency (Section 163.357); Adopted by Resolution 99-R-27 (North Port) and Resolution 99-196 (Sarasota County).
5. Develop a Community Redevelopment Plan (Section 163.360), to be adopted by Resolution.
6. Establish a redevelopment trust fund (Section 163.387), to be adopted by ordinance).

In recognition of the need to prevent or eliminate slum and blight conditions within the community, the Community Redevelopment Act confers upon counties and municipalities the authority and powers to carry out “Community Redevelopment.” For the purposes of this Community Redevelopment Plan, the following definitions, taken from the Florida Statutes, shall apply:

“Community Redevelopment” or Redevelopment” means the undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight or for the provision of affordable housing, whether for rent or for sale, to residents of low to moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.

“Finding of Necessity”

The ability of a county or municipality to utilize the authority granted under the Community Redevelopment Act is predicated upon the adoption of a “Finding of Necessity” by the governing

body. The finding must demonstrate that:

- (1) One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the county or municipality; and
- (2) The rehabilitation, conservation, redevelopment, or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the county or municipality.

The findings in North Port centered on conditions of blight rather than slum. Section 163.340(8) provides the following two definitions for "blighted area":

"Blighted area" means either

- (a) An area in which there area substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:
 - 1. Predominance of defective or inadequate street layout;
 - 2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
 - 3. Unsanitary or unsafe conditions;
 - 4. Deterioration of site or other improvements;
 - 5. Tax or special assessment delinquency exceeding the fair market value of the land; and;
 - 6. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated area; or
- (b) An area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.

Based upon these definitions, inadequate street layout, unsafe and unsanitary conditions, deterioration of site or other improvements, and the existence of inadequate parking facilities were found evident throughout the North Port CRA. Community redevelopment assistance is necessary to remove blighting conditions, encourage economic growth, and improve living conditions. Resolution 99-R-8 (City) and Resolution 99-196 (County) adopted the "Finding of Necessity" for the North Port Community Redevelopment Area.

North Port CRA Boundaries

The boundaries of the North Port CRA are illustrated in Figure 2-1. The CRA boundaries correspond with the boundaries of Activity Center #1 as identified in the North Port Comprehensive Plan (adopted in 1997). The boundaries generally extend along U.S. 41 from the Charlotte County line westward to Warm Mineral Springs. The CRA is approximately 3.8 miles

long and varies in width from less than ¼ to ½ mile. Total acreage of the CRA is approximately 549 acres. The official boundary survey of the CRA is located in the appendix to this report.

HISTORY OF THE NORTH PORT CRA INITIATIVE

The establishment of a Community Redevelopment Area in the City of North Port is the result of an initiative undertaken between the City and the business and landowners along the U.S. 41 corridor. The U.S. 41 corridor has long been the traditional commercial core area of the City, and as the City continues to experience rapid growth there was a concern that this area might experience decline as residents moved into other areas of the City. As a result of this concern, the City dedicated several goals, objectives, and policies in its 1997 Comprehensive Plan to the U.S. 41 corridor, which was designated as Activity Center #1. These goals, objectives, and policies are as follows:

Future Land Use Element

Goal 2: To promote an intensive mixture of employment, goods and services, and residential uses within Activity Centers; to promote a wide variety of residential and employment alternatives; to achieve the highest standards of quality in the urban environment; and to provide a balanced and healthy tax base.

Objective 2: The City shall amend its Land Development Code in 1998 to provide for standards including intensity and density standards, and gateway criteria for Activity Centers to achieve the desired and economically feasible mixture of land uses.

Policy 2.1.1: AC#1 (US 41) - This Activity Center shall be established to provide for retail, office, commercial and limited light industrial uses. This long established commercial area provides services to the surrounding neighborhoods and to people using US-41.

Policy 2.1.2: AC#1 - Access roads and cross access easements shall be established to promote ease of internal traffic movement and to limit re-entry points on US-41.

Policy 2.1.3: AC#1 - Private property owners shall be encouraged to fund the Urban Design Study pursuant to Policy 6.1, Transportation Element.

Policy 2.14: The Land Development Code shall be amended in 1998 to require that vacant tracts within Activity Centers shall be processed and reviewed as a master plan or site and development plan, as depicted on the Activity Center #1 "Tracts Requiring Master Plan Review" Map. Existing platted lots in AC#1 will be exempt from this review requirement.

2011

Policy 2.18: Adopt Land Development Regulations, where appropriate, to ensure that commercial/service establishments along U.S. 41 are adequately accessed by frontage roads and serviced by adequate utility services.

Transportation Element

Objective 6: Promote the improvement and development of parking facilities to support commercial developments and tax base for lands located along U.S. 41 to correct present and potential future parking deficiencies consistent with City's Land Development Code.

Policy 6.1: Prior to 2001, the City shall support the development of a US-41 Corridor Plan which, for example, may incorporate the following design concepts:

1. Identify appropriate expansion areas for commercial parking along US-41 to support commercial uses;
2. Implement the City's gateway policies;
3. Develop site design guidelines and aesthetic controls for new and improved commercial structures;
4. Develop uniform parking and landscape design standards;
5. Develop design standards and locations for future construction of commercial parking structures; and
6. Establish funding sources.

Policy 6.2: Upon adoption of a US-41 Corridor Plan, the City may establish parking lease agreements or other appropriate methods with private establishments which are interested in using City-owned properties.

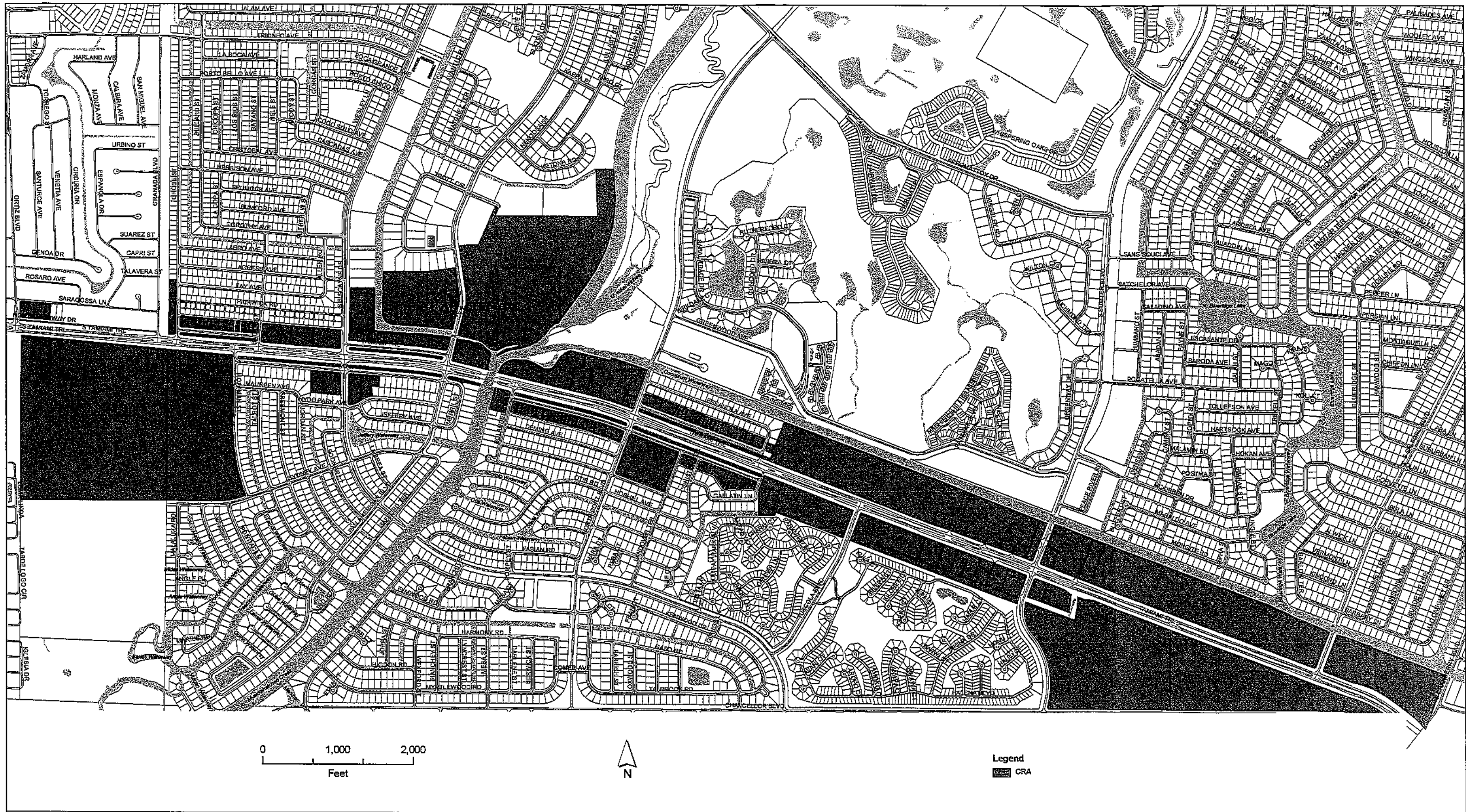
In 1998, a group of business and land owners of properties located within Activity Center #1 created an organization known as the "Business and Land Owners Association of Tamiami Trail, Inc. (BLOATT)," which is dedicated to enhancing the U.S. 41 corridor so that it would remain the City's primary commercial area and could compete with developing commercial areas in Charlotte County and South Venice. It was also realized that an enhanced U.S. 41 corridor would have a positive impact upon surrounding residential areas, and would aid in changing the impression that North Port is a sleepy bedroom community which is dependent upon its neighboring communities for providing for the needs of its citizenry.

North Port Community Development Department staff began working with BLOATT to determine goals for enhancing the U.S. 41 corridor. It soon became apparent that there were a number of issues of concern including, but not limited to, landscaping, parking, drainage, pedestrian facilities, the condition of existing buildings, development of an architectural design theme for new and improved buildings and structures, and transportation facilities (roadways and mass transit).

As a result of the work done with BLOATT, the City approached the Sarasota/Manatee Metropolitan Planning Organization (MPO) to see if any funds were available to initiate a landscaping and curbing project for the U.S. 41 medians within the City. The City eventually received a programmed amount of \$239,910 to initiate a curbing/landscaping program. An important part of this process was the development of a report titled *"U.S. 41 Improvements, The Gateway To Southern Sarasota County"* which addressed not only the City's desire to curb and landscape the U.S. 41 medians, but also addressed the other priority projects, with estimated costs, that had been a topic of discussion with BLOATT. This document, in fact, became the precursor of the Finding of Necessity Report for the creation of a North Port CRA and this CRA Plan.

Directly tied to this revitalization initiative was, as mentioned above, the creation of an architectural design theme for new and improved buildings and structures within the U.S. 41 corridor. It was decided that the appropriate design theme for the corridor would be the Mediterranean style that is similar to that in the nearby Cities of Venice, Sarasota, and Naples to name a few. City staff and an architectural consultant then developed a set of guidelines based upon the Mediterranean style, which was approved by the North Port City Commission in 1998. This ordinance also created an Architectural Review Board specifically dedicated to the U.S. 41 corridor. The establishment of the architectural guidelines and review board is a noteworthy step because it predated the creation of a CRA. Many community CRA plans list the creation of such guidelines as one of their priority projects. The adoption of these guidelines gives the City a head start in revitalizing the corridor, and ensures that any new development, or substantial improvements to new buildings, will adhere to the Mediterranean theme with or without a CRA.

Florida Statutes, Chapter 163, Part III, established guidelines for creating a CRA and CRA Plan. The overall goal of the legislation was to encourage local initiative in revitalizing older downtown areas and declining residential neighborhoods. The first step was to establish that certain conditions exist within a community that could be defined as blight. This was done by the creation of a *"Finding of Necessity Report"* for the North Port CRA. The report found that, as defined by state statute, several indicators of blight exist within the U.S. 41 corridor. These conditions include a predominance of defective or inadequate street layout, unsanitary or unsafe conditions (incomplete sidewalk system, lack of lighting, uncontained garbage, inadequate storm drainage system), deterioration of site or other conditions, and the existence of inadequate parking facilities. The North Port City Commission adopted the *"Finding of Necessity Report"* on March 22, 1999. The Sarasota County Board of County Commissioners approved the report on July 27, 1999. Further, the County Commission approved the formation of a North Port Community Redevelopment Agency. The North Port City Commission established itself as the Community Redevelopment Agency by Resolution 99-R-27.



Prepared By
 CITY OF NORTH PORT, FLORIDA
 Created August, 2002
 IT/GIS Division

Figure 2-1

CITY OF NORTH PORT, FLORIDA CRA BOUNDARY MAP

DRAFT

DRAFT

**CHAPTER 3
EXISTING CONDITIONS**

Chapter 3 – Existing Conditions

In its 40+ years of existence, the City of North Port has grown from a sleepy 5.5 square mile community with under 200 residents to a growing urban area of over 100 square miles and a population nearing 30,000 permanent residents. Although the City is growing at a rapid pace, it has still maintained the small town atmosphere that is so desirable of residents, and prospective residents.

In the early 21st century North Port is quickly becoming a major community in the region. Residential development in the late 1990's has seen a steady rate of increase, with the issuance of residential building permits averaging between 700 and 1000 permits per year. Over 30 % of the City's housing stock has been built since 1991.

Throughout the years, the majority of the residential growth has been associated with construction on individual privately owned, platted properties. Because of the large number of platted lots in North Port, this type of development will continue well into the future. However, since the late 1990's there has been a boom in larger planned communities within the few unplatted areas that were part of the original North Port development. A series of voluntary annexations in the early 21st century has added unplatted acreage to the City on which "village" type residential developments will be allowed, and offers the City the opportunity to expand its tax base and provide jobs for residents in their hometown rather than having to commute long distances. The majority of the new development is happening away from the City's traditional core area, which is centered around the U.S. 41 corridor. Although this development is welcomed, and is a natural part of the evolution of the community, it does pose somewhat of a threat to the continued vitality of the U.S. 41 corridor. The establishment of the CRA on this corridor is intended to maintain and enhance the viability of the U.S. 41 business district.

Of course, the boom in residential construction means that the City's population is also increasing. As mentioned earlier, North Port had less than 200 residents at the time of its incorporation. The City grew slowly, but steadily, through the 1960's and early 1980's. As the 1980's came to an end, the City's population began to increase impressively. Table 3-1, below, depicts the City's population growth through the decades and underscores the dramatic growth that has occurred recently.

Table 3-1: Demographic History

YEAR	POPULATION
1960	178
1970	2,244
1980	6,205
1990	11,973
2000	22,797
2001	25,234
2002	27,448

Source: U.S. Census, BEBR

As the City has grown larger, it has also grown younger. The median age of North Port residents has decreased from over 60 during the 1960's and 1970's to 48.7 in the 1990 U.S. Census and 40.8 in the 2000 U.S. Census. The distribution of population by age, as provided in the 2000 U.S. Census (below), clearly indicates that the majority of current North Port residents are under the age of 60.

<u>Age Group</u>	<u>Percentage of Total Population</u>
Under 18 Years of Age	23.3%
18 to 24 Years of Age	5.4%
25 to 44 Years of Age	26.7%
45 to 64 Years of Age	21.2%
65+ Years of Age	23.4%

As the City has grown larger and younger, new areas are developing to meet the needs and desires of the changing population. No longer is the majority of the population clustered around U.S. 41, instead, areas along Toledo Blade Boulevard and Sumter Boulevard have seen tremendous growth, with many people choosing to live in the planned developments that were mentioned earlier in this text. As the City's demographics change, it is imperative that older, established portions of the community not be neglected and become run down. A U.S. 41 corridor that is revitalized by the projects proposed in this plan, and any future projects that may be added, will not only be a benefit to the businesses on U.S. 41, but will also benefit the residential neighborhoods that are adjacent to the corridor, and the entire City of North Port.

U.S. 41 Corridor Existing Land Use

From North Port's very beginning, the US 41 corridor has been its center of commercial activity. The City's first shopping plaza was located on US 41 and consisted of a small supermarket, beauty salon, barbershop, Laundromat, and a drug/variety store. This small plaza is still in existence today (North Port Plaza) and is home to the City's post office and several popular shops and eateries. A major step in the evolution of North Port came in the early 1970's when U.S. 41 was widened from a two-lane roadway to a four-lane highway. A variety of small businesses, churches, strip centers, and restaurants soon began appearing along the corridor. The last decade has seen the character of the entire City change from a simple bedroom community into a thriving City. The U.S. 41 corridor has begun to witness a shift from "mom and pop" shops to regional and national "chain" stores and eating establishments. The construction of the North Port Public Library in the early 1990's gave the U.S. 41 corridor a civic focal point and was a major step forward in the development of the community. Medical facilities and doctors offices on U.S. 41 offer a wide variety of health care services to citizens. Several large churches add a religious foundation to the corridor, and are often witness to some of the City's largest civic/spiritual events. There are still numerous single family residences along U.S. 41, many of which have been in the City for decades. Most of the residential properties directly on U.S. 41 are subject to specific deed restrictions and, at this time, have not been included within the Community Redevelopment Area.

Figure 3-2, CRA Existing Land Use Map, illustrates the existing land use on each property, and Figure 3-3 graphically indicates the acreage devoted to each specific land use within the designated CRA.

Vacant Property

As can be seen from the two figures, vacant property accounts for 58 properties, or approximately 76% of the acreage within the corridor. The vacant property belies the City's rapid growth and should be viewed as a great opportunity for the City, and the U.S. 41 corridor in general. These vacant properties have the potential to increase the most in assessed property values as they develop, thereby increasing the tax increment that is deposited into the CRA TIF account.

Commercial

Forty six properties along the corridor are designated as commercial, based upon their existing land use. This represents approximately 8% of all acreage within the designated CRA. Most of the commercial properties are either stand alone businesses located on the U.S. 41 frontage roads, or are located within several medium to large shopping centers on U.S. 41, or their out parcels.

Office

Office uses on U.S. 41 are intermingled with the commercial and institutional/government uses in the district. Twenty existing properties are designated for office uses, which include doctors offices and medical facilities, banks, real estate and construction offices, insurance sales, and a travel agency. Office uses account for approximately 3% of developed acreage within the CRA.

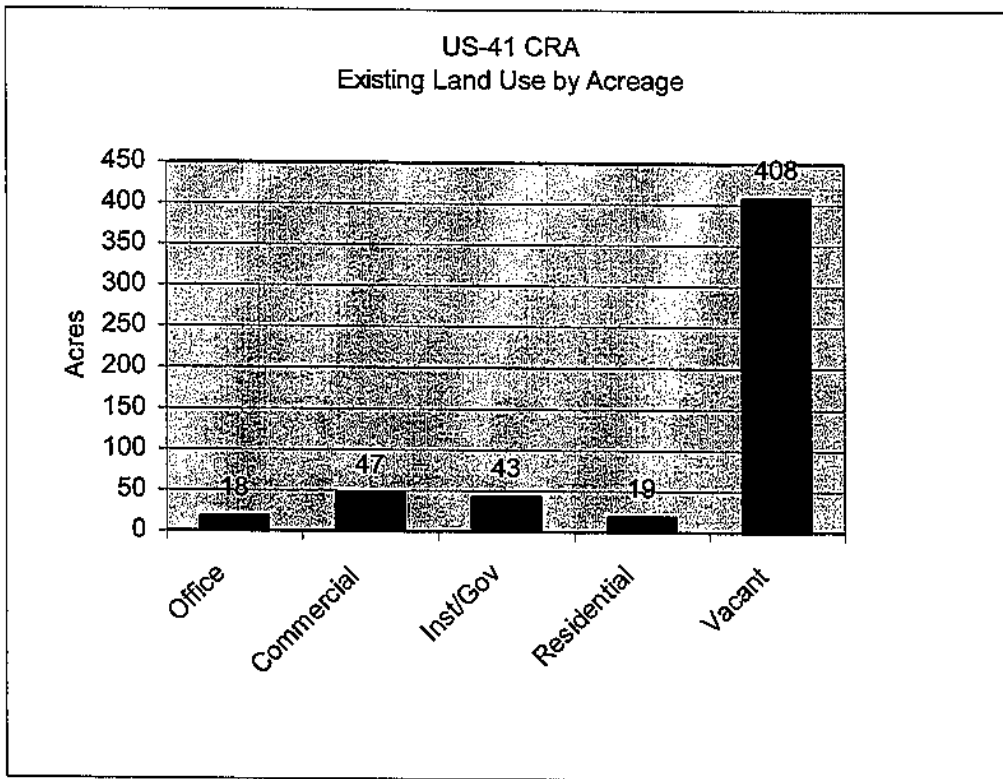
Institutional/Government

There are a total of 15 properties within the CRA that are classified as institutional/government uses. Institutional uses include uses such as churches, fraternal organizations, social/civic institutions, and mortuaries. Government uses include the North Port Public Library, Veterans Park, Library Park, GreenwaysCity Public Works solid waste/fleet facility, and the City Wastewater Treatment facility. Institutional/government uses account for approximately 8% of all developed acreage within the CRA.

Residential

Although there are several single-family residential areas located on the U.S. 41 corridor in North Port (from the library east to the Myakkahatchee Creek, between Biscayne Plaza and the South Biscayne Baptist Church, and Espanola Avenue behind the Olde World Restaurant), none of these areas have been incorporated into the CRA at this time. There are a handful of residences located above existing businesses that are part of the CRA, a use that will be encouraged even more in the future. The one major residential development in the CRA is the Willow Creek Apartment complex located off of Pan American Boulevard and abutting the Myakkahatchee Creek. This new complex, which caters to the elderly, consists of 228 units on 19 acres of property. Residential uses account for 3.5% of the property within the designated CRA.

Figure 3-3



Transportation within the CRA

Vehicular

U.S. 41 runs east/west through the CRA, and should be considered as the primary corridor within the CRA. It is a four lane, median divided highway, and is a "rural" section (open drainage...) within, and adjacent to, North Port. The Corridor Master Plan, which is a component of this CRA Plan, plans for the eventual widening of the highway to six lanes, with a conversion to a closed drainage system.

All other major roadways within the CRA run essentially north to south. Proceeding from east to west, these roadways are (1) Cranberry Boulevard, which marks the eastern boundary of the CRA and provides access to residential development in North Port and Charlotte County; (2) Salford Boulevard, runs north from U.S. 41 into North Port residential areas; (3) Sumter Boulevard is the primary north/south arterial which intersects with U.S. 41. Sumter offers access to numerous residential areas as well as the growing Heron Creek community and future town center, offers access to the new North Port High School, Butler Park, and the City's new City Center. Ultimately, Sumter Boulevard provides interstate access to and from the CRA, and serves as a gateway to the City; (4) North Port Boulevard is located in the heart of the CRA and offers access to the existing City Hall and police station a few blocks north of the CRA and connects to

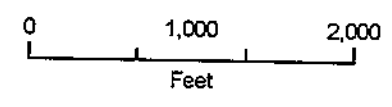
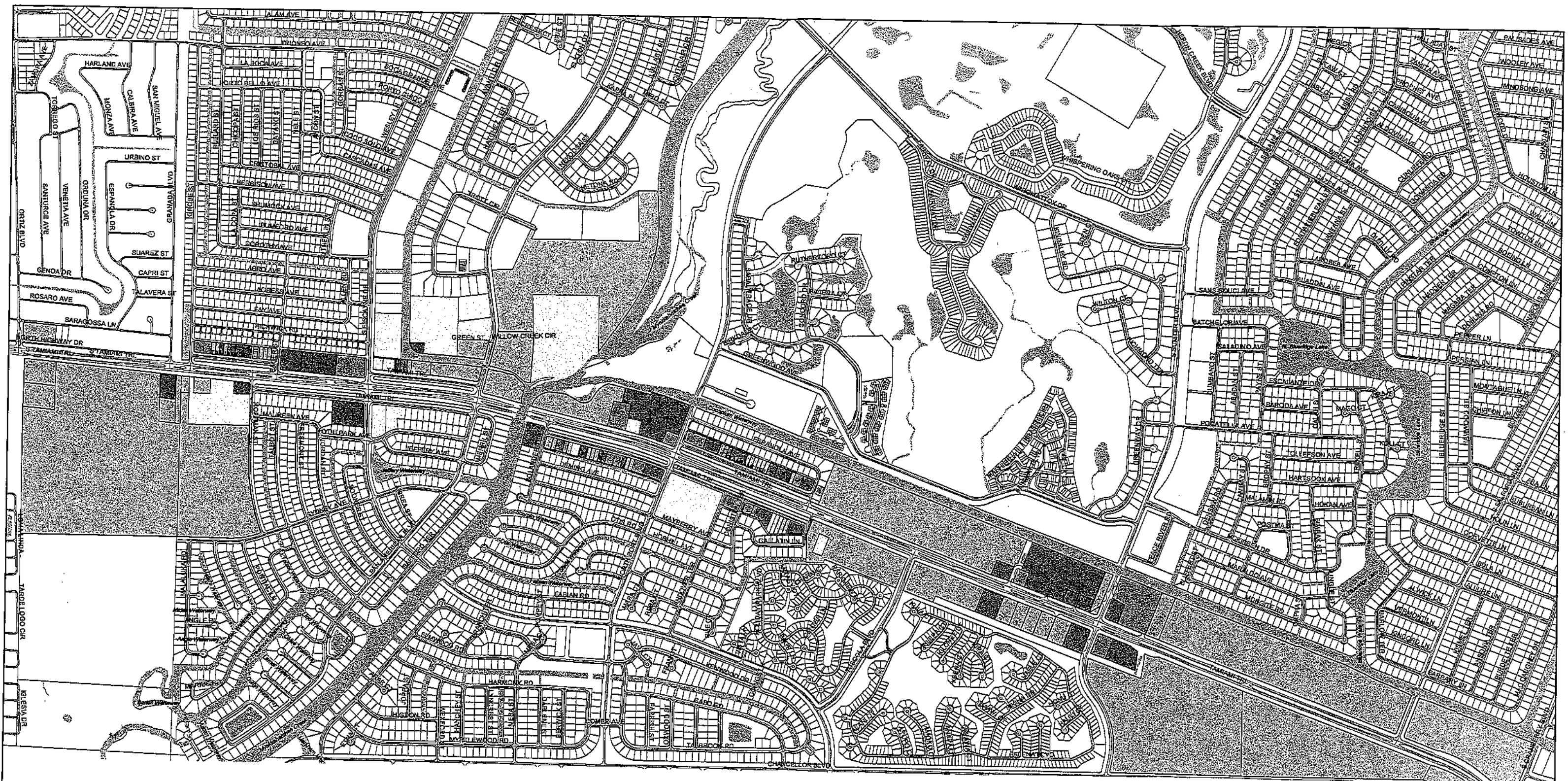
the Charlotte County road network to the south; (5) Pan American Boulevard offers access to single-family residential areas north and south of U.S. 41, as well as accessing the Trott Circle Industrial Park, several City facilities, and the Willow Creek apartment complex; (6) Biscayne Drive is another north/south artery that connects to primarily residential areas all the way up to the North Port Estates to the north, and connects with S.R. 776, in Charlotte County, to the south; (7) Grobe Street is a local road that runs north from U.S. 41 and connects to residential areas in western North Port and Warm Mineral Springs; (7) Ortiz Boulevard is located at the western extent of the CRA and connects travelers to the Warm Mineral Springs historic site and spa, as well as primarily single-family residential areas.

Transit

Transit service in North Port is provided by the Sarasota County Area Transit (SCAT) via bus route #9, which begins at downtown Venice and runs to North Port via Venice Avenue, Jacaranda Boulevard, and U.S. 41. The North Port terminus is at the Bon Secours Health Park. The CRA is also served by bus route #19, which, again, begins in downtown Venice, proceeds on U.S. 41, and enters North Port residential areas via Biscayne Drive, Price Boulevard, Sumter Boulevard before re-entering U.S. 41 at the Bon Secours facility off of Sumter Boulevard. As the City grows, the need for more transit connecting to North Sarasota County, Englewood, and south into Charlotte County is necessary. The City's U.S. 41 Corridor Master Plan addresses the creation of dedicated bus/trolley lanes within the CRA corridor to ease citizens movements within and outside of the CRA.

Pedestrian

Unlike many of Southwest Florida's platted lands communities, North Port has developed a fairly extensive network of sidewalks, especially within the neighborhoods adjacent to U.S. 41 and newer developments in other parts of the City. There is also a sidewalk network in place on both sides of U.S. 41 within the CRA, although in most places the sidewalk is not directly connected to area businesses, rather it is located in the "greenways" between U.S. 41 and the City's frontage road system and requires users to cross muddy fields and busy roads to access businesses. There are also some "gaps" that fail to link the adjacent neighborhood sidewalks with the U.S. 41 sidewalk system. The U.S. 41 Master Plan proposes to rework the U.S. 41 sidewalk system to make the sidewalks more accessible to area business, provide easy access to future bus/trolley stops/stations, and to complete the necessary sections of sidewalk linking adjacent residential neighborhoods to the U.S. 41 corridor. The City has been granted funding through the Sarasota/Manatee MPO to complete the neighborhood links in FY 06/07.



- Legend**
- Land Use
 - COMMERCIAL
 - GOVERNMENT/INSTITUTIONAL
 - OFFICE
 - RESIDENTIAL
 - VACANT



Prepared By
 CITY OF NORTH PORT, FLORIDA
 Created August, 2002
 IT/GIS Division

Figure 3-2

**CITY OF NORTH PORT, FLORIDA
 CRA EXISTING LAND USE MAP**

DRAFT

DRAFT

CHAPTER 4 ANALYSIS

INTRODUCTION

The City of North Port is located in southern Sarasota County, and lies north of, and adjacent to Charlotte County. The U.S. 41 commercial corridor begins at the Charlotte County line and runs westward for ± 3.8 miles to the western city limit at Warm Mineral Springs. The North Port Community Redevelopment Plan was prepared by the North Port Planning and Zoning Department in cooperation with North Port CRA Board, the Business and Land Owners Association of Tamiami Trail, Inc. (BLOATT), and with assistance from the Sarasota County Planning Department (Growth Management Business Center).

The 1997 North Port Comprehensive Plan recommended the development of a US-41 Corridor Plan. It stated that the plan should consider areas for parking, implementing the City's gateway policies, the development of site and design guidelines for new and improved commercial structures, the development of uniform parking and landscaping standards, development of design standards and locations for commercial parking structures, and the establishment of funding sources to finance these projects.

The 1998 "Southern Gateway" Report further identified projects which were necessary to enhance the character and economic viability of the U.S. 41 corridor. Besides the issues raised in the City's Comprehensive Plan, this report indicated that the City must also address the problems related to poor drainage, burial of overhead utility lines, mass transit needs, sidewalks and aesthetics.

