

City of North Florida

Joint Exhibit 17



COMPREHENSIVE PLAN

Volume I: Goals, Objectives, and Policies with table and maps

North Port Comprehensive Plan



VOLUMES AND APPENDICES

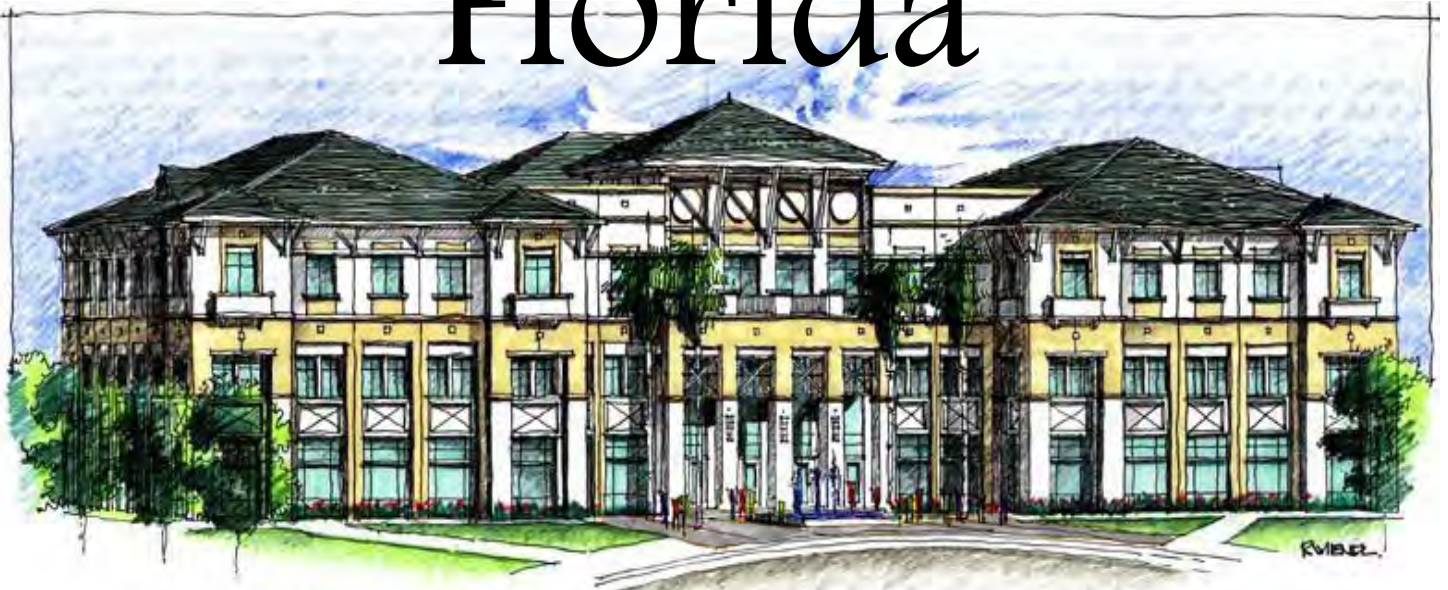
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City of North Port Florida



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North Port Comprehensive Plan



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CHAPTER 1

CITY OF NORTH PORT COMPREHENSIVE PLAN

PLANNING FRAMEWORK

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CHAPTER 2

CITY OF NORTH PORT COMPREHENSIVE PLAN

FUTURE LAND USE

FUTURE LAND USE ELEMENT GOALS, OBJECTIVES, & POLICIES

GOAL 1: Ensure that the character and location of land uses maximize the potential for economic benefit and the enjoyment of natural and man-made resources by citizens while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.

Objective 1: Future development activities shall continue to be directed in appropriate areas as depicted on the Future Land Use Map, and shall encourage the use of innovative land development regulations, consistent with sound planning principles, minimal natural limitations, the goals, objectives and policies contained within this plan, and the community character.

Policy 1.1: Land development regulations adopted to implement this Comprehensive Plan shall be consistent with Section 163.3202 (1), Florida Statutes and the following densities and intensities, presuming concurrency requirements are satisfied, for residential and non-residential development as indicated below:

Agricultural, Estates - These lands are designated for agricultural related uses and very low density residential development in order to retain the open character of the land (maximum of 1.0 residential unit per 3.0 gross acres). Solar facilities and floating solar facilities (floatovoltaics) shall also be permitted.

Land areas annexed into the City after the November 10, 1997 adoption date of this Comprehensive Plan that receive an Agricultural, Estates designation shall be developed only as part of a “Rural Village” pursuant to Objective 13 of the Future Land Use Element including, but not limited to, the procedures identified in Future Land Use Policy 13.6. Development proposals in these areas having higher densities and intensities than provided for under the “Rural Village” guidelines shall require a large-scale comprehensive plan amendment.

Low Density Residential - These lands are designated for residential areas of low density (for currently platted single family lots: maximum density of 4.3 residential units per gross acre, 4.0 residential units per gross acre for unplatted areas).

Medium Density Residential - These lands are designated for residential areas of medium density (maximum of 10.0 residential units per gross acre). Low density residential is permitted within this designation.

High Density Residential - These lands are designated for high density residential areas with emphasis on multi-family use (maximum of 15.0 residential units per gross acre excluding bonuses, incentives or transfer of development rights).

Professional Office - These lands are designated for professional and business offices, institutional, cultural, residential and associated uses (0.95 FAR, 15 DU/acre excluding bonuses, incentives or transfer of development rights. As a guideline, the residential use should not exceed 50% of the floor area).

Commercial - These lands are designated to provide areas in which customary and traditional conduct of trade, retail services, commerce and residential uses may be carried on without disruption by the encroachment and intrusion of incompatible residential and other uses (0.95 FAR, 15 DU/acre excluding bonuses, incentives or transfer of development rights. As a guideline, the residential should not exceed 50% of the floor area).

Industrial - These lands are designated for light manufacturing, processing, storage, warehousing, wholesaling, and distribution. Floating solar facilities (floatovoltaics) shall also be permitted. Institutional and residential uses are prohibited as they are not in character with activities conducted in these districts (0.95 FAR).

Conservation - These lands are designated to protect environmentally sensitive lands by maintaining them in a nearly pristine state as aquatic preserves, wilderness areas, wildlife sanctuaries or similar uses. No other uses may be permitted within Conservation Areas, with the exception of the Winchester Boulevard hurricane evacuation route through the Myakka State Forest, which is deemed necessary to protect human life from the threat of natural disasters provided that such facility is constructed so that the impact upon native habitat and wildlife populations are minimized consistent with the policies in the Conservation Plan, and consistent with the requirements of all permitting agencies.

There may be instances where the City may wish to classify privately owned platted lots or tracts designated as Conservation on the Future Land Use Map. The density/intensity shall be the same as defined in the Low Density Residential designation. Prior to permitting, the property owner shall be encouraged to seek other opportunities including transfer of development rights, land trade, acquisition to preserve such lands in an undeveloped condition, as well as other strategies and mechanisms that may be used to bring private lands into public control.

Recreation / Open Space - These lands are designated for either active or passive recreational uses. The density/intensity shall be the same as defined in the Low Density Residential designation. Prior to permitting, the property owner shall be encouraged to seek other opportunities including transfer of development rights, land trade, acquisition to preserve such lands in an undeveloped condition, as well as other strategies and mechanisms that may be used to bring private lands into public control (Applies only to the City limits as of 1999). No active recreational facilities shall be permitted within wetlands or wetland systems, unless approved by the appropriate state and federal regulatory agencies.

Public - These lands are designated for sites where governmental, educational and public activities are conducted. Floating solar facilities (floatovoltaics) shall also be permitted. It is not the intent to classify all lands owned by government into this designation, but only those lands related to the public welfare and civic activities.

Potential Annexation Area Overlay – These lands are designated for sites to be considered as future annexations into the City of North Port and may be subject to conditions of a Joint Planning Area Agreement/Interlocal Service Boundary Agreement (JPA/ISBA) with Sarasota County or other involved agency.

Activity Centers - These lands are designated to provide an area for coordinated development of industrial, commercial, professional office, residential, public and recreational uses. This designation provides for a variety of uses where project components and land use relationships are physically and functionally integrated. (See figure 1, herein, for densities/intensities)

Utility/Industrial Corridor – These lands are designated to provide for transmission along limited access highways of electrical power, underground transmission of water, sewer and gas, rapid transit facilities, outdoor advertising, underground communication transmission lines, storm water drainage facilities, and other appurtenances, structures, or improvements for industrially zoned land. Floating solar facilities (floatovoltaics) shall also be permitted. Institutional and residential uses are prohibited as they are not in character with activities conducted in this land use. Any reference to industrial uses within this proposed designation is limited to only transmission and distribution lines (power, water, sewer, gas, etc.), rapid transit facilities, outdoor advertising, and drainage utilities. No industrial buildings will be located within this corridor.

Strategy 1.1.S: The City will actively evaluate its existing land development regulations and their implementing procedure in order to assure that electric distribution facilities are not inordinately burdened by land development regulations and processes. In evaluating its regulations, the City will be guided by existing state law, including the Community Planning Act and the Electric Power and Transmission Line Siting Act.

Policy 1.2: Expansion, reclassification or replacement of land uses shall be compatible and consistent with the Future Land Use Map. Each land use type will be reviewed individually and for their impact on the remainder of the Plan. Land use types cumulatively will be evaluated based on:

1. Extent and provision of infrastructure systems;
2. Location and gateways;
3. Distribution;
4. Density;
5. Intensity;
6. Compatibility with existing and future neighborhoods or Activity Centers;
7. Suitability;
8. Functional relationship;
9. Land use combinations;
10. Demonstrated need over the planning period;
11. Financial Impact.

12. Proximity to four-lane roadways;

Strategy 1.2.1: Reevaluate Future Land Map and Zoning Regulations as development occurs in the community and as infrastructure is improved and expanded within the City.

Policy 1.3: For areas designated Low Density Residential, and currently platted for single-family dwelling units, the RSF-2 Zoning District shall be consistent with the Comprehensive Plan provided that the number of primary dwelling units per gross acre does not exceed 4.3.

Policy 1.4: When the City redesignates previously privately owned lands to public on the adopted Future Land Use Map as Conservation or Recreation/Open Space, the development rights shall be maintained for the purposes of transfer of development rights.

Policy 1.5: Any Transfer of Development Rights, or an awarding of intensity/density bonuses, shall implement appropriate policies in the adopted Comprehensive Plan. Property owners shall be awarded double the development rights as an incentive to discontinue the use of existing structures in a TDR sending zone.

Policy 1.6: Subdivisions shall be designed so that all individual lots have access to the internal street system, and lots along the periphery are buffered from major roads and incompatible land uses.

Policy 1.7: As the demand for public lands dictates, the City shall establish close coordination through negotiations with property owners for actions including the outright purchase of properties and the use of transfer of development rights as well as other strategies and mechanisms that may be used to bring private lands into public control. This policy shall apply to lands currently indicated on the adopted Future Land Use Map as Public as well as to future properties needed for public use, which will also be redesignated as Public when placed under City or other jurisdictional control. The City shall continue to update, quarterly, its property owner's database based upon the records of the Sarasota County Property Appraiser's Office.

Policy 1.8: Prior to the adoption of the next Evaluation and Appraisal Review process, the City Commission may conduct a series of city-wide workshops to develop a more detailed vision statement/planning framework concerning the future development of the City of North Port. Among the topics that may be addressed will be the linkages between land use planning and capital planning and budgeting and to help identify locations and strategies to foster the creation of new jobs, particularly ones paying higher than the living wage for the North Port MSA. In addition, at least one workshop may be used as the primary venue to engage the public, the business community, and the electric utilities in a conversation to identify the best method of regulation.

Policy 1.9: The Planning Department may canvass public opinion via social media and administering a city-wide survey questionnaire to facilitate discussion for any the city-wide visioning workshops that may occur as part of the development of future Evaluation and Appraisal Review process required by the State Planning Agency. Due to their broad community reach, the questionnaires and social media outreach may be utilized as a venue for engaging the public, the business community, and the electric utilities serving North Port in a conversation to identify the best methods for regulation.

Policy 1.10: The interpretation of Goals, Objectives, and Policies of this Comprehensive Plan, shall be made by the Planning Director, with the Planning and Zoning Advisory Board resolving appeals.

Policy 1.11: Public school facilities shall be allowed in the following Future Land Use Map designations: Low, Medium, and High Density Residential; Activity Center; Village; and Public.

Strategy 1.11.1 Identify methods to utilize public school facilities as joint educational and community centers.

Policy 1.12: The City shall continue to monitor development activity to ensure the development is fiscally sustainable. The results of this analysis may be used in the development of the City's annual budget and CIP.

Strategy 1.12.1: Identify and assess methods that would attract non-residential development to North Port.

Policy 1.13: In order to focus future development on areas already approved for that development, the City shall encourage Comprehensive Plan amendments for increases in density/intensity for land use proposals that utilize Transfer of Development Rights (TDR), including proposals that provide for desired housing stock.

Strategy 1.13.1: Identify methods for developers to encourage the utilization of Transfer of Development Rights. This may include adjusting the TDR rate to something other than a one-to-one rate, and allowing additional density within the Activity Centers.

-ACTIVITY CENTERS-

GOAL 2: To promote an intensive mixture of employment, goods and services, and residential uses in 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 continue to amend its Unified Land Development Code to provide up-to-date standards, including intensity and density standards, urban design standards, public art, internal/external connectivity, architectural styles, site design standards, mixture of uses, civic/public facilities, pedestrian friendly design standards, amenities and uses, and gateway criteria for Activity Centers to achieve the desired and economically feasible mixture of land uses. The City may support changes in state legislation that create new funding sources which may be appropriate to fund projects within any activity center.

FUTURE LAND USE ELEMENT GOALS, OBJECTIVES, & POLICIES

Figure 1: Standards for Activity Centers

Activity Centers	AC #1 US-41/ Mediterranean	AC #2 Town Center/ Heron Creek	AC #3 Sumter Blvd./ Gateway	AC #4 Toledo Blade/ I-75/ Panacea	AC #5 Toledo Blade/ Price Blvd./ Midway	AC #6 Yorkshire Blvd./ I-75/—The Shire	AC #7 Golden Springs/ Warm Mineral Springs ⁵	AC #7A Area A of Golden Springs/ Warm Mineral Springs ⁵	AC #8 River Road Office Park The Gardens (3,4)	AC #9 Greenwood/ Appomattox/ Central Parc (7)
Future Land Use Map Designation	D/I %	D/I %	D/I %	D/I %	D/I %	D/I %	D/I %	D/I %	D/I %	D/I %
Low Density Residential	NPU 0	4.0/10	NPU 0	4.0/ 27	NPU 0	NPU 0	4.0/ 52	0 0	n/a n/a	4.0/ 85
Medium Density Res.	5.5/2	10.0/16	NPU 0	10.0/ 5	10.0/ 4	10.0/ 9	0 0	5.0 See footnote 9	n/a n/a	n/a n/a
High Density Residential	15.0/ 2	15.0/ 27	NPU 0	15.0/ 4	15.0/ 4	15.0/ 9	0 0	0 0	15.0/ 20	n/a n/a
Professional Office	/0.95 18	/0.95 13	/0.95 23	/0.95 13	/0.95 13	/0.30 10	See footnote 2	See footnote 2	/0.55 24	n/a n/a
Commercial	/0.95 58	/0.95 22	/0.95 ¹ 75	/0.95 20	/0.95 44	/0.30 16	/0.15 12	0.20 See footnote 9	/0.55 20	n/a n/a
Industrial	/0.95 9	/0.95 ² 1	/0.95 ² 2	/0.95 29	/0.95 31	/0.30 38	0 0 A: 0/0	0 0	n/a n/a	NPU 0
Public – Rec/Open	— 11	— 11	— 0	— 1	— 4	n/a 6	36	35 ⁶	36	— 0
Utility Ind. Corr						n/a 12				NPU 0
Mixed-Use Development										See footnote 8 / 15

Footnotes/Notes

- Hotels, motels, restaurants or other highway uses permitted (See Policy 2.3.1)
- The land use categories commercial and professional office are combined.
- River Road Office Park/ The Gardens - Density/Intensity and % of land area within Activity Center applicable to Parcel “B” only.
- River Road Office Park/ The Gardens – Parcel “A” is a 25-acre parcel for private recreational use and is not included in the density/intensity or % land area calculations above.
- Warm Mineral Springs Activity Center has two distinct areas with unique development standards that are designed to complement each other. The original AC 7 area represents the publicly owned property of the Springs and Area A (AC #7A) represents the “off-site” property west of Ortiz Blvd. and south of Trionfo Ave.
- Open space acreage is not required to have Public or Recreation/Open Space future land use.
- Total open space for the entire Central Parc at North Port is 30% minimum.
- Medium Density Residential is 10 units per acre; Professional Office and Commercial FAR is 0.50.

9. Density and intensity to be calculated based on the total acreage in AC #7A, or each parcel if subdivided prior to development approval.

D/I Density/Intensity
 % Percentage of land area within Activity Center
 NPU Non-permitted use

...

Policy 2.1: Standards for Activity Centers shall be as shown in Figure 1. The densities and intensities established in Figure 1 for Activity Centers shall not be altered except by amendment of this Comprehensive Plan or as allowed in this Comprehensive Plan (excluding bonuses, incentives or transfer of development rights). The percentage figures in Figure 1 are intended to be used as guidelines and to reflect the desired land use mixture at build-out to achieve an economically feasible development pattern relative to taxes received and services provided. The City shall monitor every two years the development activity within the Activity Centers. If the percentages in Figure 1 are not being implemented, the City shall consider changing the percentage or amending the Unified Land Development Code to require the percentage mix.

Activity Center #1

Policy 2.1.1: AC#1 (US-41/ Mediterranean) - 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 future updates to the Urban Design Study (US 41 Corridor Master Plan), pursuant to Policy 6.1, Transportation Element. Any updates to this Master Plan shall be reflected in amendments to the Comprehensive Plan.

Policy 2.1.4: To ensure compatibility to adjacent residential neighborhoods, design standards and architectural guidelines shall apply to proposed Neighborhood Commercial development and to redevelopment within Neighborhood Commercial development areas.

Policy 2.1.5: To implement the US 41 Corridor Master Plan the City shall seek grants, scenic highway and FDOT funding, and other funding sources such as City TIF, Business Improvement District, redevelopment funding/grants, and other funding sources that may become available and be supported by the City.

Policy 2.1.6: The City shall continue to support the US 41 Master Plan, which shall be updated as conditions warrant.

Policy 2.1.7: In order to enhance and diversify the City's tax base, the City should strive to expand AC #1 through voluntary annexations of property in Sarasota County located between Warm Mineral Springs and the eastern boundary of the West Villages Improvement District (fka Thomas Ranch) (see Map 2). Properties within the area shown on Map 2 (although the City's focus is on the tax base diversification properties, the City will consider voluntary annexation of the five (5) manufactured housing communities to the west of the City):

- Shall process a comprehensive plan amendment for a AC 1 future land use classification which would be the most appropriate land use classification and;
- Upon annexation, and after amendment of the Comprehensive Plan, shall be zoned to PCD with the default zoning of CG; and
- Prior to annexation the properties shown on Map 2 may receive City water and sewer facilities provided a developer's agreement is approved and containing the following requirements:
 - All construction shall be consistent with the City's Comprehensive Plan, land development regulations, and the US 41 Master Plan;
 - The City shall review and administratively approve any development plans in order to ensure consistency with the City's Plans and codes; and
 - When the property is contiguous to the City limits, per F.S. 171, the property owner shall annex into the City, amend the Comprehensive Plan and rezone to PCD at no expense to the City.

Policy 2.1.8: Encourage the owners of older buildings in AC #1 to enhance their facades to be consistent with the Mediterranean architectural standards currently required of new developments in AC #1.

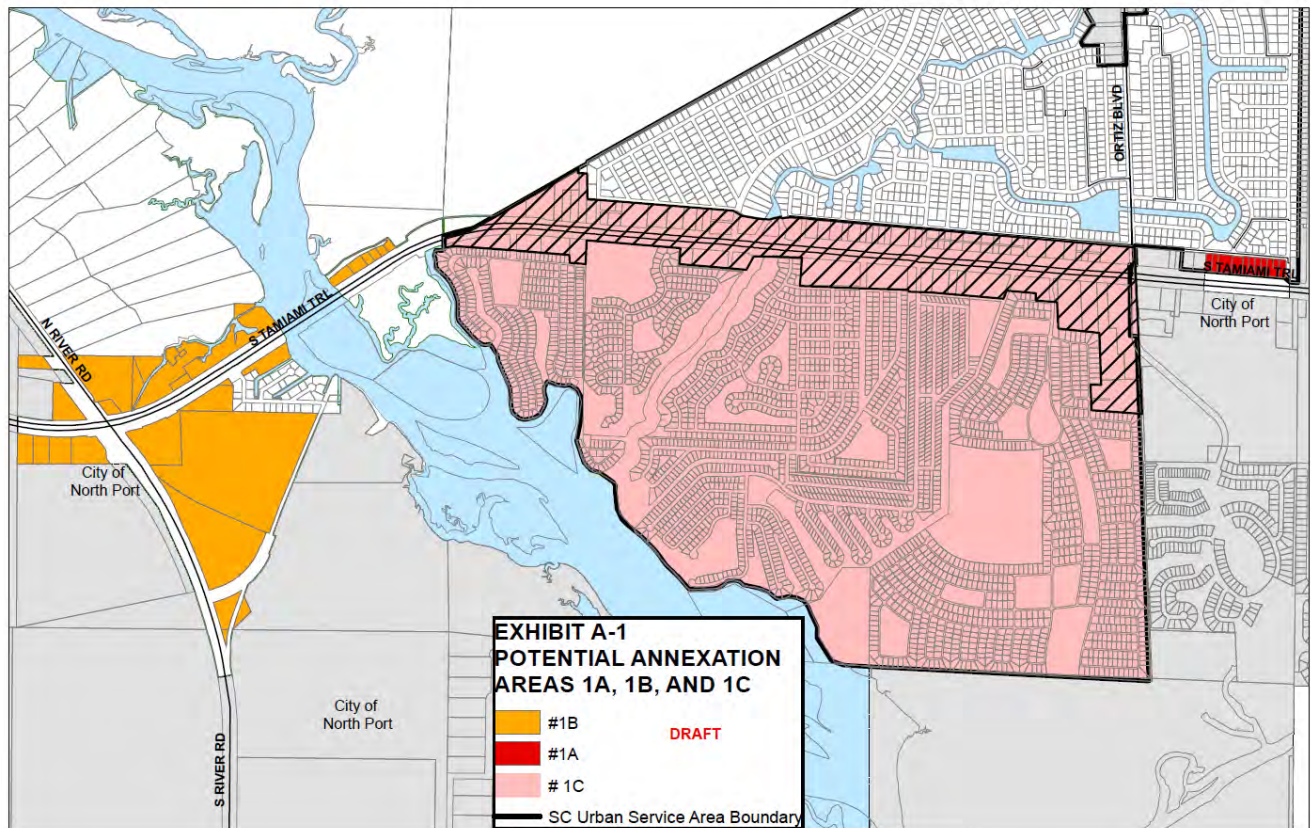
Policy 2.1.9: Continue to work with Sarasota County government to establish funding mechanisms for the redevelopment and/or enhancement of the US 41 corridor. Such mechanisms may include Tax Increment Financing through a Community Redevelopment Area, Tax Increment Financing using only the City increment, the County Community Reinvestment Program, and grants.