WHY DOES NORTH PORT NEED A REDEVELOPMENT PLAN?

After over forty years as an incorporated community, the City of North Port is undergoing rapid changes that are transforming it from a relatively quiet bedroom community into a major player as a community in southwest Florida. Not only is the City growing larger, it is growing younger, and with these changes comes the necessity to provide adequate services and facilities that will ensure that North Port remains a sustainable community with a high quality of life.

The U.S. 41 corridor has traditionally been the "core" commercial development within the City, principally because it was centered around the City's population base. As the City's population has increased, new residents have begun to locate throughout the City's 100+ square miles, away from the traditional core area. These new high growth areas include the Toledo Blade Boulevard corridor in the eastern part of the City, and areas near the intersection of Price and Sumter Boulevards, which includes the new City Center complex. The opening of the City's first high school near the Price/Sumter intersection has also contributed to growth moving northward, away from the core area. A new middle school will soon open directly across Price Boulevard from the high school. The interstate interchanges at Sumter and Toledo Blade Boulevards will also have a major influence upon commercial and industrial development within the City. In fact, the Toledo Blade corridor has been witness to significant industrial/commercial growth, as well as residential

growth (including affordable multi-family units), over the past 5 years.

Besides the expanding development within the City of North Port itself, the Town Center shopping mall and extensive commercial development in nearby Murdock in Charlotte County, and the continued commercial development around the U.S. 41/Jacaranda Boulevard intersection in South Venice have had a major impact upon the shopping habits of North Port residents. Beyond pure economics, the creation of a CRA along the U.S. 41 corridor will serve to preserve and enhance the character of the adjacent residential development in the area and will make the U.S. 41 corridor a safer, more pedestrian friendly unit of the City. It is the ultimate goal of this Plan to fulfill the strong desire of residents and business owners in North Port to improve their community and strengthen its economic viability while maintaining the pleasant, small town atmosphere that North Port is known for.

Following is a summary of challenges, needs, and opportunities that have been identified within the North Port CRA. These are based upon existing conditions found in the CRA and from comments received at various visioning sessions with U.S. 41 business and landowners, several advisory boards, and the North Port City Commission (City's designated Community Redevelopment Agency). This listing is by no means set in stone; it is merely a summary of challenges, needs, and opportunities that have been identified through this stage of the CRA process. As the CRA moves forward other issues/opportunities may arise that need to be addressed by the City. Items on the list are categorized into the following subheadings to ease review: land use, transportation, urban design, finance/implementation, and *miscellaneous*. Projects and programs identified in the U.S. 41 Master Plan, and within this document, have been developed to address many of the issues listed below.

Challenges

Land Use

- There are vacant businesses in existing commercial/office buildings within the CRA area.
- There are some commercial/office buildings in need of repair and rehabilitation.
- There are many vacant commercial/office lots within the CRA area.
- There are unsafe conditions due to the lack of lighting, sidewalks, and shelters.
- There is a need to ensure that the neighborhoods adjacent to the corridor are protected from property value decline, crime, excessive noise and pollution.

Transportation

- The frontage road network along U.S. 41 is incomplete.
- The sidewalk system in the CRA is incomplete and does not fully integrate adjacent residential neighborhoods.
- There is a lack of bicycle lanes within the CRA.
- There is a deficit of parking spaces within the CRA.
- The drainage system associated with the CRA road network is a "rural system" as opposed to an "urban system".
- The drainage system is inadequate during large rain events

- There is a lack of adequate bus stop shelters within the CRA.
- There is limited transit service provided from the CRA to other parts of the County and, especially, other parts of the City of North Port, including locations within the CRA.
- Bicyclists and pedestrians are forced onto the U.S. 41 bridges to cross the Myakkahatchee Creek.
- Crosswalk areas need to be established and existing crossing areas need to be made safer.
- There are too many median cuts on U.S. 41 within the CRA.
- Cross access easements need to be established/encouraged.

Urban Design

- There is a lack of landscaping within the CRA, including U.S. 41 median areas and right-of-way, greenways, and businesses.
- Existing landscaping is not always maintained properly.
- Billboards visually blight the CRA.
- Retention ponds located within the CRA are often not well maintained.
- There are many deteriorated buildings; some storefronts need refurbishing.
- There is a lack of pedestrian amenities within the CRA (shelters, benches, restrooms...)
- Utility poles and power lines within the CRA are unsightly.

Finance/Implementation Tool

- The CRA lacks funds to pay for all of the proposed projects.
- The economic base within the CRA is insufficient
- The CRA economy is threatened by development within other parts of the City of North Port.

Marketing

- The area is not marketed as a whole; each retailer markets individually.
- There is a lack of incentives available to entice new businesses into the CRA.

Needs

Land Use

- Restore, replace, or find new uses for deteriorated and empty stores.
- Attract new businesses to the CRA, especially an anchor or "big box" store.
- Complete sidewalk system, including links to adjacent neighborhoods.
- Add additional streetlights along roadways and lights along sidewalks.
- Provide buffering between commercial areas and adjacent residential areas.
- Create primary focal point for public activities near the Myakkahatchee Creek
- Expand and improve the North Port Library.
- Encourage the location of a variety of food establishments within the CRA
- Revise the zoning code to encourage the development of outdoor eateries within the CRA.
- Encourage the development of a recreational center/health club within the CRA.
- Encourage the development of second floor housing above businesses.
- Support and encourage downtown festivals and weekend flea or farmers markets.
- Maintain a downtown postal substation

- Maintain a downtown postal substation

Transportation

- Complete the U. S. 41 frontage road system
- Complete the sidewalk system throughout the CRA, including access to adjacent residential neighborhoods.
- Develop additional parking areas within the CRA including parallel parking on frontage roads and pod parking areas.
- Increase transit, or develop local trolley service, to serve the CRA and link the downtown to other parts of the City, Sarasota County, and Charlotte County.
- Provide transit shelters at bus/trolley stops to keep user protected from the weather.
- Redevelop the drainage system from "rural" to "urban".
- Develop bicycle lanes and bicycle storage facilities throughout the CRA.
- Provide for pedestrian bridges across the Myakkahatchee Creek.
- Establish cross walks to provide for safer crossing of roadways within the CRA.
- Plan for the widening of U.S. 41 from four to six lanes.
- Work with the Florida Department of Transportation (FDOT) to reduce median cuts on U.S. 41.
- Work with the FDOT to establish traffic lights at warranted intersections.
- Work with developers to provide for cross access easements between adjacent uses.

Urban Design

- Establish urban design "nodes" with increased landscaping and other amenities at major intersections within the CRA.
- Increase landscaping in the U.S. 41 median areas and right-of-way.
- Existing commercial centers need additional landscaping.
- Increase the City's ability to maintain landscaping in the CRA.
- Remove billboards from the CRA.
- Provide additional pedestrian amenities throughout the CRA including, but not limited to, shelters, benches, restroom facilities.
- Place public art, statues, fountains and similar cultural amenities throughout the CRA district.
- Develop unique gateway features at each end of the CRA.
- Construct a clock tower, or other similar feature, near the Creek focal point/gathering area.
- Maintain the Mediterranean architectural scheme for all new and improved buildings and signage within the CRA per City Ordinance.

Finance/Implementation Tool

- Establish a tax increment financing mechanism for the CRA.
- Research and apply for local, state, and federal grants pertinent to projects within the CRA.
- Continue working with the Sarasota/Manatee MPO to secure transportation related improvement funding.
- Provide a CRA program coordinator to expedite/implement redevelopment plans.
- Provide incentives to attract new businesses, both tangible and intangible.
- Increase economic stimulation with private investment.
- Increase tax base by attracting more businesses to the CRA, especially national corporations.

DRAFT

- Assist existing businesses; offer incentives for improving storefronts.
- Develop a structure to guide development and provide continuity for the redevelopment effort.

Opportunities

Land Use

- The many vacant lots within the CRA provide opportunities for development.
- The North Port Public Library is located within the CRA which brings many users into the area. is scheduled for building and site improvements.
- The North Port Post Office is located within the CRA and is heavily used.
- The Myakkahatchee Creek bisects the CRA offering an opportunity for a CRA focal point. The future Creek Master Plan will offer recreational opportunities/links to the North Port CRA.
- The Warm Mineral Springs complex, although not part of the CRA, is now part of the City. This tourist destination is accessed from U.S. 41 through the CRA. The CRA should develop a marketing plan in conjunction with the Springs complex to bring visitors to North Port.
- A growing, younger, population will bring new vision and opportunities for the CRA.
- Business and landowners are supportive of enhancing the U.S. 41 corridor.
- Law enforcement and fire/rescue facilities are located within ½ mile of the CRA.
- Adjacent residential development, including the Willow Creek multi-family complex creates a large base of potential customers for businesses within the CRA.

Transportation

- U.S. 41 is a major roadway offering access to the entire west coast of Florida and across the Everglades to the Miami area. The significant vehicular activity on this roadway offers great market potential to the CRA.
- The existing sections of the U.S. 41 frontage road allows customers to access businesses and reduces trips having to directly access U.S. 41.
- The City owned right-of-way between U.S. 41 and the existing frontage road has created an area for locating additional transportation related features such as sidewalks, parking, trolley or express bus lanes with stations/shelters.
- Enough right-of-way is available along U.S. 41 to facilitate widening to six lanes, while minimally reducing the size of the median areas between north and southbound lanes. This allows for additional landscape treatment throughout the corridor.

Urban Design

- The City has adopted architectural guidelines for new and expanded buildings and signage on U.S. 41, and has established an Architectural Review Board to review and guide the architecture of new and expanded development within the corridor.
- The City owned right-of-way between U.S. 41 and the existing frontage road has created an area for various urban design opportunities including, but not limited to, increased landscaping, public art, statues, fountains, gazebos, and mini-parks.
- Curbed medians in U.S. 41 offer the opportunity for increased landscaping.
- An ISTEPA funded enhancement project has allowed the City to begin development of its gateway at the North Port/Charlotte County line.

DRAFT

gateway at the North Port/Charlotte County line.

Finance/Implementation Tool

State and federal grants are available for redevelopment.

Marketing

- The Business and Landowners Association of Tamiami Trail (BLOATT) is well organized and has established the revitalization of the U.S. 41 corridor as a primary goal.
- The North Port Area Chamber of Commerce is supportive of the revitalization effort.
- The City has an Economic Development Director actively seeking new business opportunities for the City, including the U.S. 41 corridor.
- Expected continued growth in North Port will increase the City's customer base and will bring in new citizens having a new vision for the City, and the ability to create business opportunities for the U.S. 41 corridor.

Miscellaneous

- The North Port City Commission supports all efforts to enhance the appearance and economic viability of the U.S. 41 corridor in North Port.

DRAFT

CHAPTER 5
REDEVELOPMENT GOALS AND OBJECTIVES

DRAFT

GOALS

All projects recommended for the Redevelopment Plan must meet the goals for the U.S. 41 corridor. The goals set the intent for the plan. The following goals are the result of numerous meetings between staff and the Business and Land Owners Association of Tamiami Trail, Inc., and have been incorporated into this plan.

- Provide **Accessibility** from within and outside the CRA.
- Provide an **Attractive** community.
- Provide measures to ensure **Compatibility** between differing adjacent land uses.
- Provide **Convenience** for the shopper, visitor, resident, and business owner.
- Enhance the **Economic Viability** of the U.S. 41 corridor.
- Recommend projects that are **Financially Feasible**.
- Provide for a **Functional** corridor that addresses circulation, development capability, community services, parking, maintenance, housing, and recreation.
- Create **Places and Activities** in the corridor for all age groups.
- Provide **Variety** so that all needs are addressed, such as personal services, consumer goods, government services, food, residential, and open space.

OBJECTIVES

Administration and Finance

- Initiate action to seek funding at all levels for private, public, and partnership revitalization projects.
- Develop an organizational structure for managing and implementing redevelopment projects.
- Diversify and strengthen the economic base of the North Port CRA.
- Develop financial incentive programs to encourage investment in the CRA by the private sector.
- Encourage participation in established City, County, and regional programs.
- Seek alternative funding at all levels for private, public, and partnership.
- Keep the Redevelopment Plan up-to-date by evaluating current programs and projects on a regular basis, but not to exceed every five years, and concurrent with the Comprehensive Plan Evaluation and Appraisal Report.

Land Use

- Utilize existing vacant land as an opportunity for redevelopment.
- Increase potential users in the area by providing a wide range of activities (retail, entertainment, cultural, business, and recreation).
- Encourage mixed use and higher density development.
- Achieve a mix of mutually supportive land uses in a compatible and functionally related arrangement.
- Develop a central focal point for the CRA near the Myakkahatchee Creek.

Transportation

- Develop or enhance parking and pedestrian systems so that they are convenient, safe, and pleasant.
- Complete U.S. 41 sidewalk system and interconnect to adjacent neighborhoods.
- Improve the layout and integration of streets, sidewalks, alleys, bike paths, and bus/trolley routes to and within the CRA.
- Encourage the development of cross-access easements between developments to lessen traffic on U.S. 41 and other major streets within the CRA.
- Improve the drainage system for the U.S. 41 corridor by converting the existing "rural" drainage system to an "urban" drainage system.
- Purchase necessary right-of-way for U.S. 41 drainage improvements and lane additions.
- Work with FDOT to coordinate the eventual widening of U.S. 41 from four to six lanes to ensure that the widening project is consistent with the City's CRA plan/projects.
- Complete the U.S. 41 frontage roads, including bridging across the Myakkahatchee Creek.
- Maintain and enhance transit service to the CRA.
- Provide shelters with amenities at designated SCAT bus stops located in the CRA.
- Develop multi-modal transportation linkages, including but not limited to a City trolley, throughout the CRA, and also linking the CRA to other portions of the City of North Port.
- Coordinate the placement of additional traffic lights, and the elimination of unnecessary median cuts on U.S. 41, with the Florida Department of Transportation.

Urban Design

- Improve the aesthetics and quality of life by installing streetscape improvements, such as decorative lights, street trees and landscaping, pedestrian areas with seating, trash receptacles, decorative paving, crosswalks, and decorative signs which adhere to the Mediterranean design theme.
- Improve the overall physical image of the CRA.
- Create/improve gateway areas at each end of the U.S. 41 corridor.
- Create corridor nodes consisting of amenities which include increased landscaping and crosswalks at the major intersections within the corridor.
- Provide increased landscaping and other compatible urban design features in the U.S. 41 median areas and rights-of way.
- Take advantage of the large "greenways" between the frontage roads and U.S. 41 to enhance corridor aesthetics.
- Develop a major corridor focal point near the Myakkahatchee Creek.
- Improve the City's architectural design guidelines for the U.S. 41 corridor, as necessary.
- Support community based enhancement projects such as public flower gardens, neighborhood gateways, or the planting of memorial trees in within, or adjacent to, the CRA.

Marketing

- Encourage the development of a marketing strategy for the entire U.S. 41 commercial corridor.
- Work with the North Port Area Chamber of Commerce, BLOATT, and other local civic associations to promote and market the CRA.
- Increase the potential number of users of the area by providing a wide range of day and night activities.
- Promote the strengthening and diversification of the economic base and employment opportunities within the CRA.

DRAFT

Chapter 6 – Projects and Programs

The projects and programs outlined in the Redevelopment Plan are designed to address problems that have contributed to blighted conditions in the North Port CRA, satisfy the needs of the general public, enhance traffic flow and transportation opportunities within the U.S. 41 corridor, enhance the economic viability of the CRA, enhance the aesthetics of the U.S. 41 corridor, and to take advantage of opportunities for improving the CRA, and the City of North Port in general.

The projects and programs summarized below are seen as essential for revitalizing the U.S. 41 corridor in North Port. The majority of major capital projects that have been identified as essential to revitalization are discussed in depth in the recently adopted U.S. 41 Corridor Master Plan. The summaries of these projects below will refer readers to the Corridor Master Plan, which is an appendix to this document. Other potential projects and programs are also summarized below. No priority has been assigned to the projects at this time, although projects such as aesthetic enhancements should begin at an early stage to indicate progress within the CRA and to garner more public support for the overall initiative.

A. CRA Administration

MANAGER/CRA EXECUTIVE DIRECTOR

The success of implementing the redevelopment plan will be dependent upon maintaining organization, enthusiasm, and coordination among the many groups involved in the effort. Therefore, a full time manager should be employed for the CRA to fulfill such duties. If a CRA is established, a CRA Executive Director can be employed to direct the efforts of the agency. The Executive Director could also assume the duties of the Manager. Responsibilities for the Manager/CRA Executive Director could include:

- Applying for federal and state grants
- Assisting with the Community Redevelopment Plan
- Coordinating the Redevelopment Trust Fund and Tax Increment Financing
- Developing marketing strategies to encourage new businesses and development
- Coordinating the public and private sector efforts at revitalization
- Acting as a liaison to the North Port and Sarasota County Planning Departments and the CRA Board
- Coordinating with the North Port Area Chamber of Commerce and other local groups
- Marketing and promoting the North Port CRA both locally and regionally

A Manager/CRA Executive Director must have strong organizational skills as well as a knowledge of planning, marketing, and finance. The Manager needs to have strong people skills including the ability to motivate the private sector, make effective presentations, and negotiate contracts. The cost of the Manager/CRA Executive Director position should be paid by TIF funds from the CRA. This position should be on a contract basis with the City. Operational costs for the Directors office should

also be paid by the CRA.

DRAFT

In the early stages of the CRA, until the CRA TIF Trust Fund accrues money to fund a position, it is recommended that the City assign current City staff to oversee the CRA project. Staffing, office needs, and salaries should be determined by the North Port City Commission, acting as the North Port Community Redevelopment Agency.

B. Urban Design

Discussions about the U. S 41 corridor in North Port, and U.S. 41 in general, focus on the fact that it is not an aesthetically pleasing corridor. The U.S. 41 corridor in North Port presents a rather barren appearance, with concrete and asphalt predominating. Existing landscaping is minimal at best. Many storefronts are dilapidated and unpleasing to the eye. There is no public art or other similar types of facilities (fountains, clocks...) in the corridor, and there are no discernable focal points or nodes of urban design throughout the corridor.

Realizing that area aesthetics are an important component of any attempt at revitalization, the North Port City Commission has assigned a high priority to the beautification of the U.S. 41 corridor. The City, by ordinance, has established architectural guidelines for all new, and substantially redeveloped properties along the corridor. The chosen design theme is the Mediterranean architectural style that is prevalent in many southern Florida Cities, including Venice and Sarasota. The City has established the Tamiami Trail Architectural Review Board to oversee enforcement of these regulations. The City is also an active participant in the "Windows on the Gulf" Scenic Highway initiative, which strives to have the entire U.S. 41 corridor in Manatee and Sarasota Counties designated as a "Scenic Highway". Such a designation may enable the City to receive additional grant funding for beautification/enhancement projects as well as other positive benefits. The City also actively seeks grant funding for aesthetic enhancement projects through the Sarasota/ Manatee Metropolitan Planning Organization (MPO). A recently completed enhancement project on U.S. 41 at the North Port/Charlotte County line is an example of the City's participation in this program.

The major components of urban design for the future of the U.S. 41 corridor in North Port are discussed in depth, with estimated cost and funding, in the U.S. 41 Corridor Master Plan. These include:

- Gateways – includes landscaping, irrigation, and architectural design feature(s) located at each end of the U.S. 41 corridor.
- Median and Right-of-Way landscaping, with irrigation.
- Greenway landscaping and development of Corridor Nodes, with irrigation and various park style amenities (benches, trash receptacles, lighting, fountains, bike racks, brick pavers, shelters...).
- Landscaping with irrigation at park-transit stops.
- Burial/relocation of overhead utility lines.
- Waterfront/entertainment focal point.

Storefront Improvement Program

DRAFT

An important aspect of a successful revitalization project is the early completion of visual improvements, especially the outside appearance of businesses. It is also important that the U.S. 41 corridor create its own identity that is different from surrounding commercial centers. The City has already taken this important step by its adoption of architectural guidelines in a Mediterranean theme for the corridor. As a means of assisting the commercial business owners and/or tenants to improve their businesses, a Storefront Improvement Program should be created.

The purpose of this program is to encourage the rehabilitation of buildings (using the Mediterranean design theme) by providing matching funds from the City. Similar programs from other communities provide the matching funds in one of two ways: either as a matching grant or a matching low or no-interest loan. Several limitations typically apply to a Storefront

Improvement Program, such as:

- The City limits the public funds provided as a match or loan per business.
- Local banks participate by providing loans with the City subsidizing part or all of the interest. Banks may impose their own limitations on loan amounts or terms.
- The property must be commercial, on a right-of-way, and within specified boundaries.
- The business must pay all taxes and occupational license fees to date.
- The funds are payable as reimbursement only upon completion of the construction, inspection, and the proper paperwork.
- Funds are limited to construction only. The funds cannot be used for permits, loans, payroll, utilities, or cash reserve. Usually only a set amount is allowed for design fees.
- Funds are usually limited to exterior renovations.
- Construction must start and be completed within a limited schedule.

Because early visual improvements are so important in a revitalization project, the City should consider providing funds for the program. However, alternative funding sources for the program are TIF funds or the establishment of a public improvement district.

C. Transportation Projects

Given the fact that the North Port CRA is centered around the U.S. 41 corridor, the movement of vehicles and people into, around, and out of the CRA is a major component of this redevelopment plan. The recommended transportation improvements contained within this plan and the complementary U.S. 41 Corridor Master Plan support the desires of the City of North Port to plan for a multi-modal transportation/pedestrian movement network that will provide for the transportation needs of the current and future residents, and visitors, of the City of North Port. Transportation projects proposed for the CRA include:

- Upgrading U.S. 41 to a 4 lane urban typical section with provisions for the eventual widening of the road to 6 lanes. These projects will require close coordination with the Florida Department of Transportation (FDOT) for funding, design, and construction.

- Completion of the City's U.S. 41 frontage road network, including bridging of the Myakkahatchee Creek.
- Create additional parking throughout the corridor in the form of parallel parking along the frontage roads and pod parking at selected locations within the district.
- Transit improvements, including shelters, and a possible future trolley system servicing the corridor, with connections throughout the City.
- Provision of a pedestrian/bicycle friendly environment.
- Implementation of FDOT's access management guidelines.
- Complete the U.S. 41 sidewalk system and links to adjacent residential neighborhoods (the City has been granted an enhancement project through the Sarasota/Sarasota/Mantua/MR that will complete the links in FY 06/07).

A thorough discussion of each project, with estimated costs and potential funding sources can be found in the U.S. 41 Corridor Master Plan in the appendix to this Redevelopment Plan.

D. Drainage and Stormwater Facilities

The U.S. 41 corridor through North Port was developed as a "rural" roadway which relies heavily upon a system of swales rather than major underground piping facilities. The current system, however, does not adequately drain the area, and negatively impacts businesses fronting U.S. 41 and the associated frontage roads. During severe rain events, the system often does not have the capacity to drain the area quickly enough, causing ponding on roadways, water threatening to enter buildings, and making businesses generally inaccessible to customers. The current system also promotes standing water in the swales that can linger for days and, in some cases, weeks. This standing water is unsightly, often causes noxious odors, and is a breeding ground for mosquito's.

It is understood that revamping the drainage system would be a major undertaking but U.S. 41 business and landowners, as well as the City, feel that these improvements are necessary to reflect the urbanizing nature of the City and to mitigate, or eliminate, the negative impacts that poor drainage has upon the City and local businesses. An urban drainage system will also provide for improved public safety and traffic control, especially if the threat of a major catastrophe, such as a hurricane, requires a rapid evacuation of the citizenry.

An urban style drainage system will require the placement of a network of culverts, pipes, and retention areas. The sizes of pipes, culverts, and other necessary drainage features would have to be determined as part of an engineering design study. Tied directly to the placement of the urban drainage system would be the widening of U.S. 41 to six lanes. Although not programmed any time soon by the FDOT, the City feels that, with the growth that North Port is experiencing, the threshold of traffic volume necessary to widen the roadway could occur during the life of the CRA. Ideally drainage improvements and road widening would occur at the same time. However, if the City is able to pursue a drainage improvement project prior to the widening of the highway, it is imperative that the drainage system be designed so that it can handle the increased runoff from the widened roadway, and so that its major components do not hinder the widening

process.

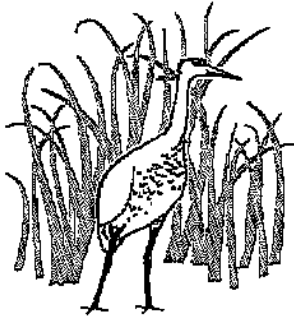
A thorough discussion of this project, with estimated costs and potential funding sources can be found in the U.S. 41 Corridor Master Plan in the appendix to this Redevelopment Plan.

E. Marketing Plan

The redevelopment plan for the U.S. 41 corridor in North Port is recommending a series of improvements aimed at revitalizing the corridor. These projects and activities will make the corridor a much better place in which to do business, however, these activities do not guarantee the economic prosperity and new development that is desired. Certainly, the growth that North Port is experiencing will also have a major impact upon development of the corridor. Vitality will come through a combination of activities including those outlined as part of this redevelopment plan. It will require additional pedestrian amenities, more interesting shopping opportunities, and a greater variety of businesses. Also, merchants must market their products and the entire CRA area, more effectively. The corridor retail base must be expanded and promoted in proportion to development and redevelopment improvements. The overall image of the district must be improved. Physical changes coordinated with marketing will promote the corridor as a vibrant destination-oriented district. To accomplish this, the business owners must organize themselves to encourage revitalization projects, maintain public areas, and promote the corridor in a comprehensive and coordinated manner. A marketing plan would produce the tools to educate, entice, and excite the target audiences to invest in the CRA, and thereby help in revitalizing the area. A marketing plan should promote existing businesses, encourage new development, and educate citizens about programs and services available in the CRA.

The marketing plan should be multi-faceted to "get the word out" to as many groups and organizations as is possible. The marketing plan should include, but not be limited to, a variety of printed and colored materials, such as a Business Directory/map of the CRA, advertising in local, regional and state newspapers and periodicals, and development/incorporation of information into a web site. The CRA should also institute a program of special events, including arts and crafts shows, holiday festivals or parades, farmers market days that would draw residents and visitors to the corridor. Any such programs should be heavily advertised.

The marketing program should involve not only the CRA Administrator, but also other City officials, U.S. 41 business owners, BLOATT, the Greater North Port Area Chamber of Commerce, and other similar individuals or organizations. An estimated cost for such a program would be \$25,000 each year.



City of North Port US 41 Corridor Master Plan

City of North Port

City Commission Barbara L. Gross – Chair
 Joseph E. Fink – Co-Chair
 Rue S. Berryman
 Vanessa Carusone
 Richard A. Lockhart

City Manager Mark B. Roath

Boyle Engineering Corporation

Principal in Charge Fred D. Adams III, PE

Project Manager Bryan T. Verth, PE

Project Team Frank X. Heck, PE
 Mike Hanson, PE
 Dan Homblette
 Brad Lewis, ASLA

Landscape Architect Rachel S. Rodgers, ASLA

FW-N18-135-10

September 2002 2002054gv

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	1
North Port US 41 Corridor 2020 Vision	1
Consistency with Community Redevelopment Area Plan.....	1
Interagency Coordination.....	1
Master Plan Components	2
Implementation and Phasing.....	3
Funding	4
2. INTRODUCTION.....	5
Background.....	5
Master Plan Objectives	7
3. EXISTING CONDITIONS.....	8
Overview.....	8
Site Visit.....	9
Data Collection and Preliminary Investigations	9
4. US 41 CORRIDOR DEVELOPMENT PLAN.....	15
Overview.....	15
US 41 Corridor Development.....	15
Roadway, Parking, And Pedestrian/Bicycle Facilities	16
Overview.....	16
Existing Conditions.....	16
Proposed Improvements / Recommendations.....	17
Drainage and Stormwater Facilities.....	21
Overview.....	21

Existing Drainage System.....	21
Offsite Runoff.....	21
Water Quality Treatment.....	22
Water Quantity.....	23
Stormwater Facility Locations and Areas.....	24
Urban Design and Landscaping.....	26
Overview.....	26
Conceptual Master Plan.....	27
Gateway.....	28
Primary Corridor.....	29
Corridor Nodes.....	30
Secondary Corridor.....	30
Greenway.....	31
Overall Schematic Site Plan.....	32
Expansion to the Master Plan Due to Future Annexations.....	33
Cocoplum Waterway Area.....	33
Entertainment Focal Point.....	34
Future Enhancement Concepts.....	35
Site Amenities / Design Guidelines.....	38
Proposed Plant List.....	41
Representative Photographs of Proposed Plant Material.....	43
Transit Facilities.....	45
Overview.....	45
Transit Types.....	45
Transit and Traffic.....	47
Recommendation.....	48
Utilities.....	52
Overview.....	52
Underground Utilities.....	52
Overhead Utilities.....	52
Environmental Evaluation.....	53
Overview.....	53

Corridor Assessment.....	53
Recommendations.....	54
5. INTERAGENCY COORDINATION.....	55
Overview.....	55
Listing of Agencies.....	55
6. PERMITTING and REGULATORY REQUIREMENTS.....	56
Overview.....	56
General Application Procedures.....	56
Permit Submittal Guidelines.....	58
Development Specific Regulatory Requirements.....	59
Permitting Recommendations.....	60
7. SCHEDULE AND PHASING.....	61
Overview.....	61
Implementation and Phasing.....	61
8. CONCEPTUAL COST ESTIMATE.....	63
Overview.....	63
Conceptual Costs Breakdown.....	64
Potential Funding Sources.....	65
9. REFERENCES.....	67
10. APPENDICES	
Appendix A Design Criteria / Access Management	
Appendix B Plan View Figures	
Appendix C Drainage / Transit	
Appendix D Meeting Minutes	
Appendix E Letters / Response Letters	
Appendix F Public Workshop Guest Register	
Appendix G Public Workshop Comment Sheets	

EXECUTIVE SUMMARY

NORTH PORT US 41 CORRIDOR 2020 VISION

Imagine if you will...having just finished your morning cup of coffee, you decide to leave your vehicle at home as you head to your North Port US 41 corridor destination. As you wait for the trolley bus to arrive, you notice the sun gleaming on the blooming hibiscus and crape myrtle surrounding the transit station. The live oak and medjool date palms surrounding the station provide a cool shade as you wait. Other passengers arrive on their bicycles as you board the trolley. The first stop is the grocery store and bank before you head to work. On the way the trolley crosses the Myakkahatchee Creek Bridge, where you see several families picnicking near the creek overlook with its two newly installed Mediterranean fountains and light fixtures. The trolley reaches your destination. As you walk from the grocery store to the bank you admire the contrasting brick pavers. You note that the corridor is quite active this morning with pedestrians, bicycles, and motorists using the completed frontage road system for their local trips. The frontage road parallel parking and the pod parking next to the transit station is starting to fill up as you enter your workplace. Business should be good today!

This vision has been developed through numerous planning efforts by the City Commission, Community Development Department, Business and Land Owners Along Tamiami Trail (BLOATT), and other community leaders. The vision was officially documented in the 1997 Comprehensive Plan with the goal to provide a revitalized US 41 corridor promoting an aesthetically pleasing, pedestrian friendly environment within a multi-modal transportation network.

Boyle Engineering Corporation was authorized by the City to prepare this US 41 Corridor Master Plan in accordance with this vision by addressing roadway, parking, pedestrian, drainage, landscaping and urban design, transit, and utility needs.

CONSISTENCY WITH COMMUNITY REDEVELOPMENT AREA (CRA) PLAN

Concurrently with this master plan, the City's Community Development Department is preparing a CRA plan to help provide goals, objectives, and a funding mechanism for redevelopment of the US 41 corridor. The purpose of this master plan is to expand on the concepts in the CRA plan by addressing engineering, landscaping, urban design, environmental, funding, phasing of projects, and permitting issues.

INTERAGENCY COORDINATION

The Sarasota / Manatee Metropolitan Planning Organization (MPO) will be a key ingredient in the implementation of this US 41 Corridor Master Plan. The main function of the Sarasota / Manatee MPO

is to provide a forum for cooperative decision making regarding transportation related issues and concerns in Sarasota and Manatee Counties. The MPO prioritizes capital improvements to address the area's travel needs and allocates funding to implement the projects as identified in their prioritization funding list within their annual Transportation Improvement Plan (TIP).

A workshop was held on March 8, 2000 at the MPO offices. In addition to the MPO's staff, other agencies were present such as Florida Department of Transportation, Sarasota County Traffic Operations, Sarasota County Public Works, Sarasota County Area Transit, Sarasota County Bicycle/Pedestrian Advisory Committee, and the Charlotte County/Punta Gorda MPO. The purpose of this workshop was to present preliminary concepts for the North Port US 41 Corridor Master Plan and to solicit comments and ideas from the various regulatory and public entities attending the workshop.

Additionally, a public workshop was held on June 13, 2002, at the Al Goll Hall in the City of North Port. The City and Boyle presented the "draft" Master Plan, including substations with exhibits for each major component of the Master Plan, in order to solicit comments and suggestions from the public. The feedback was very positive overall. Specific comment sheets have been included in **Appendix G** as reference.

MASTER PLAN COMPONENTS

The improvements identified for the US 41 Corridor include:

1. Transportation Network
 - Completion of the City's Frontage Roads (7.7 miles) and Creek Bridge Crossings.
 - Pedestrian and Bicycle Facilities Including Shelters, Sidewalk Linkages, and Designated Bike Lanes.
 - Additional Parking Including Frontage Road Parallel Parking and Pod Parking.
 - US 41 Improvements (curb and gutter, urban drainage system, median opening adjustments)
2. Corridor Theme and Aesthetics (Mediterranean)
 - Urban Design Amenities
 - Gateway Features
 - Concrete / Brick Pavers, Decorative Lighting, Fountains, Benches, Clock Tower
 - Landscaping
 - US 41 Median Plantings including Palm Trees, Oak Trees, Flowering Trees, and Ground Cover.
 - Development of the Greenway and Business District (Palms, Flowering Trees, Oak / Cypress Trees, Shrubs, Ground Cover, Accents)
 - Transit Stops which comply with the architectural theme of the corridor.
 - Myakkahatchee Creek Bridge area to become major focal point within the corridor.

3. Transit

- Phase I – Jitney Bus (Trolley); Interlocal Agreement with Sarasota County Area Transit
- Phase II (Future) – Light Rail Transit in Dedicated Corridor.
- Incorporate Gateway Feature with Transit Crossover Structure
- Transit Stations

Associated with incorporating the above master plan improvements are numerous drainage, utility, regulatory, permitting, funding, and scheduling issues.

IMPLEMENTATION AND PHASING

Based on the data, evaluations, and conclusions described in this master plan, the following is recommended for the City's implementation plan for the US 41 Corridor improvements:

Future US 41 Corridor Development (0 to 5+ years)

1. City Commission Adopts Master Plan.
2. Comprehensive Plan Amendments as necessary for consistency with Master Plan.
3. Submit applicable Master Plan to Sarasota / Manatee Metropolitan Planning Organization (MPO) for project prioritization list.
4. Continued Communication and Coordination with FDOT and Charlotte County MPO.
5. Request Funds for a Major Investment Study (MIS) (see **Appendix A**) or PD&E Study.
6. Coordinate City's future transit development with MPO's County Wide Fixed Guideway Transportation System Feasibility Study, and other similar planning efforts.
7. Develop Funding Plan for Phased Implementation Approach.
8. Submit Applications and Master Plan for Grant Funding.
9. Land Acquisition for Master Plan Improvements.
10. Design and Construct Gateway Feature.
11. Plan, design, and construct prototypical Landscaping and Urban Design Features (limited) – coordinate with future construction.
12. Reserve Land for Future Master Plan Components (transit corridor, transit stations, etc.).
13. Begin Final Design and Permitting for Frontage Road and Greenway Improvements.

Future US 41 Corridor Development (5 to 10+ years)

1. Complete Final Design and Permitting for Frontage Road Completion and Greenway Improvements.
2. Construction of Frontage Roads, Creek Bridge Crossing, and Greenway Improvements.

3. Transit Ridership Study.
4. Interlocal Agreement with SCAT for Jitney (Trolley) Bus Service.
5. Final Design and Permitting for US 41 Improvements (4-Lane Curb and Gutter).
6. Continue to implement Landscaping and Urban Design features.

Future US 41 Corridor Development (10 to 20 years)

1. Construction of US 41 Improvements (4-Lane Curb and Gutter)
2. Landscaping and Urban Design Amenities in US 41 Right-of-Way
3. Review and Evaluate Implementation of Master Plan
4. Plan and Design for US 41 Improvements (6-lane)
5. Continue to implement Landscaping and Urban Design features

Future US 41 Corridor Development (20-30+ years)

1. Construction of US 41 Improvements (6-lane)
2. Implementation of Transit Service (if ridership study warrants it)

FUNDING

An integral part of implementing the City's vision over the next 20 years will be to secure funding sources to plan, design, permit, and construct the improvements as outlined in the Implementation and Phasing section. Potential funding sources are identified later in this report; however, a few sources will be key to funding major portions of the improvements. These include Tax Increment Financing (TIF), MPO Transportation Improvement Plan (TIP), FDOT, and federal funds such as the Federal Transit Administration Grant. Concurrently to preparing this master plan, Boyle and its specialty financial subconsultant are conducting a TIF analysis for the US 41 Corridor.

INTRODUCTION

The purpose of this North Port US 41 Corridor Master Plan report is to provide the City Commission, the Community Development Department, and other city decision makers with a long-range planning tool for the future development of the US 41 corridor within the city limits. Boyle Engineering was authorized by the City under Specific Authorization 24, "Southern Gateway to Sarasota County, US 41 Corridor Master Plan" to prepare this US 41 corridor master plan and address the following:

- Transportation / Roadway
- Pedestrian / Bicycle Facilities
- Parking
- Drainage and Stormwater Facilities
- Urban Design and Landscaping
- Transit Facilities
- Utilities
- Environmental Issues

This report will be separated into several sections to address these issues including Description of Existing Conditions, Proposed US 41 Corridor Development, Interagency Coordination, Permitting and Regulatory Requirements, Schedule and Phasing, Conceptual Cost Estimate, and Conclusion.

BACKGROUND

The City of North Port is located in southern Sarasota County. The City is bounded to the south by Charlotte County, to the east by Desoto County and to the north and west by unincorporated areas of Sarasota County. The City has a total land area of approximately 89 square miles and an estimated functional population of 25,234 as of April 1, 2001. During the 1990's the City has experienced a growth rate over 40% and expects to continue close to this rate in this decade (University of Florida BEBR). However, much of this growth has occurred away from the city's traditional "core" area, the US 41 Corridor. Large communities having Master Plans, such as the Heron Creek (DRI) and Bobcat Trail (PCD), have attracted most of the new growth away from the US 41 Corridor. In addition, the City's new town center is located adjacent to Heron Creek. Also, the City's first high school, North Port High School, is located near the City Center Complex and has opened for the 2001-2002 school term. Along with US 41 (Tamiami Trail), Interstate 75 is also routed through the city and provides access to these newer communities.

As this pattern of growth continued during the 90's, the City Commission, City staff, and the Business and Land Owners Along Tamiami Trail (BLOATT) were concerned that the use, development, and appearance of the US 41 Corridor would decline compared to other newer areas in the city, south Venice, and Charlotte County. In response to these concerns, the City developed several goals, objectives, and policies in its 1997 Comprehensive Plan which are dedicated to the US 41 Corridor (designated as Activity Center #1).

Five activity centers were designated by the Comprehensive Plan with each defined as an area for coordinated development of industrial, commercial, professional office, residential, public and recreational uses. The goal was to promote an intensive mixture of employment, goods and services, and residential uses in each Activity Center. Specifically Activity Center #1, the US 41 Corridor, shall be established to provide for retail, office, commercial and limited light industrial uses. It is the intention to have this AC#1 develop, or redevelop, with a common design theme, the Mediterranean architectural style as defined by City Ordinance 98-39, as amended. Other goals, objectives, and policies relating to the US 41 Corridor were identified in the Future Land Use and Transportation element of the plan and will be addressed in this report. Based on these initiatives, the Comprehensive Plan recommended the development of this report, US 41 Corridor Master Plan. It was the intent that the Corridor Plan would address areas for parking, implementing the City's gateway policies, development of parking and landscaping standards, and identifying funding sources for the corridor development.

In 1998, the City began working with BLOATT to determine a strategy for enhancing and redeveloping the US 41 Corridor. It was their intention to ensure the viability of the US 41 Corridor as the commercial core area and to promote a pedestrian friendly environment. One of the first steps in the process was to expand on the vision outlined in the City's Comprehensive Plan by determining the future needs of the corridor and defining what should be addressed in the Corridor Master Plan. The City and BLOATT created the "US 41 Improvements, The Gateway to Southern Sarasota County" in March 1998 which expanded on the 1997 Comprehensive Plan. This report further identified other issues to be addressed along the US 41 Corridor such as drainage, burial of overhead utility lines, sidewalks and landscaping/aesthetics, frontage roads, and mass transit needs. This report also was used in a successful request for landscaping enhancement funds through the Sarasota/Manatee MPO. The enhancement Gateway project located at the North Port/Charlotte County line will be completed by the spring of 2002 and represents a first step in beautifying the US 41 corridor through North Port.

The US 41 corridor has also been identified as a Community Redevelopment Area (CRA). The establishment of a CRA is defined under Florida Statutes (F.S.), Chapter 163, Part III. It is the intent of the F.S. to provide cities a means of revitalizing older downtown areas and declining residential neighborhoods. The first step in the CRA process is to develop documentation which identifies conditions within the community as blight. Using the March 1998 BLOATT report as a base, a "Finding of Necessity Report" was adopted by the North Port City Commission on March 22, 1999 and approved by the Sarasota County Board of County Commissioners on July 27, 1999. This report documented several conditions which qualified the US 41 Corridor area as a CRA. These conditions included: predominance of a defective or inadequate street layout, unsanitary or unsafe conditions, deterioration of site or other improvements, and the existence of inadequate parking facilities. The City's Community Development Department is now in the process of preparing the North Port Community Revitalization Plan in cooperation with BLOATT and in conjunction with this Corridor Master Plan Report.

The City has contracted Boyle to analyze, evaluate, and expand upon the previously generated reports and documents to determine the feasibility, constructability, and permitability of the ideas and visions presented. Based on the evaluation of the existing documents, coordination with numerous agencies, financial considerations, and good engineering judgment, Boyle summarized its recommendations in the form of this Master Plan.

MASTER PLAN OBJECTIVES

The following goals and objectives have been developed for the US 41 Corridor Master Plan:

- Review, evaluate, and expand upon vision, objectives, and community desires previously stated by the City, BLOATT, Comprehensive Plan, and community leaders.
- Develop a multi-modal transportation system.
- Provide an efficient system of internal pedestrian and vehicle circulation with the completion of the frontage roads.
- Promote the development and improvement of parking to support the commercial developments along the frontage roads.
- Develop an "urban" closed drainage system for US 41 and the frontage roads.
- Address transit greenway vision.
- Promote a pedestrian friendly environment.
- Develop gateway policies and guidelines.
- Develop urban design amenities and landscaping with a Mediterranean architectural style theme.
- Identify Staging / Phasing for the improvements.
- Identify Potential Funding Sources.

EXISTING CONDITIONS

OVERVIEW

The existing US 41 corridor through the City is approximately 70 percent developed with land uses consisting of commercial, governmental, and residential properties. On both sides of US 41, the eastern end of the corridor is the most undeveloped portion. These undeveloped areas are mostly planned for mixed uses. The US 41 corridor in North Port is unique compared to other southwest Florida cities in that a partial frontage road system is in place. The City's frontage road system, which is located on both the north and south sides of US 41, provides local access to many of the businesses and residential properties along the corridor thereby reducing the use of US 41. However, the frontage road system is not continuous in certain areas and does not exist in the eastern undeveloped portion of the corridor. Gaps in the frontage system limit the full effectiveness of transportation circulation within the corridor. A greenway area separates US 41 from the City's frontage roads. Additionally, the Myakkahatchee Creek flows from north to south through the corridor.

US 41 is an existing 4-lane rural section through North Port and the right-of-way is owned and maintained by the Florida Department of Transportation. Existing US 41 landscaping is maintained by the City. US 41 has an open drainage system without curb and gutter, numerous median openings and access points, aboveground and underground utilities, minimal landscaping, and unlandscaped sidewalks along portions of the corridor at various locations within the US 41 right-of-way. There is one waterway crossing along the corridor. Vehicles and pedestrians cross the Myakkahatchee Creek along US 41 via two 2-lane bridges.

The US 41 right-of-way is separated from the City's frontage road system by open tracts of land mainly 40 feet in width. The City's existing frontage roads on both sides of US 41 consist of a two-way, 2 lane rural section having an open drainage system. The existing frontage road system has a varying alignment/offset relative to US 41. Major gaps in the frontage road are primarily located where large undeveloped tracts exist and where bridging is necessary, such as at the Myakkahatchee Creek. Parking along the roadside of the frontage road in the vicinity of businesses is prevalent due to insufficient alternative parking. The parking along the roadside has some negative aspects associated with it that includes: deterioration and rutting of the roadside and shoulders, patrons of the businesses being inconvenienced and possibly discouraged during wet periods, and a disorganized and unsightly parking situation.

Much of the drainage in the corridor is conveyed by an open drainage system. Often times there will be standing water in the swales and ditches for extended periods. The standing water is unsightly, can act as breeding grounds for mosquitoes and causes difficulties for parking along the roadside, which decreases the accessibility to businesses.

SITE VISIT

The project kicked off with a meeting on November 2, 1999, between City staff and the consulting team, after an initial site visit/analysis of the corridor by the consulting team. Photographs and notes were taken during the site visit (see following pages). Boyle confirmed previous observations made by the City and BLOATT such as parking problems, pedestrian usage of the corridor, frontage road traffic circulation patterns, and limited landscaping / visual theme. Several other new issues were noted such as traffic conflict points, access management, off-site drainage flows, and environmental issues.

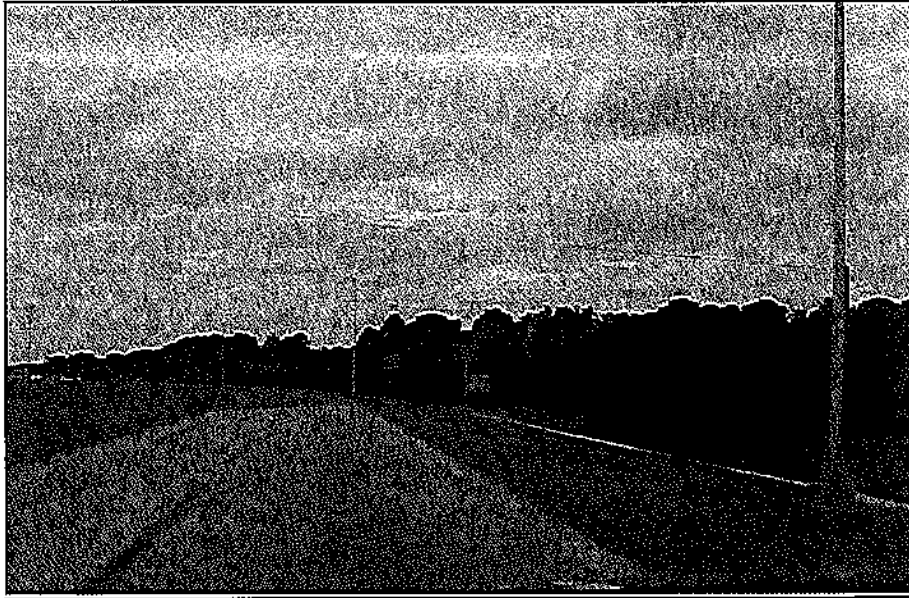
DATA COLLECTION AND PRELIMINARY INVESTIGATIONS

Data collection and preliminary investigations were an integral part in developing the base for the master plan development. Several sources were used in the data collection process including the City's Community Development Department, the Florida Department of Transportation (FDOT), the Southwest Florida Water Management District (SWFWMD), BLOATT, and several utility companies.

The following information was reviewed and used in the preparation of this report:

- "US 41 Improvements, The Gateway to Southern Sarasota County", North Port Community Development Department
- "Draft Community Revitalization Plan," North Port Community Development Department
- City of North Port's Comprehensive Plan, adopted November 1997
- City Ordinance No. 98-30 establishing Tamiami Trail Appearance Review Board and Mediterranean Architectural Style
- CDM Big Slough Drainage Study
- FDOT CAD aerials
- FDOT right-of-way use maps
- Limited record drawing information from FDOT
- Aerial topographic maps from SWFWMD (1" = 200')
- Existing aerial photographs (1" = 200')
- Existing Utility Information (GTE, Comcast, North Port Utilities, Horizon Gas, FPL)
- Soil Conservation Service (SCS) Soil Survey of Sarasota County, Florida

The CAD aerial base map for the corridor was created based on the following available information: FDOT CAD aerials dated December 12, 1998, FDOT right-of-way use maps, and limited record drawing information from FDOT (**Appendix B, Figures B1-B6**). It was noted after our site visits, that some development has occurred along US 41 since the FDOT CAD aerials were flown and produced.



Eastern Entry into City Limits at Charlotte County Line

GATEWAY PROJECT AREA



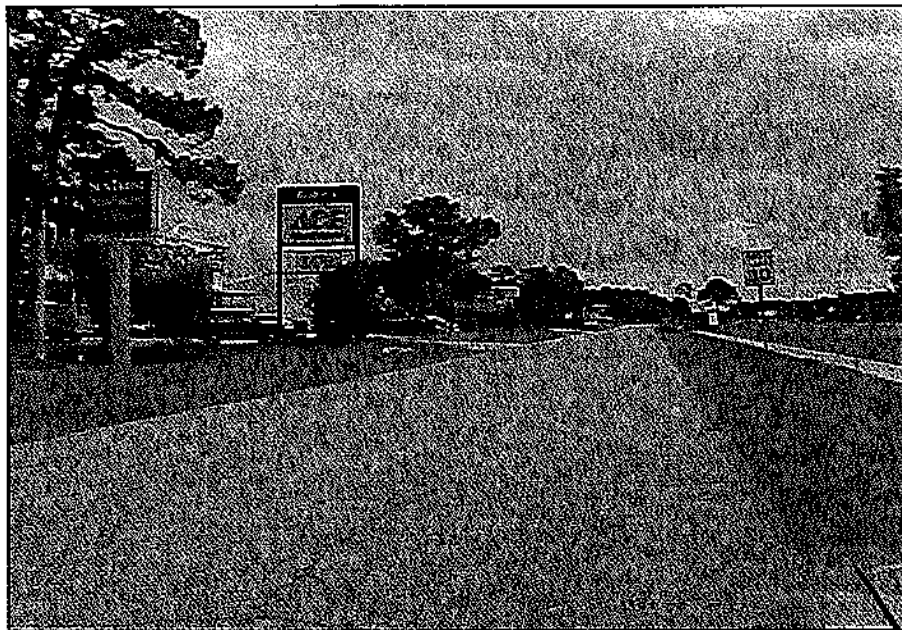
US 41 Corridor / Eastern Undeveloped Portion

COMPLETE FRONTAGE ROAD, CURBING, LANDSCAPING, & URBAN DESIGN



Frontage Road and 40' City-owned undeveloped tracts

PROMOTE TRANSIT GREENWAY



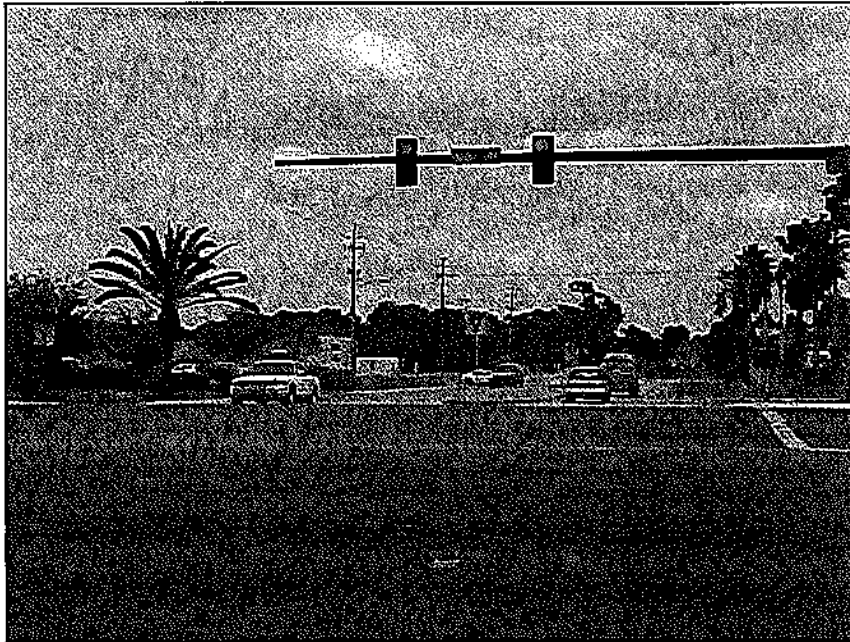
Existing Frontage Road through Business District / Overflow Parking on Street

DEVELOP URBAN SECTION WITH CURBING & ADDITIONAL PARKING



Existing Frontage Road through Business District - Discontinuity

COMPLETE FRONTAGE ROAD / REDUCE CONFLICT POINTS



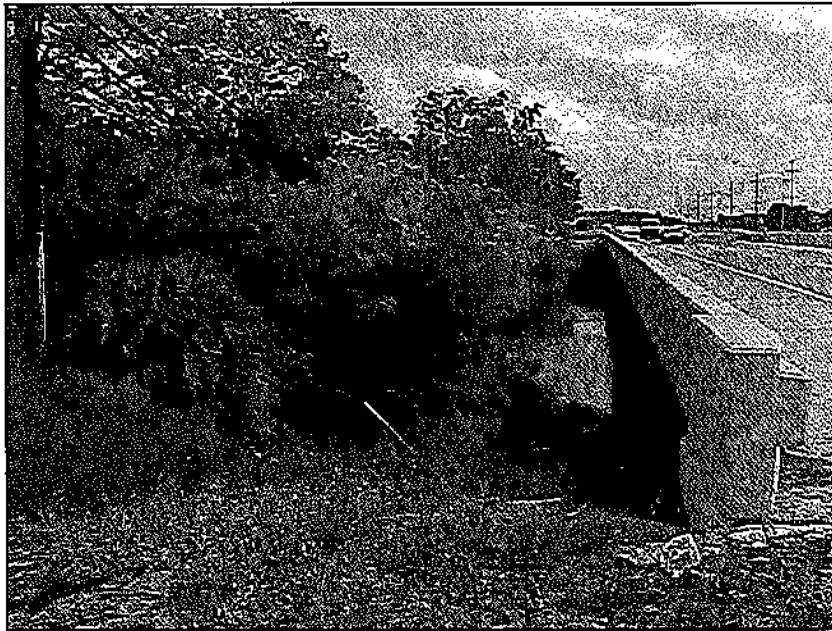
Intersection of US 41, Frontage Road, and North Port Blvd.

REDUCE CONFLICT POINTS



Existing Frontage Road with standing water in roadside swales

DEVELOP URBAN SECTION WITH CURBING, INLETS & STORM PIPE



Myakkahatchee Creek / Existing US 41 Bridge Crossing

***NEW BRIDGE CROSSING FOR TRANSIT, FRONTAGE ROAD, & PEDESTRIANS
ADDRESS ENVIRONMENTAL ISSUES***



US 41 and sidewalks

***DEVELOP PEDESTRIAN FRIENDLY ENVIRONMENT
COMPLETE SIDEWALKS AND PROMOTE USE OF FRONTAGE RD. CORRIDOR***



Overhead Utilities / Power, Cable, & Telephone

RELOCATE UTILITIES UNDERGROUND

US 41 CORRIDOR DEVELOPMENT PLAN

OVERVIEW

The redevelopment of the US 41 Corridor in North Port is based on a vision that was developed jointly by the City Commission, North Port's Community Development Department, Business and Land Owners Along Tamiami Trail, and local community leaders. The purpose of this section is to provide an overall master plan for this vision by reviewing the feasibility, permitability, constructability, implementability, and economics and then providing recommendations based on our findings.

US 41 CORRIDOR DEVELOPMENT

The evaluation and development of this section was based on existing information provided by the City, interagency coordination (Metropolitan Planning Organization, Florida Department of Transportation, Sarasota County Area Transit, Sarasota County Transportation Department, etc.), permitting and regulatory guidelines (Southwest Florida Water Management District, Army Corps of Engineers, etc.), and engineering design guidelines.

The following list provides a summary of the areas that will be addressed:

- Roadway, Parking, and Pedestrian / Bicycle Facilities
- Drainage and Stormwater Facilities
- Urban Design and Landscaping
- Transit Facilities
- Utilities

The order relates to how the overall plan was developed. Roadway was addressed first in order to define the typical section and horizontal alignment along the length and width of the corridor. The required Drainage associated with the corridor improvements was addressed next. Urban Design / Landscaping was addressed to provide aesthetics and a theme for the corridor. Transit Facilities was addressed to plan for a multi-modal transportation network in the future.

ROADWAY, PARKING, AND PEDESTRIAN/BICYCLE FACILITIES

OVERVIEW

The recommended transportation improvements for the US 41 Corridor Master Plan support the desires of the City of North Port to plan for a multi-modal transportation/pedestrian movement network that will provide for the transportation needs of the current and future residents by enhancing the US 41 transportation corridor. The goals of the transportation element of the master plan include: plans for upgrading US 41 to a 4 lane urban typical section with provisions for future widening to 6 lanes, completion of the frontage roads, implementation of FDOT's access management guidelines, provisions for additional parking, reserving a corridor for a future transit system, and providing a pedestrian/bicycle friendly environment. Non-transportation related items such as: implementation of the City's Gateway policies, provisions for landscaping, drainage improvements and an implementation/staging plan for improvements were taken into consideration when preparing the recommendations. In accordance with the City's Comprehensive Plan all arterial roadways shall have minimum LOS Standard "C". The recommended improvements will improve the level of service by completing the frontage road system and incorporating the FDOT's access management guidelines.

EXISTING CONDITIONS

The existing US 41 corridor through the City of North Port is the main commercial core area of the City. This corridor consists of an existing 4-lane rural section of US 41 having an open drainage system, numerous median openings and access points, aboveground and underground utilities, and sidewalk along portions of the corridor at various locations within the US 41 right-of-way. The US 41 right of way has a 200-foot minimum width with 40-foot city-owned tracts adjacent to the right-of-way in some areas. Outside of the 40-foot tracts exists an additional 70 feet of City right-of-way that has been used at some locations for the construction of a frontage road system.

The existing frontage road consists of a two-way, 2-lane rural section having an open drainage system, and in some places it shares the open swale drainage system with US 41. The existing frontage road system is incomplete and has a varying alignment/offset relative to US 41. Major gaps in the frontage road are primarily located where large undeveloped tracts exist along the eastern portion of the corridor and where bridging is necessary, such as at the Myakkahatchee Creek. There is inadequate onsite parking at the area businesses and therefore the roadside of the frontage road is used quite frequently for overflow parking. The parking along the roadside has some negative aspects associated with it which includes: deterioration and rutting of the roadside and shoulders, business patrons being inconvenienced and possibly discouraged during wet periods, and a disorganized and unsightly parking situation.

PROPOSED IMPROVEMENTS / RECOMMENDATIONS

DESIGN CRITERIA (See Appendix A)

The Design Criteria to be used for this corridor will need to be in conformance with the Florida Department of Transportation, American Association of State Highway and Transportation Officials, and local standards.

TYPICAL SECTIONS (See Figures TYP-1, TYP-2, TYP-3)

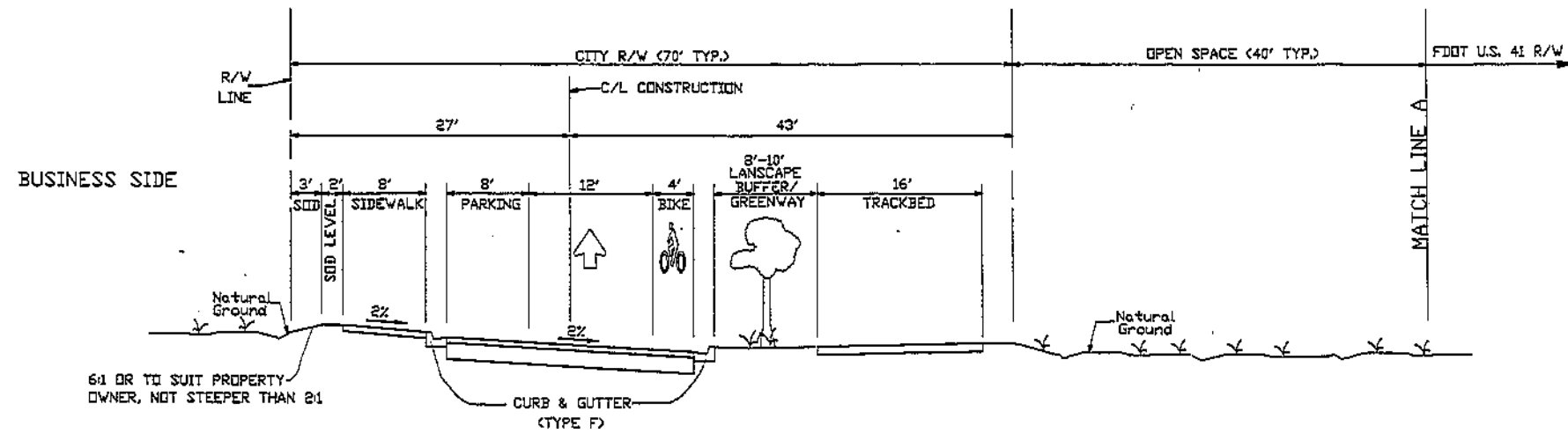
Frontage Road

The proposed improvements to the Frontage Road include converting the existing two-way, 2 lane rural section, having an open drainage system, to a one-way, 1 lane urban section, having a closed drainage system and curb & gutter, with provisions for pedestrians, bicycles, and parking. Also depicted on the Typical Section for the Frontage Road is a corridor to be reserved for a future transit system (i.e., trolley/light rail). The travel lane will have a width of 12 feet and a 4-foot bike lane is proposed. Parallel parking and an 8-foot sidewalk is proposed along the business side of the Frontage Road. Along the US 41 side of the Frontage Road 16 feet is proposed for the future transit system.