Policy 2.1.10: The City should pursue the purchase of open space land within AC #1 to provide drainage, park and resting areas. Access to the future Myakkahatchee Creek linear park at the US 41 bridge may provide eco-tourism opportunities in the future as well as amenities as part of water based recreational opportunities for residents and visitors and the examination and possible promotion of Working Waterfronts.

Policy 2.1.11: The future widening of US 41 will further split AC #1 in half, making connectivity of this area for shoppers, workers, and visitors more difficult and limiting the utilization of the corridor by bicyclists and pedestrians or by disabled residents. Vehicular bridges, along with pedestrian/trolley bridges across both sides of US 41, crossing Myakkahatchee Creek, and at appropriate locations along the corridor should be considered with the future widening or at such time that funding becomes available.

Policy 2.1.12: To enhance the aesthetics of AC #1 while maintaining and enhancing the district's viability as a location where citizens desire to work, shop, and live, the City shall continue to implement the projects identified in the adopted US 41 Corridor Master Plan which includes, but are not limited to, sidewalks, shade trees, pedestrian lighting, and benches. The City should continue to strengthen Comprehensive Plan language to include these types of amenities to further support the Master Plan.

Policy 2.1.13: For the area shown on Map 1 in unincorporated Sarasota County, the City shall recommend, upon annexation, that the Future Land Use classification of Activity Center # 1 be applied via a Comprehensive Plan amendment.

Map 1

Activity Center #2

Policy 2.2.1: AC #2 (Town Center/ Heron Creek) - This Activity Center shall be established to provide for governmental, low, medium and high residential densities, offices, commercial and medical facilities. Buildings shall be encouraged to abut or be placed very near sidewalks within this area.

Policy 2.2.2: AC #2 - This Activity Center will be pedestrian oriented with the mixture of commercial/office with residential uses, de-emphasis on the vehicular traffic, and emphasis on sidewalks, street tree landscaping and pedestrian oriented signs and street designs that incorporate traffic calming techniques.

Policy 2.2.3: AC #2 - To strengthen connectivity of adjacent neighborhoods to the east of AC 2, pedestrian facilities shall be considered.

Activity Center #3

Policy 2.3.1: AC #3 (I-75/Sumter Blvd./Gateway) - This Activity Center shall be established to provide for highway uses such as motels, and restaurants or other highway uses primarily serving interstate commuters, and for economic development.

Policy 2.3.2: AC #3 - Due to the environmental issues (close proximity to the City's potable water supply) the northwest quadrant shall be developed pursuant to conditions which shall include consultation with the Florida Department of Environmental Protection, Southwest Florida Water Management District, Florida Fish and Wildlife Conservation Commission, and other appropriate federal, state and regional authorities to ensure the protection of the City's potable water source.

Policy 2.3.3: AC #3 - Tracts A and D in this Activity Center should be designated as a receiving zone for transfer of development rights.

Policy 2.3.4: AC #3 – Sarasota Memorial Hospital owns a significant portion of the SW quadrant and will be exempt from City taxes, therefore this activity center shall require a minimum 75 room nationally branded hotel/motel or another appropriate high revenue generating land use to offset the economic impacts of a tax-exempt land use.

Policy 2.3.5: AC#3 – To increase the geographic size of this activity center the City shall encourage the expansion of the activity center to the first tier of adjacent residential lots provided the neighborhoods are adequately buffered and protected from negative impacts such as traffic, and noise.

Policy 2.3.6: AC #3 – In order to provide the necessary medical facilities and encourage economic development, the City shall consider installing water and sewer lines to this activity center in cooperation with the property owners, or financed by a citizen approved bond issue.

Policy 2.3.7: AC #3 – Connectivity to the adjacent neighborhoods and the Myakkahatchee Creek Park/Greenway shall be provided and may also be part of the City's promotion of Working Waterfronts and water-based recreational opportunities.

Activity Center #4

Policy 2.4.1: AC #4 I-75/Toledo Blade Blvd./ Panacea) - This Activity Center shall be established to provide a large concentrated area of a mixture of residential, commercial, office, medical, industrial, recreational and cultural facilities at a scale which serves the entire City, and the regional market due to its proximity to I-75. The area of this Activity Center which lies within the Panacea DRI shall be developed consistent with Map H of the DRI Development Order, as revised.

Policy 2.4.2: AC #4 - Due to proximity of the interchange with I-75, this area is dependent on vehicular access.

Policy 2.4.3: AC #4 - This activity center shall allow for the highest allowable intensity and density. Development incentives may increase intensities within the area. Intensities shall be further increased by establishing the area as a receiving zone for the transfer of development rights.

Policy 2.4.4: AC #4 - Should a public or private initiative result in multi-modal transportation system improvements, including the siting of a high-speed rail facilities/stations, the intensity/density established for this Activity Center shall be revised to reflect increased carrying capacities of the infrastructure.

Policy 2.4.5: The City shall support connectivity of this Activity Center to adjacent residential areas through the provision of vehicular and pedestrian bridges. However, to protect adjacent neighborhoods from traffic generated by industry, vehicular bridges should not be allowed from the industrial designated areas of this activity center for truck ingress and egress.

Activity Center #5

Policy 2.5.1: AC #5(Price Blvd./Toledo Blade Blvd/ Midway) - This Activity Center shall be established to provide for commercial uses, residential densities, motels and industrial uses.

Policy 2.5.2: AC #5 - This Activity Center is characterized by automobile dependent uses due to the close proximity to I-75 and location at the intersection of north/south and east/west roads.

Policy 2.5.3: AC #5 - This area will serve the entire City with a mixture of land uses.

Policy 2.5.4: AC #5- Encourage connectivity to surrounding neighborhoods and school facilities.

Policy 2.5.5: AC #5 - Require multi-modal means of transportation throughout this corridor as well as pedestrian level features in order to enhance safety and stimulate social activity.

Activity Center #6

Policy 2.6.1: AC #6 - (Yorkshire Blvd./I-75/ The Shire) - This Activity Center is established to provide for commercial, industrial, recreational, and residential uses. This Activity Center is to provide land area for quality jobs per the Economic Development Strategic Plan (EDSP).

Policy 2.6.2: AC #6 – Widening of arterials and collectors such as Price Boulevard from Toledo Blade Blvd to Orlando Ave, Yorkshire Boulevard from I-75 to Hillsborough Boulevard will be necessary to support this new Activity Center. Therefore, the City shall prepare a master plan to define the road improvements including the new interchange, and potential funding source(s). In addition, the master plan shall address the following:

- Multi-modal transportation opportunities (including for autonomous transportation options);
- Interconnectivity within the Activity Center to promote internal capture;
- Linkages that may be appropriate to provide connectivity to areas adjoining the Activity Center;
- Coordination with FDOT to establish the interchange, determine phasing for the interchange, determine interchange type and land area needed for the facility, to identify land use and infrastructure changes that may be necessary to ensure adequate operation of the interchange (land use changes will require a comprehensive plan amendment), and ensure compatibility with transportation modes that may serve the activity center as it develops;
- The availability, phasing and cost of extending water and sewer facilities as well as other public facilities;
- Establishing required densities and intensities;

- The required infrastructure such as fire/EMS, police, parks and recreation, public works, drainage, general government and schools;
- Urban design requirements in addition to the existing Urban Design Standards Pattern Book;
- Coordination with appropriate governments and agencies;
- Define the timing and potential funding sources for all public facilities, including but not limited to bonds, local TIF, CRA TIF, grants, document transfer tax;
- Coordination with the Fire, Utility (as noted in Policy 2.6 of the Potable Water Element), Parks and Recreation master plans as well as the master plan for transportation (see Transportation Element); and
- Development of a preliminary capital improvements program, including phasing and funding sources, based on the analysis of potential needs for serving this activity center and maintaining established level-of-service standards.

The City shall amend the Comprehensive Plan upon approval of the Master Plan.

Policy 2.6.3: AC #6 – Due to the regional importance of this new Activity Center, the City and other jurisdictions, government agencies including State, Federal and regional, shall cooperate and coordinate its implementation.

Policy 2.6.4: AC #6 – The City shall encourage the private sector or public/private partnerships to assemble the platted lots by expediting the development review process for application within the Activity Center. The Activity Center is designated as a receiving zone for Transfer of Development Rights.

Policy 2.6.5: AC #6 – This Activity Center is considered a ‘gateway’. As such billboards shall be prohibited within the Activity Center area.

Policy 2.6.6: AC#6 – This Activity Center as well as Activity Center #4 shall be considered available for a high-speed rail stop.

Policy 2.6.7: Until such time as the Master Plan called for in Policy 2.6.2 of this element is accepted by the City Commission, limited development consistent with Policy 2.6.8 of this element will be allowed within the area designated as Activity Center #6 on the Future Land Use Map. Upon completion and acceptance of the Master Plan by the City Commission, the City shall amend the Future Land Use Element to formally designate and address, as necessary, the mix of land uses, land assembly and development strategies, and strategies for the provision of infrastructure to the site, including required transportation infrastructure.

Policy 2.6.8: Development in Activity Center #6 shall be limited until such time as the Master Plan called for in Policy 2.6.2 of this element is completed and accepted by the City Commission. To accomplish this initiative, the City shall place a “cap” on potential development that could occur under the land use districts designated in Figure 1 of this element for Activity Center #6. The land use districts in Activity Center #6 include medium-density residential, high density residential, commercial, professional office, industrial, and recreation

open space. Figure 2 identifies the potential development that could occur in each district until the Master Plan is completed. There shall be no cap on recreation and open space facilities. All development within the Activity Center shall be vetted as possible Developments of Regional Impact (DRI):

Figure 2 - Interim Guidelines: Activity Center #6:

Future Land Use Districts	Number of Units or Square Footage Allowed Per the 10% Cap
Industrial	500,000 square feet (including all areas, whether under roof or outdoors)
Medium-Density Residential	132 units
High-Density Residential	270 units
Commercial	150,000-200,000 square feet
Professional Office	10,000-12,000 square feet
Recreation Open Space	No restrictions

Source: City of North Port

Policy 2.6.9: As part of the Master Plan process discussed in Policy 2.6.2 of this element the City shall coordinate/consult specifically with FDOT regarding the design (including right-of-way needs), funding, timing/phasing, and construction of an interchange at the intersection of Interstate 75 and Yorkshire Street.

Activity Center #7

Policy 2.7.1: AC #7 (Golden Springs/Warm Mineral Springs). This Activity Center shall be established to provide for the protection of Warm Mineral Springs while permitting a limited mixture of residential, office, professional, institutional and commercial uses intended to complement the existing uses of the springs and create an internationally recognized wellness center.

Policy 2.7.2: AC #7. Concurrent with the approval of development applications, the Warm Mineral Springs and the creek flowing there from shall be protected from incompatible development by the creation of a 7.02 acre consistent with USGS study area acre conservation buffer. The conservation buffer shall surround the springs and creek. No new development shall be permitted within this buffer area except for the following:

- (1) construction and maintenance of amenities which allow access to the spring by disabled, elderly or infirm persons;
- (2) maintenance, repair or replacement of existing facilities, and;
- (3) construction and maintenance of facilities and equipment to continue the historic uses



of the spring for medical, therapeutic or rehabilitation services.

7.02 Acre Conservation Buffer

Policy 2.7.3: AC #7. Residential uses shall not exceed 270 equivalent single-family units.

Policy 2.7.4: AC #7. Retail and tourist/spa commercial uses shall not exceed 62,000 gross square feet, excluding required parking areas.

Policy 2.7.5: AC #7. Institutional/conference center uses shall not exceed 45,000 gross square feet, excluding required parking areas.

Policy 2.7.6: AC #7. No residential lot shall be located closer than 400 feet from the 7.02-acre conservation buffer immediately surrounding the springs and creek.

Policy 2.7.7: AC #7: A minimum 300 foot natural resource buffer shall be established between the springs and any residential lot. Uses within said buffer shall be restricted to passive recreation consistent with the Unified Land Development Code.

Policy 2.7.8: AC #7: Prior to development approval for any portion of AC#7, a utility developer's agreement shall be executed between the applicant/developer and the City of North Port.

Policy 2.7.9: AC #7: Any multi-family, commercial or office development proposed on property within the City of North Port which abuts the creek flowing from the Warm Mineral Springs to the Myakka River will be required to contact the Florida Department of Environmental Protection (FDEP) manatee experts to determine the best management practices for development, and any mitigation necessary, to protect manatees which may utilize this tributary. Prior to development approval by the City, applicant shall provide notice of the discussions with FDEP to North Port Neighborhood Development Services (Planning) staff.

Policy 2.7.10: AC #7: Coordinate with Sarasota County to improve pedestrian access and aesthetics such, but not limited to as landscaping and the connection of missing sidewalk linkage. Efforts should be made to improve the entrance to Warm Mineral Springs which will also showcase this attraction and further enhance this area as one of the gateways into the City.

Policy 2.7.11: AC #7A. Development within Area A of the Activity Center #7 shall include a mixture of commercial, institutional, office, professional, tourism, or residential uses, varying heights and scale of buildings, an innovative land use designs, which enhance and provide new economic development opportunities that are complimentary to Warm Mineral Springs.

Policy 2.7.12: AC #7A. Development shall provide a cohesive design which incorporates design elements of the Warm Mineral Springs community and the Sarasota School of Architecture features. Features such as public art shall also be incorporated into the design.

Policy 2.7.13: AC #7A. To support a healthy and sustainable activity center, all development shall establish practices and implement design standards that conserve land and natural

resources, reduce energy use, water consumption, waste water generation, and greenhouse gases to the greatest extent feasible.

Policy 2.7.14: AC #7A. Non-residential uses shall be oriented and focused towards the intersection of Ortiz Blvd and Trionfo Ave. with transition areas of buffers and step-down uses adjacent to existing single-family residential lots and neighborhoods.

Policy 2.7.15: AC #7A. New development shall be designed with reduced or zero right-of-way setbacks to encourage street-oriented commercial activities such as street front stores, outdoor venues and seating, access from adjacent pedestrian facilities, and other features that enhance the activity center experience as a people-centric location as opposed to auto-centric design.

Policy 2.7.16: AC #7A. Public plazas shall be utilized as gathering places and a location of civic activity which is accessible through multimodal transportation opportunities, including but not limited to, bike and pedestrian trails, nearby transit stops, and streets designed for safe pedestrian crossings and accessible to all age groups.

Policy 2.7.17: AC #7A. All new development shall include design considerations for the preservation of existing habitat and natural Florida friendly vegetated areas. Site design shall consider appropriate combinations of expansion or enhancement of these natural areas, incorporating them into useable areas that promote the historic and ecological significance of the Springs and adjacent water bodies.

Policy 2.7.18: AC #7A. The City of North Port shall work with developers in AC #7A. to promote environmental stewardship of the natural systems by coordinating on grant and funding opportunities, which may include extension of public sewer and water quality improvements, and Low Impact Design pilot project(s), to protect and improve Warm Mineral Springs and the surrounding area.

Policy 2.7.19: AC #7A. Prior to a development plan, a Master Utility Plan shall be developed and approved by North Port Utilities to accommodate the projected build-out of AC-7A.

Policy 2.7.20: AC #7A. New development shall be designed to reduce off-street parking and associated large impervious surface areas through the use of shared parking, on-street parking design for Ortiz Blvd., complete streets design, transit and other alternative approaches by providing connectivity to multimodal systems that connect the activity center to regional connections, such as US 41 and area transit hubs.

Policy 2.7.21: AC #7A. Existing single-family development shall be protected through appropriate landscape buffers, transition of uses, and lighting design which reduces off-site light pollution adjacent to these properties.

Policy 2.7.22: AC #7A. Developers shall work closely with the City to redevelop the tree canopy within the area by being permitted to submit an alternative landscape plan which provides equivalent vegetative cover as required by the Unified Land Development Code, but may substitute alternative considerations to gain additional tree canopy. Areas of focus should include transportation corridors and right-of-way trees, project perimeters, and within parking areas.

Activity Center #8

Policy 2.8.1: AC #8 (River Road Office Park/ The Gardens) – This Activity Center shall be established to provide for a large area of mixed use development, with commercial, office/institutional, light industrial, and residential uses in a Planned Community Development framework.

Policy 2.8.2: AC #8 – Individual tracts within this activity center shall be processed and reviewed as set forth in the ULDC, PCD zoning district. Standards for development within this activity center shall be established as set for in Policy 2.1.

Policy 2.8.3: AC #8 - Ensure connectivity between the abutting West Villages area and Activity Center #8.

Activity Center #9

Policy 2.9.1: AC #9 (Central Parc) – This Activity Center shall be established to accommodate redevelopment and provide infill development with a mixture of low and medium density residential uses, as well as senior living, retail storage, medical office, and neighborhood commercial to serve the surrounding neighborhoods and interface with residential and commercial along the US-41 corridor.

Policy 2.9.2: AC #9 – This Activity Center shall consist of a residential development area and a mixed-use development area. Within the residential development area, the maximum number of units shall be 500 dwelling units. Within the mixed-use development area, the maximum number of units shall be 100 dwelling units.

Policy 2.9.3: AC #9 – Within a mixture of commercial/office with residential uses, this Activity Center will be pedestrian and bicyclist oriented, de-emphasis on the vehicular traffic. Emphasis will be on sidewalks, street trees, landscaping, and pedestrian-oriented signs, with street designs that incorporate traffic calming techniques.

Policy 2.10: The City 's Unified Land Development Code shall be amended 2018 to encourage concentrated development in Activity Centers. Activity Centers shall be so located and designed as to create vibrant urban areas, promote convenience for people and reduce travel distance and energy consumption. The determination of the incentives and bonuses shall be made at the master plan review and on a case by case basis.

Policy 2.11: In Activity Centers, the City 's Unified Land Development Code shall continue to be amended to provide up-to-date techniques including bonuses, incentives and transfer of development rights above the intensity/density shown in Figure 1 and are intended to encourage intensive development to achieve high standards of design and incorporation of environmental areas into the overall site design.

Policy 2.12: The City 's Unified Land Development Code shall continue to be amended to provide for up-to-date techniques for the protection of adjacent lower intensity neighborhoods from the impacts of Activity Center development through either significant landscaped buffer yards or other protective measures.

Policy 2.13: The City's Unified Land Development Code shall continue to be amended to incorporate up-to-date provisions to ensure existing important habitats, are protected in such a way as to produce an end product that incorporates the habitats within urban development.

Policy 2.14: Because the exact boundaries of wetlands and other environmentally sensitive areas in Activity Centers and other areas can only be determined by detailed site analysis, the Planning Director shall be authorized to determine the precise boundaries of Conservation and Recreation and Open Space areas shown on the Future Land Use Map based on the findings of appropriate environmental studies and analysis without amending this Comprehensive Plan.

Policy 2.15: The Unified Land Development Code shall continue to be amended to include up-to-date provisions and techniques that require that site planning does not unduly hinder the eventual expansion and/or redevelopment of the use to achieve the planned intensity or density.

Policy 2.16: Hospitals and related medical facilities are permitted within all Activity Centers and Town Centers.

Policy 2.17: The City shall maintain or enhance the quietness of neighborhoods by continuing to amend the Unified Land Development Code to utilize up-to-date traffic calming techniques where appropriate, regulate access points for traffic circulation, design landscaped buffers to diminish noise, site design considerations, and ensure that land uses are compatible with residential neighborhoods.

Policy 2.18: A Planned Community Development (PCD) Zoning District shall be amended which applies to the activity centers identified on the Future Land Use Map, or other unplatted areas. The PCD zoning district shall establish standards for types, sizes, densities and intensities of mixed land uses, based upon sound planning principles, soils, topography and other natural limitations, and consistent with the cumulative goals, objectives, and policies contained within this Comprehensive Plan, and as appropriate, the Development of Regional Impact process.

Policy 2.19: All commercial and medium/high density residential developments shall continue to include adequate off-street parking, loading facilities and pedestrian circulation.

Policy 2.20: Adopt land development regulations, where appropriate, to implement the US-41 Corridor Master Plan and to ensure that commercial/service establishments along US 41 are adequately accessed by frontage roads and serviced by adequate utility services.

Policy 2.21: Land development regulations shall continue to be, consistent with F.S. 163.3202 (1), which establish standards for types, sizes, densities and intensities of non-residential land uses based upon sound planning principles, soils, topography and other natural limitations, and consistent with the cumulative goals, objectives, and policies contained within this Comprehensive Plan.

Policy 2.22: To protect or mitigate the impact of Activity Center development upon viable wetlands or wetland systems, the City shall, at the time of initiation of PCD rezoning and approval of the Development Master Plan, work with the Applicant(s) to place the development in locations to ensure that incompatible uses are located outside of, and at the appropriate distance away from, the wetlands. The type, intensity, extent, distribution and location of allowable land uses and the types, values, functions, sizes, conditions, and locations of wetlands

are land use factors which shall be considered when directing incompatible land uses away from wetlands. All proposed developments shall comply with, or exceed, the criteria for wetland protection of all appropriate local, state, or federal regulatory agencies. When no reasonable alternatives to avoid wetland impacts exist, mitigation shall be considered as one of the means to compensate for loss of wetland functions.

Policy 2.23: Internal connectivity shall include cross access easements, shared driveways, circulation systems serving the area (internal roads), frontage/rear access roads, fitness trails, golf cart paths, and alley systems. External connectivity shall include pedestrian bridges, vehicular bridges, pedestrian and vehicular bridges, sidewalks, mass transit, fitness trails, and golf cart paths.

Policy 2.24: Support legislative initiatives that allow cities in the “home rule” counties to establish Community Redevelopment Areas (CRA) which utilize Tax Increment Financing using only the City’s increment.

Policy 2.25: Due to the fiscal importance of Activity Centers to the City’s overall financial sustainability the geographic size of the Activity Centers shall not be decreased. In addition, any change of land use in the Activity Centers that does not further the financial sustainability of the City shall be prohibited. Land use changes for more residential use than is already permitted within the Activity Centers shall be prohibited, with the exception of projects that include loft apartments or similar mixed uses that provide low income housing.

Objective 3: The economic base shall be increased and diversified relative to the City's economic tax base through planning and development activities which attract new business and industries, while also encouraging the expansion of existing businesses and industries as indicated in the Economic Development Element.

Policy 3.1: Industrial park areas shall be encouraged to attract compatible, light industries within appropriate Activity Centers.

Policy 3.2: The City shall pursue implementation of the adopted City of North Port, Economic Development Strategic Plan Update.

Policy 3.3: To promote overall sustainability and tax base diversification, the City shall pursue a goal of at least 18% non-residential development.