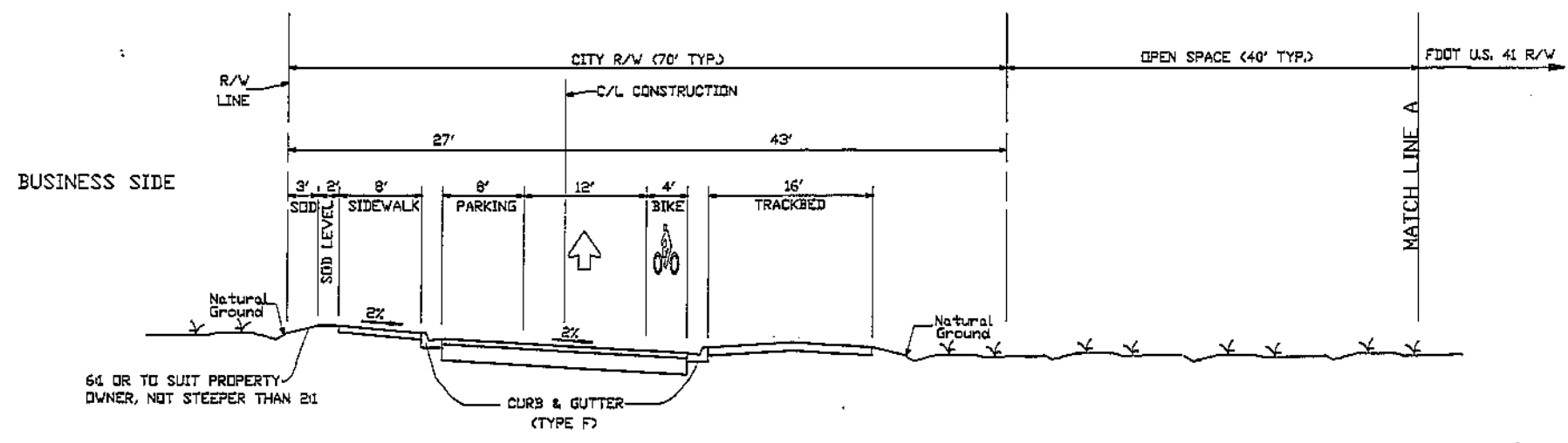
The parallel alignments and the closeness between the Frontage Road, future transit corridor and US 41 in combination with the side street access points made it imperative to propose a one-way Frontage Road system to reduce the number of traffic conflict points. This will help to reduce congestion, improve traffic circulation on US 41 and the frontage road, and improve overall safety within the corridor. In addition, FDOT may not approve the proposed US 41 wide median, having sufficient width to allow for landscaping, if they perceive the Frontage Road as being a point of traffic conflict and an impediment to traffic flow along US 41. An example of one-way, multi-lane frontage roads is in Clearwater along US 19 from approximately Enterprise Road to north of SR 580.

US 41

The proposed improvements to the US 41 Typical Section include converting the existing 4-lane rural section, having an open drainage system, to a 4 lane urban section, having a closed drainage system and curb & gutter, with provisions for widening on the inside to a 6-lane section. The travel lanes will have a width of 12 feet and a 4-foot bike lane is provided for both northbound and southbound directions. The proposed section has been designed with a median width that will accommodate a single unit truck making U-turns, after the expansion to a 6-lane section. The width of the median is sufficient to allow for landscaping along the US 41 corridor while meeting sight distance, horizontal clearance and other criteria. A sidewalk along US 41 has not been proposed since a sidewalk will be provided along the frontage road, which provides a more pedestrian friendly environment. The completion of the frontage road and sidewalk prior to the reconstruction of US 41 is crucial in order to provide the wide median and allow for the elimination of sidewalk along US 41. During coordination with the FDOT, Sarasota County, and the MPO the phasing of the proposed improvements was discussed and it was stated that the construction of sidewalk along the Frontage Road throughout the corridor would be necessary prior to any improvements along US 41 that do not include provisions for sidewalk. If sidewalk is added to the proposed typical for US 41, it will likely result in a decreased median width and reduction in available space for landscaping improvements.

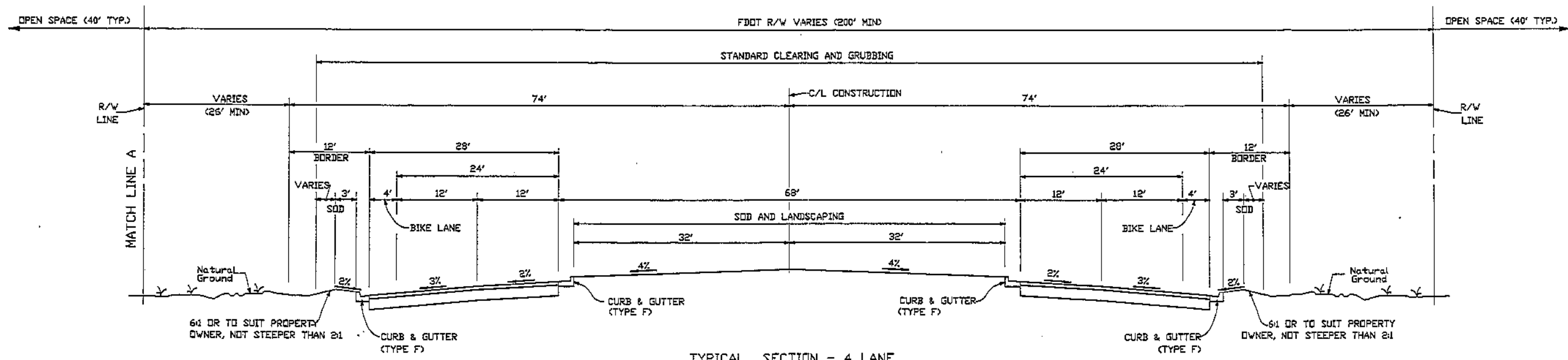


TYPICAL SECTION #1
FRONTAGE ROAD AND GREENWAY



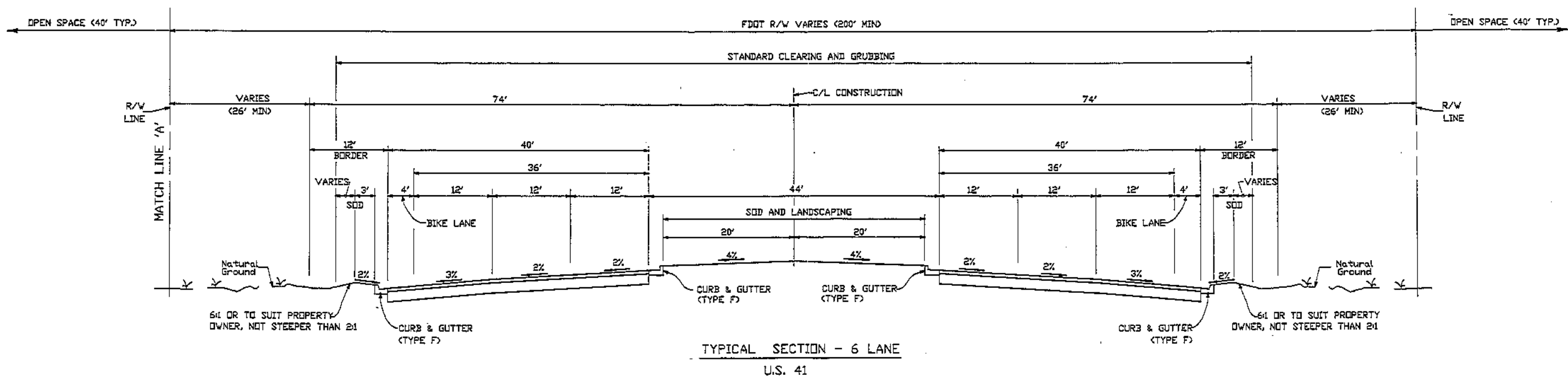
TYPICAL SECTION #2
FRONTAGE ROAD AND GREENWAY

DATE	REVISIONS	NO.	DATE
PROJECT MANAGER	BRYAN T. VIETH, PE	REG. NO.	52761
		ACCREDIT.	FL-2005
571 CARLETON BLVD., SARASOTA, FL 34232 TEL: (941) 557-8059 FAX: (941) 557-2559 FL ENGINEERING BUSINESS			
CITY OF NORTH PORT U.S. 41 CORRIDOR MASTER PLAN			
ULTIMATE FRONTAGE ROAD TYPICAL SECTION			
DRAWING FILE N19_135rec.dwg			
FIGURE TYP-1			



TYPICAL SECTION - 4 LANE
U.S. 41

DATE	
REVISIONS	
DESIGN	
DRAWN	
DATE	
BY	
PROJECT MANAGER	BRYAN T. VIETH, PE
REG. NO.	62791
ACCOUNT	TV-RIB-135-20
BOYLE ENGINEERING CORPORATION	
5921 CAULFIELD BLVD. SUITE 200, RICHMOND, VA 23234 TEL: (813) 377-9653 FAX: (813) 377-2555 TEL. ENGINEERING BUSINESS HOURS: 9:00 AM - 5:00 PM	
U.S. 41 4-LANE TYPICAL SECTION	
CITY OF NORTH PORT U.S. 41 CORRIDOR MASTER PLAN	
DRAWING FILE NIB_135sec.dwg	
FIGURE TYP-2	



DATE	REVISIONS	DESIGN	BRANCH	DATE
		PROJECT MANAGER	BRYAN T. VIETH, PE	
		REG. NO.	62781	
		ACCOUNT	TV-RIB-135-20	
BOYLE				
ENGINEERING CORPORATION 9971 CITY LAKE BLVD. SUITE 100, TAMPA, FL 33613 TEL: 813-988-8888 FAX: 813-988-8889				
ULTIMATE U.S. 41 TYPICAL SECTION				
CITY OF NORTH PORT U.S. 41 CORRIDOR MASTER PLAN				
DRAWING FILE: N18_105sec.dwg				
FIGURE TYP-3				

ACCESS MANAGEMENT (See Appendix A for criteria and Appendix B for plan view depiction)

Along the existing corridor the locations of median opening and ingress/egress locations along US 41 appear not to follow any criteria with regard to access management. The unregulated access along a roadway is a contributing factor to congestion and functional deterioration of the system. At the time of the new roadway improvements and upgrading of US 41, the Florida Department of Transportation will require the improvements to meet its Access Management Guidelines Rule 14-97. Based on discussions with the FDOT, District One, and Environmental Management Office staff members, an Access Management Class 5 would be appropriate for this section of US 41. Access Management Class 5 guidelines permit a median opening spacing of 660 feet for directional openings and 2640 feet for full median openings. Signal spacing should be 2640 feet and connection spacing should be 440 feet.

HORIZONTAL ALIGNMENT / PLAN LAYOUT (See Appendix B, Figures B1 to B6)

US 41 Alignment

The proposed horizontal alignment of the US 41 improvements will generally be centered in the FDOT's right-of-way and will have the proposed lane widths and dimensions as shown on the Typical Section provided in **Figure TYP-2 and TYP-3**. Transitions and changes in the Typical Section will follow the same centered alignment.

Frontage Road Alignment / Future Transit Corridor

The proposed alignment of the Frontage Road will be slightly off centered, closer to the businesses, within the City's right-of-way and will have the proposed lane widths and dimensions as shown on the Typical Section, provided in **Figure TYP-1**. The ultimate proposed alignment of the Frontage Road will provide a continuous one-way roadway along each side of US 41 and will have a corridor reserved for a future transit system that will run along the US 41 side of the Frontage Road.

The parallel alignments and the closeness between the Frontage Road, future transit corridor and US 41 in combination with the side street access points made it imperative to propose a one-way Frontage Road system to reduce the number of traffic conflict points. This will help to reduce congestion, improve traffic circulation on US 41 and the frontage road, and improve overall safety within the corridor. Intersections increase traffic conflicts and the demands on the driver, and are inherently hazardous locations. The design of an intersection should be predicated on reducing motor vehicle, bicycle, and pedestrian conflicts; minimize confusion and demands on the driver for rapid and/or complex decisions; and provide for smooth traffic flow. At various locations throughout the corridor, an existing alley provides access to businesses along the US 41 corridor. Presently, these alleyways are typically used by delivery vehicles, and business patrons are not encouraged to enter the businesses from the alley system. Along with the development of the expanded frontage road system, the alleyway can be enhanced to provide supplemental access points to businesses and help the overall traffic circulation. Additional signing and pavement markings as well as public awareness will help these alleyways better serve the business community.

Although the ultimate Frontage Road typical section and horizontal alignment is stated above and depicted on the drawings (Appendix B), the City of North Port recognizes the need to incorporate

their Master Plan in stages. During the interim period, the City has suggested working with individual property owners and businesses to establish cross access easements and other agreements to work toward the goals established in this Master Plan. These agreements will help provide for continuity while the Frontage Road is being constructed in the non-controversial sections in accordance with the Master Plan.

The City has also considered the phasing-in of the one-way Frontage Road system to allow businesses and the traveling public an opportunity to use the proposed Frontage Road as a two-way roadway up until the time of the roadway improvements to US 41 begin. At the time of the reconstruction of US 41, and if the Frontage Road is not converted to a one-way system, FDOT may not approve the proposed US 41 wide median, having sufficient width to allow for landscaping, if they perceive the Frontage Road as being a point of conflict and an impedance to traffic flow along US 41. Also, prior to the conversion of the Frontage Road to a one-way roadway, the area reserved for a future trolley/light rail corridor and transit stations could be used as interim parking.

A primary component of the transportation network within this corridor is the frontage road. The existing frontage road provides access to businesses without adversely impacting traffic flows on US 41. The completion of the frontage road system would decrease traffic flows along US 41 by serving as an alternative route for local traffic and the business patrons. The bridging of the Myakkahatchee Creek should have a significant positive impact on the effectiveness of the frontage road as an alternate route. In accordance with the City's Comprehensive Plan, all arterial roadways shall have minimum LOS Standard "C". The recommended improvements will improve the level of service by completing of the frontage road system and incorporating the FDOT's access management guidelines.

Median Openings and Turn Lanes

Along US 41 a number of full median openings and directional median openings have been proposed in accordance with FDOT Access Management Guidelines Rule 14-97 for an Access Class 5. The locations of the openings have been coordinated with the City of North Port planning staff to best serve the community while conforming to the required standards. At all of the median openings a deceleration and queue (stacking) lane is provided. By providing adequate deceleration and queue lengths the disruption to traffic due to left and U-turn movements will be greatly reduced.

Right turn lanes along US 41 for intersections with side streets have been proposed which will provide adequate deceleration and queue lengths to minimize the disruption to the flow of traffic along US 41. The turn lanes will not only accommodate vehicles turning right onto side streets but will also help to reduce possible disruption to traffic flows at the time when the future transit is incorporated. The vehicles will be able to queue in the right turn lane as the transit passes the side street.

Parking (See typical sections and Figure C-4)

An important issue and currently a problem is the availability of accessible parking spaces for businesses and the customers. The proposed frontage road improvements provide for additional parking for both ultimate and interim stages of the Master Plan. The ultimate frontage road section will include parallel parking, located on the business side of the frontage road. In addition to parallel parking, pod parking will be located in the vicinity of transit stations and areas adjacent to the future

transit corridor. A “pod parking space” is an accommodation in Planned Office District Zones for the parking off-street of one operable, licensed vehicle, which shall be 9 feet wide and 18 feet long.

Pedestrian / Bicycle Facilities

In order to promote a pedestrian/bicycle friendly environment, the sidewalk has been recommended to be located adjacent to the frontage road. A sidewalk width of 8 feet has been proposed to accommodate two-way pedestrian traffic along the business side of the frontage road. The location of the sidewalk in conjunction with the addition of benches and gazebos will help to promote pedestrian traffic to the businesses.

Bicycle lanes are proposed along both sides of US 41 to accommodate bicyclists continuing through the city and the serious sport cyclists. A single bike lane is proposed along the frontage road to accommodate the patrons of the businesses and the more local bicycle traffic. Connection of the proposed sidewalk to existing and proposed parking areas, existing sidewalks along local streets, residential areas, adjacent businesses, and shopping areas is important to promote a pedestrian-friendly environment. Pedestrian and bicycle paths and crossings that are clearly designated and visible will enhance the safety throughout the corridor.

DRAINAGE AND STORMWATER FACILITIES

OVERVIEW

The recommended stormwater plan accounts for water quality treatment and attenuation of the urbanized US 41 (six lanes), urbanized frontage roads for the full length of the corridor, and the transit corridor. The master stormwater plan was based on the limited information available. The drainage patterns were determined from field visits and topographic aerials provided by SWFWMD. Field survey information was not available for the corridor. The soil and seasonal high water table (SHWT) characteristics were based on the information provided in the Soil Conservation Service (SCS) Soil Survey of Sarasota County.

EXISTING DRAINAGE SYSTEM

The existing drainage system for US 41 and the frontage roads consist of roadside ditches connected by a series of driveway culverts and road crossing culverts. The stormwater runoff from US 41 and the frontage roads currently drain towards the ditches along US 41. In most areas along US 41, especially in the business areas, these are considerably large ditches. These roadside ditches perform several important functions. The ditches collect the runoff from US 41, the frontage roads, the land between US 41 and the frontage roads, and large areas of offsite land outside the right-of-way (City and FDOT) and route the flows towards the nearest outfall. The grassed ditches also provide a limited amount of treatment and attenuation. The total area served by the existing ditches is approximately 280 acres for the 3.3-mile corridor.

OFFSITE RUNOFF

Of the 280 acres served by the existing ditches, 160 acres are within the proposed 400-foot wide corridor. The additional 120 acres are located outside of the 400-foot wide corridor and is considered offsite area (See Figure DRNG-1). This offsite area runoff currently flows toward the US 41 corridor and should be collected at the boundaries of the proposed 400-foot wide corridor (Appendix C, Figure C-1). The offsite runoff does not need to be treated and should be collected and conveyed directly to the existing discharge location.

There are several methods of collecting the offsite flow and different methods will be needed for different situations. Several collection methods are listed below:

- Grassed swales with ditch bottom inlets – In regions where a substantial amount of offsite runoff needs to be collected, shallow (1'-2' deep) grassed swales will need to be constructed along the perimeter of the corridor. These swales will collect the offsite flow and then direct the runoff towards a series of ditch bottom inlets.
- Back of Sidewalk Drainage – An inlet can be placed under the sidewalk with a slot on the side of the box to collect offsite runoff directed towards the corridor.
- Trench Drains – A concrete U-shaped grated trench (~6" deep) can be used to collect the offsite runoff in paved areas.

WATER QUALITY TREATMENT

SWFWMD Criteria

SWFWMD's Basis of Review lists the design requirements needed to meet applicable state water quality standards (Chapter 5). Section 5.2 states the volume of runoff to be treated from a site shall be determined by the type of treatment system, i.e., wet detention, detention with effluent filtration (underdrains, normally dry ponds), on-line treatment system, or off-line treatment system. If off-site runoff is not prevented from combining with on-site runoff prior to treatment, then treatment must be provided for the combined off-site/project runoff.

Type of Treatment Systems

Wet Detention

- Shall treat one inch of runoff from the contributing area.
- Shall include a minimum of 35 percent littoral zone for biological assimilation of pollutants.
- Isolated natural wetlands can be used as a wet detention system when not in conflict with environmental or public use considerations. Provisions must be made to remove sediment, oils and greases from runoff entering the wetland (pre-treatment of first one-quarter inch of runoff).

Detention with effluent filtration system (manmade underdrains)

- The first one-half inch of runoff shall be treated for drainage areas less than 100 acres.
- Filtration systems shall have a minimum of 0.5 feet of vertical head between the centerline of the perforated pipe and the normal water elevation or the pond bottom of the system. The seasonal high water level (SHWL) must be at least one foot below the center line of the perforated pipe, or separated by structural means from the hydraulic contribution of the surrounding water table.

On-line treatment systems – A dual-purpose system that collects project runoff for both water quality and water quantity requirements. Water quality volumes are recovered through percolation and evaporation. This method is not applicable for this project due to poor soil hydrologic characteristics as determined from the SCS Soil Survey of Sarasota County.

Off-line treatment systems – A system only for water quality treatment that collects project runoff and has no direct discharge capability other than percolation and evaporation. A system utilizing detention with effluent filtration (man-made underdrains) is not an off-line treatment system. This method is not applicable due to the same reasons as stated for the on-line treatment.

Alterations to Existing Public Roadway Projects

Section 5.8 of the Basis of Review provides rules specific to the treatment requirements for alterations to existing public roadway projects. The contributing area(s) to be used in calculating the required treatment volume will be the entire directly connected impervious areas contributing to the system, both on and off-site. Directly connected impervious areas are those new and existing

pavement areas connected to the treatment systems by pavement or pipe that contribute untreated runoff. Therefore treatment of the grassed medians and greenspace areas may not be required, depending on the type of grading and landscaping that will be proposed in these areas. This differs from Section 5.2, which requires the treatment of the entire pond contributing area (pervious, impervious, and offsite areas flowing through the treatment facility).

Other Relevant Requirements

- For projects that include substantial paved areas, provisions shall be made for the removal of oil, grease and sediment from the storm water discharges (i.e., skimmers, baffles).

Recommended Treatment Method

Several methods of treatment were analyzed for the US 41 Corridor including wet detention, dry detention with underdrains, and FDOT type french drains (Index No. 285). Of these three methods, wet detention is the recommended approach for the following reasons:

- Based on the SCS Soil Survey of Sarasota County, the seasonal high water table within the project area varies from 0.5 feet to 2.0 feet below existing grade. Underdrains and french drains are not effective in areas with high water tables because of the required separation from the water table. Wet detention ponds are more accommodating for areas with high water tables since the treatment volumes are calculated directly above the seasonal high water table.
- The roadway collector systems will need to cross under the off-site collector system before discharging to the offsite stormwater detention ponds and the pipes will be deep (4-12 feet) in most instances (see **Appendix C, Figure C-1**). The wet detention ponds can be excavated deep enough to collect the pipes, whereas a dry detention pond bottom is required to be above the seasonal high water table and will not allow for deep pipes.

Dry detention and french drains could be utilized in specific locations where the seasonal high water table is several feet below grade and the entering pipes are not deep.

WATER QUANTITY

SWFWMD Criteria

SWFWMD's Basis of Review lists the design requirements needed to meet applicable discharge criteria (Chapter 4). Section 4.2 states that off-site discharge is limited to amounts that will not cause adverse off-site impacts. For a project located within an open drainage basin, the allowable discharge is:

1. Historic discharge, which is the peak rate at which runoff leaves a parcel of land by gravity under existing site conditions, or the legally allowable discharge at the time of permit application; or
2. Amounts determined in previous District permit actions.

Recommended Storage Plan

The purpose of providing storage for any project is to ensure that the peak runoff rate from the project area is not increased from existing conditions peak runoff rate. Each sub-basin of the project has an existing discharge location with a peak discharge rate. The goal of the stormwater storage design is to attenuate the runoff to the existing rates, and then discharge the stormwater to the existing discharge locations. If this stormwater system is designed properly it should eliminate the risk of causing any flooding problems.

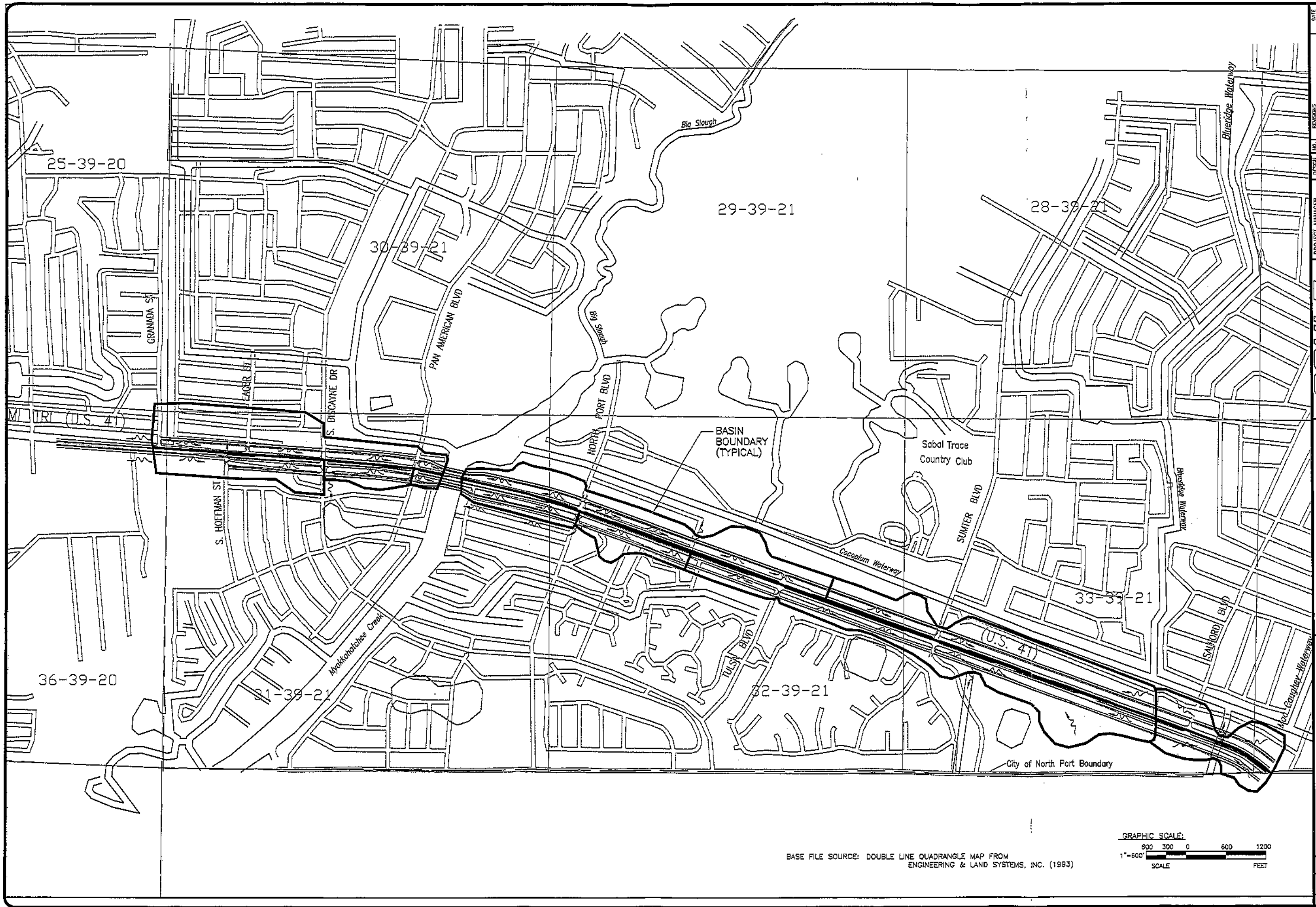
Figure #DRNG-1 illustrates a preliminary sub-basin delineation. The existing hydrologic and hydraulic characteristics of each sub-basin should be studied in order to determine the peak runoff rates for each sub-basin. Once the peak discharge rates are known, the proposed wet detention ponds in each basin should be sized to provide runoff storage in addition to the treatment volumes provided. The ponds will then discharge treated and attenuated stormwater either directly to the final discharge location or to an offsite collection pipe that will convey the stormwater to the final discharge point (**Appendix C, Figure C-1 and Appendix B, Figures B1-B6**). The combined peak rate from the wet detention ponds and the offsite flows should not be greater than the existing peak rates.

STORMWATER FACILITY LOCATIONS & AREAS

Stormwater Pond Locations (Appendix B, Figures B1-B6)

For the Master Plan pond location layout, several important factors and assumptions were considered:

- It is recommended that detention ponds should be located in the downstream area of each sub-basin and in close proximity to the existing discharge location. This is the most efficient location from a stormwater perspective and will minimize the length and size of pipe required. If the ponds were to be located near the upstream area of a sub-basin, the project runoff would need to be conveyed to the detention ponds against the natural direction of the flow. Once discharged from the pond, the stormwater would have to be piped a significant distance to the discharge location.
- Offsite land value was not a part of the evaluation and the detention ponds were located on undeveloped land. The ponds can be located on another nearby parcel if it appears more feasible. In some areas the pond locations were located to avoid using US 41 frontage property.
- Offsite detention ponds were utilized for most situations to keep consistent with the landscape plans. Onsite detention ponds in the greenway area between US 41 and the Frontage Roads were used for the minor sub-basins where small ponds were required, or when there did not appear to be enough offsite undeveloped land readily available. Onsite ponds can be used in any location if desired by the City. Several advantages of the onsite ponds are listed below:
 - Does not require the purchase of off-site land
 - Requires less pipe than an offsite pond



DATE	REVISIONS	ISSUE	DATE
	NO.	DATE	BY
PROJECT MANAGER	BY	DATE	BY
	NO.	DATE	BY
BOYLE ENGINEERING & LAND SYSTEMS, INC. 8971 CANAL SHORE BLVD., SUITE 200, SARASOTA, FL 34232 TEL (941) 377-8833 FAX (941) 371-2559 FL ENGINEERING BUSINESS NO. EB-2005			
VICINITY DRAINAGE MAP			
CITY OF NORTH PORT			
U.S. 41 CORRIDOR MASTER PLAN			
DRAWING FILE: NS-13.dwg			
FIGURE: DRNG-1			

DRAINAGE AND STORMWATER FACILITIES

OVERVIEW

The recommended stormwater plan accounts for water quality treatment and attenuation of the urbanized US 41 (six lanes), urbanized frontage roads for the full length of the corridor, and the transit corridor. The master stormwater plan was based on the limited information available. The drainage patterns were determined from field visits and topographic aerials provided by SWFWMD. Field survey information was not available for the corridor. The soil and seasonal high water table (SHWT) characteristics were based on the information provided in the Soil Conservation Service (SCS) Soil Survey of Sarasota County.

EXISTING DRAINAGE SYSTEM

The existing drainage system for US 41 and the frontage roads consist of roadside ditches connected by a series of driveway culverts and road crossing culverts. The stormwater runoff from US 41 and the frontage roads currently drain towards the ditches along US 41. In most areas along US 41, especially in the business areas, these are considerably large ditches. These roadside ditches perform several important functions. The ditches collect the runoff from US 41, the frontage roads, the land between US 41 and the frontage roads, and large areas of offsite land outside the right-of-way (City and FDOT) and route the flows towards the nearest outfall. The grassed ditches also provide a limited amount of treatment and attenuation. The total area served by the existing ditches is approximately 280 acres for the 3.3-mile corridor.

OFFSITE RUNOFF

Of the 280 acres served by the existing ditches, 160 acres are within the proposed 400-foot wide corridor. The additional 120 acres are located outside of the 400-foot wide corridor and is considered offsite area (See **Figure DRNG-1**). This offsite area runoff currently flows toward the US 41 corridor and should be collected at the boundaries of the proposed 400-foot wide corridor (**Appendix C, Figure C-1**). The offsite runoff does not need to be treated and should be collected and conveyed directly to the existing discharge location.

There are several methods of collecting the offsite flow and different methods will be needed for different situations. Several collection methods are listed below:

- Grassed swales with ditch bottom inlets – In regions where a substantial amount of offsite runoff needs to be collected, shallow (1'-2' deep) grassed swales will need to be constructed along the perimeter of the corridor. These swales will collect the offsite flow and then direct the runoff towards a series of ditch bottom inlets.
- Back of Sidewalk Drainage – An inlet can be placed under the sidewalk with a slot on the side of the box to collect offsite runoff directed towards the corridor.
- Trench Drains – A concrete U-shaped grated trench (~6" deep) can be used to collect the offsite runoff in paved areas.

WATER QUALITY TREATMENT

SWFWMD Criteria

SWFWMD's Basis of Review lists the design requirements needed to meet applicable state water quality standards (Chapter 5). Section 5.2 states the volume of runoff to be treated from a site shall be determined by the type of treatment system, i.e., wet detention, detention with effluent filtration (underdrains, normally dry ponds), on-line treatment system, or off-line treatment system. If off-site runoff is not prevented from combining with on-site runoff prior to treatment, then treatment must be provided for the combined off-site/project runoff.

Type of Treatment Systems

Wet Detention

- Shall treat one inch of runoff from the contributing area.
- Shall include a minimum of 35 percent littoral zone for biological assimilation of pollutants.
- Isolated natural wetlands can be used as a wet detention system when not in conflict with environmental or public use considerations. Provisions must be made to remove sediment, oils and greases from runoff entering the wetland (pre-treatment of first one-quarter inch of runoff).

Detention with effluent filtration system (manmade underdrains)

- The first one-half inch of runoff shall be treated for drainage areas less than 100 acres.
- Filtration systems shall have a minimum of 0.5 feet of vertical head between the centerline of the perforated pipe and the normal water elevation or the pond bottom of the system. The seasonal high water level (SHWL) must be at least one foot below the center line of the perforated pipe, or separated by structural means from the hydraulic contribution of the surrounding water table.

On-line treatment systems – A dual-purpose system that collects project runoff for both water quality and water quantity requirements. Water quality volumes are recovered through percolation and evaporation. This method is not applicable for this project due to poor soil hydrologic characteristics as determined from the SCS Soil Survey of Sarasota County.

Off-line treatment systems -- A system only for water quality treatment that collects project runoff and has no direct discharge capability other than percolation and evaporation. A system utilizing detention with effluent filtration (man-made underdrains) is not an off-line treatment system. This method is not applicable due to the same reasons as stated for the on-line treatment.

Alterations to Existing Public Roadway Projects

Section 5.8 of the Basis of Review provides rules specific to the treatment requirements for alterations to existing public roadway projects. The contributing area(s) to be used in calculating the required treatment volume will be the entire directly connected impervious areas contributing to the system, both on and off-site. Directly connected impervious areas are those new and existing

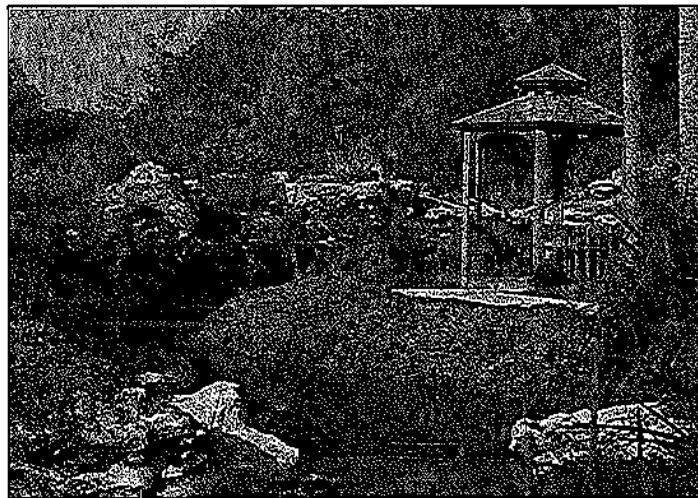
- Can be incorporated into the landscape plans
- Both offsite and onsite ponds are proposed to be Joint-Use Ponds with the FDOT and the City of North Port since the ponds will serve land owned by both the FDOT and the City. (See attached letter to FDOT dated January 31, 2000)

Detention Pond Areas

The acreage of ponds required for each sub-basin depends on several factors:

- Required treatment volume from project area.
- Required storage volume to meet pre-development peak discharge rates.
- Depth between the seasonal high water table and the elevation of the project area draining to the pond. The treatment volume and the storage volume are calculated as the pond volume above the seasonal high water table to the peak pond elevation. Therefore, the pond land area can vary significantly depending on the seasonal high water table. Based on the SCS Soil Survey of Sarasota County, the seasonal high water table within the project area varies from 0.5 feet to 2.0 feet below existing grade. Soil borings will be needed in the design phase to better determine the pond areas.
- SWFWMD requires maintenance access to the ponds and could require 10-20 foot wide berms around the perimeter of the ponds.

For this Master Plan the pond areas were assumed to be roughly 15%-18% of the pond drainage basin area. This percentage could vary depending on the roadways vertical elevation data, field verified seasonal high water table elevations, and the amount of treatment contributing area used. The treatment contributing area will depend on whether the greenspace area between roads will require treatment.

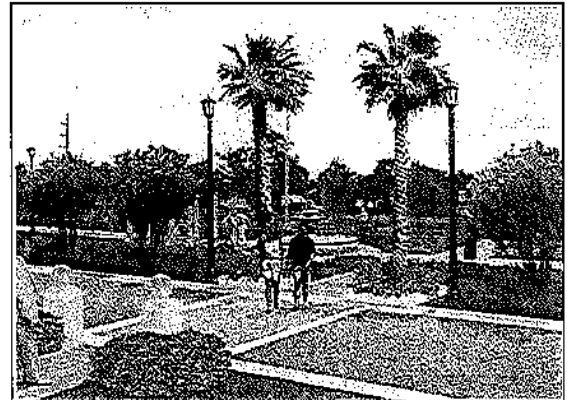
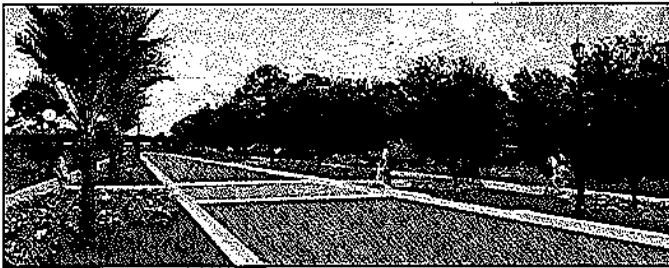


URBAN DESIGN AND LANDSCAPING

OVERVIEW

The master plan for the improvements to the US Highway 41 corridor develops a long-range plan for the City of North Port's intermodal transportation. This type of advanced planning will prove to be advantageous in allowing for additional highway lanes to be added to US Highway 41, in conjunction with a transit greenway. The greenway will offer several intermodal transportation choices such as a transit system, a bike trail system, and a frontage road. This frontage road will primarily be for local traffic use to allow for easier access to commercial establishments. Pedestrian pathways adjacent to the greenway would also allow for safe passage to nearby businesses.

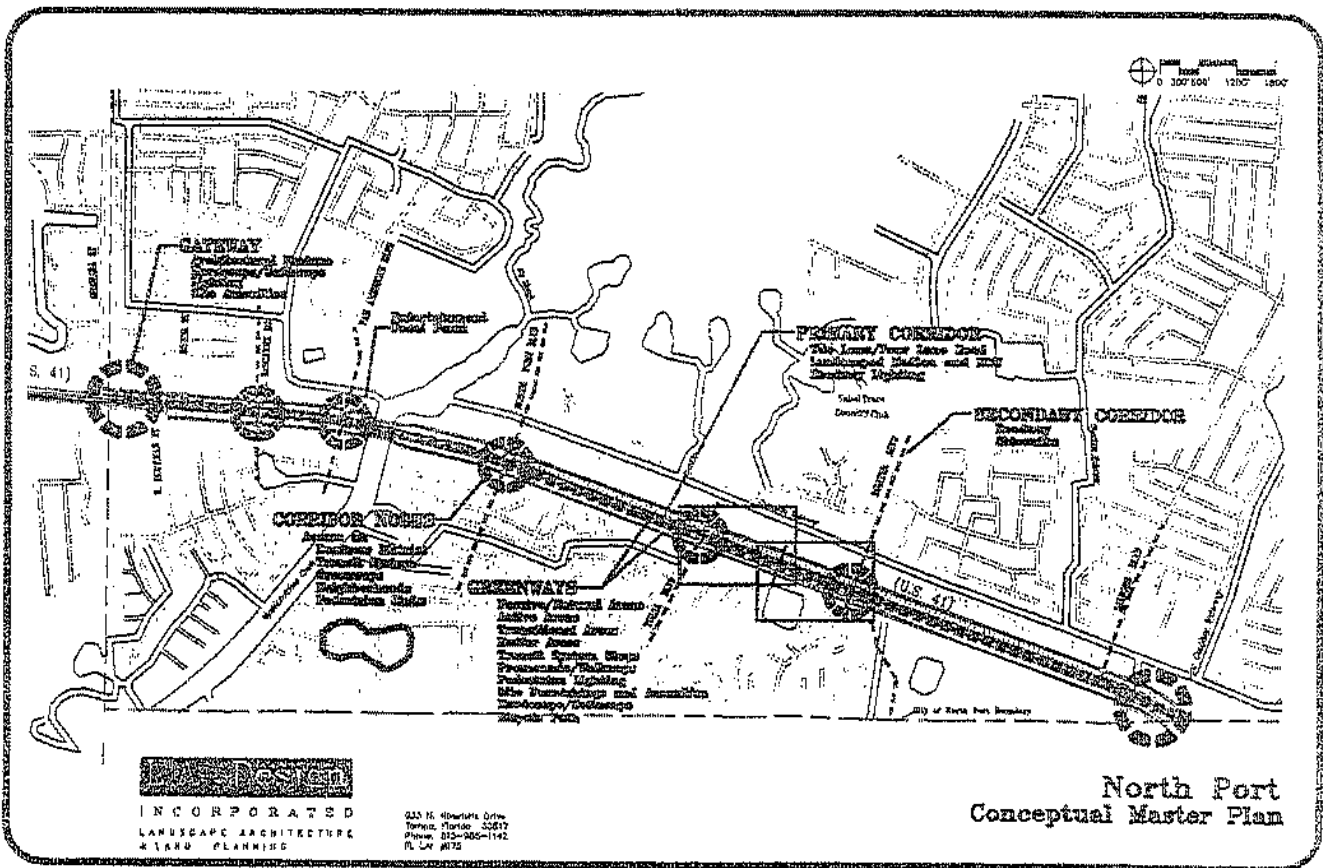
A Mediterranean style theme will be implemented in the improvements since it reflects the history and architecture of this region of coastal Florida. This architectural style will be reflected in the following planned improvements: the gateway architectural features; park amenities such as benches, lighting, fountains, and pavement patterns; and the structures proposed for all transit stops. "Mediterranean architectural style" shall include styles such as "Spanish Revival," "Mediterranean Revival," "Romanesque," or "Neo-Mediterranean" per City Ordinance 98-30 and 87-85, Examples of Mediterranean Style Architecture.



CONCEPTUAL MASTER PLAN

The main components of this section of the corridor master plan will include:

- Gateways - Landscape Improvements to Entry Areas.
- Primary and Secondary Corridor - Landscape Improvements to US 41 Right-of-Ways and Medians.
- Corridor Nodes - Landscape Improvements at Major Intersections With Crosswalks.
- Greenways - Areas Between The Frontage Road and The Primary Corridor.
- Intersections with Crosswalk and Transit Stops.
- Entertainment Focal Point.



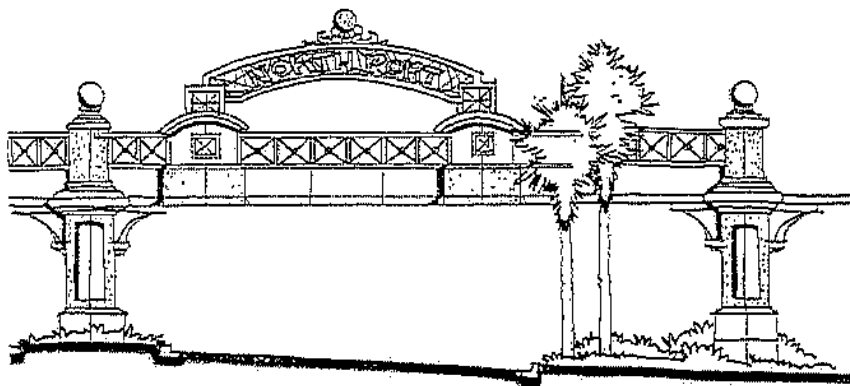
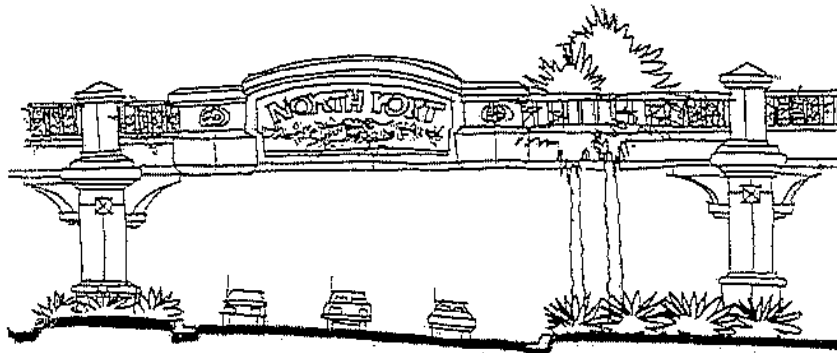
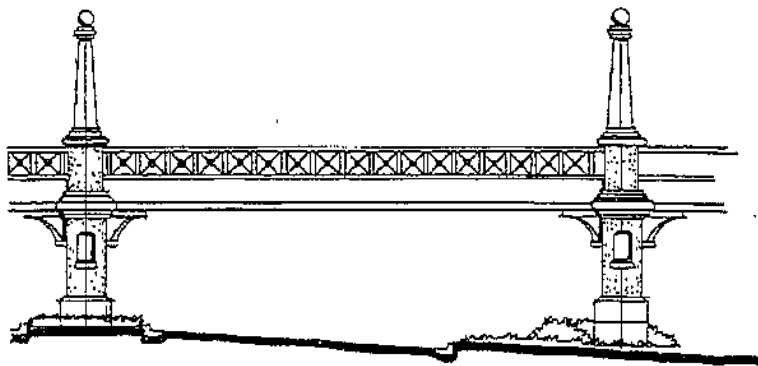
Conceptual Master Plan

(See Appendix C for larger version of plan)

GATEWAY

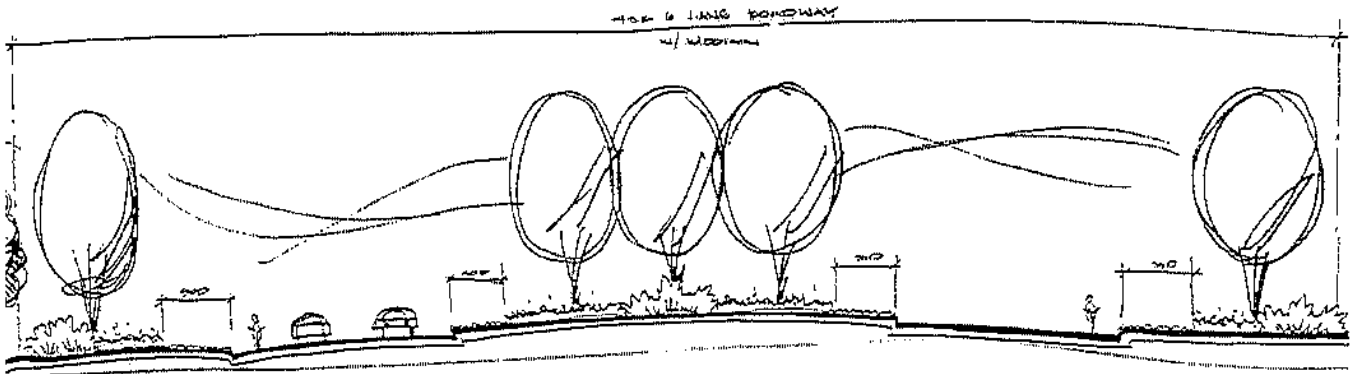
The City's gateway will include an entry feature at the east and west ends of the US 41 corridor. In addition, these entries will include landscaping, paving with concrete pavers, and decorative lighting. The introduction of a transit loop system (see transit section) with a large overpass for looping the system over the roadway provides an opportunity to transform the large overpass structure to one that is stately and architecturally fitting. These architecturally enhanced structures would create a classic, stately entrance into the city limits. Below are several conceptual drawings of the gateway features.

These concept sketches depict three possible overpass designs that would be created if the transit overpass were built. If the construction of the overpass is delayed or not constructed, a simpler, less expensive gateway feature could be built. This would involve the columns creating a pilaster type feature instead of construction of the overpass.



PRIMARY CORRIDOR

The long term plans for the primary corridor / US 41 calls for the development of a six-lane roadway. Medians have been planned so that landscaping can be installed when the roadway is four lane, but will still look dramatic once the additional two lanes are added. Presently, the medians do not have curbing. An engineering improvement includes the construction of upright curbing. The upright curbs will allow for a more attractive landscape scheme to be installed because trees can be located closer to the curbing. This will provide a beautiful canopy-like effect along the roadway and permit landscape improvements in the medians. Additionally, an underground stormwater system will be installed. This improvement will result in all of the present stormwater ditches to be filled with soil thus creating a more attractive roadway. With regard to pedestrian safety, this will allow a natural separation between the tree-lined roadway and pedestrians and cyclists using the greenway area. Improvements to the primary corridor will also include landscaping and roadway lighting. Landscaping plant material along US 41 will dramatically improve this scenic corridor by lessening the visual impact of the existing telephone and power poles and power lines. Native trees species such as live oaks, cypress, winged elms and southern magnolia will be use to compliment several species of native flowering shrubs and wildflowers. Xeriscape concepts will be an important part of the landscape plan, especially in areas that will not have any type of irrigation. Future plans are to bury both the phone and electric lines which will further improve the visual appearance along the highway. It is anticipated that landscape improvements to this roadway will be funded partially through the Department of Transportation Beautification Grant Program.

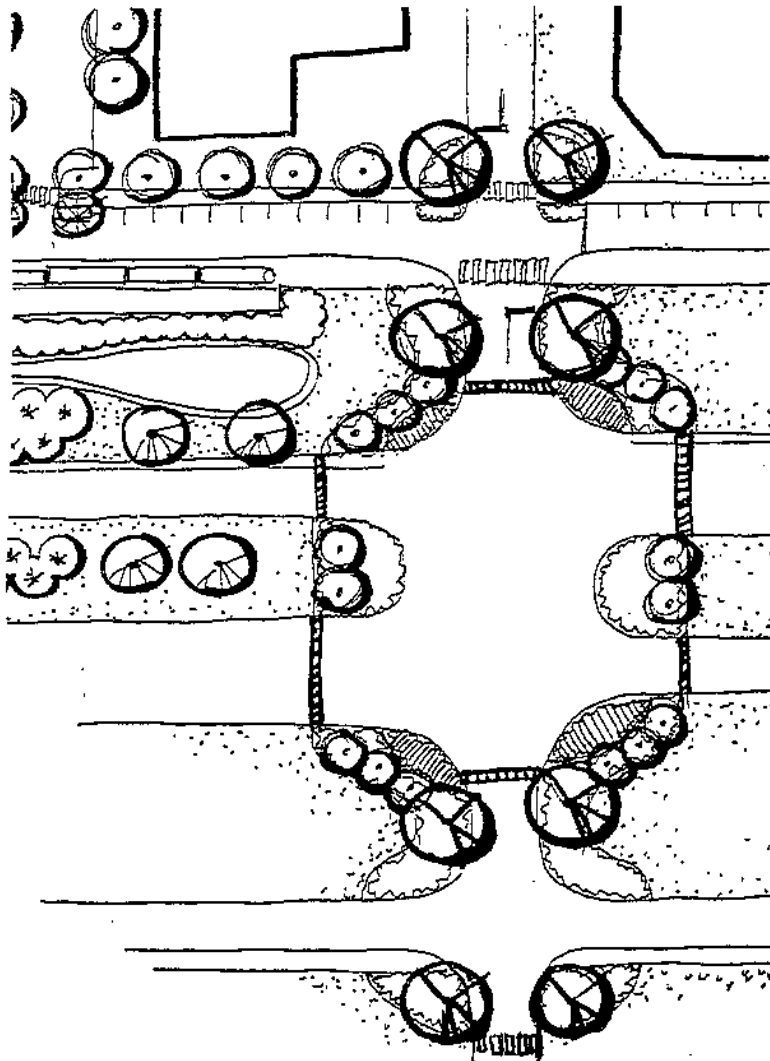


CORRIDOR NODES

Major intersections along the roadway will be enhanced through the use of special amenities such as concrete paver brick crosswalks. Pedestrians and cyclists will use these improvements at the intersections to access the transit system. Vehicular access to the primary corridor as well as to the shopping district on the opposite side of the roadway will be mainly from the primary nodes. Additionally, an overall interpretative sign system should be introduced that has a common graphic theme. Directional and informational signs, as well as cultural and historical signs, should be placed along the corridor. The cultural and historical signs could have local interest information about the inhabitants of the Calusa (Caloosa) Indians and the discovery of Warm Mineral Springs.

SECONDARY CORRIDOR

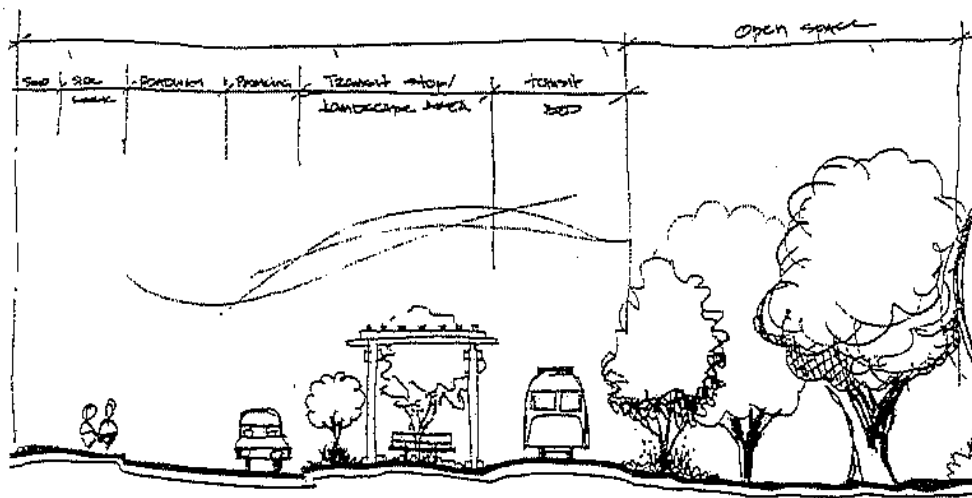
These roadways will lead into the greenway area from surrounding areas including Interstate 75. Therefore, in order to have a sense of entry into the greenway district, landscape improvements are particularly important.



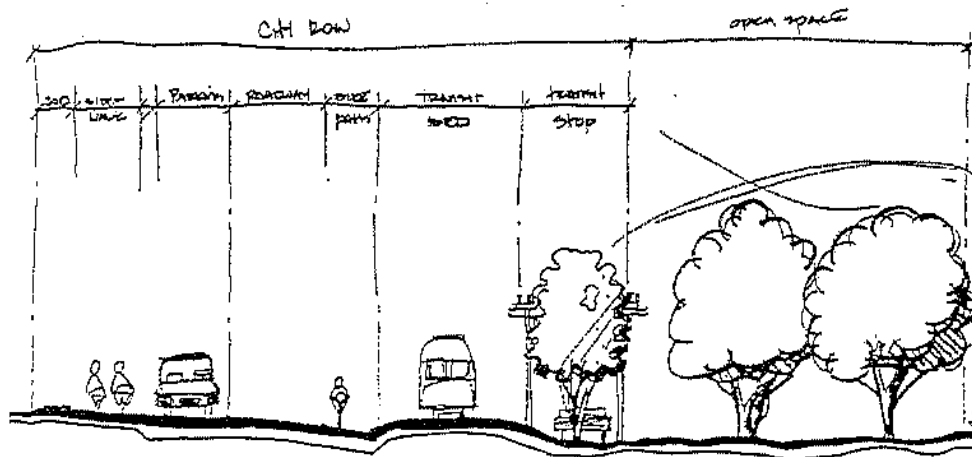
GREENWAY

The greenway is the focal point of the entire development district and the main linkage visually and functionally. The greenway will be developed as an aesthetically pleasing corridor of trees and walkways. Functionally, it offers users the ability to move about and access different modes of transportation. The transit stops, bike trails and walkways will all be located in the greenway area. Neighborhood parks and rest stops will be situated along the greenway trail. Parks and rest stop areas will be landscaped allowing opportunities to plan environmental interpretive areas such as butterfly gardens and native plant gardens.

Two typical sections are shown as Concepts A and B. These options can both be used along the corridor to adapt to varying site conditions that exist along the roadway.