Policy 3.4: Job creation as criterion for land use change. No amendment to the Future Land Use Map or the City’s zoning map will be approved without a finding of fact by the issuing body, based upon competent and substantial evidence, as to whether the proposed land use change would impact job creation by a net gain, loss, or no change in employment opportunities.

Strategy 3.S: Job Creation Strategy. Beginning with the vision workshops identified in Policy 1.8 of this element and based on the recommendations set forth in the Economic Development Element of the Plan, the City will bring together employers, educators, and other experts to evaluate techniques to induce job creation and to attract and expand living-wage employment opportunities and to improve the City’s overall economic development.

-NEIGHBORHOODS, CITY WIDE-

Objective 4: Support the City's diversity of neighborhoods by implementing targeted development and planning strategies for neighborhoods. This can be accomplished through methods including the establishment of City-wide and neighborhood specific policies addressing development and redevelopment efforts, safety, stability, property values, mobility and aesthetic controls including street trees, public art, and entry features.

Policy 4.1: The Unified Land Development Code shall be amended on a regular basis to continue to preserve and promote positive neighborhood characteristics and to implement best practices in neighborhood preservation.

Policy 4.2: Encourage the development of neighborhoods that provide safe vehicular and non-vehicular access and mobility, as well as convenient walkability and connectivity to parks, civic areas, schools, Activity Centers, and adjacent neighborhoods. Such connectivity may be achieved via the following transportation alternatives:

- Bridges (including vehicular and/or pedestrian only);
- Roadways;
- Sidewalks;
- Bikeways;
- Fitness trails;
- Golf cart paths; and,
- Blueways.

Policy 4.3: For those neighborhoods within the City which approximate locations for neighborhood sponsored entry features have not been indicated on Neighborhood maps, the City shall support citizen sponsored efforts to establish entry features. All entry features shall be maintained and funded by the neighborhood. All expenses shall be the neighborhood's responsibility.

Policy 4.4: The City shall encourage FDOT to construct a noise barrier along both sides of I-75, as it is widened, to buffer single-family residences from traffic generated noise on the interstate.

Policy 4.5: In the old platted lot neighborhoods, the City shall plant street trees that will form a canopy over the streets, provided that the trees are planted in safe locations and will not interfere with drainage or overhead lines such as power, cable, and communications.

Policy 4.6: To promote community safety and enhance neighborhood aesthetics, the City shall research and apply for neighborhood enhancement grants and participate in appropriate state and federal programs which address neighborhood issues. Such programs may include, but not limited to the Crime Protection Through Environmental Design (CPTED) program.

Policy 4.7: The City shall amend the Unified Land Development Code to incorporate incentives

which implement CPTED design guidelines.

Policy 4.8: The City shall work with the Sarasota County School Board to ensure that future schools located within the City are neighborhood friendly. This would include, but not limited to, the provision of sidewalks which connect to the existing neighborhood sidewalk system, the provision of bicycle racks at bus stops, as needed, joint use of facilities, and design of school sites to integrate into neighborhoods.

Policy 4.9: The City shall work with the Sarasota County Area Transit (SCAT) as they expand future routes to neighborhoods within the City to ensure that bus stops are accessible to the neighborhood sidewalk system, that bicycle parking is provided at appropriate stops, and that adequate shelters are provided to protect citizens from the elements.

Policy 4.10: The City shall continue to amend the Unified Land Development Code to provide up-to-date design requirements to ensure that development of neighborhood commercial areas that are compatible with surrounding residential land uses through the use of screening, landscaping and buffer yards.

Policy 4.11: For any policy that requires the expenditure of City funds, that policy is subject to the availability of appropriated funds or funding source(s).

Policy 4.12: The City shall preserve and promote community desired neighborhood character through subsequent zoning and land development regulation amendments including but not limited to the implementation of a sidewalk Master Plan as well as lighting at school bus stops. When adopted, the City shall amend the Comprehensive Plan to incorporate these Master Plans.

Policy 4.13: Ensure that neighborhood planning strategies are coordinated with the City's priorities for the development of:

- Parks and public spaces
- Infrastructure and public facilities
- Transportation network, including linkages, roads, bicycle-pedestrian, transit
- Natural open spaces
- Waterway areas and blueways

Policy 4.14: Coordinate with citizens and appropriate City departments, as well as local, state, and federal organizations where applicable, to facilitate problem solving, assist in resource identification, and promote positive, creative interaction leading to improvement of neighborhoods.

Policy 4.15: Ensure that the character and design of infill development promotes, enhances and increases the vitality of existing neighborhoods.

Policy 4.16: If data and analysis indicate the need to establish redevelopment programs for specific neighborhoods, the City shall establish a vision for those neighborhoods through

property owner involvement and citizen participation, prior to or concurrent with the designation of a redevelopment area. Based on public input, the City shall develop a rehabilitation plan for each neighborhood and shall identify methods to finance initiatives and improvements.

Policy 4.17: The City shall continue to encourage the establishment of neighborhood associations and/or crime prevention programs (as appropriate) for all residential developments.

Policy 4.18: The City shall monitor every two years, the development on existing neighborhood commercial tracts. If this monitoring shows that the land uses are not neighborhood commercial, the City may recommend designating additional neighborhood commercial areas.

Policy 4.19: Encourage and support site and building design features that promote neighborhood gathering points and stimulate social relationships.

-LAND DEVELOPMENT PROCESS-

Objective 5: Future growth and development will be managed through the preparation, adoption, implementation, and enforcement of land development regulations.

Policy 5.1: Amend the land development regulations, consistent with F.S. 163.3202 (1), that shall contain specific and detailed provisions required to implement the adopted Comprehensive Plan, and which as a minimum:

- a. Regulate the subdivision of land;
- b. Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for open space;
- c. Protect the Conservation lands designated on the Future Land Use Map and in the Conservation Element;
- d. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
- e. Protect potable water supplies and aquifer recharge areas;
- f. Regulate signage;
- g. Ensure safe and convenient onsite traffic flow and vehicle parking needs; and,
- h. Provide that development orders and permits shall not be issued which result in a reduction of the level of services for the affected public facilities below the level of service standards adopted in this Comprehensive Plan.
- i. Promote “green” building practices in public and private developments, or redevelopments.

Policy 5.2: Land development regulations, consistent with F.S. 163.3202 (1), shall include provisions for the transfer of development rights which:

- a. Provide for the transfer of development rights from designated areas where lower densities are to be encouraged, historic resources deserving protection, and from environmentally sensitive areas.
- b. Designate Activity Centers (except Tracts B & C in Activity Center #3, as indicated on the City Base Map) on the Future Land Use Map as Transfer of Development Rights receiving zones where such areas are able to accommodate increased density/intensities without lowering the adopted Level of Service (LOS).
- c. Provide for the Transfer of Development Rights to designated receiving zones.

Policy 5.3: Land development regulations, consistent with F.S. 163.3202 (1), shall contain performance standards which:

- a. Address buffering and open space requirements; and
- b. Address historically significant properties meriting protection.

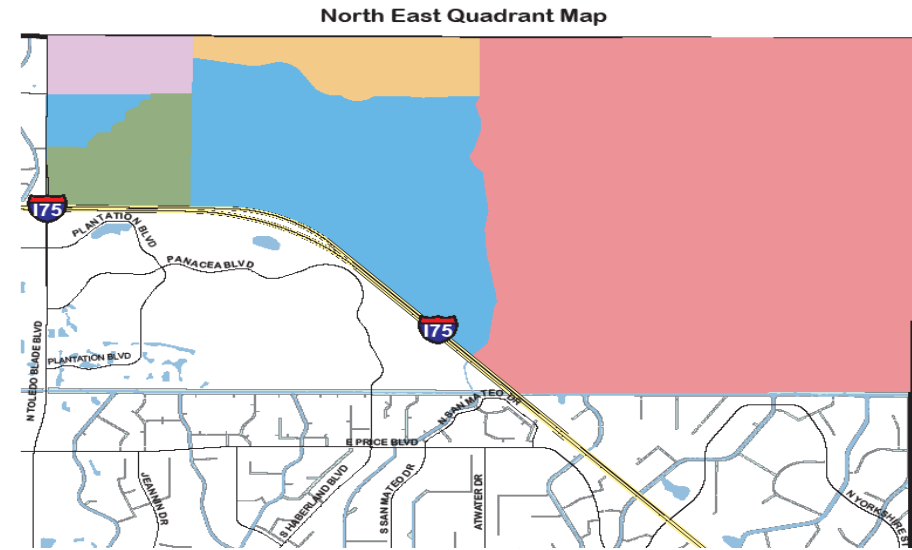
Policy 5.4: Regulations for buffering of incompatible land uses shall be set forth in the City's land development regulations, consistent with F.S. 163.3202 (1).

Policy 5.5: Prior to any further development approval for those properties located within the North East quadrant of the City as shown on the map below, the City shall encourage an area-wide quadrant plan that establishes the guidelines for the coordinated development of this quadrant including but not limited to the following analyses:

- a. Financial feasibility of the development including costs of infrastructure, future revenues and operation/maintenance costs,
- b. Details showing the mixture of land uses by type, density, intensity,
- c. Transportation (multimodal, including consideration of autonomous vehicles) and internal/external connectivity,
- d. Protection of existing environmental systems including, but not limited to wetlands, uplands, habitats, and natural resources,
- e. Development of water resources, treatment, and distribution systems,
- f. Stormwater management,
- g. Mitigation of any identified impacts,
- h. Funding for infrastructure,
- i. Impact on school system and City services including how these impacts will be mitigated,
- j. Urban design standards, public art, pedestrian facilities and amenities,
- k. Public participation.

1. The plan shall include phases for development of infrastructure including the dates and necessary funding.

Policy 5.5.1: If the developer's/property owners in the NE Quadrant (shown below) agree to the development of a quadrant plan, the quadrant plan shall be coordinated with the adjacent counties, FDOT, SWFWMD, DEP and other appropriate agencies.



-CONCURRENCY/EXTENSION OF FACILITIES-

Objective 6: The City of North Port has established an Urban Service Area Boundary (USB) to provide a spatial framework within which urban scale development can occur and the location, capacity, and financing for roads and utilities necessary to support development, can be planned for and provided. All development orders and permits for future development activities shall be issued only if infrastructure facilities necessary to meet level of service standards (which are adopted as part of the Capital Improvements Element of this plan) are available concurrent with the impacts of the development pursuant to the USB, and implement the master plan as required in Policy 6.9 herein. Where appropriate, due consideration shall be given to the suitability of land, topography and soils prior to the issuance of any development order or permit.

Policy 6.1: The City shall designate and maintain on the future land use map series, an urban service area boundary (FS §163.3164) with phased development of public infrastructure, through the City's Capital Improvement Program, to promote land development that maximizes the use of public investments in facilities and services and ensures a proper level of public service during the fiscal planning period of this plan. The City shall not provide public investment or expansion of urban infrastructure to areas outside the urban service area to accommodate premature urban development.

Policy 6.2: It shall be the policy of the City of North Port to recognize Activity Centers as mixed use areas of higher densities and intensities serving the business and non-residential activities of residents, as centers for job creation and growth, and to serve as centers to support future transit where infrastructure facilities will be made available. This concept reinforces the

utilization of multi-modal/transit in areas of concentrated development, effectively enhancing mobility, promoting employment opportunities, and directing services at reduced costs to the taxpayers.

Policy 6.3: The platting of additional residential, commercial and industrial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire protection service, emergency medical service, and public schools.

Policy 6.4: The City shall phase and direct urban growth in a logical manner commensurate with urban facilities and services. Development shall be encouraged in areas of sufficient or planned public and private community facilities and utilities services to:

- a. maximize the efficiency of services provided;
- b. minimize their cost; and
- c. minimize their impacts on the natural environment.

Policy 6.5: The City's Capital Improvement Program shall be prioritized to ensure that funding is committed and financially supports planned and programmed infrastructure within the Urban Service Area Boundary.

Policy 6.6: The Urban Service Area Boundary has been designed to accommodate the City of North Port's population projections based on the adopted Comprehensive Plan data and analysis, and utility master plans. The size of the USB and its continuing capacity to accommodate projected populations shall be evaluated during each statutorily required Evaluation and Appraisal Review (EAR) period. If determined that the amount of land available for development is insufficient to allow the USB to function as desired, adjustment(s) to the boundary may be made through the City's EAR amendment process. In the interim, modifications may be considered provided the amendment results in all of the following:

- Results in greater environmental protection
- Increases economic development opportunities,
- Improves infrastructure efficiency
- Results in a positive fiscal impact to the City
- Does not negatively affect the CIP
- Provides for Land Use Patterns that maximizes public investment of infrastructure

Policy 6.6.1: The USB may be expanded to include Activity Center #6 (The Shire) upon completion and adoption of the Master Plan as described in FLU Policy 2.6.2. The proposed expansion to the Urban Service Area Boundary must establish that there is a demonstrated planning need to support the expansion and the proposed expansion will discourage sprawling patterns of development; is supported by appropriate public facilities planning, consistent with policies in the Comprehensive Plan; provides for the protections of natural resources; is consistent with Policies in this Comprehensive Plan; and presents a practical opportunity for significantly expanding the City's economic base beyond the services and trade industry jobs.

In either case, the expansion shall not be effective until the Comprehensive Plan amendment

adopting the expansion has been approved, consistent with Florida Statutes.

Policy 6.6.2: Upon annexation of contiguous lands along US 41 as shown in Map 1 FLU Policy 2.1.13, the properties identified as Future Annexation Area/Future Urban Service Area Boundary will be eligible for urban services allowed by the USB. At such time that the City processes an amendment to the Future Land Use Map, or at a minimum of every three years if necessary, the City will update the Future Land Use Map and the Urban Service Area Boundary Map 2-9 to include these parcels.

Policy 6.6.3: Capital improvement projects or expenditures may occur outside the USB for the replacement of existing facilities due to deterioration or destruction from a natural disaster, the potential of severe environmental degradation if no improvements are made, fire suppression and stormwater improvements for flood mitigation.

Policy 6.7: All development in areas not provided central water and sewer services shall be governed by the provisions of s.381.0065, F.S., regulating on-site water and sewage disposal systems; and, Chapter 64E-6, F.A.C., which regulates the installation of individual sewage disposal facilities.

Policy 6.8: The City shall continue requiring Utility Developer Agreements for the extension of and improvements to the utility system required by proposed developments.

Policy 6.9: Provision of and the extension of facilities shall be pursuant to the appropriate adopted master plan(s). Master plans shall be updated at least every three to five years. Master plans shall implement the Comprehensive Plan Goals, Objectives and Policies. Master plans shall be consistent with and supportive of the other master plans.

Objective 7: The City will develop a Unified Capital Improvement Planning Program for the extension of necessary City services. This program may include utility developer's agreements, additional funding sources, incorporating all existing developer commitments, which includes annual updates to the City's Capital Improvement Element (CIE), and Capital Improvement Plan (CIP).

Policy 7.1: Through the City's Unified Capital Improvements Planning Program, the City will program the extension of facilities to accomplish the goals, objectives, policies and strategies of this plan and ensure that facilities are concurrent with demand.

Policy 7.2: The City will discourage premature development by requiring that individual property owners or developers/builders, and not the City, will bear the appropriate costs of extending appropriate infrastructure beyond that programmed by the City.

Policy 7.3: Development Orders or Agreements (including amendments or modifications thereto) executed pursuant to Chapter 380, F.S. cap the intensity or density of uses identified on the future land use map for the lands encompassed by such Orders or Agreements.

Policy 7.4: All City projects and projects covered in the five-year CIP shall be consistent with the appropriate master plan(s) required in policy 6.9 of this element.

Policy 7.5: Platted residential lots which have received vested rights status shall develop under the requirements of those regulations in effect at the time of final approval.

GOAL 3: At the time of build out, the City shall serve all developed residential, commercial, and industrial areas with potable water and sanitary sewer in order to maintain the adopted level of service standards, based upon the City's population, excluding the Agricultural/Residential Estates area, Myakka State Forest, and other conservation/open space areas.

Objective 8: In order to encourage a compact pattern of development and orderly growth which efficiently utilizes existing services, facilities and infrastructure, the City shall establish a utility extension program to guide potable water and sanitary sewer line extension decisions.

Policy 8.1: In order to continue an orderly and compact urban growth pattern, potable water and sanitary sewer line extensions or improvements shall be based upon the following criteria:

- Location within the Urban Service Area Boundary

- Increase efficiency and effectiveness to new and existing residential, commercial, and industrial developments by looping both water and sewer lines;
- To protect the health and safety of residents;
- To implement economic development strategies or other public goals; and
- Extending water and sewer concurrently where feasible, with water as primary consideration due to health and conservation purposes.

Policy 8.2: Concurrent with the Utility Master Plan(s), the City shall research ways for increasing revenues in order to facilitate the improvement and extension of the City's potable water and sanitary sewer system.

Policy 8.3: The City shall update the Utility Master Plan(s), which guides the funding, improvements, and extensions of the City's potable water and sanitary sewer systems at least every three to five years. The Master Plan(s) shall be developed by City staff and necessary consultants in close coordination with the City's Planning and Zoning Advisory Board (Local Planning Agency) and the Utility Advisory Board. As these Master Plans are updated this Comprehensive Plan will be amended to reflect those changes.

Policy 8.4: There are specific parcels identified by Utility Map 4.1, on Price Boulevard and Raintree Boulevard outside the USB, that, and upon development, must connect with City Water. Those parcels are specifically identified in Future Land Use Map series, Urban Service Boundary Area Map 2-9.

-RESOURCES-

Objective 9: The FLUM shall reflect the policy direction found within the chapters of the Comprehensive Plan, and shall coordinate land use categories with soil and topographic characteristics, the protection of historic, archeological and natural resources, existing land uses, forms of development and the availability of public facilities.

Policy 9.1: Areas designated on the Future Land Use Map as Conservation or Recreation/Open Space use shall limit development as follows:

- a. All development shall be subject to environmental performance standards which would prevent adverse environmental impacts and are adopted in the land development regulations.
- b. Recreational development must be compatible with the surrounding environment and shall be subject to performance standards adopted in the land development regulations.
- c. All applications for development approval shall continue to be subject to site plan review.
- d. Septic tanks and water wells shall be strictly regulated.
- e. FEMA/FIRM/SFWMD elevation regulations shall be strictly enforced.
- f. Maximum limits shall be established for impervious surfaces.
- g. Natural vegetative communities shall be maintained.
- h. Densities and intensities of land use shall be limited.

Policy 9.2: Areas designated on the Future Land Use Map as Conservation or Recreation/Open Space including, but not limited to, Little Salt Spring, the archaic Indian burial ground and the Atwater Archeological site, shall continue to be TDR sending zones.

Policy 9.3: The City shall, per the Unified Land Development Code regulate proposals for development within the designated riverine floodplains identified on FEMA 100-year floodplain maps. These amendments should ensure that significant alteration of the functions of the floodplain will not occur, the proposed development is consistent with performance standards regulating development, or takes advantage of any incentives, if appropriate.

Policy 9.4: The developer/owner of any site, except single-family residential, shall be responsible to meet stormwater regulations and other appropriate regulations, as applicable.

Policy 9.5: The City land development regulations, consistent with F.S. Chapter 163.3202(1), shall address and regulate activities having the potential to degrade water quality, or impact future and existing wellfields.

Policy 9.6: Extraction of natural resources shall be permitted as a conditional/special exception use only where compatible with existing and proposed land uses.

Policy 9.7: Where conservation through land development regulation is not sufficient, land acquisition alternatives shall be pursued through City applications to available State and Federal grant programs and utilization of any other appropriate innovative financing mechanisms.

Policy 9.8: Zoning and Land Development Regulations, consistent with F.S. 163.3202 (1), shall be revised to maintain the character of agricultural lands within the Estates area of the City.

Policy 9.9: Historic resources shall be protected through application requests to the National Register of Historic Places by the City for designation as historic sites by the state or the county, and consistent with State law and criteria as established by the Florida Department of State, Division of Historical Resources, for resources listed on the Florida Master Site Files.

Policy 9.10: By 2020, a list of designated historic resources shall be submitted to the U.S. Department of Interior for inclusion in the National Register of Historic Places provided the policy is funded by a grant or other private funding source(s).

Policy 9.11: North Port shall continue, with the assistance of archaeologists, to identify significant historic resources including unmarked human burials which are in need of protection, provided the policy is funded by a grant or other private funding source(s).

Policy 9.12: Within the jurisdictional wetlands located in the Agricultural Estates portion of the Glawson/Carlton property, no intensive agricultural activities shall be permitted. Prohibited activities include, but are not limited to, dairy and hog farms, large scale poultry farming, citrus groves, and crop farming. Small private gardens, the grazing of cattle, the cultivation of poultry for personal use, and equestrian activities will be permitted pursuant to approval by the appropriate local and state review agencies.

Policy 9.13: Within the Agricultural Estates portion of the Glawson/Carlton property development setbacks from jurisdictional wetlands shall equal, or exceed (as directed by state or federal environmental agencies), the setback guidelines required by state and federal environmental agencies.

Policy 9.14: No public water or sewer service shall be provided to the Agricultural Estates portion of the Glawson/Carlton property.

Policy 9.15: Environmental studies/reports required by state and federal agencies to obtain development approval for activities that may impact protected wildlife or environmentally significant portions of the Glawson/Carlton property shall be submitted to the City along with any approved permits issued by the agencies.

Policy 9.16: For housing, land clearing within the Agricultural Estates portion of the Glawson/Carlton property area shall be a minimum of 50 feet around the structure for fire protection.

Policy 9.17: All landscaping within the Agricultural Estates portion of the Glawson/Carlton property shall consist of trees and plants indigenous to Southwest Florida.

Policy 9.18: Within the Glawson/Carlton annexation properties, until such time as development of a particular parcel commences all current uses, including borrow pits, sod farming and hunting shall continue to be permitted on site, provided the particular parcel remains a minimum of forty (40) acres.

Policy 9.19: Development which affects the designated “wild and scenic protection zone” of the Myakka River shall meet standards which conform to, or are more stringent than, standards developed pursuant to Section 258.501, Florida Statutes, the “Myakka River Wild and Scenic River Designation and Preservation Act”, including standards found in the Myakka Wild and Scenic Management Plan accepted by the Governor and Cabinet on May 22, 1990. All necessary “Myakka River Permits” shall be secured from the Florida Department of Environmental Protection prior to the approval of any development permit by the City of North Port, as applicable.

Policy 9.20: “Green Design” – The City shall reduce the negative impact of public and private buildings on the environment, and potential negative impacts to building occupants, by amending the Unified Land Development Code, where applicable, and utilizing the City’s site and development process to promote site and green building design and construction practices which include, but are not limited to, the following activities/actions:

- a. Promote sustainable site planning,
- b. Safeguard water and water efficiency,
- c. Encourage energy efficiency,
- d. Encourage conservation of materials and resources, including the reuse of materials when possible; and,
- e. Promote indoor environmental quality through the use of non-toxic materials and the provision of adequate ventilation.

Policy 9.21: The City shall plan, design, construct, manage, renovate, commission, and maintain its facilities and buildings to be sustainable. It is the City’s intent that all public buildings conform to the highest rating system feasible, as established by the Florida Green Building Coalition (FGBC), Leadership in Energy and Environmental design (LEED), or other applicable performance criteria.

Policy 9.22: The City shall continue to coordinate disposal of dredge spoil, as necessary, with Charlotte County.

Policy 9.23: Prohibit dredge and fill activities in the Myakka River and its tributaries except to maintain previously dredged and existing drainage canals and navigation channels. All new environmentally sound navigation channels shall require approval by the City Commission and must be determined to be in the public interest.

Policy 9.24: Residential development within the Coastal High Hazard Area (CHHA) shall conform to the following:

- If a residential structure located within the adopted Coastal High Hazard Area is voluntarily destroyed, or destroyed by natural forces, the redevelopment of said property must conform to the underlying zoning;
- The provisions of this Policy shall not be construed as restricting the rebuilding of a single-family residence on an existing lot-of-record, if such property meets all requirements pertaining to construction in the Coastal High Hazard Area; and
- In the event that natural forces render a property located in the Coastal High Hazard Area unbuildable, or reduce the development potential of a property as allowed by the prior acreage and the underlying zone district, utilization of the Transfer of Development Rights concept will be encouraged (Development Rights, in such cases, shall be determined based upon pre-disaster conditions).

Policy 9.25: No development order shall be issued which would permit unmitigated development in 100-year floodplains, as designated on Federal Emergency Management Agency Flood Insurance Rate Maps, or on floodplain associated soils shown in Map 2-2 of the Future Land Use Map Series, that would adversely affect the function of the floodplains or that would degrade the water quality of water bodies associated with said floodplains in violation of any local, State, or federal regulation, including water quality regulations.

Policy 9.26: The City shall discourage the densification and intensification of land uses within Hurricane Evacuation Zones A and B (as depicted within the Coastal Management Element Map Series) the CHHA, and/or FEMA Flood Zones “A,” “AE,” and/or “VE.”

Policy 9.27: As reflected in City of North Port Zoning standards, potential incompatibilities between land uses due to the density, intensity, character or type of use proposed, shall be mitigated through site and architectural design techniques including but not limited to any or all of the following:

- provision and location of open space, perimeter buffers, landscaping and berms;
- the location and screening of sources of light, noise, mechanical equipment, refuse areas, delivery areas and storage areas; and,
- the location of road access to minimize adverse impacts, increased building setbacks, step downs in building heights.

Policy 9.28: The City of North Port recognizes the importance of recreational and commercial working waterfronts to the economic, social, and environmental vitality and health of the community. Consistent with the Coastal Management Element, the City will identify and implement techniques which encourage the preservation and expansion of recreational and commercial working waterfronts in the City of North Port.

-INTERGOVERNMENTAL COORDINATION-

Objective 10: Through increased frequency of meetings and exchange of information, the City shall improve coordination with affected and appropriate governments and agencies to maximize their input into the development process and mitigate potential adverse impacts of future development activities.

Policy 10.1: Recommendations and corrective actions described in the Myakka Wild and Scenic River Management Plan as applicable to North Port shall be considered for adoption by the City Commission.

Policy 10.2: Requests for development orders and building permits shall be coordinated, as appropriate, through existing procedures as defined by F.S. Chapter 380.06, F.S. Chapter 163, and City Ordinance 87-252, with Sarasota County, Charlotte County, the Southwest Florida Regional Planning Council, the Southwest Florida Water Management District, and other State and Federal agencies to ensure consistency with the provisions of the Charlotte Harbor Management Plan, Charlotte Harbor SWIM Plan, and the Charlotte Harbor National Estuary Program, and other regional issues.

Policy 10.3: Where appropriate the City will concentrate the location and development of infrastructure to take advantage of high elevations and opportunities for rapid evacuation as identified in the Southwest Florida Regional Planning Council Hurricane Evacuation Study, 2010.

Policy 10.4: Close coordination shall be maintained with the Sarasota County School Board to ensure optimum school facilities and services are provided within the City of North Port.

Policy 10.5: The City shall, in conjunction with the Counties or other agencies, update the Intergovernmental Coordination Element on an as needed basis.

Policy 10.6: The City shall support the development of campus-style educational facilities which clusters elementary, middle and high school facilities on one self-contained geographic area, and encourages the location of other appropriate government or public uses adjacent to the school campus.

Policy 10.7: The City shall continue to coordinate planning efforts with the Sarasota County School Board to ensure that the logical assembly of adequate lands, necessary infrastructure, and pedestrian friendly facilities, are provided.

Policy 10.8: The City shall continue to coordinate with the Sarasota County School Board to develop plans for future school sites.

Policy 10.9: The City shall continue to support social services by providing appropriate funds, seeking grants and working cooperatively with other agencies, either public or nonprofit organization(s), that provide social services or improve the health of the City residents. Further the City supports the location within the City of the appropriate facilities that serve primarily City of North Port residents.

Policy 10.10: The City shall annually provide a report to the Planning and Zoning Advisory Board and the City Commission, assessing the City's progress toward accomplishing the goals, objectives, and policies in this Comprehensive Plan.

GOAL 4: - Reserved -

Objective 11: To promote strategies that address issues which include but are not limited to fiscal sustainability, energy efficient land use patterns, environmental protection, and housing diversity to provide a balance in both new development and the pre-platted lot areas, the City shall undertake the following policies.

Policy 11.1: The City will continue to identify and provide incentives to individual property owners, builders, and developers to consolidate and assemble parcels of land for future private uses, and will encourage the use of other innovative land development techniques to improve lot layout, drainage, infrastructure, and stormwater retention.

Policy 11.2: Existing platted areas in the Charlotte Harbor region shall be developed in accord with the goals and objectives of the Charlotte Harbor Management Plan, Charlotte Harbor SWIM Plan, and the Charlotte Harbor National Estuary Program.

Policy 11.3: The City will monitor programs and initiatives resulting from the Sustainable South Florida Initiative, the Sustainable Communities Pilot Project, and other local, state and national programs pertaining to sustainable development. Specific topics to be examined include, but are not limited to, the replatting and reassembly of land.

Policy 11.4: The City shall encourage and support the innovative redesign or assembly of GDC platted lots. The City shall encourage this activity by expediting the land development review process and endorsing unique and creative land use design.

Policy 11.5: The City shall develop and implement a program to encourage combining two or more platted lots for one dwelling unit. This program may include, at least the following components.

- The automatic elimination of easements along the interior lot line.
- Appropriate impact fee credit may be applied provided certain criteria are satisfied. These criteria may include a legal document permanently eliminating the development rights that would accompany the lot(s) being combined, etc.
- Expedited permitting

Policy 11.6: The City may accumulate a number of contiguous lots including tax sale lots and, when appropriate in size and configuration, offer all the lots for sale provided the development of those lots implements a creative and innovative development pattern such as neo-traditional development, cluster housing, and villages.

Policy 11.7: The City shall accept all appropriate donated lots to be used for any purpose as stated in policies 11.5, and 11.6.

Policy 11.8: The existing platted lots in areas within City limits before the year 2000 will continue to be designated as a TDR sending zone.

Policy 11.9: To address the fiscal issues and sustainability impacts of providing services to the GDC platted lots, the City shall promote/encourage creative development including but not limited to neo-traditional development, cluster housing, and villages in previously un-platted areas of the City, and in areas where platted lots have been assembled and re-platted, where developers/property owners enter into agreement with the City to provide, at their cost, the infrastructure necessary to serve the new developments. This infrastructure includes, but is not limited to, water and sewer service and transportation facilities.

Policy 11.10: The City shall work with the Department of Economic Opportunity through assistance provided

for in the annual state General Appropriations Act to address issues created by the large number of antiquated lots within and adjacent to the City's borders. The plan/policies developed shall address ways to implement appropriate growth management strategies in the future development, or retirement, of the lots and methods to alleviate any negative environmental impact caused by issues such as the lack of sewer lines as the old platted lots develop.

Policy 11.11: The City shall continue to be an active participant in the "Platted Lands Coalition," which is made up of other platted lands communities throughout the State of Florida. The City, as part of the coalition, will work to address priorities including, but not limited to, taking action to revise state legislation to define sprawl as it relates to platted land communities and how to fix it, as well as other changes to legislation that as written now do not factor in the issues relating to platted land communities which can create sustainability issues for such communities.

Policy 11.12: The City shall encourage energy-efficient land use patterns which account for existing and future electric power generation, transmission, and distribution systems. Pursuant to F.S. 163.3208, new distribution electric substations shall be permitted in all land use categories with the exception of Conservation, Recreation/Open Space and/or historic preservation areas.

Policy 11.13: In areas of the City where GDC pre-platted lots are assembled and re-platted to create a new subdivision, the City shall ensure that potential negative impacts are addressed through the Development Review Process in order to enhance and protect the surrounding neighborhoods. The City shall amend the ULDC to provide guidelines to address this type of neighborhood protection.

Policy 11.14: To protect the quality of life within the City's neighborhoods, the City shall work with government and non-profit organizations to evaluate and develop strategies to address the impacts associated with the abundance of vacant, partially constructed, or abandoned home sites on the pre-platted lots.

Objective 12: - Reserved -

-VILLAGE LAND USE -

Goal 5: To realize the long-range planning vision for the City of North Port, the City shall create the Village Land Use Classification. The Village Land Use Classification has been designed to promote a pattern of development that will overcome the problems associated with urban sprawl; encourage a better jobs/housing balance; promote a pattern of development that will reduce reliance on the personal automobile by allowing a greater variety of land uses closer to work and home; protect and enhance environmental assets and provide for an orderly transition from rural to urban land uses through a planning process that couples a build out vision with the proper timing and location of adequate public facilities through the preparation of Village District Pattern Plan(s) (VDPP).

Objective 13: In order to fulfill the build-out vision for the City of North Port, any property under unified ownership or united application within the City, which can meet the minimum requirements to form a village, town center, and neighborhoods contributing to the formation of a village, may receive a Village Land Use Classification.

Policy 13.1: General Village Principles - Each Village must adhere to the following general Community Planning Principles:

- a. Planning for villages shall be in the form of distinct neighborhoods served by a mixed-use village center. Each neighborhood shall contain a neighborhood center consisting of a civic space to accommodate a neighborhood park, elementary school or other similar neighborhood servicing civic

- facility. Neighborhood servicing commercial development shall be permitted in the neighborhood center. Groups of two or more neighborhoods shall be served by a mixed-use village center containing one or more of the following: housing, shops, work places, schools, parks, or civic facilities essential to the daily life of the Village residents.
- b. Village size shall be designed so that the neighborhood centers are generally within a 1.0 to 2.0 -mile radius of the Village Center (shops, services and other activities). This radius may be relaxed for rural villages and where natural or community facilities and services interrupt the design.
 - c. All Villages containing more than one neighborhood should contain a diversity of housing types to encourage citizens from a wide range of economic levels and age groups to live within its boundaries. This is accomplished by using the adjusted gross acreage approach, which is the gross acreage minus water bodies, wetland/conservation areas, and open space.
 - d. Transit stops shall be incorporated into the design of the Village Center.
 - e. The Village shall have a center focus that combines commercial, civic, cultural, or recreational uses.
 - f. The Village shall contain an ample supply of open space (includes stormwater management areas, golf courses, floodplains, greenbelts, upland habitat areas, vehicular/utility corridors) in the form of squares, greens and parks whose frequent use is encouraged through access, placement, and design.
 - g. Each Village shall have a well-defined edge, such as greenbelts, wildlife corridors permanently protected from development, or through the use of urban design features which distinctly define the edge of the village.
 - h. Local and collector streets, pedestrian paths and bike paths shall contribute to a system of fully-connected and interesting routes from individual neighborhoods to the Village Center and to other Villages. Their design shall encourage pedestrian and bicycle use.

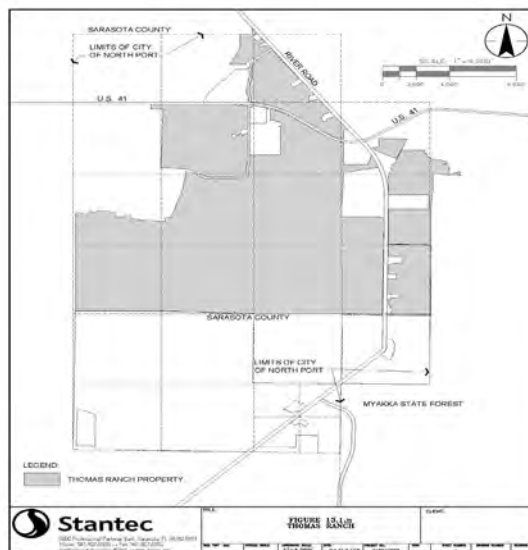


Figure 13.1.n

- i. The natural terrain, drainage patterns and vegetation of preserved tracts of native habitats shall be contained within parks, open space or greenbelts.
- j. The Village Center shall be designed to encourage and accommodate linkage with the regional transit system.
- k. Planning requirements for the design of each Village District Pattern Plan shall exceed or be consistent with 1) the requirements of the Florida Fish and Wildlife Conservation Commission, the United States Fish and Wildlife Service, and the Conservation Element and Coastal Management Element of the City of North Port Comprehensive Plan with regard to listed species and their associated habitats; 2) the protection of wetlands pursuant to Chapter 373, Florida Statutes permitting requirements as administered by the Florida Department of Environmental Protection and the Southwest Florida Water Management District.
- l. Where appropriate, civic structures, schools, clubhouses and other structures shall be designed as hurricane shelters to provide a safe environment for the residents or employees.
- m. City shall adopt standards governing development in storm surge I and II areas, per FEMA regulations.
- n. The maximum density for properties designated Village Land Use Classification shall be specifically established at the time of the comprehensive plan amendment. The maximum number of units for the Thomas Ranch property, as the boundaries are depicted on Figure 13.1.n shall be 16,400 dwelling units.

The maximum density for the designated Village areas northeast of the interchange of I-75 and Toledo Blade Boulevard shall be 1,350 dwelling units. These units are designated for the H.M.T.A. villages.

Policy 13.2: Town Center

A Town Center may be developed in support of Villages programmed for large annexed areas or land assemblages. A Town Center shall be created as part of the Village development in the area of western North Port known as the West Villages. The West Villages Town Center shall be located in the general area of the intersection of U.S. 41 and the proposed north/south arterial roadway (West Villages Parkway) that will traverse the village district. The West Villages Town Center shall be a minimum of 300 acres and up to approximately 1000 acres in size. The purpose of the Town Center will be to provide a place for residential, office, retail, civic, and light industrial land uses with a more regional market base, the scale of which should not be appropriate in the villages (standards for design are identified in the accompanying table which follows).

In order for development to take place a Town Center must be located so that it has access to major interchange/intersection. A Town Center must be designed to encourage and accommodate linkage with the regional transit system. Town Center design must provide for connections with the collector streets, pedestrian and bike path system provided in individual Villages. Existing civic uses such as Fire/Police Stations and educational facilities shall be connected to the Town Center, where applicable. When developing a Town Center, close coordination with the School Board of Sarasota County shall be required to determine whether a school site should be reserved within the Town Center.

Prior to any development proceeding in a Town Center, a Village District Pattern Plan for the Town Center must be approved by the City of North Port. Requirements for the Town Center shall be the same as the Village District Pattern Plan identified in Policy 13.6 of this section.

The following standards should be used in designing Town Centers:

Maximum Size: 300 – 1,000 Acres

Minimum Density: 4.0 DU/Adjusted Gross Acre

Maximum F.A.R.: 1.0

Density Incentives: Up to 24 DU/ Adjusted Gross Acre with Transfer of Development Rights (TDR)

<u>Land Use Mix</u>	<u>Minimum</u>	<u>Maximum</u>
	<u>Acreage</u>	<u>Land Area</u>
		<u>Permitted</u>
1. Residential *	45	30%
2. Commercial Retail & Services	60	60%
3. Office & Light Industrial	30	50%
4. Overall Commercial/Office/Industrial (2&3)	90	70%
5. Civic	15	No Max
6. Parks & Open Space	30	No Max

*Residential dwellings are permitted above ground floor commercial uses and home businesses utilizing the Internet and similar technologies are encouraged.

**Minimum acreage based upon a 300-acre Town Center.

A Town Center shall be integrated with the regional transit system. The design shall include designated locations for establishment of transit stations/stops as a component of a mixed-use development.

Policy 13.3: Village Size

Policy 13.3.1: Village – Each Village should be planned so that it includes no greater than 2000 acres of gross land area. This area may be increased at the discretion of the City where substantial acreage is included in natural water bodies, open space, or wetlands/conservation areas. The adjusted gross density in

the Village shall generally be 3.0 DU/per adjusted gross acre. Adjusted gross density in the Village shall be capable of supporting, at a minimum, a grocery store anchored commercial center of 80,000 to 150,000 square feet. The Village shall be composed of no less than two (2) neighborhoods, except where constrained by natural or manmade features. Each Village shall contain civic space in the form of a village park and, if required by the Public Improvements Plan analyses completed per Section 13.6.III.3, one (1) elementary school. A village green and, if required by Section 13.6.III.3, one (1) middle school site should be provided in the Village Center. Size requirements for the village green shall be consistent with minimum standards in 13.5.2. The minimum size of a village park should be at least 5 acres.

Policy 13.3.2: Rural Village – Each Rural Village should be planned so that it includes no less than 3,000 acres of gross land area. Gross density within the rural village shall be no greater than 1 DU/3 acres. Each Rural Village Center shall contain civic space for an elementary school or civic related use and central square or park, which should be designed as the focal point for the Rural Village Center. The Rural Village shall be designed around traditional village design criteria as defined in the City of North Port Unified Land Development Code. The size and amount of non-residential uses in the Rural Village Center should support the scale and market demand associated with the total number of residential units in the Rural Village and not surrounding regional or sub-regional market demands.

Policy 13.4: Neighborhood Development

Policy 13.4.1: Neighborhoods – Residential neighborhoods generally shall not exceed 500 adjusted gross acres and should offer neighborhood facilities and civic services including passive and active recreation facilities. The development of a variety of housing types is encouraged. Attached dwellings are encouraged for the property surrounding the neighborhood center (focal point). Civic space shall be provided within each neighborhood. Each neighborhood shall be designed so all housing units are generally within a ½ mile radius of the neighborhood center.

Policy 13.4.2: Rural Neighborhoods – No minimum size requirements will be instituted for rural neighborhoods. As a general guideline, it is recommended that approximately 1,500 adjusted gross acres be included in a rural neighborhood. Due to the low density of development (1DU/3 acres), the focal point for rural neighborhoods shall be contained in the rural village no minimum radius is required.

Policy 13.5: Commercial Development

Commercial development shall be permitted in conjunction with a Neighborhood or Village Center.

Policy 13.5.1: Neighborhood Centers – Area set aside for commercial development shall be in addition to that required for any civic use. Commercial development shall be permitted in Neighborhood Centers in association with the following standards:

1. Total land area shall not exceed four (4) acres (not including lands uses such as civic areas, open space, schools).
- (b) Floor area ratio (FAR) may not exceed .25 FAR with maximum gross floor area of approximately 20,000 square feet.
- I Located within walking distance criteria required in Policy 13.4.1
- (d) Should be located central to the neighborhood separated from major collector or arterial roads.

- I Site design, which emphasizes parking behind or beside buildings and incorporates the use of landscaping and pedestrian amenities such as benches, bike parking and coordinated architectural scheme. The site design shall maintain the mass, scale and character of the surrounding neighborhoods. The Neighborhood Center must be linked to the adjoining neighborhood by sidewalks and bike paths.
- (f) Residential dwellings above ground floor commercial uses will be permitted.
- (g) Users shall be limited to convenience retail and service operations and office, which are intended to serve the neighborhood population.

Policy 13.5.2: Village Center – The Village Center shall function as a community of compatible uses in a compact setting serving the surrounding neighborhoods. The Village Center shall provide for a mix of land uses such as residential, commercial, office uses, personal and household service establishments, civic uses, public facilities, parks, playgrounds, or other similar services designed to meet the needs of the adjoining neighborhoods. The following standards should be used in designing the Village Center:

Maximum Size - 50 adjusted gross acres and location to be determined by Village District Pattern Plan

Maximum Density - 3.0 units/ adjusted gross acre:

Maximum FAR - .40

Density Incentives: up to 16 units/ adjusted gross acre/with
Transfer Development rights (TDR)

<u>Land Use Mix</u>		<u>Minimum</u>	<u>Maximum</u>
		Land Area	Land Area
		Required	Permitted
1.	Residential	25%	40%
2.	Commercial		
	Retail & Services	20%	60%
3.	Office	10%	25%
4.	Overall Business	30%	60%
	(2&3 Combined)		
5.	Civic	5%	No Max
6.	Parks	10%	No Max
	& Open Space/ <u>Village Green</u>		

The Village Center should be located on a collector road serving the village or at the intersection of two collector roads. Collector roads should not split the Village Center unless the road is designed to facilitate and encourage pedestrian access along and across the roadway. The Village Center may be located on an arterial road provided that the center is not designed to be located on both sides of the arterial road. The Village Center shall be designed to accommodate linkage with the regional transit system. The transit stops should be located so that they are easily accessible to commercial uses. The Village Center shall not be consolidated into a larger commercial complex serving more than one Village, except in circumstances where it can be demonstrated that placing village centers proximate to each other will advance City goals for accessibility and reduced vehicle trips. Village Centers should generally maintain a separation of approximately one mile from another Village Center and ½ mile from a Neighborhood Center. Schools sites if required shall not be included in the computation for maximum size of the Village Center. Village Center(s) shall be located within the village.

Policy 13.5.3: Rural Village Center – A Rural Village Center should function as the focal point and serve the neighborhood and convenience retail and office needs of the surrounding rural community. The Rural Village Center shall allow for a mix of land uses such as residential, commercial, office, civic, or and parks.