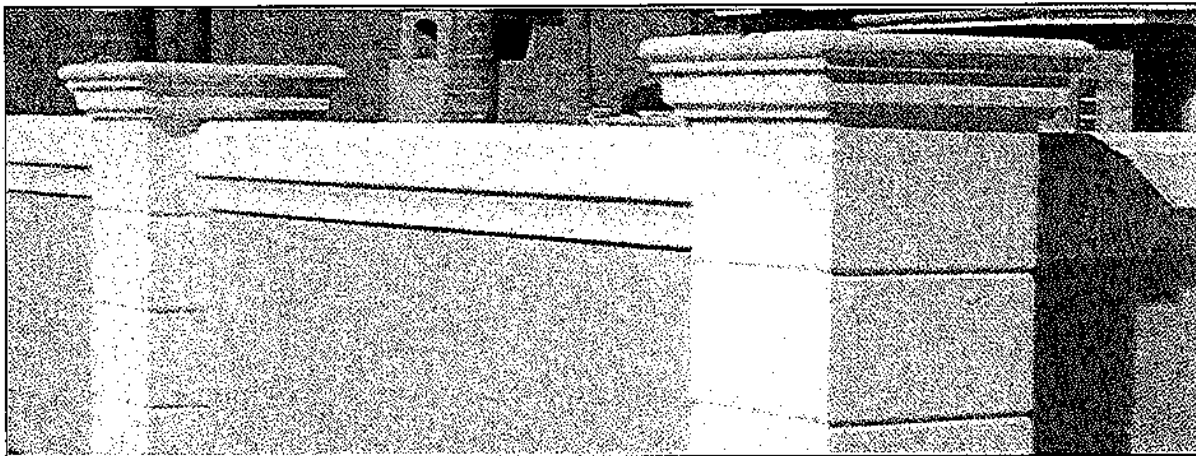
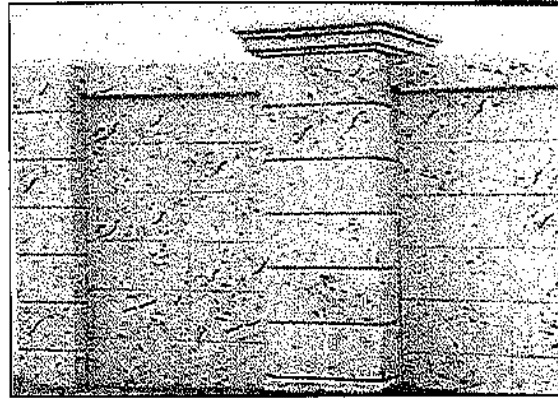
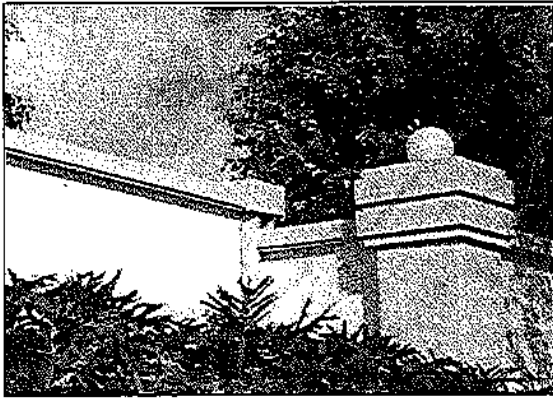
Concept A

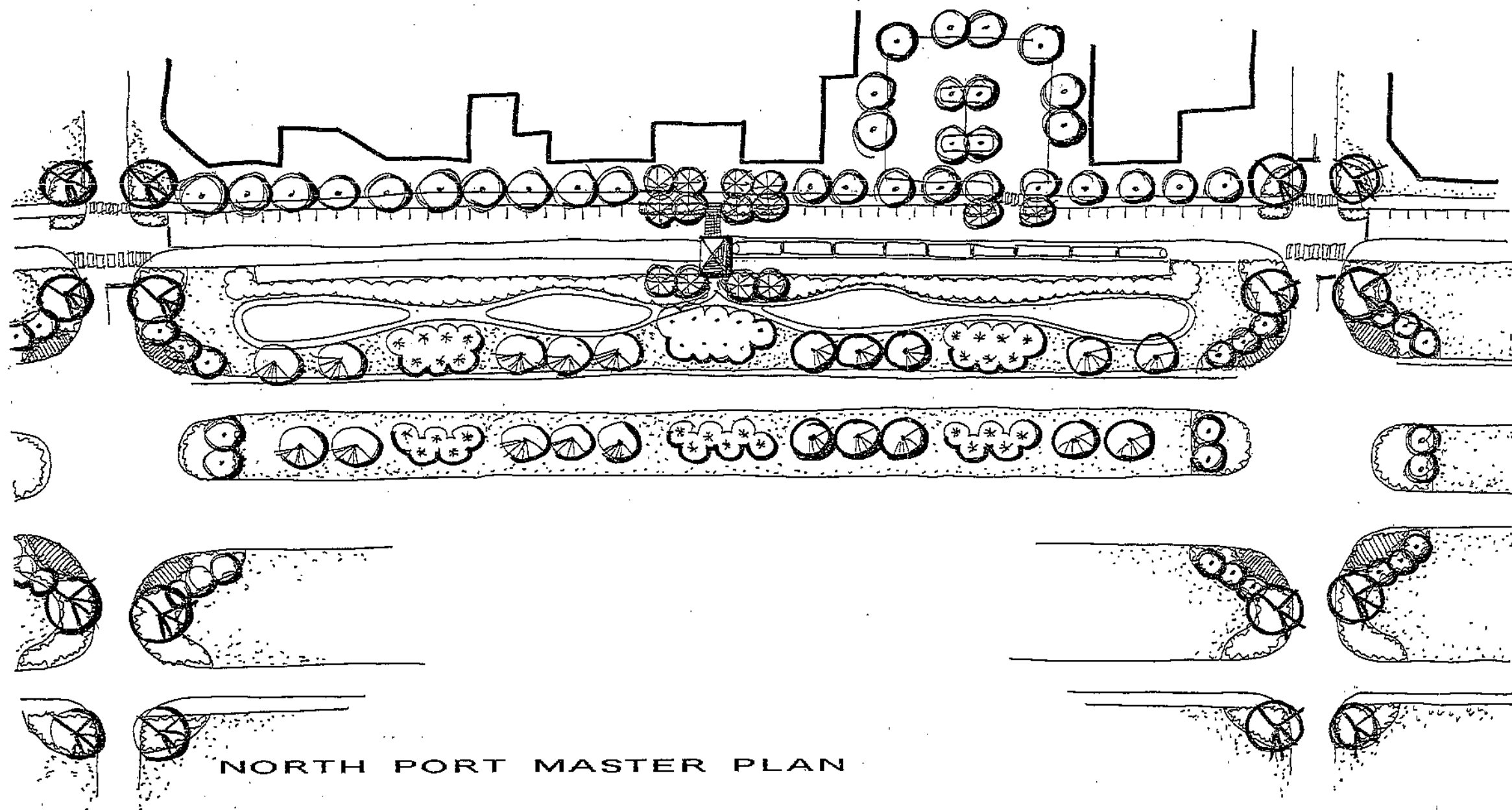


Concept B

OVERALL SCHEMATIC SITE PLAN

The schematic site plan exhibits the overall concept of the greenway system. The typical treatment between US 41 and the frontage roads will include areas with transit stops, parks, bike trails and pedestrian walkways. Small parking lots and off-street parking can be provided to congregate vehicular traffic. Buffering between different land uses will be required as part of the development of the new corridor. In areas where a residential community abuts a commercial development, placement of a decorative wall would buffer sounds and provide visual screening. A block, Mediterranean style wall with selected plantings would blend into the design of the overall plan while providing the buffering.





NORTH PORT MASTER PLAN

Prototypical One Block Corridor Vision

EXPANSION TO THE MASTER PLAN DUE TO FUTURE ANNEXATIONS

As North Port grows and additional areas are annexed, the master plan concepts should be implemented into the newer areas of the community. Landscaping, crosswalks, pavers and decorative lighting should be implemented in these areas. Landscaped bus stops and sidewalks should connect to the trolley stops and link to the greenway. Once new areas are annexed new gateways should be built expanding the master planned areas.

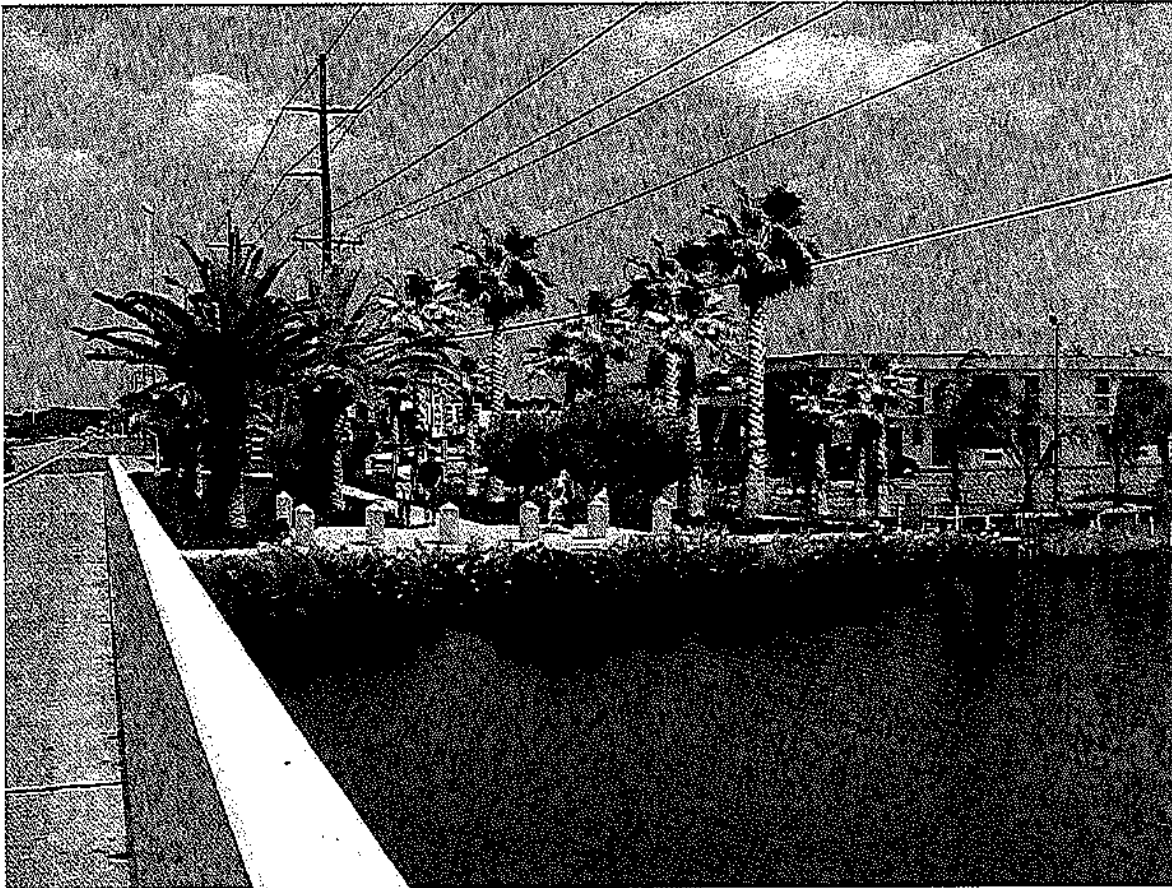
COCOPLUM WATERWAY AREA

Land along the Cocoplum Waterway offers potential for a new waterfront entertainment area. The undeveloped land along the waterway could be developed with restaurants and shops. A public promenade could be developed with access to boat taxi service which could shuttle tourists to this new entertainment center. Also, land near the US 41 bridge is being considered for acquisition as a park. Use as a park could further expand the area offering annual events, canoe races and other water related community events.

ENTERTAINMENT FOCAL POINT

This area adjacent to the Myakkahatchee Creek provides an ideal setting to develop a waterfront entertainment center. Restaurants, outdoor cafes and shops could be incorporated along the creek and thus create a festive atmosphere. A waterfront promenade with streetscape improvements could be developed. Native aquatic plants such as cannas with their large bright-yellow blooms, irises with their vibrant blue flowers, and fragrant water lilies can be planted along the shoreline to replace the existing exotic Brazilian pepper trees.

In addition to the waterfront improvements, a city park with streetscape landscape amenities such as benches and brick walkways will be included. This area could also host an annual art show and local festivals.



FUTURE ENHANCEMENT CONCEPTS



Before: Frontage Road looking towards US 41 from businesses



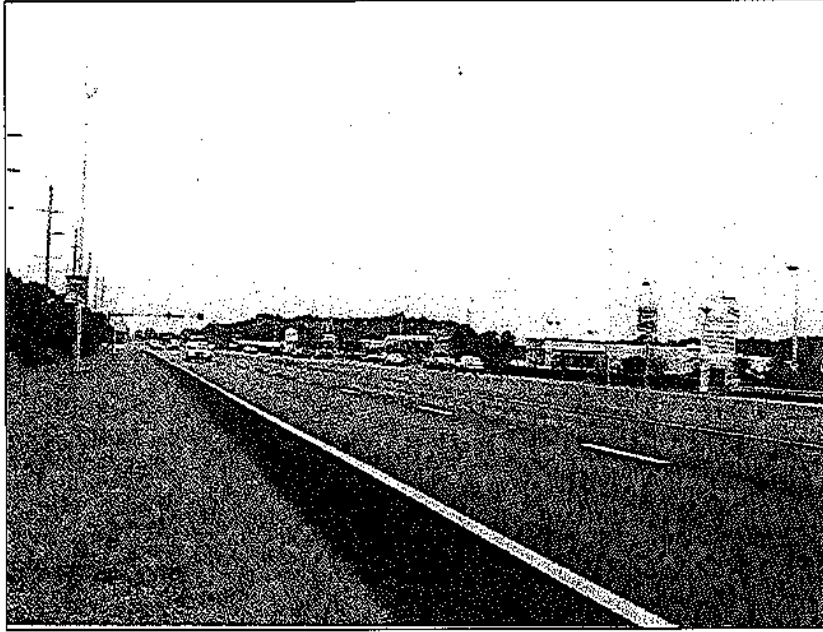
After: Proposed treatment for Landscape / Urban Design Amenities along frontage roads.



Before: Frontage Road Corridor adjacent to businesses



After: Future transit station focal point along Frontage Road



Before: US 41; rural 4-lane section without landscaping

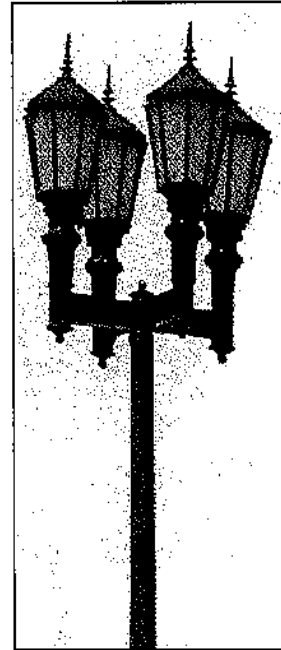


After: Proposed Treatment for Landscape Improvements Along US 41

SITE AMENITIES/DESIGN GUIDELINES

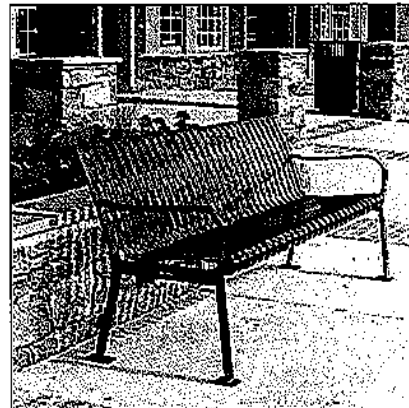
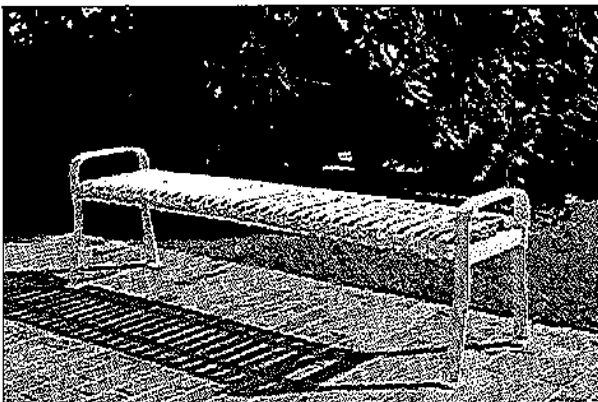
Decorative Lighting:

Decorative lighting should be installed along the corridor at the greenway, transit stops, business districts, and pocket parks. A hierarchy of different light fixtures of the same style is recommended. Lights with multiple lanterns should be placed at areas of concentrated use such as the community park areas. Single lantern lights will be placed along less intensely used areas of the greenway. The installation of these lights will affect the visual design of the greenway. Consequently, the precise placement and grouping are important to the overall design of the greenway.



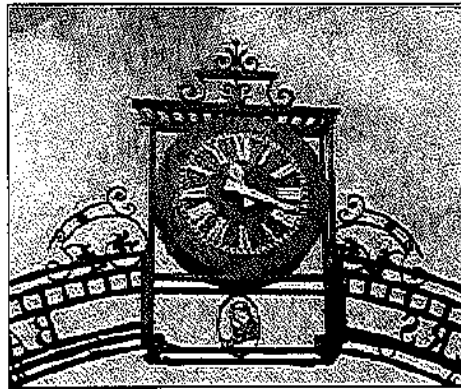
Benches:

Benches will be installed along the greenway area within the pocket parks, transit stops, and rest stops. Benches should be ground mounted onto concrete bases. There are several bench designs that are not only comfortable, but will fit the overall design concept.



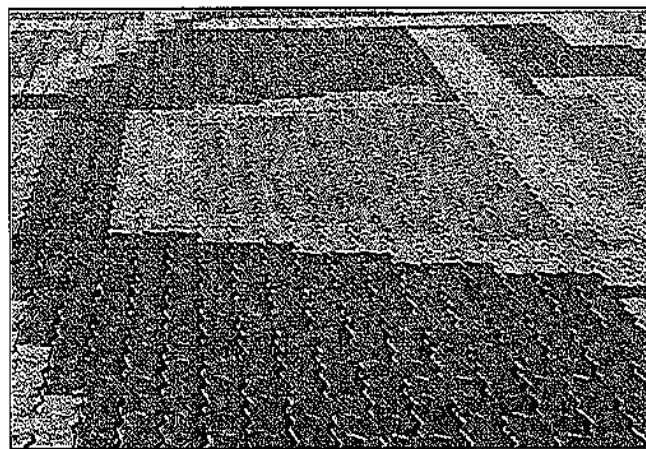
Clock Tower:

A large-scale clock tower should be installed as a focal point to the center of the greenway development.



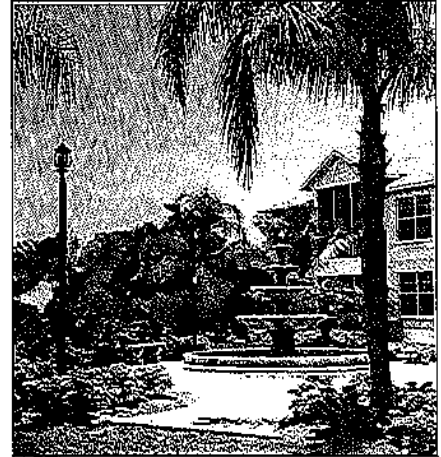
Concrete Pavers:

These pavers should be installed at crosswalks and medians to emphasize design elements along the corridor. A hierarchy of paving patterns should be developed to distinguish important intersections.



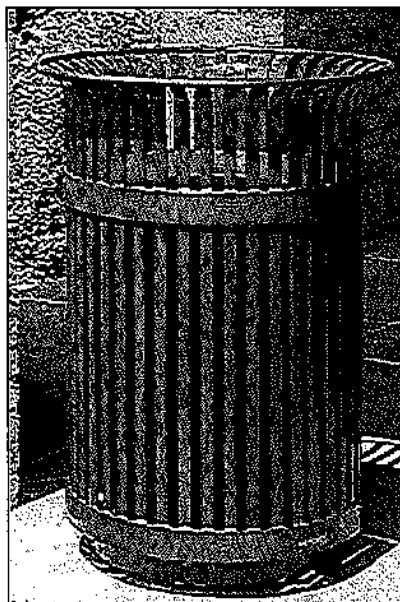
Fountain:

A series of fountains should be installed at specific locations along the greenway to provide visual interest for shoppers and tourists.



Trash Receptacles:

Trash receptacles should be installed along the greenway within the pocket parks, at transit stops, and along the greenway at regular intervals. These receptacles should be ground mounted as specified by the manufacturer.



PROPOSED PLANT LIST

For the corridor project we have selected plant material plants that are tropical, especially species that produce colorful and fragrant blooms.

BOTANICAL NAME	COMMON NAME	SIZE AND SPACING
Palms:		
Phoenix Dactylifera	Medjool Date Palms	8' clear trunks
Washingtonia Robusta	Washingtonia Palms	10-16' clear trunks
Trees:		
Quercus Virginiana	Live Oaks	3" caliper, 10-14' height, 5-6' spread 30 gallon Single leader
Taxodium distichum	Cypress	25 gallon, height 12-14'
Ulmus Alata	Winged Elm	3" caliper, 10-14' height, 5-6' spread 30 gallon Single leader
Magnolia Grandiflora	Southern Magnolia	3" caliper, 10-14' height, 5-6' spread 30 gallon Single leader
Flowering Trees:		
Lagerstroemia Indica	Crape Myrtle	Multi-trunk, 30 gallon, 8-10' height
Hibiscus "Lafrance"	Weeping Hibiscus	15 gallon, 6' height, 6' spread
Nerium Oleander	"Calypso" Oleander	Multi-trunk, 250 gallon, 8-10' Height
Shrubs:		
Jasmine Simplicifolium	Wax Jasmine	3 gallon, full, 3' on center
Plumbago Auriculata	Plumbago	3 gallon, 24" spread
Ixora "Maui"	Ixora "Maui"	3 gallon, 24" spread, 3' on center
Raphiolepis Indica "Majestic Beauty"	Indian Hawthorn "Majestic Beauty"	3 gallon, 24" spread, 3' on center

BOTANICAL NAME	COMMON NAME	SIZE AND SPACING
Philodendron "Xanadu"	Dwarf Philodendron	3 gallon, 24" spread, 3' on center
Pittosporum Tobira	Pittosporum	3 gallon, 24" spread, 3' on center
Bougainvillea "Variety"	Dwarf Bougainvillea	3 gallon, 24" spread, 3' on center
Nerium Oleander "Calypso"	Oleander "Calypso"	7 gallon, 36" spread, 4' on center
Canna sp.	Red canna	3 gallon, 18" spread, 2' on center
Muhlenbergia capillaris	Muhley grass	1 gallon, 12" spread, 18" on center
Serenoa repens sericeus	Silver saw palmetto	3 gallon, 12" spread, 6' on center
Tripsacum dactyloides	Fakahatchee	3 gallon, 24" spread, 4' on center
Groundcover:		
Trachelospermum Jasminoides	Confederate Jasmine	1 gallon, 18" spread, full, 12" on center
Liriope Muscari "Variegated Giant Aztec"	Aztec Liriope	1 gallon, full, 18" on center
Helianthus debilis	Dune sunflower	4" pot, 12" spread, 12" on center
Echinacea purpurea	Purple cone flower	1 gallon, 12" spread, 12" on center
Accents:		
Crinum Asiaticum	Grand Crinum Lily	15 gallon, 4' height, 4' spread
Agapanthus Africanus	Lily of the Nile	7 gallon, 24x24"
Strelitzia Reginae	Bird Of Paradise	10 gallon, 30"x30"
Canna / Hybrid	Red Canna	3 gallon, 30"x30"

REPRESENTATIVE PHOTOGRAPHS OF PROPOSED PLANT MATERIAL



Variegated Liriope



Ixora



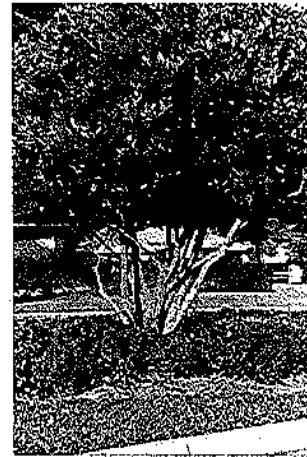
Plumbago



Oleander



Hibiscus



Ligustrum & Indian hawthorn



Purple lantana



Pittosporum



Philodendron



Live Oak



Washingtonia palm



Phoenix dactylifera

TRANSIT FACILITIES

OVERVIEW

Transit systems move people efficiently through urbanized areas reducing dependency on automobiles. Transit can lead to reductions in air pollution and traffic congestion. Transit is not inexpensive, but the benefits usually outweigh the costs. While transit systems vary in capital and maintenance costs, a common cost for all systems is the land or right-of-way costs. The high cost of transit systems requires that they serve large numbers of people to be viable. All too often, when this threshold is met, an area is by then experiencing air pollution and automobile traffic congestion problems. Compounding these problems, lack of existing right-of-way for transit can add substantially to the capital cost, putting transit out of reach for many communities. The City of North Port can control part of its own destiny by planning today for transit in the future and reserve the needed corridor right-of-way.

TRANSIT TYPES

The key to considering any type of transit service for North Port will be future ridership potential and the size of the service area. Future ridership potential and the size of the service area can be estimated based on current and future land use and planned development/redevelopment criteria. It would need to also take into consideration the seasonal aspects of the area. When the City is ready to implement a transit system, a study that includes a review of potential future ridership and the size of the service area should be performed before committing to any one transit type. The following is a summary of transit types currently available beginning with fixed guideway rail systems:

Heavy Rail Transit (HRT) is generally characterized by its high-speed operations with single cars or multiple cars in exclusive rights-of-way where pedestrian, bicycles, and automobiles are excluded. It is often referred to as rapid transit or high-speed rail and commuter rail. Heavy rail does not refer to railroad or freight operations. Railroads and freight operations are simply referred to as railroad or freight rail. HRT systems can only operate in exclusive rights-of-way at ground level, on aerial structures, and/or in subways. Examples of HRT systems include:

- Atlanta, MARTA
- Los Angeles, Red Line
- Miami, Metrorail
- San Francisco, BART
- Washington, Metro

Commuter Rail is generally characterized by its long haul multiple car passenger service operating between metropolitan and suburban areas, whether within or across geographical boundaries of a state. Commuter rail systems can operate within exclusive or semi-exclusive rights-of-way and are generally pulled by diesel locomotives, which have grade limitations. In most regions commuter rail systems operate within existing railroad rights-of-way. Examples of commuter rail systems include:

- Los Angeles, Metrolink
- Miami, TriRail
- New York City, Long Island Railroad
- San Diego, Coaster

Light Rail Transit (LRT) is characterized by its ability to operate single cars or multiple cars at street level in downtown and urban environments where pedestrians, bicycles, and automobiles are normally present. LRT systems can operate in either non-exclusive or exclusive rights-of-way at street level, on aerial structures, in subways, and/or in open areas. Typical LRT guideway width for single track is approximately 16 feet and double track widths are 30 feet. Stations are generally 14 to 60 feet wide and 360 feet long. In many regions LRT systems operate within existing railroad rights-of-way. Examples of LRT systems include:

- Dallas, DART
- Denver, MAC
- Ft. Worth, Tandy
- Los Angeles, Blue Line & Green Line
- Sacramento, RT Metro
- San Diego, San Diego Trolley

Automated People Mover (APM) – APM is a technology in which automated driverless vehicles, or trains, operate on a dedicated guideway that is exclusive from all other traffic. APM technologies provide greater service flexibility than compared to light rail transit. APM technologies have been effectively integrated into buildings, parking structures, and other developments. APM technologies generally fall into the following subgroups:

Rubber Tired – This type of APM system consists of self-propelled rubber tire vehicles using a one- or two-lane guideway system, generally made of concrete. The guideway structure is similar in shape, but generally smaller in size, than a typical roadway structure. The power source runs parallel to and is attached to the structure under the vehicle or on a third rail attached to the side.

Monorail – A monorail type APM system consists of self-propelled vehicles that are supported and guided by a single guideway beam. The basic types include supported, in which vehicles straddle the guideway structure; and suspended, in which vehicles hang below the guideway structure. The power source runs parallel and is attached to the structure under the vehicle, in a supported guideway, and above the vehicle in a suspended guideway.

The guideway structure for an APM is somewhat smaller than the structure required for a typical roadway. Typical guideway widths for single lane rubber tired APM are approximately 10- to 12-foot (22- to 30-foot for dual lanes) and columns are generally between three to six feet in diameter depending on spacing and structure loading. The guideway width at stations is typically 14- to 32-foot (37- to 56-foot for dual lanes) by approximately 42- to 130-foot in length (depending upon service levels desired, technology, ridership, and station design).

The guideway structure for a typical APM monorail technology is less than that of a rubber-tired technology. This is the result of vehicles riding astride a pair of concrete beams (which lead to a far slimmer, less bulky structure). Typical guideway widths are 10- to 14-foot (16- to 22-foot for dual lanes), although specific technology dependent, and columns are generally between three to six feet in diameter depending on spacing and structure loading. The guideway width at stations is typically 25- to 33-foot (36- to 42-foot for dual lanes) wide by approximately 65 to 130 feet in length (depending upon service levels desired, technology, ridership and station design).

Quality Bus Service (QB) – Quality Bus service is a transit alternative that emulates a fixed guideway rail system in terms of service quality, such as reliability, speed, frequency, capacity and overall

convenience. There are many types of vehicles that could be used for QB service, including electric (battery powered), overhead electric, natural gas, and diesel powered.

QB service could operate as a single lane one-way loop system in an exclusive lane provided in the greenway with preferential treatments to bypass areas of street traffic congestion. Single lane width requirements would be in the range of eight to ten feet depending on the vehicle used. The system could operate as an extension of the current SCAT bus service with transfers at each end of the City or at other key locations.

Transit stops or QB service can be user-friendly stations with shelters and benches and possible amenities such as drinking fountains, telephones, information displays, and security cameras. Transit stops would be on line (in the lane) with station boarding and alighting areas of 14 to 25 feet wide by 16 to 60 feet in length, depending upon service levels desired. Additional area may be required depending on amenities provided and whether a two-lane operating system is needed.

Implementation of a QB service doesn't require the major capital facilities and costs that may be associated with conventional fixed guideway rail systems. Additionally, right-of-way and QB facilities could be expanded to include future fixed guideway rail facilities.

Bus and Jitney Service – Like QB service, bus and jitney service can utilize a number of vehicle types including electric (on-board battery powered), overhead electric, compressed natural gas, and diesel. Also like QB service, bus and jitney service has a driver/operator. The difference between QB and bus and jitney service is that these transit types operate exclusively on existing public streets and may not have stations or regular stops. Bus and jitney service can be regular, intermittent or on-demand, following regular or on-demand routes.

This type of bus service has been implemented locally in Sarasota. As of March 1, 2000, Sarasota County Area Transit started bus service that services downtown Sarasota and St. Armands Circle. The intent of the service was to reduce congestion and free up parking in the downtown area by providing this service to the downtown area and other nearby frequently visited locations. Currently there are two routes, the Scenic Loop and the Downtown Loop.

The routes are operated with trolley style buses that are 35 feet long and carry up to 34 passengers including wheelchair access. SCAT purchased four vehicles, one to be used as a backup, for \$179,000 each with the use of federal transportation funds. In addition, the FDOT provided a \$408,000 grant to cover maintenance for three years.

During a preliminary meeting with SCAT staff, it was suggested that an interlocal agreement could be developed between the County and City during the initial phases of the City's transit system. SCAT would provide the trolley buses including the operation and maintenance for a negotiated fee to North Port.

TRANSIT AND TRAFFIC

Typical bus and jitney services run on existing streets and highways controlled by normal traffic signs and signals. There are generally not conflicts with automobile and pedestrian traffic. Quality Bus service can be planned to utilize existing traffic signs and signals as well. QB on exclusive right-of-way,

Automated People Mover systems, Light rail and Heavy Rail systems require active control to avoid conflicts with automobile and pedestrian traffic.

Active control utilizes programmed signalization, visual and audible warnings and or traffic control gates. Active control can be done by programming traffic signalization, crossing signal-warning lights, audible signals and traffic control gates. Active control varies by transit type. Florida Department of Transportation (FDOT) currently determines active control requirements for transit crossings on a case-by-case basis. With the close proximity of the transit corridor to US 41 and the frontage road system, the implementation of these active control devices will become very important when the transit system is constructed.

Grade separation of transit by either going over or under surface streets eliminates traffic conflicts and can greatly increase potential transit operating speeds. The cost of grade separations is only justified in high traffic volume locations. US 41 in North Port is a prime example of an area where grade separation of transit would be warranted. In addition to providing continuing transit service without traffic conflicts, the grade-separated cross-over structure can be used as a gateway entrance feature to the City (Appendix C, Figure C-2)

RECOMMENDATION

Heavy Rail and Commuter Rail Systems are not suited to an individual city or community. These are regional systems that typically run between urban areas with no more than one or two stops in any one city. It is, however, conceivable that one day North Port will have the size and density to support a light rail transit system. The capital cost of these fixed guideway systems vary from \$10 million to \$40 million per mile in year 2000 dollars not including the cost of right-of-way. Right-of-way costs can double or triple these costs in developed areas.

Several options were evaluated for the horizontal alignment of the transit within the corridor including (1) a single track system within the US 41 median, (2) a looped system in the outer limits of the US 41 right-of-way, and (3) a looped system within the transit greenway adjacent to the City's frontage road. In order to plan for transit in the future, the City of North Port should reserve adequate right-of-way for a single-track looped light rail transit system in the US 41 Corridor using a combination of options 2 and 3. A 16-foot wide exclusive right-of-way with a minimum 16-foot vertical clearance is adequate (Appendix C, Figure C-3) This right-of-way area should be expanded to 30 feet wide in 360 feet long segments approximately ½ mile apart to accommodate future stations (Appendix B, Figures B1 – B6). The entire system can be expanded to include new development areas in North Port as needed. One possible expansion to the US 41 mainline system would be connecting to the other activity centers north of the US 41 corridor. The City has indicated that right-of-way could be set aside along Sumter and Price Boulevards for transit. Also, the western end of the initial main loop can be moved accordingly if new land is annexed such as Taylor Ranch and Warm Mineral Springs. The proposed 5-acre transit maintenance facility, which is shown in Appendix B on Figure B5, could be used to serve both the US 41 transit corridor along with a looped expansion to the north.