The following standards should be used in designing a Rural Village Center:

Maximum Size:	10 Acres
Maximum Density:	1 DU/3 Adjusted Gross Acres
Maximum F.A.R.:	.30 maximum non-residential floor Area limited to no greater than 40K Square Feet
Density Incentives:	Up to 8 DU/ Adjusted Gross Acre with TDR's. Where rural development is clustered on lots no smaller than 1 DU/acre to create greater open space, TDR's may be transferred into the rural village center at a rate of up to 1 DU/1 Acre

Policy 13.6: Initiation of a Village/District Planned Development

Detailed Village boundaries must be established through the adoption of a Village District Pattern Plan (VDPP). No development shall be permitted within a Neighborhood, Neighborhood Center, Village Center or a Town Center until a VDPP for the entire Village or Town Center has been approved by the North Port City Commission. However, the initiation of a VDPP does not constitute proposal of an actual plan of development by the developers of land within the Village, and the approval of a VDPP by the North Port

City Commission does not constitute an authorization to commence development within the Village. Following approval of a VDPP, a developer of land within the Village must apply for and obtain from the City approval of specific plans of development which are consistent with the approved VDPP. A VDPP must be prepared in sufficient detail to allow evaluation of the interrelationship of its parts and establish consistency with Policies 13.1 – 13.12 in this section. Each and every step involved in the preparation of the VDPP must be directed by, or coordinated with, the City and must include at a minimum the following information:

2. Site Analysis

Prior to the initiation of the VDPP, a site analysis shall be prepared including, but not limited to, the following information:

3. Identification of extent and location of natural features in the VDPP area pursuant to the Principles 13.1.i and k. The preparation of any VDPP shall utilize, but not be limited to, the baseline environmental mapping, consistent with Chapter 62-340, F.A.C., the State of Florida Unified Wetland Delineation Methodology, the Florida Land Use Forms and Classification System, and shall comply with the regulatory requirements of State and Federal agencies identified in Principles 13.1.i and k.
2. Identification of the quality and character of the native habitats in the VDPP area within an environmental report, which identifies corresponding opportunities and constraints to development within the area.
3. Identification of the usable land area, and the need for the proposed development.
4. Identification at a conceptual level of the area suitable to address stormwater management requirements.
5. Identification of public facilities and services available to the area; capacity available; and, any deficiencies.
6. In addition to the criteria in the Village Land Use Classification, preparation of specific guidelines and standards for staff and community review which will guide development of the VDPP.
7. Identification of existing and proposed land uses in proximity to the property, which should be considered in preparation of the VDPP.
8. Preparation of a map identifying any perceived opportunities and constraints to development of the Village.
9. Provide an opportunity for the public to review the findings of the site

analysis to provide input related to the identification of opportunities and constraints to development.

II. Preliminary VDPP

9. Prepare rough sketch plans for staff and community review. The sketch plans shall include:
10. The location of each neighborhood, neighborhood center and village center in conjunction with the provisions of the Village Land Use Classification. For the neighborhoods, a computation of the adjusted gross density should be provided along with the permitted uses and proposed lot sizes. For neighborhood and village center, a computation of gross density shall be provided, as well as the area and percentage of land use mix in conjunction with the categories found in Policy 13.5.
- b. Circulation routes for auto, transit, pedestrian, and bicycles including consideration for connection with the surrounding area. For each facility to be included in the VDPP, design criteria shall be included addressing:
 - Approximate center line locations of proposed primary roadways
 - Right of Way width's
 - On street parking (if applicable)
 - Landscape and streetscape treatments
 - Design cross section(s)
- c. The proposed location, size and capacity of major infrastructure components including wastewater, water, and stormwater, and solid waste.
- d. Preliminary criteria for each land use category, pursuant to Policies 13.5.2, 13.2, and 13.5.3, proposed for the VDPP including, but not limited to:
 - Minimum lot size
 - Setbacks
 - Height
 - Density
 - Floor Area Ratio (non-residential)
 - Signage
 - Architectural style for non-residential areas
11. Illustrate how existing development, if any, is to be integrated within the plan.
- f. Provide an opportunity for the public to review the Preliminary VDPP. Each

property owner in the VDPP area must be notified of the opportunity as well as special interest groups identified by the City of North Port Planning & Zoning Department. The public review opportunity must also be advertised in a newspaper of general circulation in the area. Comments from the public must be documented and summarized in a report to the City of North Port Planning & Zoning Department.

III. Proposed VDPP

Based on the results of the informational session described in II.f., preparation of the proposed Village District Pattern Plan will include the following elements:

12. Statement of the community goals and objectives to be accomplished by the VDPP.
13. Preparation of the VDPP Exhibits:
 - a. Land use plan
 - b. Transportation plan
 - c. Environmental impact plan
 - d. Public facilities plan
 - e. Design performance standards
14. Preparation of a Public Improvements Plan which identifies the infrastructure necessary to support development of the VDPP, the proposed source of funding, and the approximate timing for construction. The Public Improvements Plan shall include an analysis of the need for roadways, utilities and schools and shall demonstrate how the VDPP addresses those including:
15. Detailed land use plan indicating the location of neighborhoods, neighborhood centers, and village center including the proposed locations for transportation facilities (auto, transit, bike, pedestrian), major community services, as applicable, (water and wastewater plants, stormwater and floodplain management, solid waste transfer stations, fire and police substations, government buildings), neighborhood school(s), parks, greenbelt, and any conservation areas.
 - (b) A Transportation Plan. This plan shall include the location of all arterial and collector roadways, their right-of-way width, and design cross section. It shall also address the proposed location of transit routes and the manner in which they can be integrated into the regional transportation system. The location of all bikeways and pedestrian paths shall be provided demonstrating the ability to access all schools, commercial and civic areas. The transportation plan shall be accompanied by an analysis report demonstrating the impact on transportation facilities, including impact on hurricane evacuation

clearance times, and documenting the timing and estimated cost for transportation improvements required by development.

16. Identification of anticipated impacts to native habitats including: wetlands and representative tracts of upland habitats. Native habitats not proposed for impact shall be preserved in a manner that protects or enhances any significant ecological functions. Particular emphasis shall be placed on the conservation of wetlands and upland habitats as linked ecological components within greenbelts. Land uses shall be distributed in a manner that minimizes the effect and impact on wetlands. The protection and conservation of wetlands shall be ensured during the preparation of the VDPP. The type, intensity or density, extent, distribution and location of allowable land uses and the types, values, functions, sizes, conditions and locations of wetlands are land use factors which shall be considered when directing incompatible land uses away from wetlands during the preparation of the VDPP. When no reasonable alternatives to avoid wetland impacts exist, mitigation shall be considered as one of the means to compensate for loss of wetland functions.

- (d) Location and size of necessary water and wastewater systems. Including an analysis of demand, the location and size of plants, major distribution and collection systems.

- (e) The design performance standards that will be utilized in the review and approval of all development plans processed for different land use categories in the village.

- (f) As part of the VDPP approval process, the applicant shall be required to provide the City with an Educational Facilities Needs Analysis ("EFNA"). The EFNA shall, at a minimum, include the proposed number of dwelling units, at timed stages/phases throughout the development of the property subject to the EFNA, and the proposed number of public school students to live therein. The EFNA shall be submitted by the City to the School Board for review and analysis. The City shall offer the School Board multiple opportunities during the VDPP process to provide input as to school size, location and other issues concerning public schools' impacts or needs. Upon receipt of same from the School Board, the City shall encourage the School Board to coordinate with the City on all such issues during the VDPP process.

17. Prepare an analysis for the anticipated cost of development vs. revenues and other public benefits. Where a short fall that is not mitigated by other public benefits, such as economic development, exists identify the financial mechanisms that will be utilized to cover any short-fall and anticipated revenues accruing from application of the financial mechanism.

18. Provide an opportunity for public review and comment on the proposed VDPP as per the requirements of II. F. Make any refinements to the Proposed VDPP documents and submit the resulting Proposed VDPP to the City of North Port Planning & Zoning Department for review and approval by the Local Planning Agency and City Commission.

IV. Final VDPP

19. Based on any changes resulting from required public sessions make any refinements to the VDPP and submit to the City of North Port. Preparation of a Final VDPP with related drawings and text will be based upon final approval by the North Port City Commission.
20. Where the fiscal analysis provided in the VDPP requires implementation of an independent tax district or other related financial mechanism to support development, such district or mechanism shall be in place before recordation of the first final plat.
21. The City shall amend the CIP, as appropriate.

Policy 13.7: Facilities and Services

The City of North Port may adopt a Developer's Agreement for directing the timing and location of future development within the Village Classification and VDPP.

The Developer's Agreement shall identify those community facilities (including but not limited to schools and park sites, road rights-of-way, water and wastewater treatment sites, and other utility rights-of-way), which will be subject to the agreement. The land required to accommodate adequate public facilities shall be conveyed to the City pursuant to the Developer's Agreement.

The Developer's Agreement shall be in addition to and shall not replace or supersede any provisions of the North Port Concurrency Management System.

Each Developers Agreement for each VDPP shall be evaluated to determine that adequate facilities and services are or will be available. Where facilities or services are determined to be inadequate the provisions of the developer(s) agreement shall correct any deficiency and allow development to proceed. All development in the Village will be served by central sewer and water service. Rural Villages may be served by wells and septic systems. However, on-site utilities, temporary septic tanks, and potable water wells, where deemed appropriate by the City of North Port, may be used in initial stages of development until adequate demand is available to support a central water and wastewater system, at which time the structures shall be required to connect to the system(s) pursuant to local ordinance or, absent such local ordinance, pursuant to Florida Statutes. On-site utilities shall only be utilized where soil and water table conditions will permit their use and; where the developer shall install the necessary water and sewer lines (dry lines) to ultimately connect the development to the central utility system; and, the area is included in a capital improvement program which provides for central utility services to be in place in the next five (5) years or the planning period approved in the VDPP.

Policy 13.7.1: Where applicable, the City shall pursue an interlocal agreement with Sarasota County, or other utility providers, to interconnect City system and County (or other) water systems.

Policy 13.7.2: Where applicable, the City shall pursue an arrangement for

the provision of fire and emergency management services to proposed Town Center(s) and associated proposed villages.

Policy 13.8: Village Greenbelts

Purpose: In addition to requirements for formal parks and neighborhood greens, greenbelts surrounding each village and Town Center, shall be required at the perimeter of each Village. This greenbelt must be provided to discourage sprawl by creating a definable Village and provide a permanent undeveloped edge, except as set forth in Policy 13.8.1 (g) and Policy 13.9, so that planning a Village within limited space takes on meaning. These greenbelts may function as an environmental corridor(s) incorporating passive recreation uses such as hiking and surface water management systems. The functions shall be consistent and compatible with the type of Village (i.e.: Village or Rural Village). In greenbelts which contain listed plant or animal species, or unique habitat types; no development other than passive recreational facilities shall be permitted within these areas. Significance shall be determined based upon an environmental assessment report and consultation with appropriate State or federal agencies. TDR's shall be assigned to the Greenbelt at a rate of two (2) dwelling units per acre and may be applied within the Village or Town Center unless the transfer will result in over crowding of the schools serving the area where TDR's are transferred.

Policy 13.8.1: Design Standards: In addition to discouraging sprawl by creating a definable Village and providing a permanent edge, the following design standards may be applicable depending on the Village type and the site constraints and opportunities.

- (a) Where incompatible uses exist between villages, the greenbelt shall function to buffer incompatible uses from a visual, auditory and separation perspectives. For example, the greenbelt may be designed to reduce noise impacts created by a principal arterial.
- (b) Significant environmental features may be linked by or incorporated into the greenbelt.
- (c) Greenbelts may be designed to preserve/enhance ambient water quality with contiguous wetland ecosystems.
- (d) The greenbelts may create and enhance a mosaic of preserved representative tracts of native habitat (both uplands and wetlands).
- (e) Greenbelt vistas and features must be compatible with the village type.
- (f) Greenbelts may facilitate collector and arterial roadways, as shown in the City of North Port Comprehensive Plan and pedestrian ways that shall link the villages to each other and the Town Center.
- (g) Where the Village Center may be located near or adjacent to the periphery of the Village, the village edge may include urban design features such as: the buildings placed adjacent to the sidewalk along the arterial or collector road, distinctive architectural style or site design requirements that differentiate one Village Center from another, or the creation of pedestrian promenades which by their landscaping and other amenities clearly define one village edge from another.

Policy 13.9: Collector and Arterial Roads

To protect the Village form of complete and integrated neighborhoods, villages shall not be designed to be severed by arterial highways as defined by the City of North Port, or the FDOT.

Arterials shall include a separation from the Village perimeter to the edge of the roadway. The area of separation shall be maintained as a permanent greenbelt and buffer.

Arterials may be located within greenbelts provided the roadway does not encroach on any preserved tracts of native habitat or conflict with the maintenance of wetland or preserved native habitat functions.

As a requirement of approval, a Village District Pattern Plan shall consider provision and location of Rights-of-Way for any collector or principal arterial highway.

Area sufficient to accommodate long range plans for mass transit shall be considered when acquiring rights-of-way for collector and arterial highways serving the area included in the Village Land Use Classification.

Any owner or developer of property located within the Village Land Use Classification and within the right-of-way of the collector or arterial highways, as identified by the City of North Port, may donate the right-of-way in exchange for Transferable Development rights. Transportation Impact or Mobility Fee Credits may be granted in accordance with the City of North Port's Fee Ordinance.

To encourage provision of rights-of-way for collector or principal arterial highways necessary to support the Villages, North Port will allow Transfer of Development Rights from the rights-of-way to designated receiving areas.

Policy 13.9.1: Prior to or concurrent with the applicable EAR, the City shall examine methods to provide mass transit to any future Town Center or Activity Center from ~~AC-1~~ AC-1.

Policy 13.9.2: Where applicable, the City shall pursue an agreement regarding transportation impact fees that will be applied to County road projects adjacent or within a project site. If such an agreement is not executed the City shall perform a rational nexus study within the City limits and, based on that study, amend the transportation impact fee ordinance appropriately.

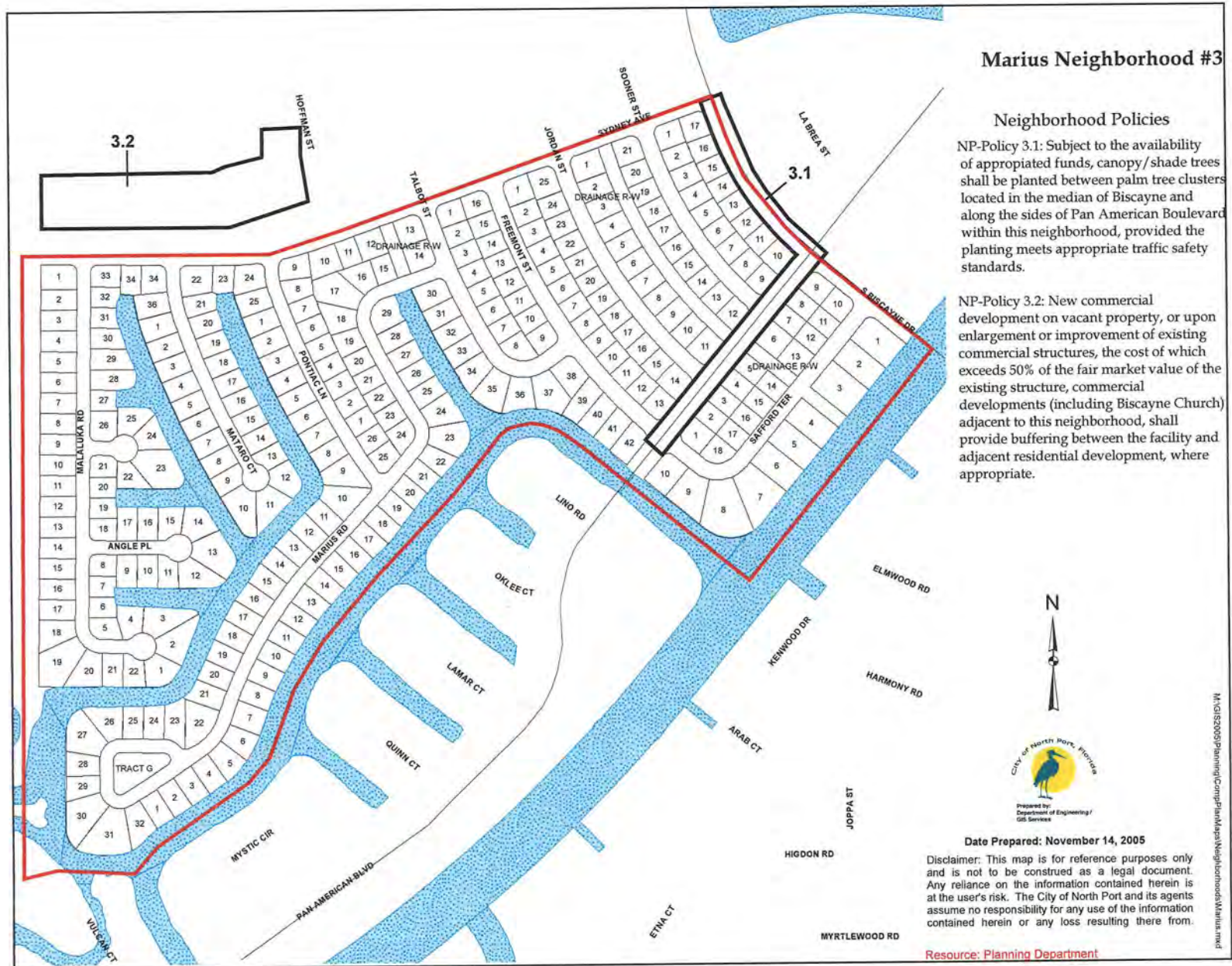
Policy 13.10: Transfer of Development Rights (TDR)

In order to encourage the implementation of the greenbelt requirements in 13.8, as well as preserve other important uplands, agriculture areas, water reuse area, aquifer recharge, wetland connections and wildlife corridors, the City of North Port may allow the transfer of development rights from these sending areas to receiving areas in the City of North Port. Priority will be given to these areas where platted lots of record have been assembled to allow infill development.

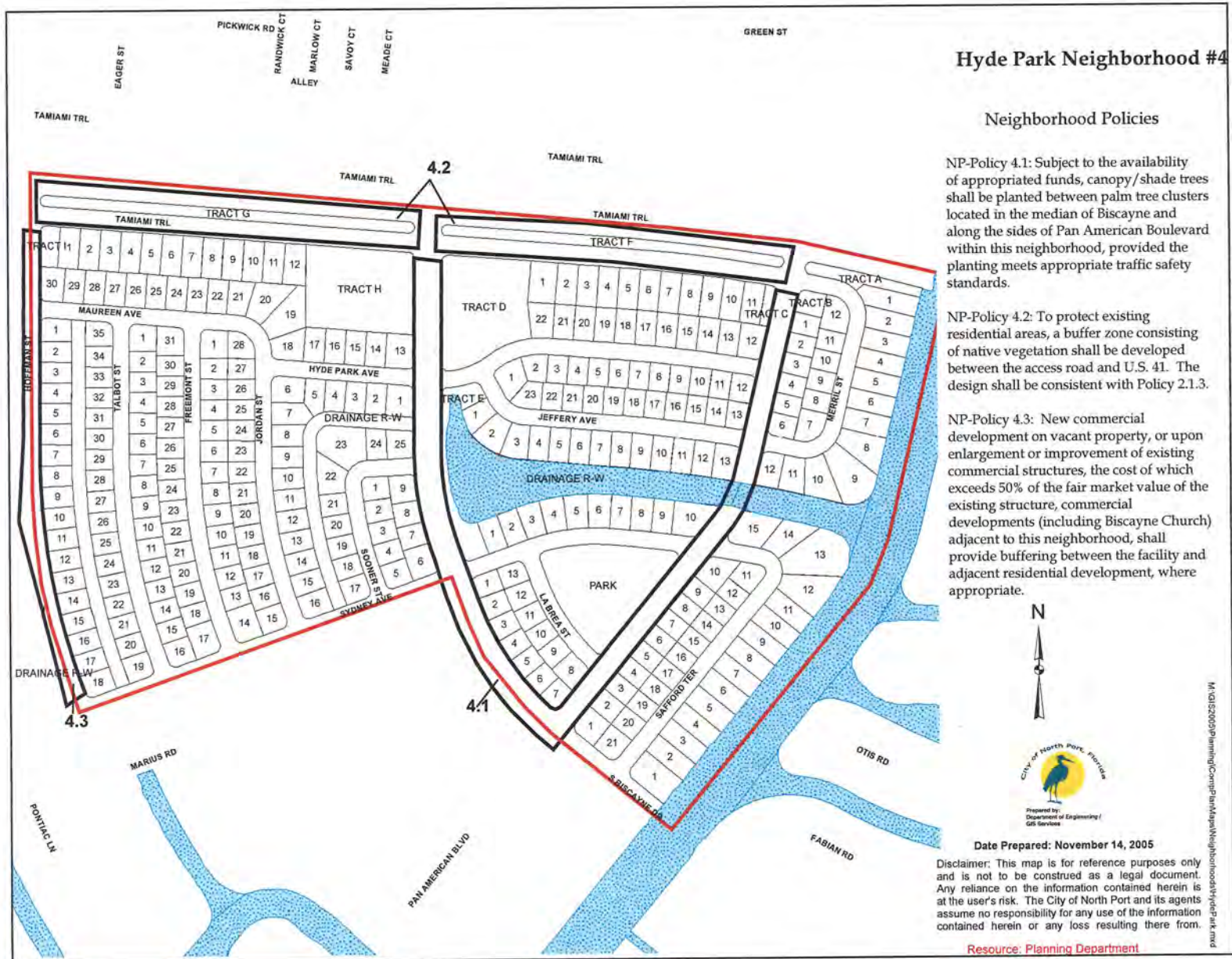
Policy 13.11: Unified Land Development Code Update

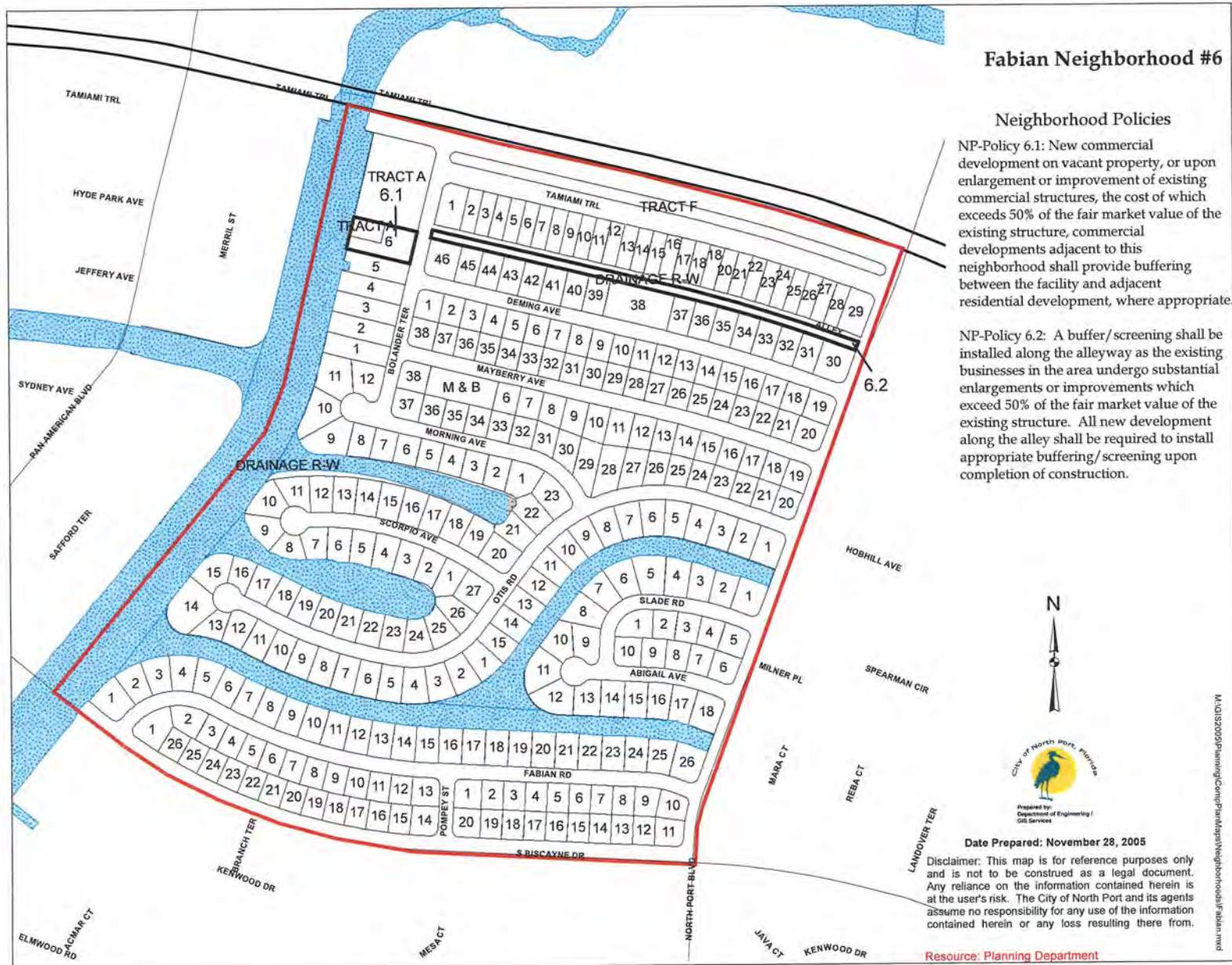
The City of North Port shall continue to amend its Unified Land Development Code to incorporate up-to-date design criteria for the Village Land Use Classification as described in policies 13.1 – 13.11.