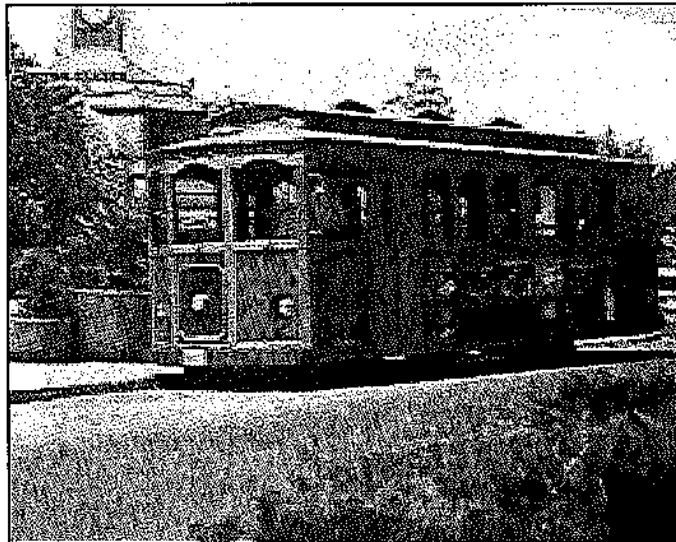
This approach will allow the City of North Port to control the right-of-way cost today for tomorrow's transit needs. Following adequate study and planning, a phased approach can be adopted for transit in North Port. Bus and jitney service on surface streets could be replaced by Quality Bus running on exclusive right-of-way and eventually an Automated People Mover or Light Rail System. Planning for the Light Rail as a worst-case or most impact scenario ensures maximum planning flexibility.

EXAMPLES OF TRANSIT TYPES APPLICABLE TO NORTH PORT



Light Rail Transit (LRT)

Mission Valley Light Rail and Transit Station, San Diego



Bus and Jitney Service

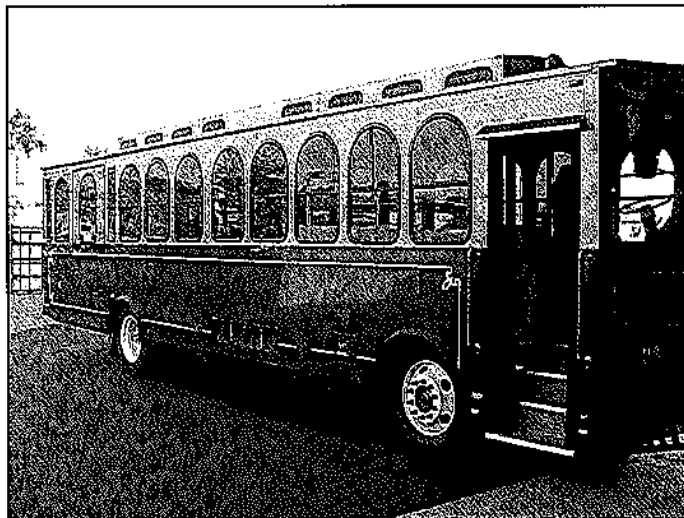
Rubber Tired Trolley

EXAMPLES OF TRANSIT TYPES APPLICABLE TO NORTH PORT
(cont'd)



Bus and Jitney Service

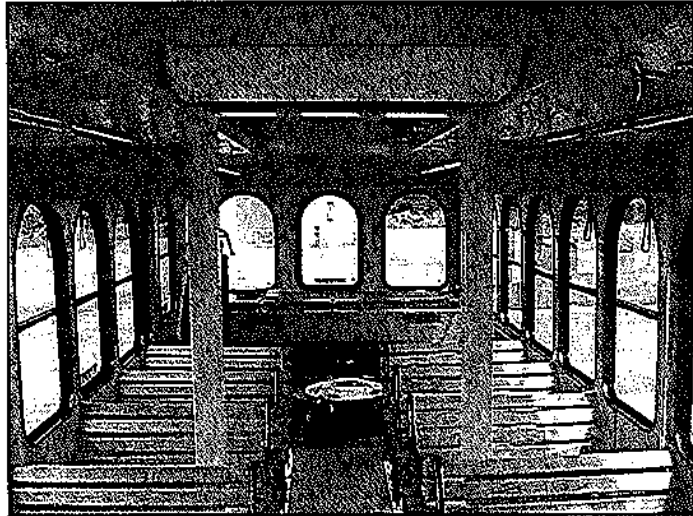
SCAT, Sarasota Trolley



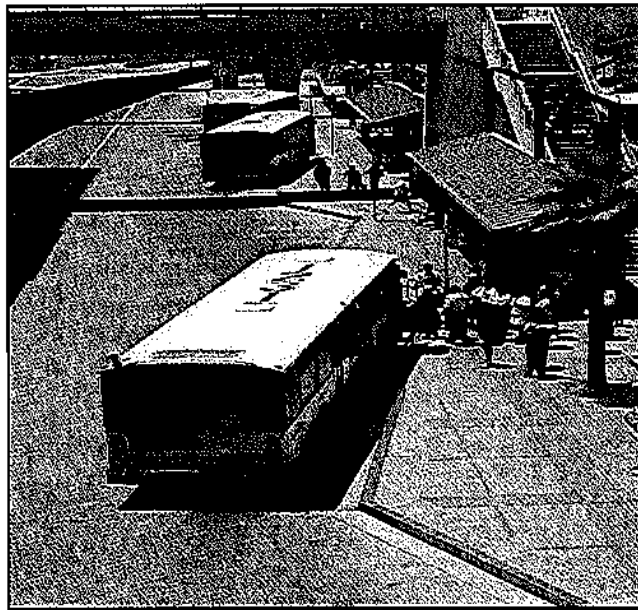
Bus and Jitney Service

SCAT, Sarasota Trolley

EXAMPLES OF TRANSIT TYPES APPLICABLE TO NORTH PORT
(cont'd)



Bus and Jitney Service
Inside of Rubber Tire Trolley



Quality Bus Service (QB)
San Diego Quality Bus Service

UTILITIES

OVERVIEW

The existing US 41 corridor contains numerous above and below ground utilities including potable water, sanitary sewer, electric, gas, telephone, and cable. During the development of this master plan, the utility owners within the US 41 and City frontage road right-of-way were contacted. Each utility was provided with a letter describing the extent of the master plan improvements and a copy of the aerial base map. The utility companies were asked to identify existing and future utilities on the aerial maps.

UNDERGROUND UTILITIES

Most of the utility companies including City of North Port Utilities, Horizon Gas, GTE, and Comcast Cable have underground utilities that may need to be relocated due to the proposed master plan improvements for US 41 and the frontage roads. These companies should be coordinated with during preliminary design when more accurate horizontal and vertical locations of the proposed improvements are known. North Port Utilities has expressed an interest of adding new reclaimed water piping within the corridor to service the medians and the greenways. Also it should be noted that GTE has an extensive underground network including manholes, duct banks, and fiber optic that could be difficult or costly to relocate.

OVERHEAD UTILITIES

Florida Power & Light (FPL) has the majority of the overhead utilities in the corridor. Comcast Cable uses their poles for some of their overhead utilities. The FPL facilities include tall wooden, metal, and concrete poles that are used to carry distribution and transmission power lines. These overhead facilities will detract from the overall appearance of the US 41 Corridor as the master plan improvements are implemented. In addition, overhead power lines can pose a safety hazard during tropical storms and hurricanes which could occur in southwest Florida in the future. Some of the poles will also conflict with the future widening of US 41 to six lanes. Overhead power lines will also need to be relocated with the construction of the proposed Myakkahatchee Creek Bridges.

Florida Power & Light was provided with a set of aerial drawings showing the ultimate US 41 Corridor plan for roadway, drainage, and transit. Based on this drawing, they provided a conceptual estimate to bury both their transmission and distribution lines. The relocation would include the placement of the power lines within an underground pressurized conduit. Also, two power substations would most likely be required at opposite ends of the corridor for this relocation. The purchase of three acres of undeveloped property would be needed for the substations.

It is the City's intention to have the recently installed light poles along the corridor to remain in service during the initial phase of the corridor development (i.e., before the six-lane improvements). As shown in the Urban Design and Landscaping section, the use of landscaping implemented during the beginning phases of the corridor development will help to mitigate the views of the telephone and power poles until such time as they are buried.

ENVIRONMENTAL EVALUATION

OVERVIEW

As discussed previously, the US 41 corridor consists of approximately 194 acres and includes residential areas on both sides, commercial, and undeveloped properties. Amongst these land uses, the corridor is bisected by wetlands and surface waters, including areas that are critical habitat for listed species.

CORRIDOR ASSESSMENT

A site visit was conducted in November 1999 as a preliminary site assessment to identify potential environmental impacts by the corridor development. A brief description of the observations related to vegetation / habitat, wetlands and surface waters, and potential critical habitat are described below.

Vegetation/Habitat

The developed portion of the corridor is primarily vegetated with species conducive to urban settings, including Bahia grass, and various ornamental species. The undeveloped portions of the corridor are primarily vegetated by pine flatwoods, xeric hammock and shrub marsh. Species within the flatwoods include slash pine, saw palmetto and gallberry. The xeric hammock includes longleaf pine, live oak, with a sparse under cover of saw palmetto, beautyberry, green briar and shiny blueberry.

Wetlands and Surface Waters

The corridor includes an area that is considered jurisdictional wetlands as well as three surface water crossings. The wetland is on the south side of US 41 just east of Sumter Blvd. (Figure B5, Appendix B) and is characterized as a herbaceous marsh. The wetland appears to be bisected by the original alignment of US 41. The wetland is vegetatively comprised of coastal plain willow, arrowhead, maiden cane, swamp hibiscus, cattails, pickerelweed and fireflag. This wetland would be considered medium quality.

Surface waters within the corridor include Myakkahatchee Creek (Big Slough) and two unnamed drainage ditches. The creek is tidally influenced in the area of the corridor and is currently crossed by two FDOT 2-lane bridges (east & westbound lanes). Vegetation along the slopes and within the surface water includes the following: primrose willow, cattails, torpedo grass, and arrowhead. Based on FDEP Surface Water Quality Standards (62-302. 400, F.A.C.) the creek is classified as a Class I water north of US 41. This classification provides for greater protection of water quality, with very stringent criteria. The creek south of US 41 is classified as a Class III water. This designation does not require as stringent water quality criteria as the Class I waters, however it does provide criteria for protection of recreation and the propagation and maintenance of a healthy, well balanced population of fish and wildlife. Myakkahatchee Creek is considered jurisdictional surface water by ACOE, FDEP and SWFWMD. The quality of the creek is considered high.

The two unnamed drainage ditches appear to be upland cut, bisecting the corridor east of Sumter Blvd. and at Hoffman St. The ditches provide conveyance under US 41 via box culverts. The top of bank of the ditches is vegetated with Brazilian Pepper and occasional coastal plain willow. The

ditches have no special designation, and would be considered jurisdictional surface waters by FDEP and SWFWMD.

Potential Critical Habitat

The corridor contains a few areas that could be considered critical habitat for listed species.

Myakkahatchee Creek is contiguous downstream with the Myakka River and Charlotte Harbor. Due to this connection it is likely that the West Indian Manatee may use these waters. It will be necessary to use special care during construction within the creek so as not to adversely impact manatees.

The only other areas that could be considered potential critical habitat occur within uplands, specifically the live oak and longleaf pine community. This vegetative cover provides habitat conducive to gopher tortoise and other commensal species that inhabit their burrows. Site reconnaissance indicates the presence of one tortoise burrow.

RECOMMENDATIONS

Based on this preliminary site assessment, it is recommended that a jurisdictional wetland determination be prepared prior to design phases. As part of the determination it will be necessary to have the wetland limits verified by ACOE and SWFWMD. In addition to the location of wetlands, it will be necessary to provide a listed species survey for the corridor, specifically within the above referenced critical habitats. Based on the limits of wetlands and critical habitat identified during the design phase, it is recommended that avoidance and minimization of these areas be incorporated into the final design.

INTERAGENCY COORDINATION

OVERVIEW

Interagency communication and coordination was a very important step in developing this master plan. Several governmental and regulatory agencies were heavily involved during the master plan process through workshops, meetings, telephone, letter, and email. The agencies were solicited for input on specific guidelines, regulations, and engineering criteria for the evaluation and development of the US 41 corridor. In addition several progress meetings were conducted with the City's Community Development Department. A copy of the meeting minutes and written communications are attached in Appendix D and E.

LISTING OF AGENCIES

The following agencies were contacted and coordinated with during the master plan process:

- MPO, Sarasota / Manatee Metropolitan Planning Organization
- FDOT, Florida Department of Transportation
- SDOT, Sarasota County Transportation Department
- SCAT, Sarasota County Area Transit
- Sarasota County Bicycle/Pedestrian Advisory Committee
- NPU, North Port Utilities
- FPL, Florida Power & Light
- Comcast Cable
- GTE
- Horizon Gas
- Charlotte County/Punta Gorda MPO

PERMITTING and REGULATORY REQUIREMENTS

OVERVIEW

The development of the US 41 corridor will eventually require the approval of several regulatory agencies before construction can begin. This approval comes in the form of the issuance of permits that will be required at the local, state, and federal levels. During the master planning process, meetings and telephone conversations were conducted with several regulatory agencies to determine the regulatory requirements and permitting guidelines for the proposed development plan of the US 41 corridor.

The following section provides general guidance related to the permitting process along with specifics based on the proposed development of the corridor.

GENERAL APPLICATION PROCEDURES

U.S. Army Corps of Engineers (ACOE)

If the development of the corridor impacts 1/3 acre or less of wetlands, it is likely that it would qualify for a programmatic Nationwide Permit (a series of activity specific permits that allow wetland impacts through a simplified and shortened approval process).

If impacts are greater than 1/3 acre of wetlands, or trips Section 10 thresholds for fill activities within navigable waters of the United States, then an Individual Permit (IP) will be required. The IP requires a more substantial review process and would most likely require mitigation to compensate for wetland and surface water impacts. The development of this corridor would likely require an Individual Permit as the activities within Big Slough would trip Section 10 thresholds.

A separate permit application submittal is not required for the Nationwide Permit, as this can be applied for through the joint submittal of the Florida Department of Environmental Protection/Water Management District/U.S. Army Corps of Engineers Joint Application for Environmental Resource Permit/Authorization to Use State Owned Submerged Lands/Federal Dredge and Fill Permit (ERP).

Florida Department of Environmental Protection (FDEP)

Per the operating agreement between the FDEP and the Water Management District, permitting authority for the wetland and surface water impacts will be delegated to the Southwest Florida Water Management District.

South West Florida Water Management District (SWFWMD)

Wetland and surface water impacts associated with the development of the corridor will require submittal of an Environmental Resource Permit (ERP) application to the SWFWMD. The application contains an extensive checklist of information. The Florida Fish and Wildlife Conservation Commission (FFWCC) and the ACOE will receive copies of the ERP application.

The ERP application must contain the following information:

- **Site Information** - This includes maps of the project area, soils maps, Florida Landuse Cover and Classifications (FLUCCS) map, recent aerials with project boundaries, wetland boundaries, and any other environmental features identified.
- **Stormwater Considerations** - This information is generally included within the plans, to include: pervious and impervious area, drainage calculations, drainage maps, and geo-technical data. Size, dimension and location of stormwater management facilities, as well as structures are also included.
- **Environmental Considerations** - The ERP will contain the following information:
 - The results of wildlife surveys and any comments pertaining to the project from the FFWCC.
 - A description of how water quality, quantity, hydroperiod, and habitat will be maintained in on-site wetlands and other surface waters that will be preserved or restored.
 - A detailed description of proposed mitigation plans (if required), including maintenance, monitoring, construction sequencing and estimated costs.
 - A description of how the boundaries of wetlands and other surface waters were determined.
 - Summary tables of wetlands proposed to be impacted as well as wetlands proposed to be preserved and mitigation to offset wetland impacts.
 - A detailed wetland assessment of all wetlands proposed to be impacted. The assessment will include percent coverage by desirable and undesirable plant species, a statement as to the quality of the wetland, muck depths, and general profile information.
- **Plans** - Clear detailed plans must be provided to identify all areas of wetland impacts within the project limits. In addition to the usual project construction information, the environmental information required on the plans includes wetland boundaries, areas of wetland impact, buffer zones, and areas proposed for stockpiling muck during construction.
- **Construction Schedule and Techniques** - SWFWMD will review the proposed sequencing of excavation in wetlands in relation to the restoration effort and dewatering techniques in

herbaceous wetlands, safeguards that will be taken to ensure wetland impacts are limited to the zone of proposed construction, and measures taken to prevent turbidity problems.

- **Drainage Information** - Pre-development drainage must be maintained to wetlands. If any grade changes are proposed, information must be supplied to document that post-development conditions will not affect the hydroperiod of wetlands.

United States Coast Guard (USCG)

The USCG will oversee the permitting of the bridge over Big Slough. The permitting process requires submittal of a Bridge Project Questionnaire. If the data collected as part of the questionnaire exceeds certain thresholds, then a USCG Bridge Permit will be required.

Local Permitting Entities

- Charlotte County
- Sarasota County
- City of North Port Community Development Department
- City of North Port Planning and Zoning
- FDOT (ROW Use Permit, Utility Permit, Drainage Connection Permit)

PERMIT SUBMITTAL GUIDELINES

ACOE

If it is determined that a noticed programmatic nationwide permit is required, the SWFWMD ERP application will provide necessary notification to the ACOE. In addition to the SWFWMD ERP application the ACOE will require notification to the U.S. Fish and Wildlife Service (USFWS) and the Florida State Division of Historical Resources, as well as dredge/fill drawings.

If an ACOE Individual Permit is required, the ERP application will be considered a joint application. The standard process time for an Individual Permit is approximately 4-6 months and likely requires mitigation for impacts.

The ACOE will require water quality certification for both the programmatic Nationwide and Individual Permit. This certification can be satisfied by ERP permit approval from either SWFWMD or FDEP.

U.S. Environmental Protection Agency (EPA)

If the project impacts five or more acres the EPA will require a Notice of Intent (NOI) for a General Stormwater Discharge Permit. This threshold will be revised in 2003 to include projects impacting one acre or more.

The NOI requires that the development have a Stormwater Pollution Prevention Plan for construction related activities. Upon completion of construction activities, a Notice of Termination (NOT) is then forwarded to the EPA to complete the permitting process. An actual permit is not received, however notification to the EPA stays on file. The Contractor must keep this document on-site at all times, and must conduct all monitoring listed within the Stormwater Pollution Prevention Plan.

SWFWMD

SWFWMD will oversee environmental permitting, and will require an Environmental Resource Permit (ERP) for activities associated with wetland impacts and stormwater. This permit requires a review fee, with the price varying depending on what thresholds are tripped.

Depending on the acreage of wetland impacts, the project could require a Standard General or an Individual ERP. If impacts to wetlands and surface waters are 1.0 acre or less, then a Standard General ERP will be required. If wetland impacts exceed 1.0 acre an Individual ERP will be required. The significance of the type of ERP is that a Standard General is approved by staff and can usually be obtained within 90 days, while the Individual ERP is reviewed by staff and then approved by the SWFWMD Governing Board. Individual ERP's generally take 120-150 days to obtain.

DEVELOPMENT SPECIFIC REGULATORY REQUIREMENTS

Certain agency personnel were contacted regarding permitting issues related to proposed development of the US 41 corridor. These agencies included SWFWMD, ACOE, the Florida Fish and Wildlife Conservation Commission, and the Florida Division of Historical Resources.

SWFWMD

A meeting was attended on February 3, 2000 with representatives from SWFWMD. The purpose of the meeting was to review and discuss the regulatory issues with regard to stormwater and environmental issues. The District did not take issue with any of the proposed work. Permitting that will be required will include an Environmental Resource Permit (ERP) for stormwater and wetland related impacts. Specific discussion issues are addressed within the attached minutes of meeting (Appendix D).

ACOE

Attempts to contact ACOE in writing were unsuccessful, therefore telephone contact was necessary. Mr. Tom Farrell of the Tampa review office was contacted on July 20, 2000. He indicated that if the bridge over Big Slough required USCG approval, the actual bridge structure would be exempt from ACOE permitting. However, any work related to the approach or abutment to the bridge would require ACOE permits. Based on a description of the project, Mr. Farrell stated that potentially a Nationwide 15 (a simplified activity specific permit for activities associated with bridge work) could be used for fill associated with the approach and abutment, while the structure would be permitted by USCG, as long as Section 10 thresholds were not exceeded. If this permit was not applicable then an Individual permit would be required. Additionally, he indicated that either a Nationwide 39 or 14 (simplified activity specific permits related to minor residential/commercial activities or linear

transportation crossings) could be used for the isolated herbaceous marsh (depending on the acreage of impacts).

FFWCC

FFWCC is the convergence of the previous Florida Game & Freshwater Fish and Wildlife Commission and the Florida Marine Patrol. These agencies combined under one agency in 1999. Contacts with FFWCC were made in writing and are provided in **Appendix E**.

Essentially, FFWCC indicated that there is a potential that the West Indian Manatee could be found within the Big Slough area. Therefore protective measures need to be implemented during construction in order to avoid impacting the manatee. Additional comments from FFWCC included contacting the Punta Gorda Field Office during preliminary design regarding upland species impact.

Florida Division of Historical Resources

The Florida Division of Historical Resources monitors the impact of proposed development on existing archaeological sites. Contacts with the Division of Historical Resources were made in writing and are provided in **Appendix E**.

PERMITTING RECOMMENDATIONS

SWFWMD will require the City to apply for an Environmental Resource Permit (ERP) for the corridor development. However, if the City desires to construct this project in phases, a SWFWMD Conceptual Environmental Resource Permit is recommended to lock down permitting guidelines for the corridor development buildout.

SCHEDULE AND PHASING

OVERVIEW

The implementation of multi-faceted projects of this magnitude and complexity, especially those that are proposed in developed areas, can be constrained by many factors such as availability of funding, regulatory permitting, land acquisition, construction sequencing and critical path items, community concerns, coordination with other projects, and legal issues such as developing interlocal agreements. These factors were taken into account in developing the implementation and phasing of the US 41 Corridor improvements in the City of North Port over the next 20 years.

IMPLEMENTATION AND PHASING

Based on the data, evaluations, funding availability and conclusions described in this master plan, the following is recommended for the City's implementation plan for the US 41 Corridor improvements:

Future US 41 Corridor Development (0 to 5+ years)

- 1) Adoption of the Master Plan by the City Commission.
- 2) Amendments to the Comprehensive Plan as necessary in order to be consistent with the Master Plan.
- 3) Developing Funding Plan for Phased Implementation Approach.
- 4) Submit Master Plan to Sarasota / Manatee Metropolitan Planning Organization (MPO) for project prioritization list. The City is currently on the prioritization list for two projects related to the US 41 Corridor.
- 5) Submit Applications and Master Plan for Grant Funding.
- 6) Request Funds for a Major Investment Study (MIS) or Preliminary Design and Environmental (PD&E) Study. At the MPO workshop, the Executive Director suggested that MIS funds may be available for the US 41 corridor.
- 7) Coordination with FDOT and Charlotte County MPO. Charlotte County expressed an interest in a joint project in the US 41 corridor. Since FDOT owns and maintains the US 41 right-of-way, North Port will need to coordinate all improvements on the US 41 roadway with them.
- 8) Coordinate City's future transit development with MPO's County-wide Fixed Guideway Transportation System Feasibility Study. The MPO plans on advertising for a consultant soon to complete an area wide transit study.

- 9) Land acquisition for Master Plan Improvements. As the corridor continues to develop, the City will need to acquire land for future stormwater facilities, transit maintenance facility, and other improvements identified in this master plan that are not on City land or outside of the right-of-way.
- 10) Design and Construct Gateway Features.
- 11) Plan, design, and construct prototypical Landscaping and Urban Design Features (limited) coordinate with future construction.
- 12) Reserve land for future master plan components (transit corridor, transit stations, etc.).
- 13) Begin Final Design and Permitting for Frontage Road Completion and Greenway Improvements.
- 14) Begin Construction of two parking areas to be converted to transit stations in the future.

Future US 41 Corridor Development (5 to 10+ years)

- 1) Complete Final Design and Permitting for Frontage Road Completion and Greenway Improvements.
- 2) Construction of Frontage Roads, Myakkahatchee Creek Bridge Crossing, and Greenway Improvements.
- 3) Transit Ridership Study.
- 4) Interlocal Agreement with SCAT for Jitney (Trolley) Bus Service.
- 5) Final Design and Permitting for US 41 Improvements (4-Lane Curb and Gutter).
- 6) Continue to implement Landscaping and Urban Design features.

Future US 41 Corridor Development (10 to 20 years)

- 1) Construction of US 41 Improvements (4-Lane Curb and Gutter).
- 2) Landscaping and Urban Design Amenities in US 41 Right-of-Way.
- 3) Review and Evaluate Implementation of Master Plan.
- 4) Plan and Design for US 41 Improvements (6-lane).
- 5) Continue to implement Landscaping and Urban Design features.

Future US 41 Corridor Development (20 to 30+ years)

- 1. Construction of US 41 Improvements (6-lane) including 2 bridges
- 2. Implementation of Transit Service (if ridership study warrants it).

CONCEPTUAL COST ESTIMATE

OVERVIEW

This expenditure analysis section provides conceptual opinion of probable construction costs for the recommended or suggested actions within this master plan. These are conceptual costs and should be updated and refined during preliminary design, final design and construction. Additionally market conditions vary and costs may change depending on the site adaptation of some of the improvements to a specific parcel of land. Below is a summary of the estimate costs categorized by time period and assumed responsibility.

Time Period	City's Costs	FDOT's Costs
0 to 5 years	\$3,200,000	\$2,990,000
5 to 10 years	\$13,280,000	\$1,700,000
10 to 20 years	\$6,150,000	\$11,270,000
20+ years	\$1,795,500	\$3,334,500
Secured Funding**	(\$330,000)	
Estimated Total	\$24,095,500	\$19,294,500

* Cost Split based on discussion with City Staff and Boyle

** Source: City of North Port. Funding is secured from MPO over next 10 years

*** Backup data is available

**** Estimated Costs include land acquisition, design, permit, and construction of roadway, stormwater, bridges, utility relocations, gateway features, landscaping & urban design amenity improvements for Frontage Roads, US 41 4-lane urban, and US 41 6-lane urban

***** Costs do not include FPL Overhead Relocation and Burial

***** Costs do not include design and construction of transit (in years 20+) but does include land acquisition and reservation

CONCEPTUAL COSTS BREAKDOWN

Conceptual Costs Associated with Transportation Improvements

- ❑ Frontage Road Reconstruction : \$192/LF @ (40,128 LF) = \$7,704,576
- ❑ US 41 Reconstruction - 4 lane divided section : \$420/LF @ (20,064 LF) = \$8,426,880
- ❑ US 41 Widening – 6 lane divided section : \$225/LF @ (20,064 LF) = \$4,514,400
- ❑ Bridges : \$50/SF

US 41 over creek : 6 lane section (2 bridges @ 48' wide and 250' long each) = \$1,200,000

Frontage Rd/Ped./Transit over creek (2 bridges @ 56' wide and 250' long each) = \$1,400,000

The above estimates are based on unit prices for curbing, sodding, excavation, stabilization, base and asphaltic pavement only.

CONCEPTUAL TOTAL = \$23,300,000

Conceptual Costs Associated with Drainage Improvements

- ❑ Piping & Accessories (Offsite Flows) \$3,900,000
- ❑ Piping & Accessories (Frontage Roads) \$1,600,000
- ❑ Piping & Accessories (US 41) \$2,100,000
- ❑ Stormwater Facilities (Ponds & Accessories) \$1,700,000

CONCEPTUAL TOTAL = \$9,300,000

Conceptual Costs Associated with Landscape and Urban Design Improvements

- ❑ Gateway - Landscape, Irrigation and Architectural Feature, 2 @ \$60,000 = \$120,000
- ❑ Median & Right of Way Landscape – Landscape & Irrigation, \$210,000 per mile = \$798,000
- ❑ Greenway Landscape and Corridor Nodes (Parks) –

Landscape and Irrigation with Park Amenities

3.8 miles @ 60,000 / mile = \$228,000

4 @ \$750,000 / park-transit stop (i.e., prototypical one block) = \$3,000,000

CONCEPTUAL TOTAL = \$4,146,000

Conceptual Costs Associated with Transit Facilities

- Transit Maintenance Facility, 1 @ \$2,000,000 = \$2,000,000
- Transit Corridor (Light Rail), 16' wide track for 7.6 miles, \$20,000,000 per mile = \$152,000,000
- Transit Cross-Over Structures (elevated bridge), 2 @ \$1,000,000 = \$2,000,000

CONCEPTUAL TOTAL = \$156,000,000

Conceptual Costs Associated with Utilities (Burial and Relocation)

- FPL (Based on Letter From Hayes Fush, FPL, dated 10/4/2000)
 - Burial of Distribution Facilities (\$100/ft) \$ 500,000
 - Burial of Transmission Facilities \$ 25,000,000
 - Utility Substation \$ 250,000
- Other Utilities (Relocation) \$ 3,500,000

CONCEPTUAL TOTAL = \$29,250,000

Conceptual Costs Associated with Land Acquisition (Roadway, Transit, Stormwater)

- Stormwater, 22.65 acres @ \$115,000/acre = \$2,604,750
- Transit Facility, 5 acres @ \$150,000/acre = \$750,000
(Source: City of North Port Community Development)
- Roadway (to be acquired through developer agreements and JPA with FDOT)
- Utility Substation, 3 acres @ \$150,000/acre = \$450,000
(Source: City of North Port Community Development)

POTENTIAL FUNDING SOURCES

Submit Master Plan to MPO which will go through the FDOT prioritization process for project funding and construction.

- MPO Transportation Improvement Plan
- Federal Funds (ISTEA Funds)
- TIF (Tax Increment Financing). City is concurrently conducting a TIF evaluation and analysis for funding the corridor improvements.
- FDOT Beautification Grant
- SWFWMD Cooperative Funding (Stormwater, Reclaimed Water)

- Community Development Block Grant (CDBG) Grant
- Florida Department of Environmental Protection (FDEP) State Revolving Fund (SRF) Loan (Stormwater)
- FWC Grants P-2000
- US Agency Grants
- FDOT Transportation Impact Fees (ridership fees)
- Department of Agriculture (Forestry for tree plantings in roadway)
- Federal Transit Administration (FTA) Grants
 - Grants for Rural and Small Urban Areas
 - Grants for Transportation for Elderly Persons and Persons With Disabilities
 - Grants for Buses and Bus Facilities
 - Planning Grants
- Venice Foundation

City of North Port US 41 Corridor
Master Plan Phasing Conceptual Cost
Estimate

Future US 41 Corridor Development (0 to 5 yrs.)