-NEIGHBORHOOD MAPS & PROTECTION POLICIES:

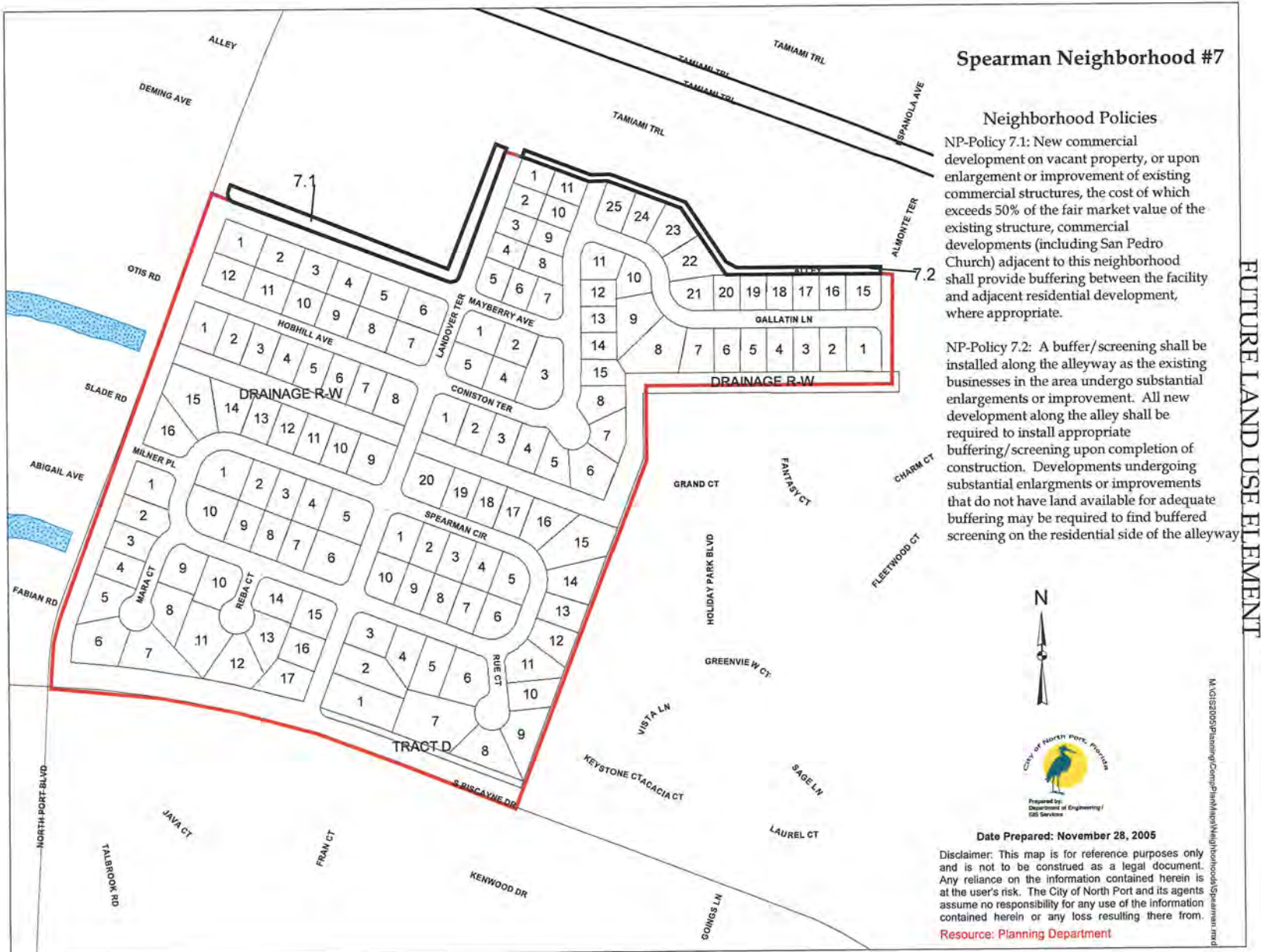


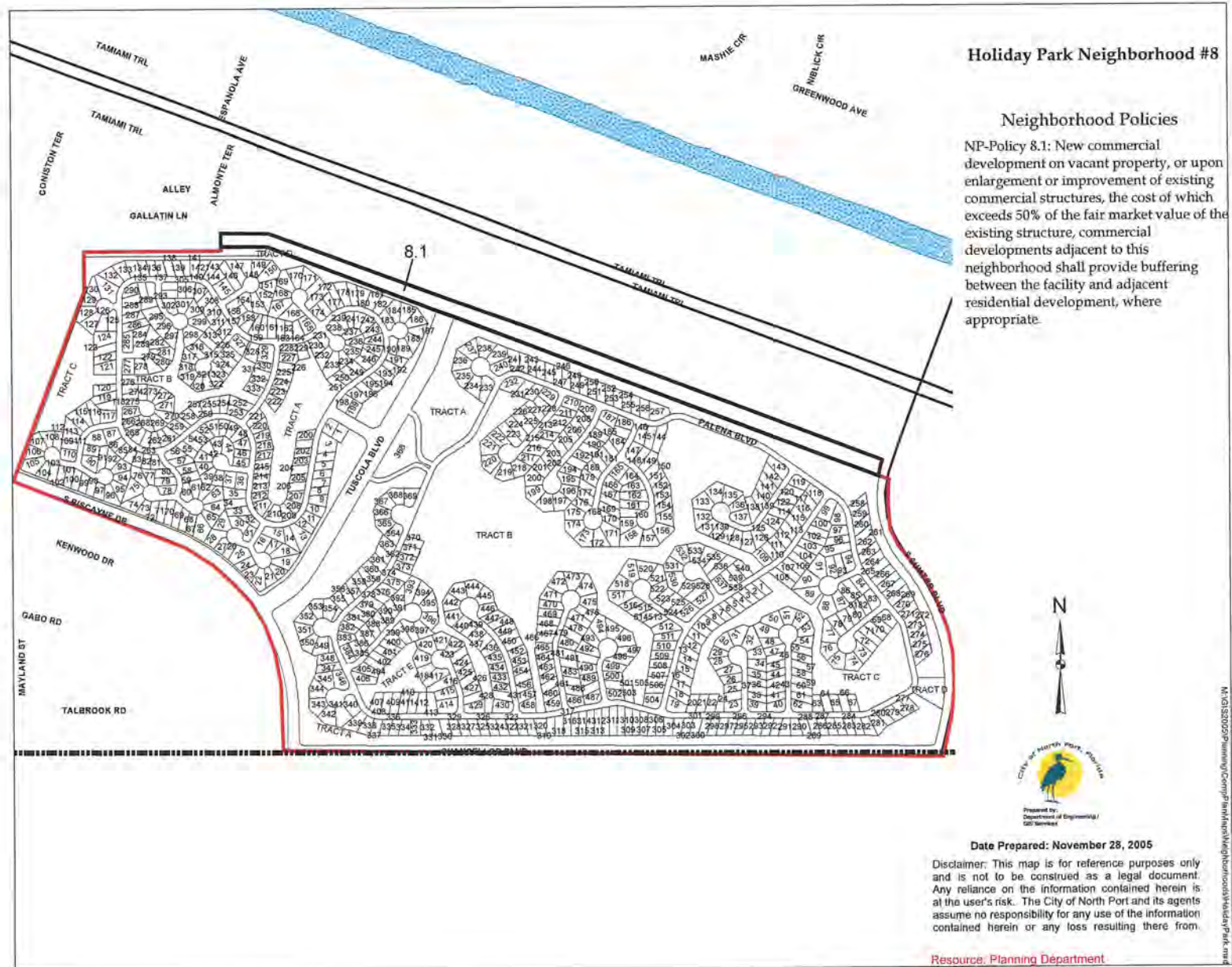
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FUTURE LAND USE ELEMENT







FUTURE LAND USE ELEMENT

Espanola Neighborhood #10

Neighborhood Policies

NP-Policy 10.1: New commercial development on vacant property, or upon enlargement or improvement of existing commercial structures, the cost of which exceeds 50% of the fair market value of the existing structure, a buffer/screening shall be installed by the developer along the alleyway as the existing businesses in the area undergo substantial enlargements or improvement. All new development along the alley shall be required to install appropriate buffering/screening upon completion of construction.

NP-Policy 10.2: Crosswalks shall be installed connecting the existing sidewalks along Espanola Avenue to the commercial area on the west side of North Port Boulevard.

NP-Policy 10.3: Subject to the availability of appropriated funds, as existing street trees along Espanola die, new trees of a similar species and shape shall be planted.

NP-Policy 10.4: The neighborhood sidewalk shall be connected with the FDOT sidewalks along U.S. 41

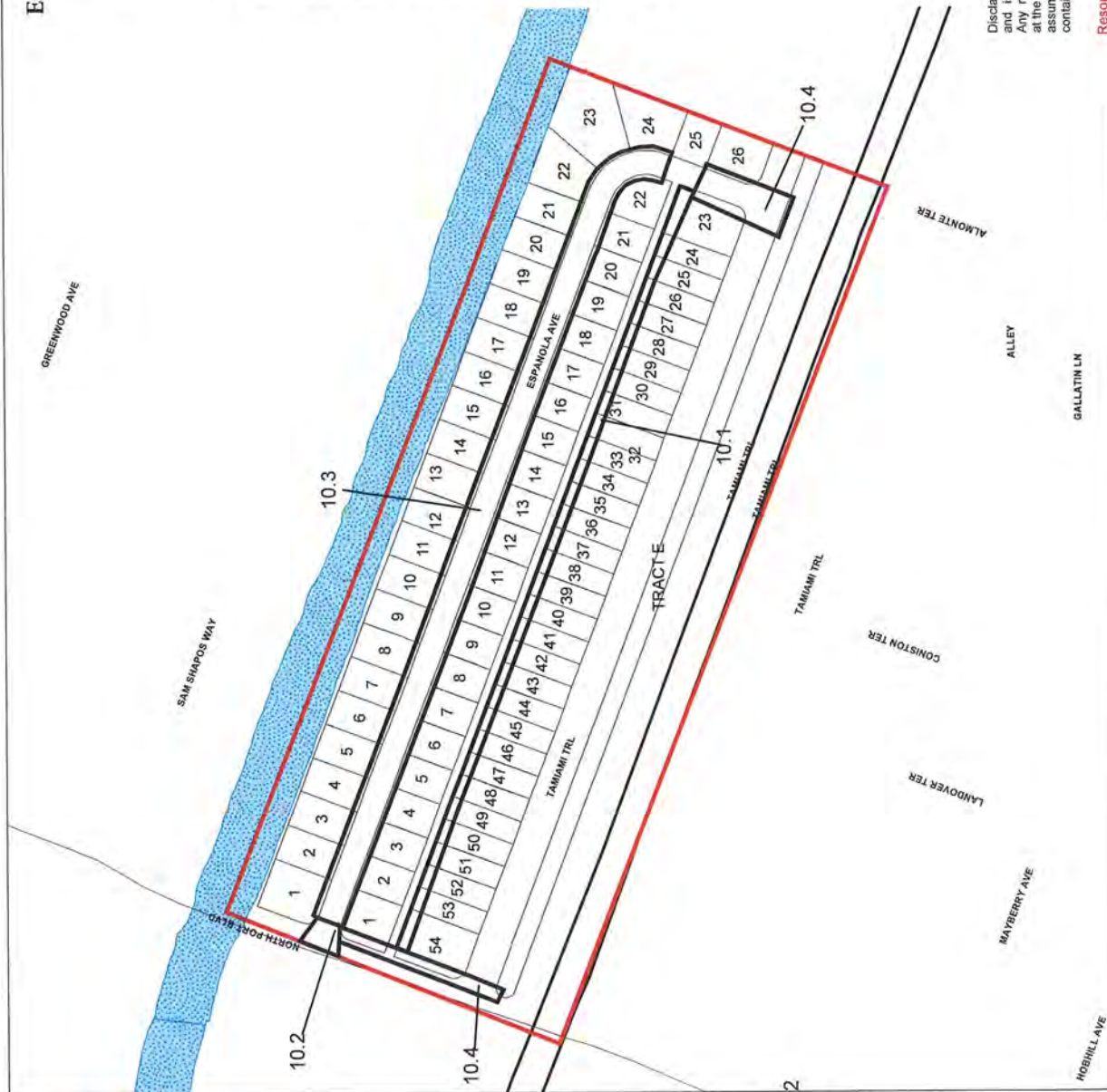
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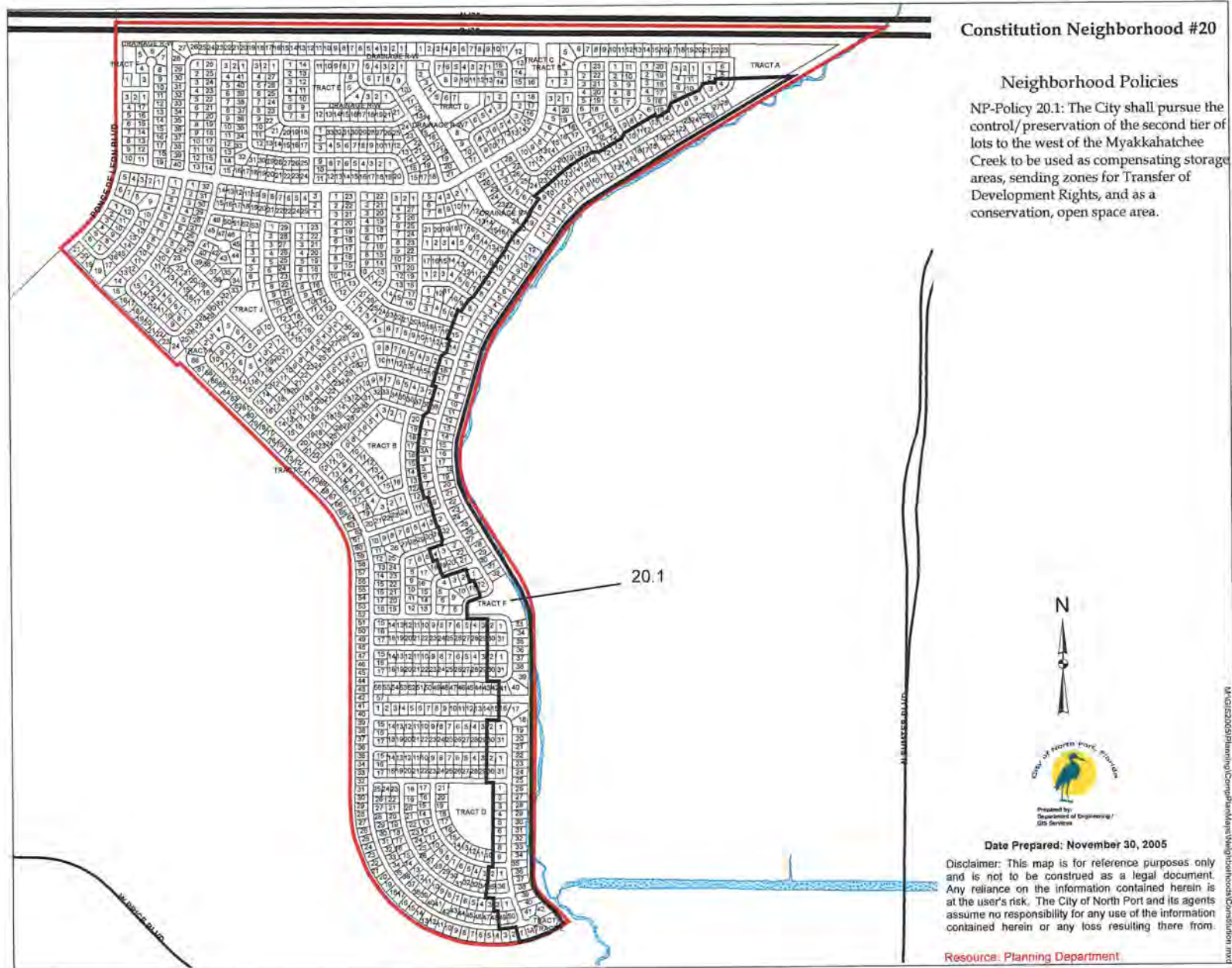
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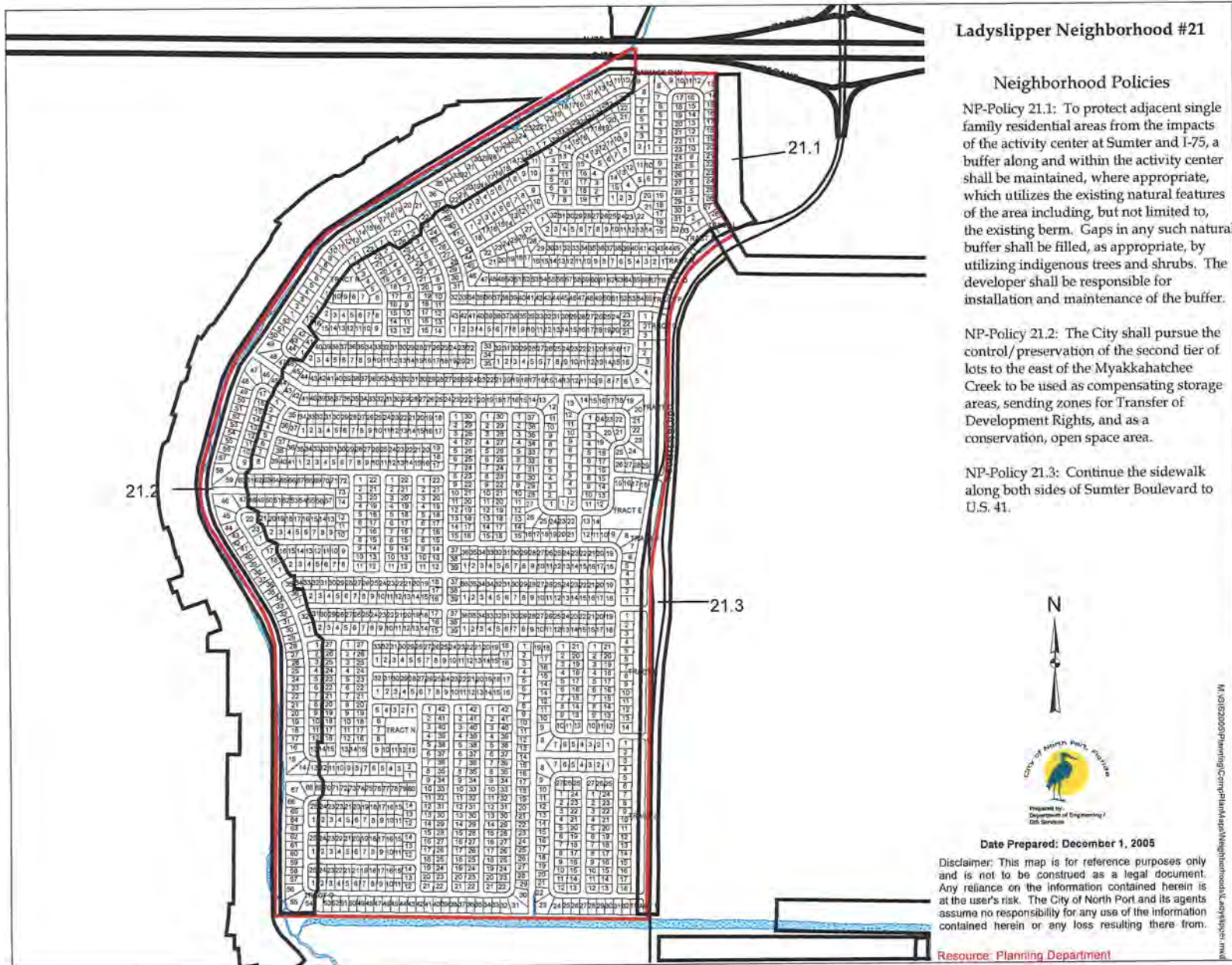
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Resource: Planning Department

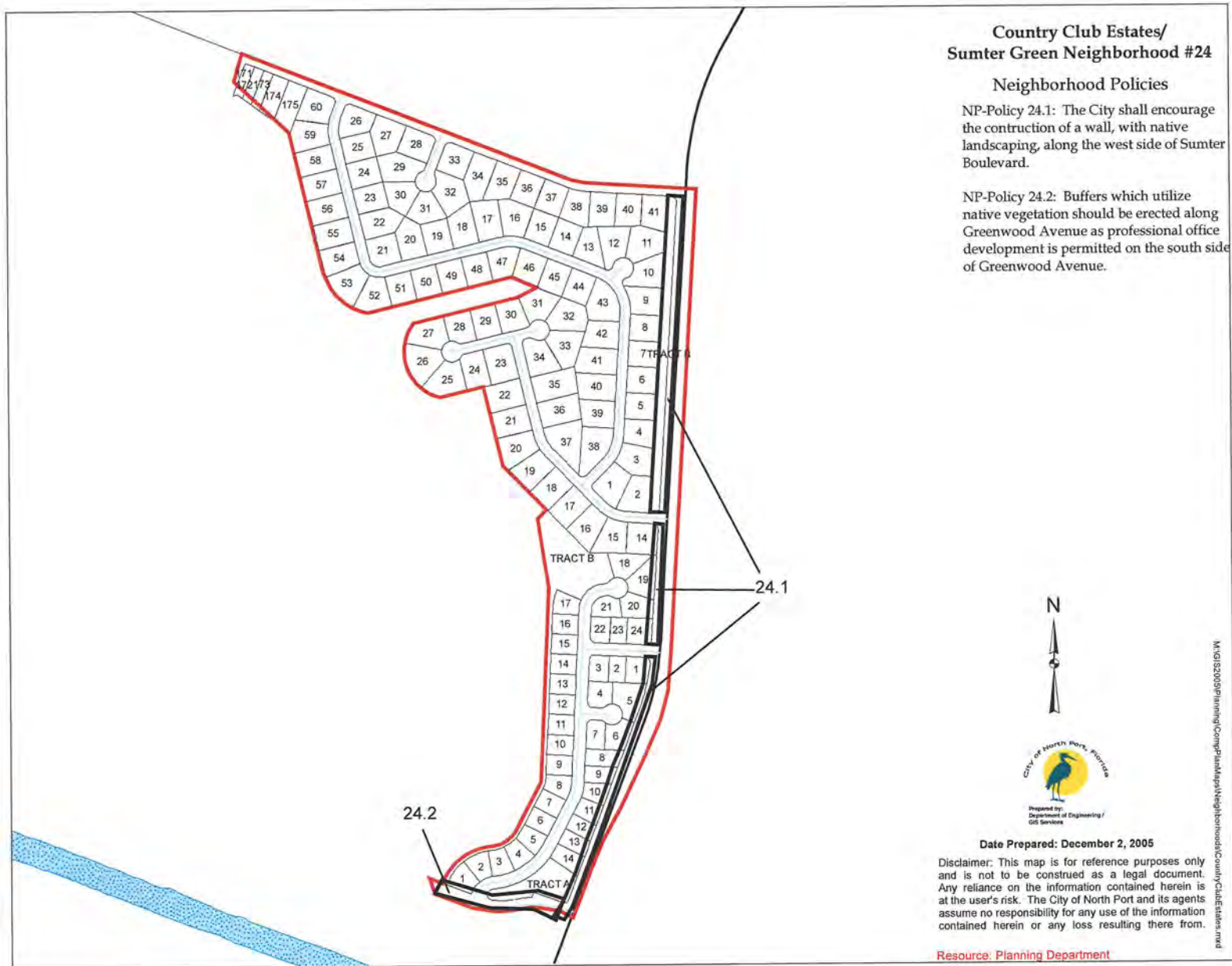












Country Club Ridge Neighborhood #25

Neighborhood Policies

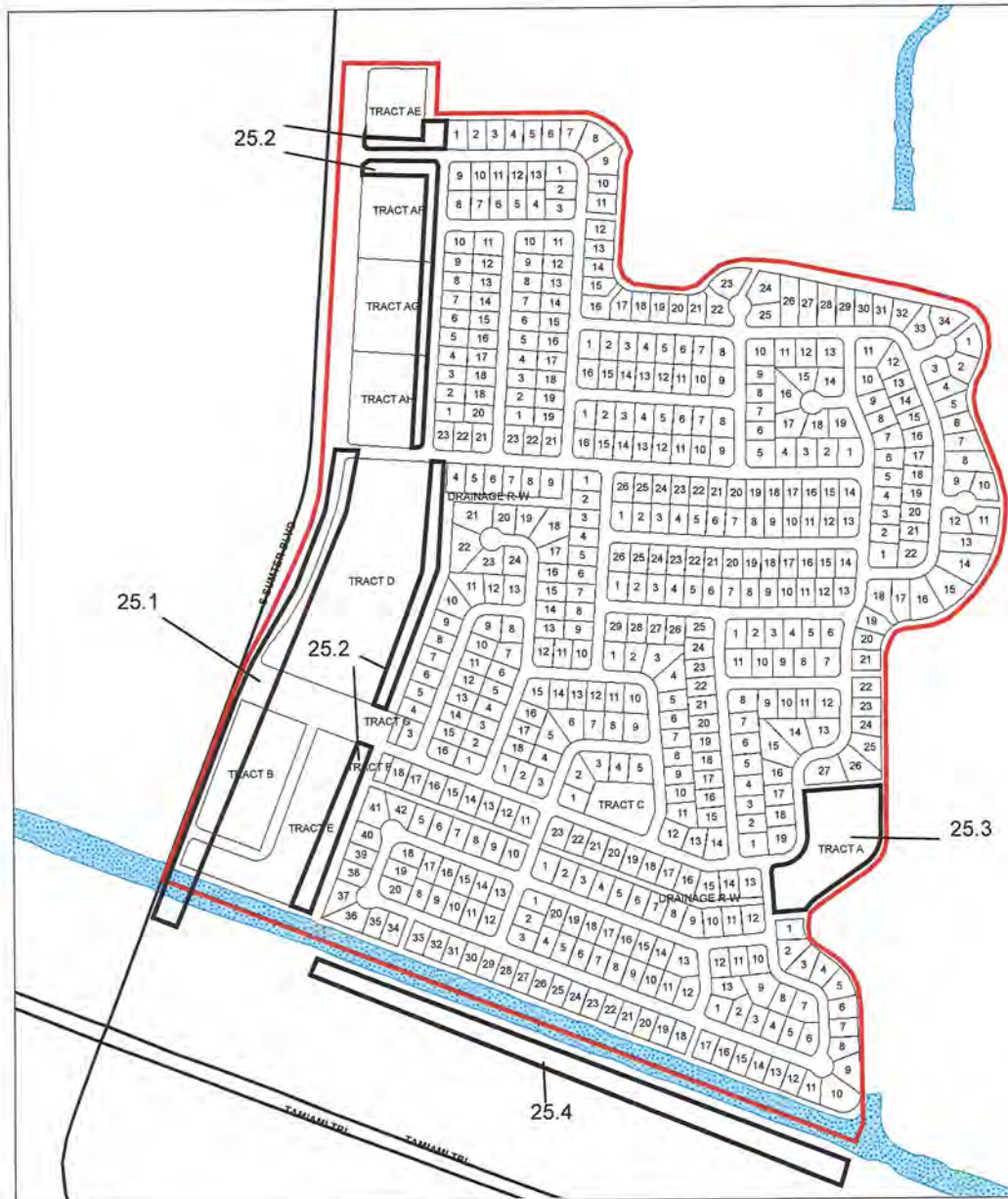
NP-Policy 25.1: To protect the single family residential areas in this neighborhood from future development along the east side of Sumter, the developer shall install a buffer which utilizes any existing terms and native vegetation, or other appropriate design. Breaks in the natural buffer will be filled by utilizing indigenous trees.

NP-Policy 25.2: The City shall encourage the planting of street trees to continue the existing neighborhood pattern. As existing palm trees die, live oaks will be used as replacements.

NP-Policy 25.3: The City shall encourage the planting of native trees in McKibben Park.

NP-Policy 25.4: The City shall amend the Land Development Code to require buffering and screening to protect the neighborhood from the eventual commercial development on the south side of the Cocoplum Waterway.

FUTURE LAND USE ELEMENT



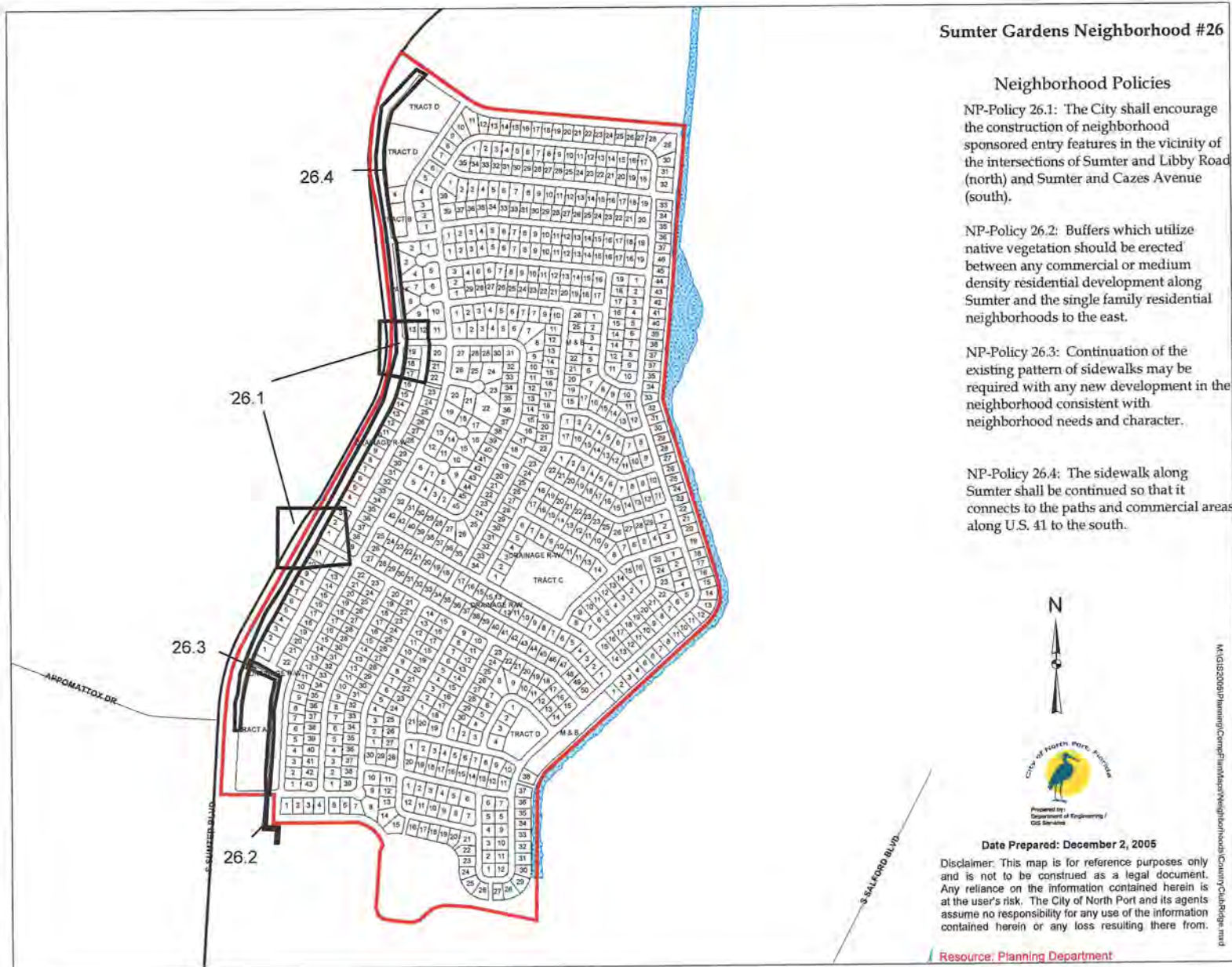
Prepared by:
Department of Engineering /
GIS Services

Date Prepared: December 2, 2005

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Resource: Planning Department

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Neighborhood Policies

NP-Policy 27.2: The City program within the next 5 years the construction of a sidewalk which connects Blueridge Park to the sidewalk along Salford.

NP-Policy 27.3: As commercial development occurs along the Cocoplum, the City may require the installation of a pedestrian way along the rear of the parcel.

NP-Policy 27.4: To protect adjacent single family residential areas from the impacts of the proposed Municipal Complex (Activity Center #2), a buffer along and within the complex shall be developed and maintained which utilizes the existing natural features of the area. Gaps in any such natural buffer shall be filled, as appropriate, by utilizing indigenous trees and shrubs. The developer shall be responsible for installation and maintenance of the buffer.



Date Prepared: December 2, 2005

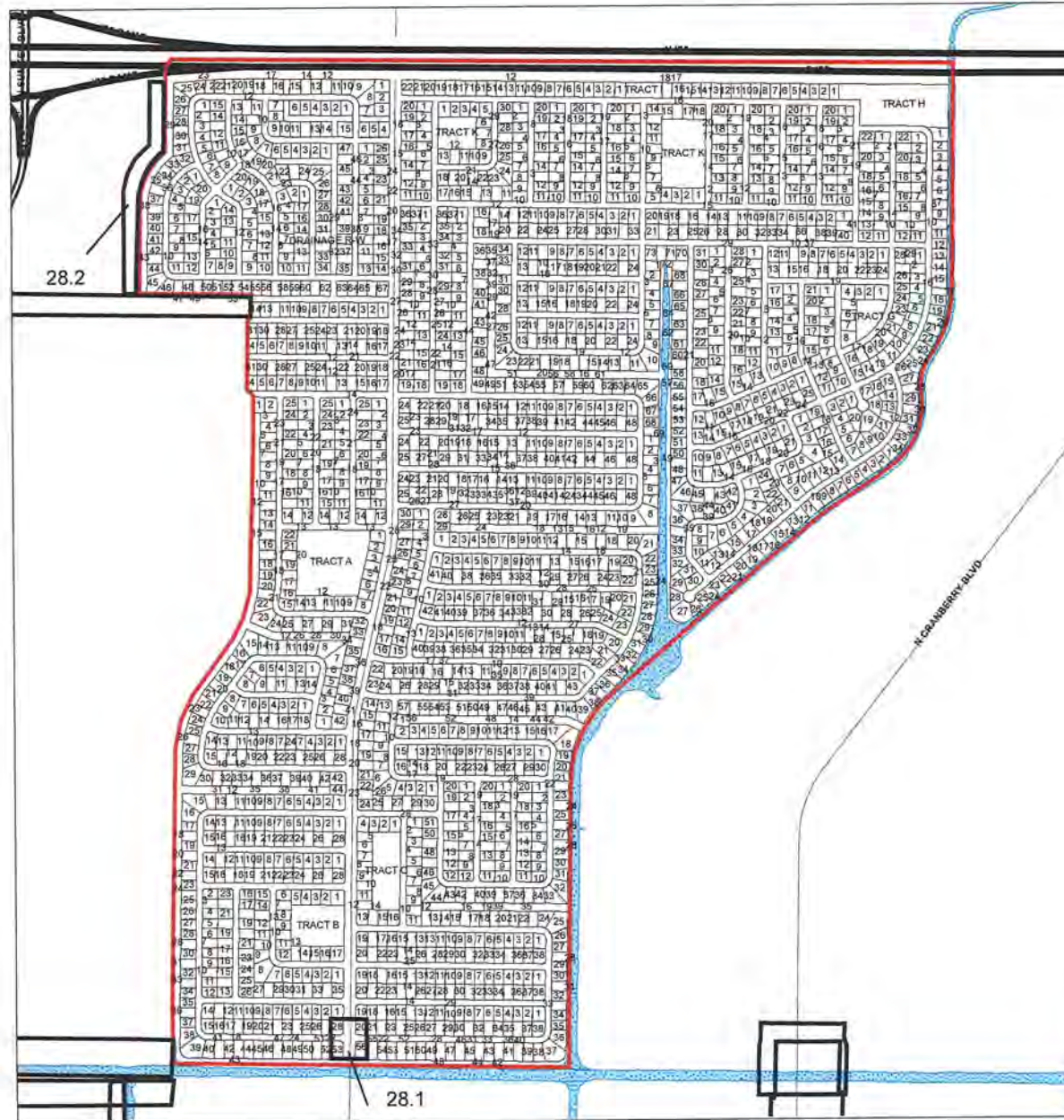
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Resource: Planning Department

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FUTURE LAND USE ELEMENT

Future Land Use GOPs



Madagascar Neighborhood #28

Neighborhood Policies

NP-Policy 28.1: The City shall encourage the construction of neighborhood sponsored entry features in the vicinity of the intersections of Salford Boulevard and Weidman Avenue.

NP-Policy 28.2: To protect adjacent single family residential areas from the impacts of the activity center at Sumter and I-75, a buffer along and within the activity center shall be maintained which utilizes the existing natural features of the area including, but not limited to, the existing berm. Gaps in any such natural buffer shall be filled, as appropriate, by utilizing indigenous trees and shrubs. The developer shall be responsible for installation and maintenance of the buffer.

FUTURE LAND USE ELEMENT

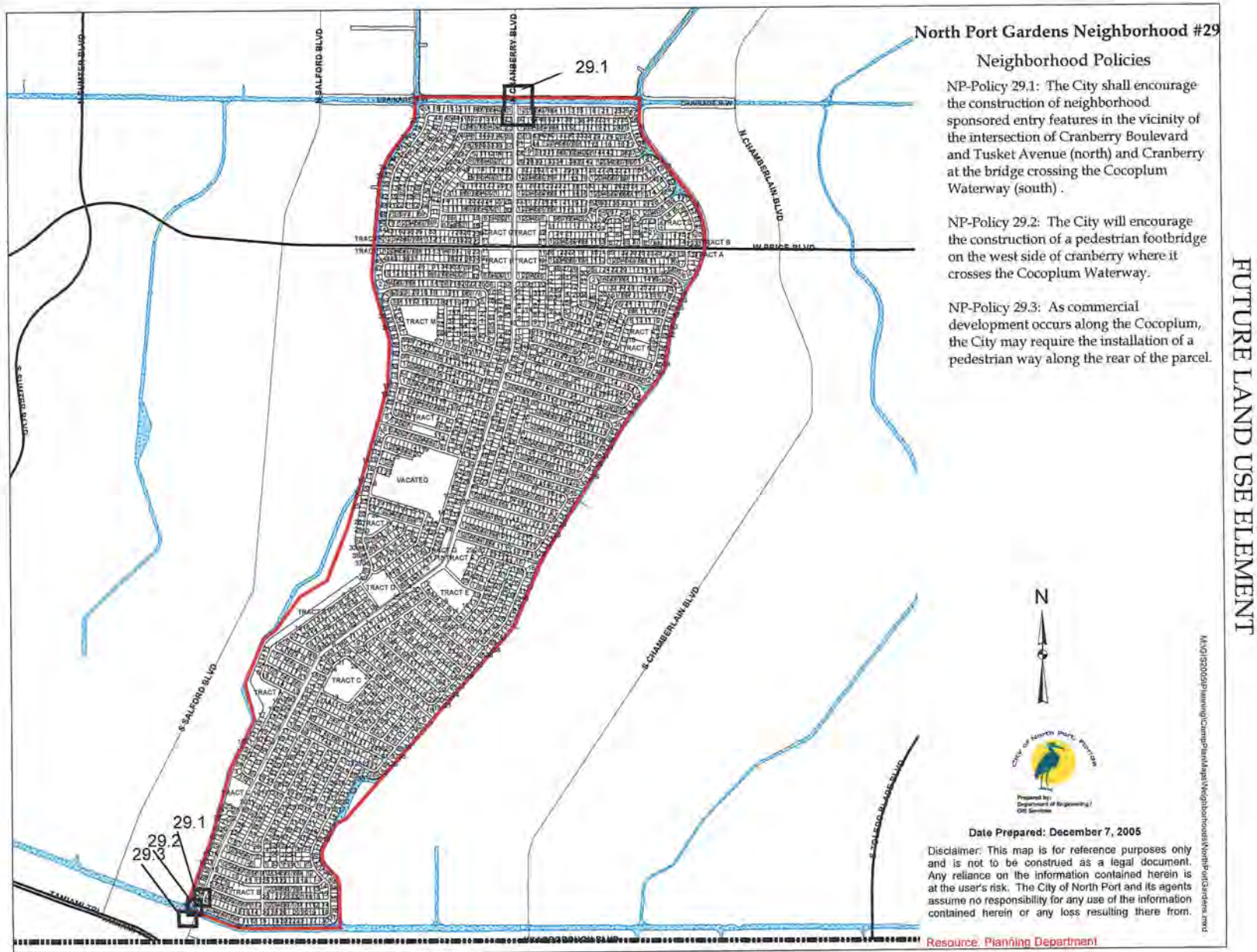


Date Prepared: December 7, 2005

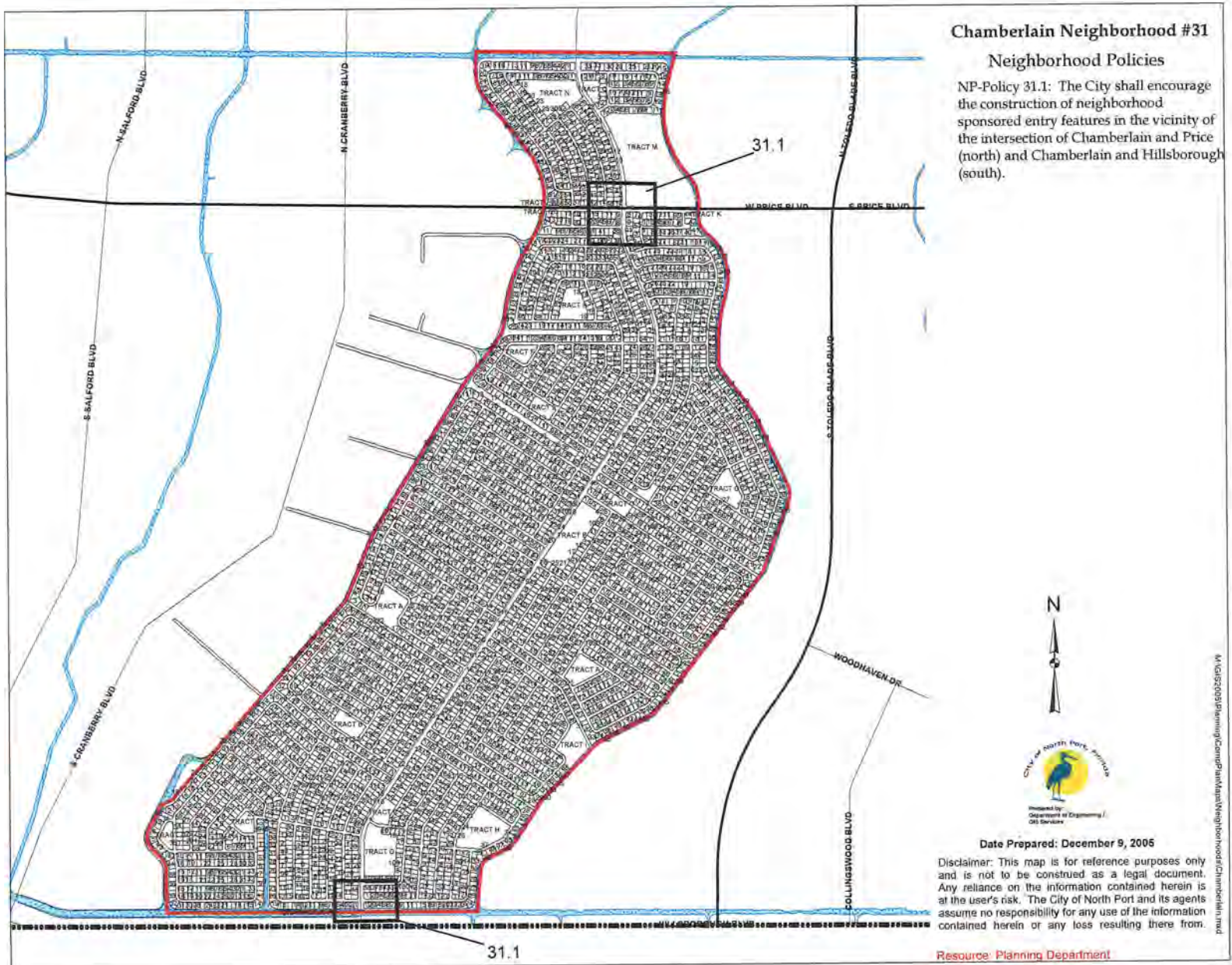
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Resource: Planning Department