1. Adoption of the Master Plan by the City Commission	City Cost:	\$		
2. Amendments to the Comprehensive Plan as necessary in order	City Cost:	\$		
3. Developing Funding Plan for Phased Implementation Approach.	City Cost:	\$		0
4. Submit Master Plan to Sarasota / Manatee Metropolitan Planning Organization (MPO) for project prioritization list.	City Cost:	\$		
5. Submit Applications and Master Plan for Grant Funding	City Cost:	\$		
6. Request funds for a Major Investment Study (MIS) or Preliminary Design and Environmental (PDE&E) Study.	City Cost:	\$		
7. Coordination with FDOT and Charlotte County MPO.	City Cost:	\$		
8. Coordinate City's future transit development with MPO's County-wide Fixed Guideway Transportation System Feasibility Study.	City Cost:	\$		
9. Land acquisition for Master Plan Improvements.				
	City Cost:	\$	1,723,500	45%
	FDOT Cost:	\$	2,106,500	
	Total \$		3,830,000	
10. Design and Construct Gateway Features and 2 parking areas.	City Cost:	\$	250,000	100%
	FDOT Cost:	\$		
	Total \$		250,000	
11. Implement Landscaping and Urban Design Features.(40%)	City Cost:	\$	724,680	45%
	FDOT Cost:	\$	885,720	
	Total \$		1,610,400	
12. Reserve land for future master plan components.	City Cost:	\$		
	FDOT Cost:	\$		
	Total \$			
13. Begin Final design and Permitting for Frontage Road Completion and Greenway Improvements				
	City Cost:	\$	633,000	100%
	FDOT Cost:	\$		
	Total	\$	633,000	
Subtotals	City	\$	3,201,180	
	FDOT	\$	2,992,220	

Stormwater split
City's Percentage between frontage Road
of Total Cost & US 41 Improvements Estimated Cost of Land per acre
\$125,000

Future US 41 Corridor Development (5 to 10 yrs.)

1. Final Design and Permitting for Frontage Road Completion and Greenway Improvements.	City Cost:	\$	633,000	100%	
	FDOT Cost:	\$			
	Total \$		633,000		
2. Construction of Frontage Roads (Including Bridges and Stormwater)	City Cost:	\$	11,394,000	100%	35%
	FDOT Cost:	\$			
	Total \$		11,394,000		
3. Transit Ridership Study	City Cost:	\$	90,000	100%	
	FDOT Cost:	\$			
	Total \$		90,000		
4. Interlocal Agreement with SCAT for Jitney (Trolley) Bus Service.	City Cost:	\$			
	FDOT Cost:	\$			
	Total \$				
5. Final Design and Permitting for US 41 Improvements (4-Lane Curb and Gutter).					
	City Cost:	\$	436,100	35%	
	FDOT Cost:	\$	809,900		
	Total \$		1,246,000		
6. Continue to implement Landscaping and Urban Design features.(50%)	City Cost:	\$	724,680	45%	

Offsite Flows 3900000
Stormwater Ponds 1700000

\$ 12,660,000 Design
10% Construction
90%

Landscaping for Corridor \$
4,026,000

City of North Port US 41 Corridor
Master Plan Phasing Conceptual Cost
Estimate

FDOT Cost: \$ 885,720
Total \$ 1,610,400

Subtotals City \$ 13,277,780
FDOT \$ 1,695,620

Future US 41 Corridor Development (10 to 20 yrs.)

1. Construction of US 41 Improvements (4-Lane Curb and Gutter)
(Including Bridges and Storm water)

City Cost: \$ 4,361,000 35%
FDOT Cost: \$ 8,099,000
Total \$ 11,214,000

\$ 12,460,000 Design
10% Construction
90%

2. Landscaping and Urban Design Amenities Update

City Cost: \$ 0%
FDOT Cost: \$ 80,520
Total \$ 80,520

3. Review and Evaluate Implementation of Master Plan.

City Cost: \$ 40%
FDOT Cost: \$
Total \$

4. Design for US 41 Improvements (6-lane). (Including 2 Bridges)

City Cost: \$ 199,500 35%
FDOT Cost: \$ 370,500
Total \$ 570,000

\$ 5,700,000 Design
10% Construction
90%

5. Continue to implement Landscaping and Urban Design features.(20%) City

Cost: \$ FDOT 362,340 45%
Cost: \$ 442,860
Total \$ 805,200

6. Utility Relocations (other than FPL)

City Cost: \$ 1,225,000 35%
FDOT Cost: \$ 2,275,000
Total \$ 3,500,000

Subtotals City \$ 6,147,840
FDOT \$ 11,267,880

Future US 41 Corridor Development (20+ yrs.)

1. Construction of US 41 Improvements (6-lane) (Including 2 Bridges)

City Cost:	\$	1,795,500	35%
FDOT Cost:	\$	3,334,500	
Total	\$	5,130,000	

2. Implementation of Transit Service.

City Cost:	\$	54,600,000	35%
FDOT Cost:	\$	101,400,000	
Total	\$	156,000,000	

City of North Port
US 41 Corridor Master Plan
Phasing Conceptual Cost Estimate

Future US 41 Corridor Development (0 to 5 yrs.)

1. Adoption of the Master Plan by the City Commission	City Cost:	\$	-		
2. Amendments to the Comprehensive Plan as necessary in order	City Cost:	\$	-		
3. Developing Funding Plan for Phased Implementation Approach.	City Cost:	\$	-	0	
4. Submit Master Plan to Sarasota / Manatee Metropolitan Planning Organization (MPO) for project prioritization list	City Cost:	\$	-		
5. Submit Applications and Master Plan for Grant Funding	City Cost:	\$	-		
6. Request funds for a Major Investment Study (MIS) or Preliminary Design and Environmental (PDE&E) Study.	City Cost:	\$	-		
7. Coordination with FDOT and Charlotte County MPO.	City Cost:	\$	-		
8. Coordinate City's future transit development with MPO's County-wide Fixed Guideway Transportation System Feasibility Study.	City Cost:	\$	-		
9. Land acquisition for Master Plan Improvements.	City Cost:	\$	1,723,500		
	FDOT Cost:	\$	2,106,500		
	Total	\$	3,830,000	45%	Stormwater split City's Percentage between frontage Road of Total Cost & US 41 Improvements Estimated Cost of Land per acre \$125,000
10. Design and Construct Gateway Features.	City Cost:	\$	120,000	100%	
	FDOT Cost:	\$	-		
	Total	\$	120,000		
11. Implement Landscaping and Urban Design Features.(40%)	City Cost:	\$	724,680	45%	
	FDOT Cost:	\$	885,720		
	Total	\$	1,610,400		
12. Reserve land for future master plan components.	City Cost:	\$	-		
	FDOT Cost:	\$	-		
	Total	\$	-		
13. Begin Final design and Permitting for Frontage Road Completion and Greenway Improvements	City Cost:	\$	633,000	100%	
	FDOT Cost:	\$	-		
	Total	\$	633,000		
Subtotals	City	\$	3,201,180		
	FDOT	\$	2,992,220		

Future US 41 Corridor Development (5 to 10 yrs.)

1. Final Design and Permitting for Frontage Road Completion and Greenway Improvements.	City Cost:	\$	633,000	100%	
	FDOT Cost:	\$	-		
	Total	\$	633,000		
2. Construction of Frontage Roads (Including Bridges and Stormwater)	City Cost:	\$	11,394,000	100%	35%
	FDOT Cost:	\$	-		
	Total	\$	11,394,000		Offsite Flows 3900000 Stormwater Ponds 1700000
3. Transit Ridership Study	City Cost:	\$	90,000	100%	\$ 12,660,000
	FDOT Cost:	\$	-		Design 10%
	Total	\$	90,000		Construction 90%
4. Interlocal Agreement with SCAT for Jimney (Trolley) Bus Service.	City Cost:	\$	-		
	FDOT Cost:	\$	-		
	Total	\$	-		
5. Final Design and Permitting for US 41 Improvements(4-Lane Curb and Gutter).	City Cost:	\$	436,100	35%	
	FDOT Cost:	\$	809,900		
	Total	\$	1,246,000		
6. Continue to implement Landscaping and Urban Design features.(50%)	City Cost:	\$	724,680	45%	Landscaping for Corridor \$ 4,026,000

City of North Port
US 41 Corridor Master Plan
Phasing Conceptual Cost Estimate

FDOT Cost: \$ 885,720
Total \$ 1,610,400

Subtotals City \$ 13,277,780
FDOT \$ 1,695,620

Future US 41 Corridor Development (10 to 20 yrs.)

1. Construction of US 41 Improvements (4- Lane Curb and Gutter)
(Including Bridges and Stormwater)

City Cost: \$ 4,361,000 35%
FDOT Cost: \$ 8,099,000
Total \$ 11,214,000

\$ 12,460,000
Design 10%
Construction 90%

2. Landscaping and Urban Design Amenities Update

City Cost: \$ - 0%
FDOT Cost: \$ 80,520
Total \$ 80,520

3. Review and Evaluate Implementation of Master Plan.

City Cost: \$ - 40%
FDOT Cost: \$ -
Total \$ -

4. Design for US 41 Improvements (6-lane).
(Including 2 Bridges)

City Cost: \$ 199,500 35%
FDOT Cost: \$ 370,500
Total \$ 570,000

\$ 5,700,000
Design 10%
Construction 90%

5. Continue to implement Landscaping and Urban Design features.(20%)

City Cost: \$ 362,340 45%
FDOT Cost: \$ 442,860
Total \$ 805,200

6. Utility Relocations (other than FPL)

City Cost: \$ 1,225,000 35%
FDOT Cost: \$ 2,275,000
Total \$ 3,500,000

Subtotals

City \$ 6,147,840
FDOT \$ 11,267,880

Future US 41 Corridor Development (20+ yrs.)

1. Construction of US 41 Improvements (6-lane)
(Including 2 Bridges)

City Cost: \$ 1,795,500 35%
FDOT Cost: \$ 3,334,500
Total \$ 5,130,000

2. Implementation of Transit Service.

City Cost: \$ 54,600,000 35%
FDOT Cost: \$ 101,400,000
Total \$ 156,000,000

REFERENCES

Boyle Engineering Corporation and Ghyabi Lassiter & Associates, "US 41 Frontage Road Traffic Study Technical Memorandum", submitted to City of North Port May, 1999

Camp Dresser & McKee (CDM), "Big Slough Drainage Study"

COMPREHENSIVE PLAN (Ordinance 97-27), City of North Port, Adopted November 10, 1997

Florida Department of Transportation (FDOT), "Right-of-Way Use Maps"

FDOT, "CADD Aerials"

FDOT, "Limited Record Drawing Information"

FDOT, "2000 Design Criteria and Process Manual"

<http://ntl.bts.gov/DOCS/MISPDT.html>, "Major Metropolitan Transportation Investments/Major Investment Studies Guidance", July 1994

North Port Community Development Dept. & BLOATT, March 1998, "US 41 Improvements, The Gateway to Southern Sarasota County"

North Port Community Development Dept., "Finding of Necessity Report"

ORDINANCE 98-30, City of North Port, October 19, 1998

1998 ISTEPA Enhancement Project Proposal, submitted by the City of North Port Community Development Department

1998 FDOT / MPO Road Project Proposal, submitted by the City of North Port Community Development Department

"Soil Survey of Sarasota County, Florida", Soil Conservation Service (SCS)

APPENDIX A

General Roadway Design Criteria

Major Rural Arterial

Design Speed	50mph
Lane Widths (PPM Table 2.1.1 & 2.1.2)	12 feet
Bike Lane	4 feet
Median Widths (PPM Table 2.2.1)	40 feet (22 feet min.)
Border Width (PPM Table 2.5.2)	12 feet
Maximum Grades (PPM Table 2.6.1)	6 %
Minimum Grades (PPM Table 2.6.4)	0.30 %
Sight Distances (PPM Table 2.7.1)	
Minimum Stopping Sight Distance	400 feet
Vertical Clearances (PPM Table 2.10.1 to 2.10.3)	
Bridges (Roadway over Roadway)	16.5 feet
Signs	17.5 feet
Signals	17.5 feet
Horizontal Clearances (PPM Table 2.11.1 to 2.10.3)	
Traffic Control Signs	4 feet from face of curb
Light poles	4 feet from face of curb
Utility Installations	4 feet from face of curb
Signal Poles / Equipment	4 feet from face of curb
Trees	4 feet from face of curb
Bridge Piers / Abutments	16 feet from edge of travel
Other Roadside Obstacles	4 feet from face of curb
Sidewalks (PPM Chapter 8)	
Minimum widths	
2 feet space behind curb	5 feet
Located at back of curb	6 feet
Maximum Grade	5 %
Maximum Cross Slope	2 %

* Criteria from FDOT's 2000 Design Criteria and Process Manual

FDOT ACCESS MANAGEMENT GUIDELINES RULE 14-97

Arterial Access Management Classification 5 (>45 mph)

Connection Spacing		440 feet
Median Opening Spacing -	Full	2640 feet
	Directional	660 feet
Signal Spacing		2640 feet

Corner Clearance at Intersections / Isolated Corner Properties

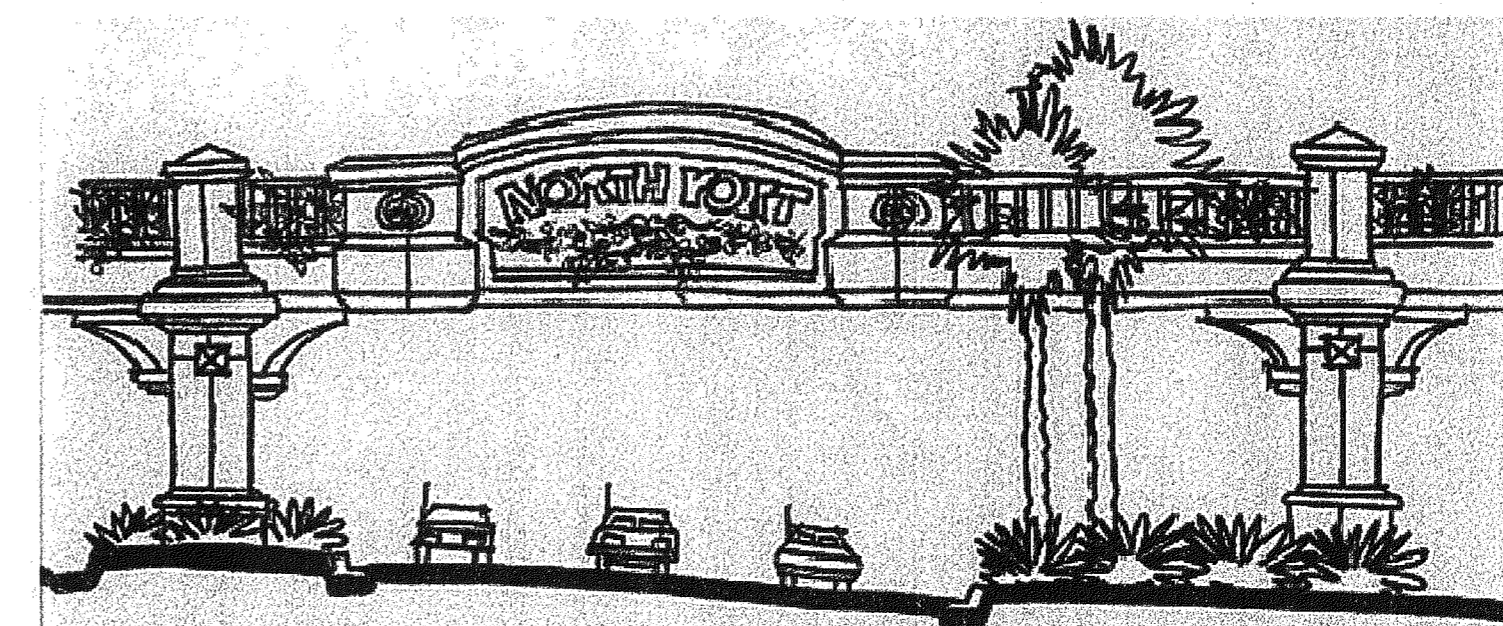
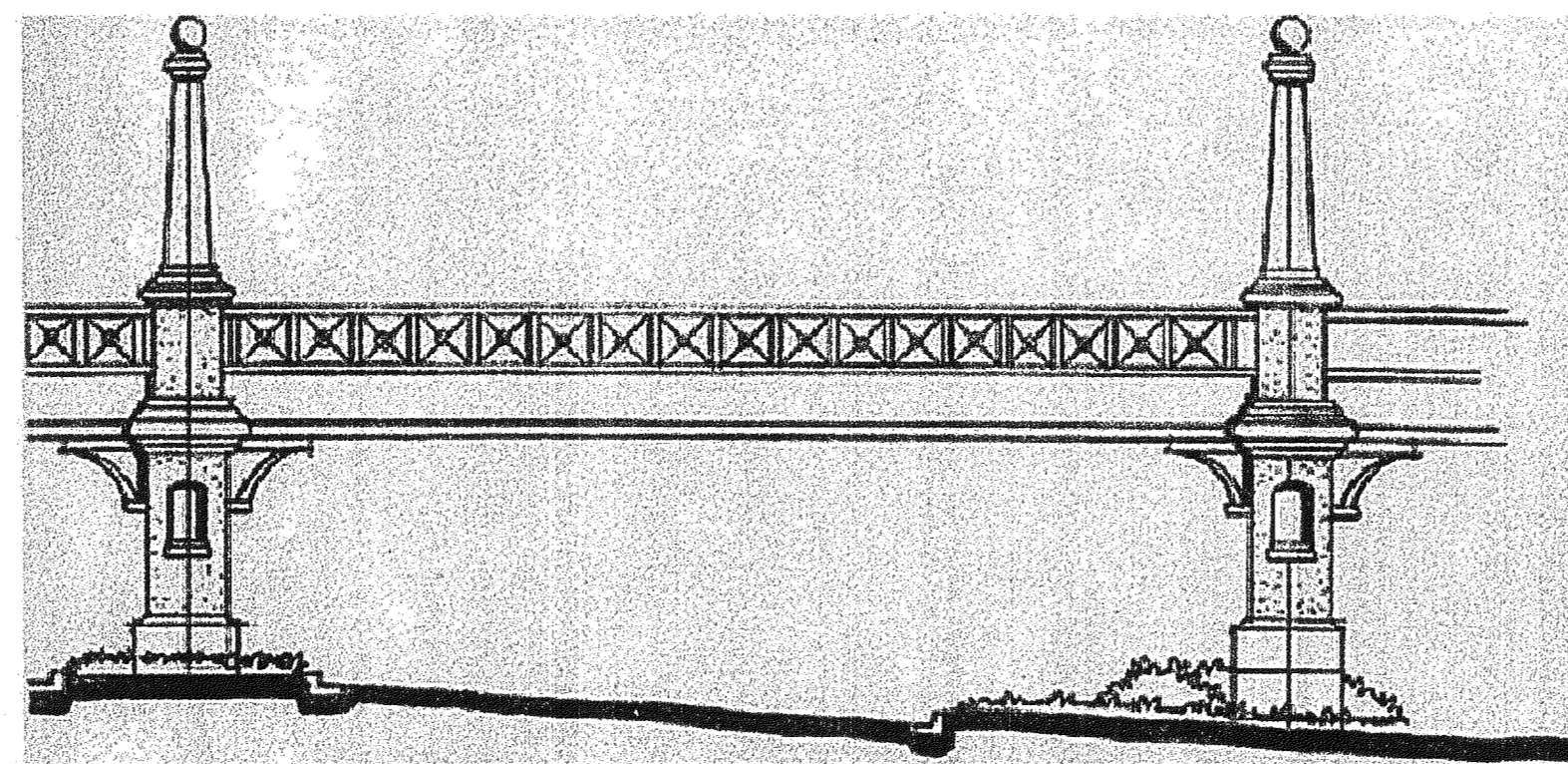
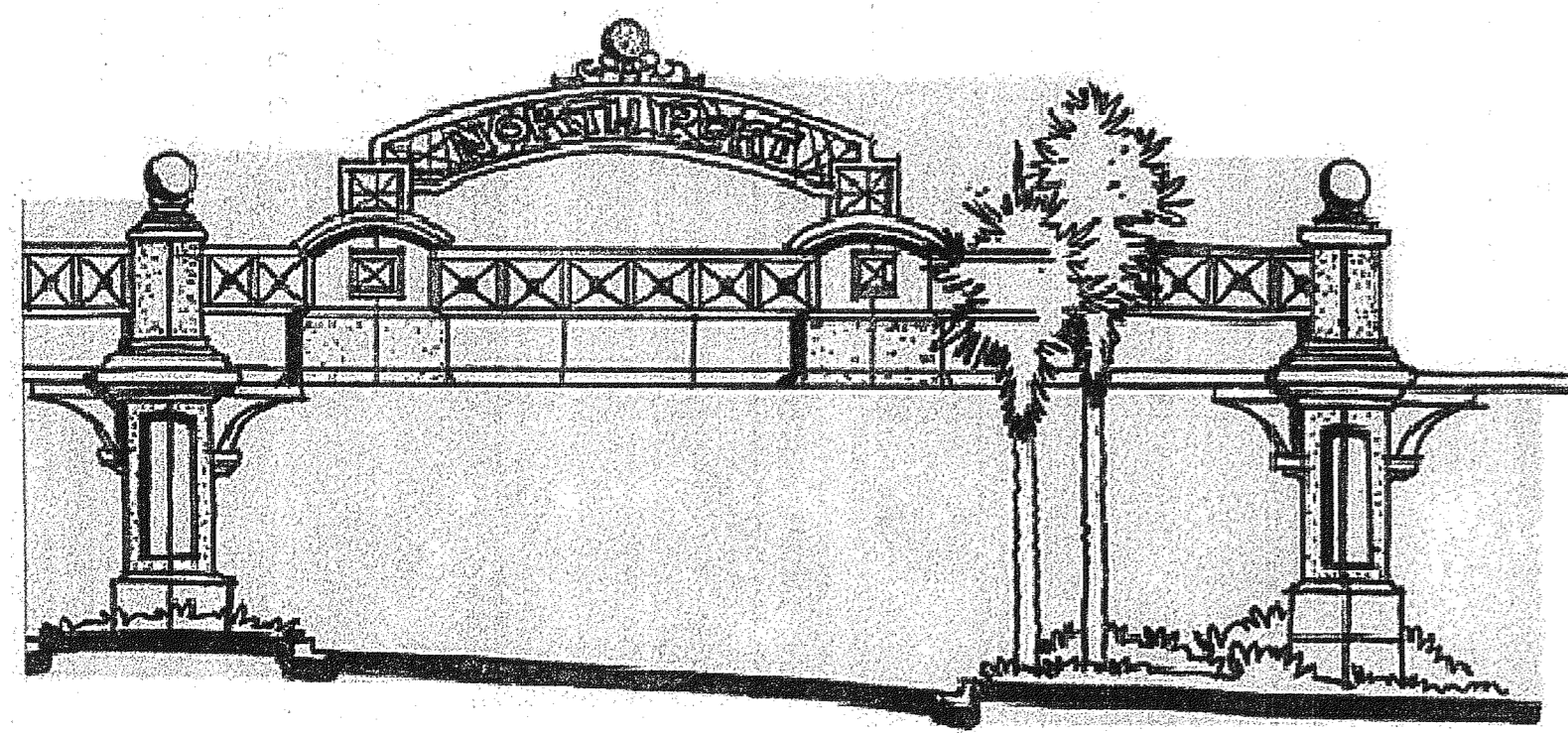
Approaching Intersection	Right In / Out	115 feet (mimumum)
	Right In Only	75 feet (mimumum)
Departing Intersection	Right In / Out	230 feet (mimumum)
	Right Out Only	100 feet (mimumum)

* Criteria from FDOT's 2000 Design Criteria and Process Manual

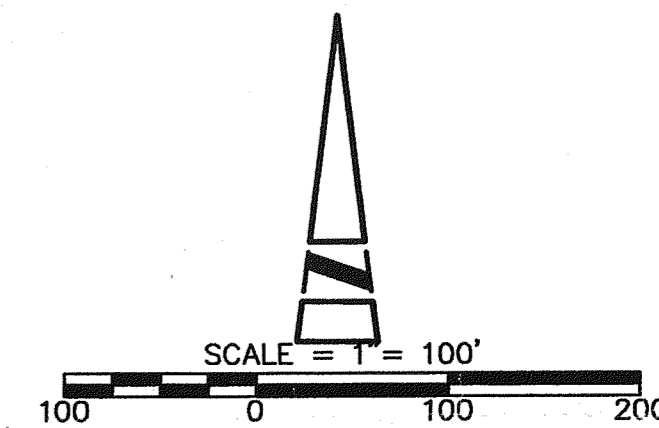
MAJOR INVESTMENT STUDY (MIS)

In response to the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued new regulations governing the development of transportation plans and programs in urbanized areas. One aspect of the new regulations is the requirement for the development of Major Investment Studies (MISs). The primary purpose of an MIS is to provide information about the likely impacts and consequences of proposed investment strategies and to assist in determining the strategy to be implemented. When completed, the MIS will broaden the consideration of options earlier in the planning process such that local officials and the Department may be provided an array of choices in the planning process to improve the performance of the transportation system. In addition, the MIS will substantially improve the linkage between the planning process and the environmental review process under the National Environmental Policy Act (NEPA). The regulations state that where the need for an MIS is identified, and Federal funds are potentially involved, major investment (corridor or subarea) studies shall be undertaken to develop or refine the long range transportation plan and lead to decisions by the Metropolitan Planning Organization (MPO), in cooperation with the participating agencies on the design concept and scope of the investment. The regulations for MIS are contained in the Metropolitan Planning Final Rules (23 CFR Part 450.318) issued on October 28, 1993, and which became effective on November 29, 1993.

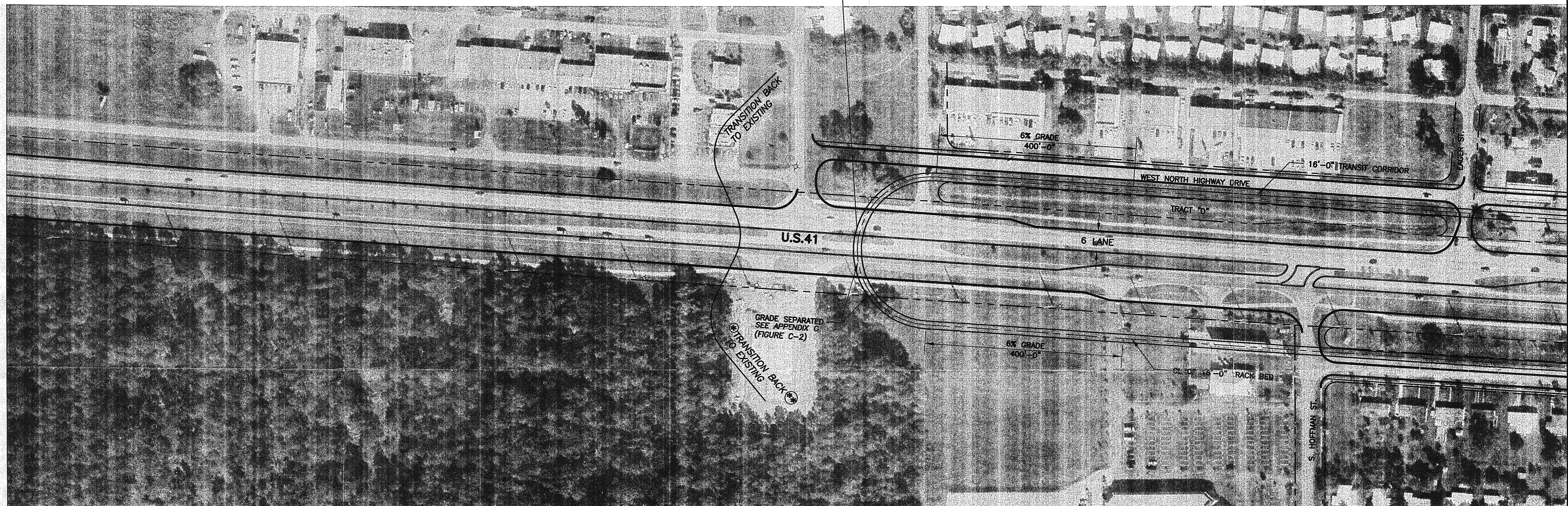
APPENDIX B



PROPOSED GATEWAY FEATURES



ELEVATED CROSS-OVER
STRUCTURE AND GATEWAY
FEATURES



⊗ THE CITY LIMITS EXTEND TO THE WEST ON THE SOUTH SIDE OF U.S. 41 AT GRANADA. THIS SECTION OF THE U.S. 41 CORRIDOR WILL ALSO RECEIVE TREATMENTS SUCH AS LANDSCAPING, URBAN DESIGN AMENITIES, BUS SHELTERS AND FUTURE TRANSIT SERVICE CONSISTENT WITH THE REST OF THE CORRIDOR.

⊕ ADDITIONALLY WITH THE RECENT ANNEXATION OF TAYLOR RANCH TO THE WEST, NEW ROADWAY, LANDSCAPING, STORMWATER, AND URBAN DESIGN AMENITIES ASSOCIATED WITH THE RANCH IN THE U.S. 41 CORRIDOR SHOULD FOLLOW THIS MASTER PLAN SCHEME.

NOTE: FIGURE BACKGROUND BASED ON
FDOT CADD AERIAL FLOWN ON 12-18-98.

DESIGN NO. FW/AC	DRAWN ATC/ABC	DATE AUG 2000	REVISIONS	DATE
PROJECT MANAGER BRYAN T. VEITH			REG. NO. 52791	
ACCOUNT: FW-N18-135-10				
BOYLE				
ENGINEERING CORPORATION 9971 CATLERIDGE BLVD. SARASOTA, FL 34232 TEL: (941) 377-8858 FAX: (941) 377-2589 FL ENGINEERING BUSINESS NO. EP-2005				
ULTIMATE CORRIDOR PLAN VIEW ROADWAY/ DRAINAGE/ TRANSIT				
CITY OF NORTH PORT U.S. 41 CORRIDOR MASTER PLAN				
DRAWING FILE N18_135-10.DWG				
FIGURE B-1				