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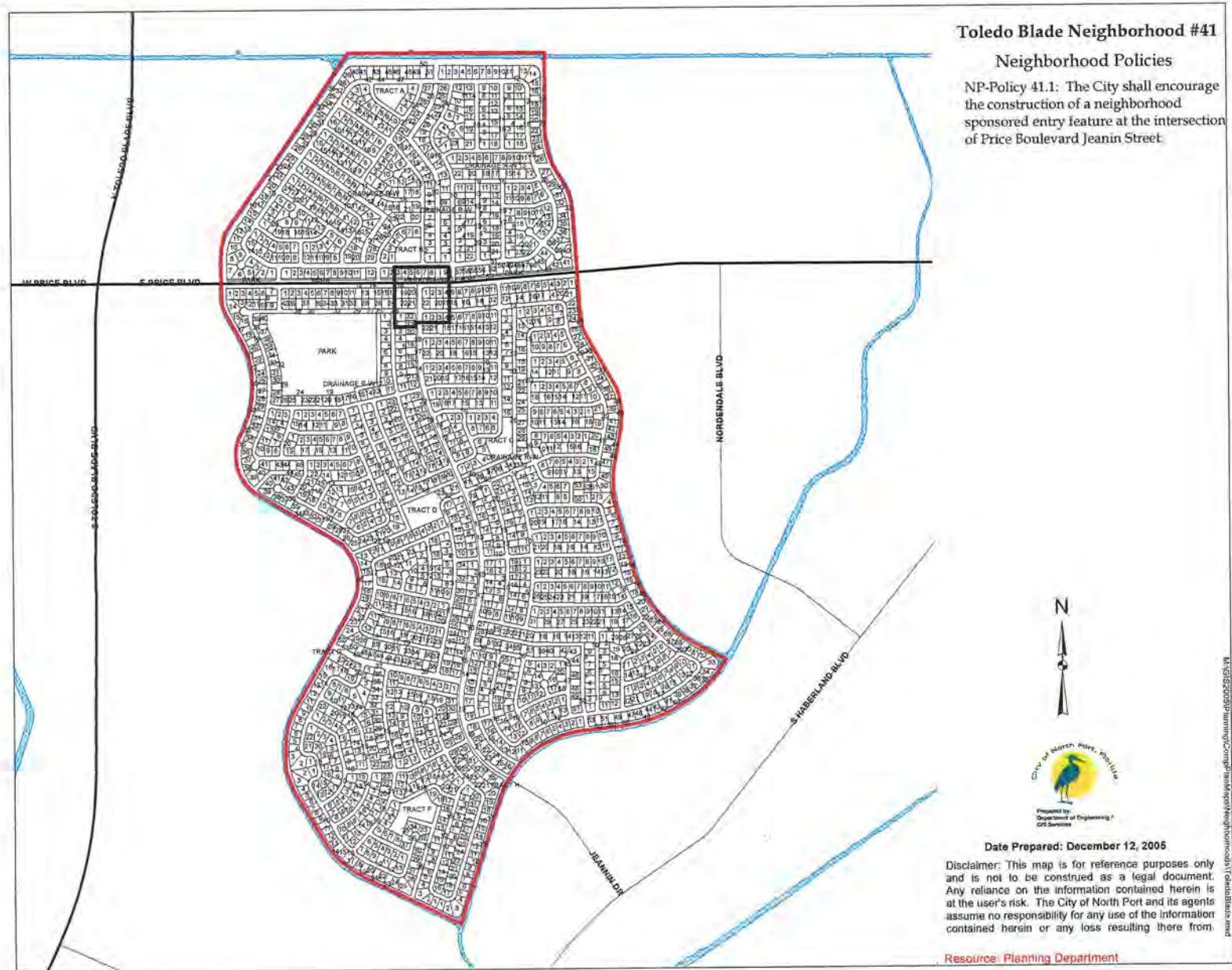


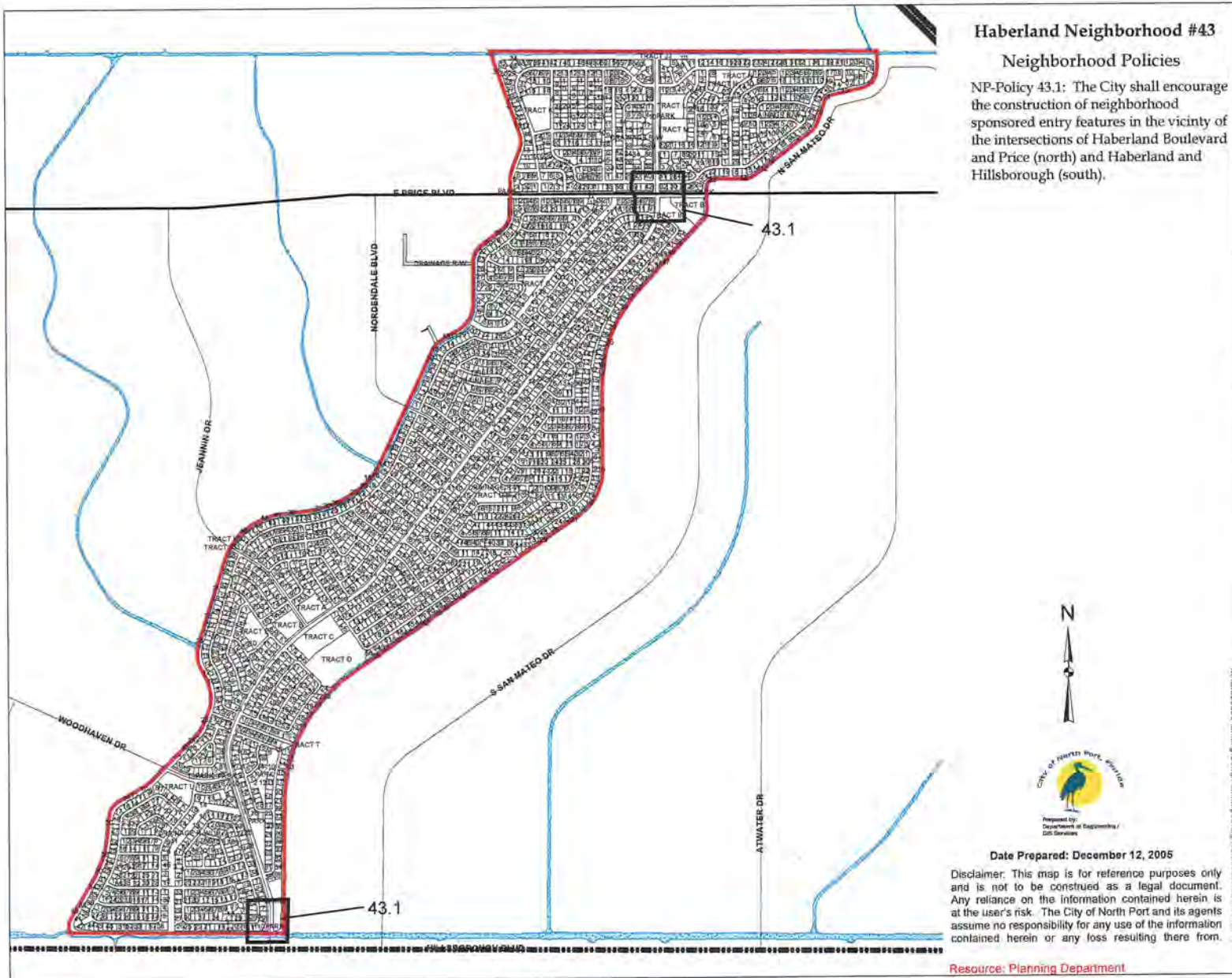




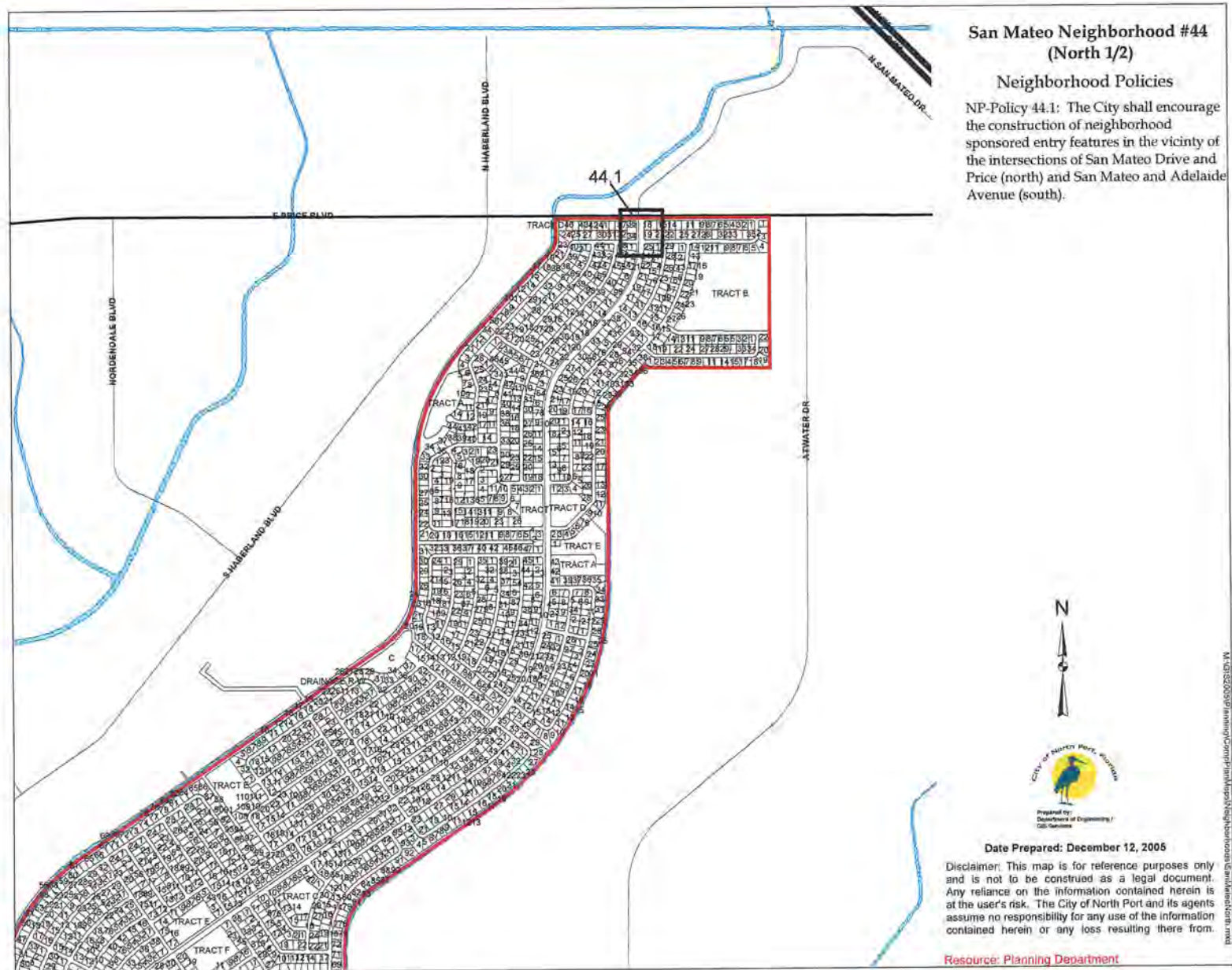




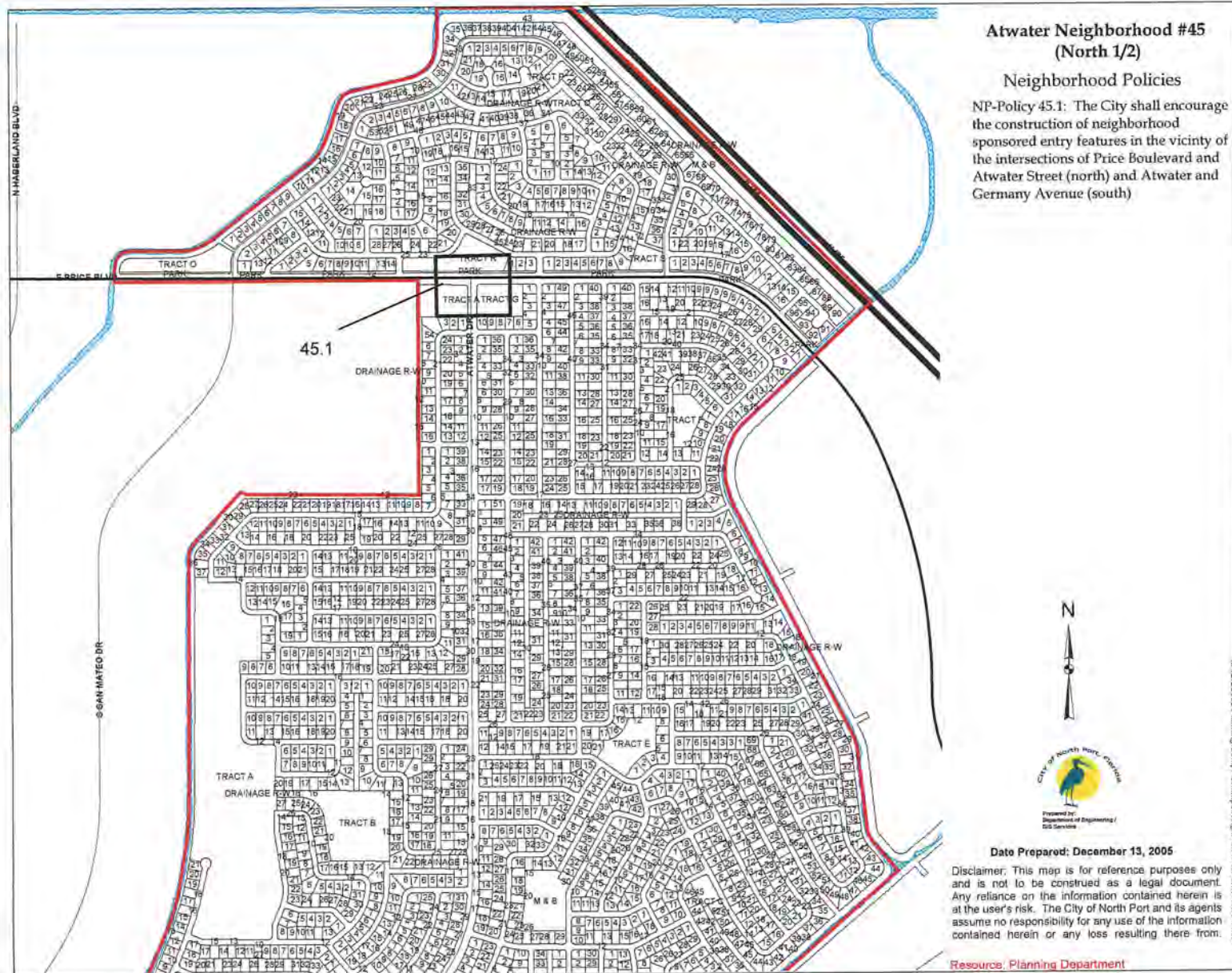


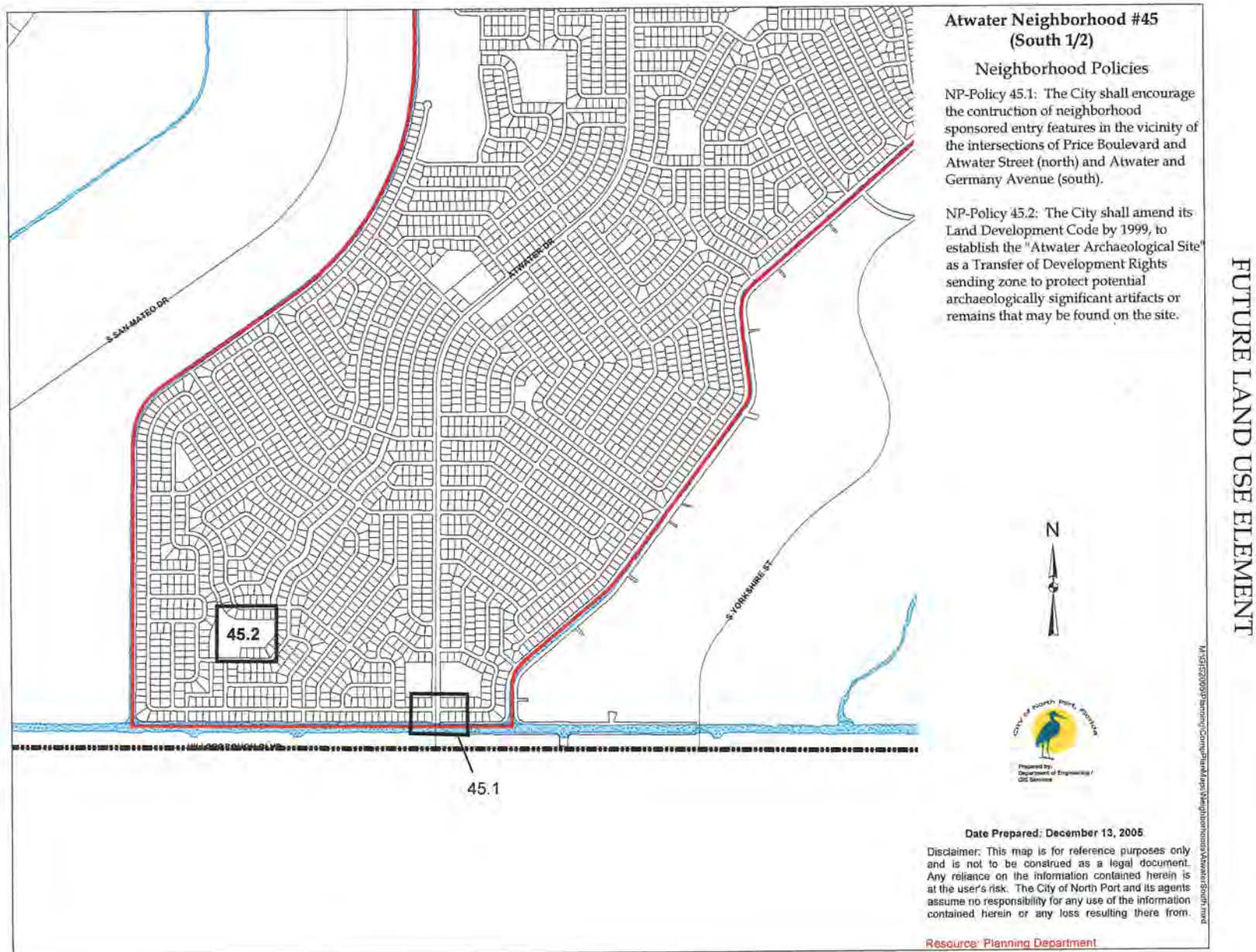


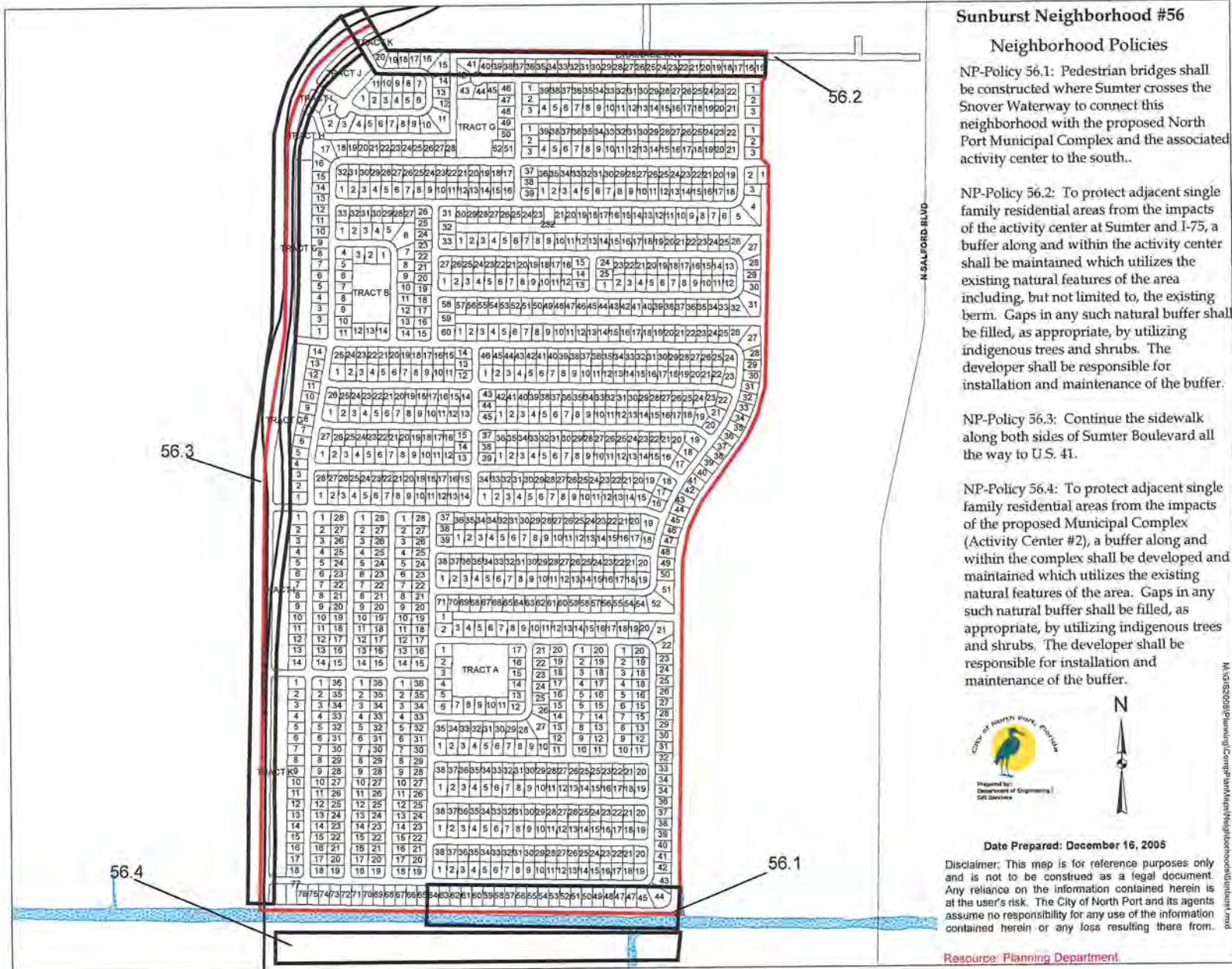
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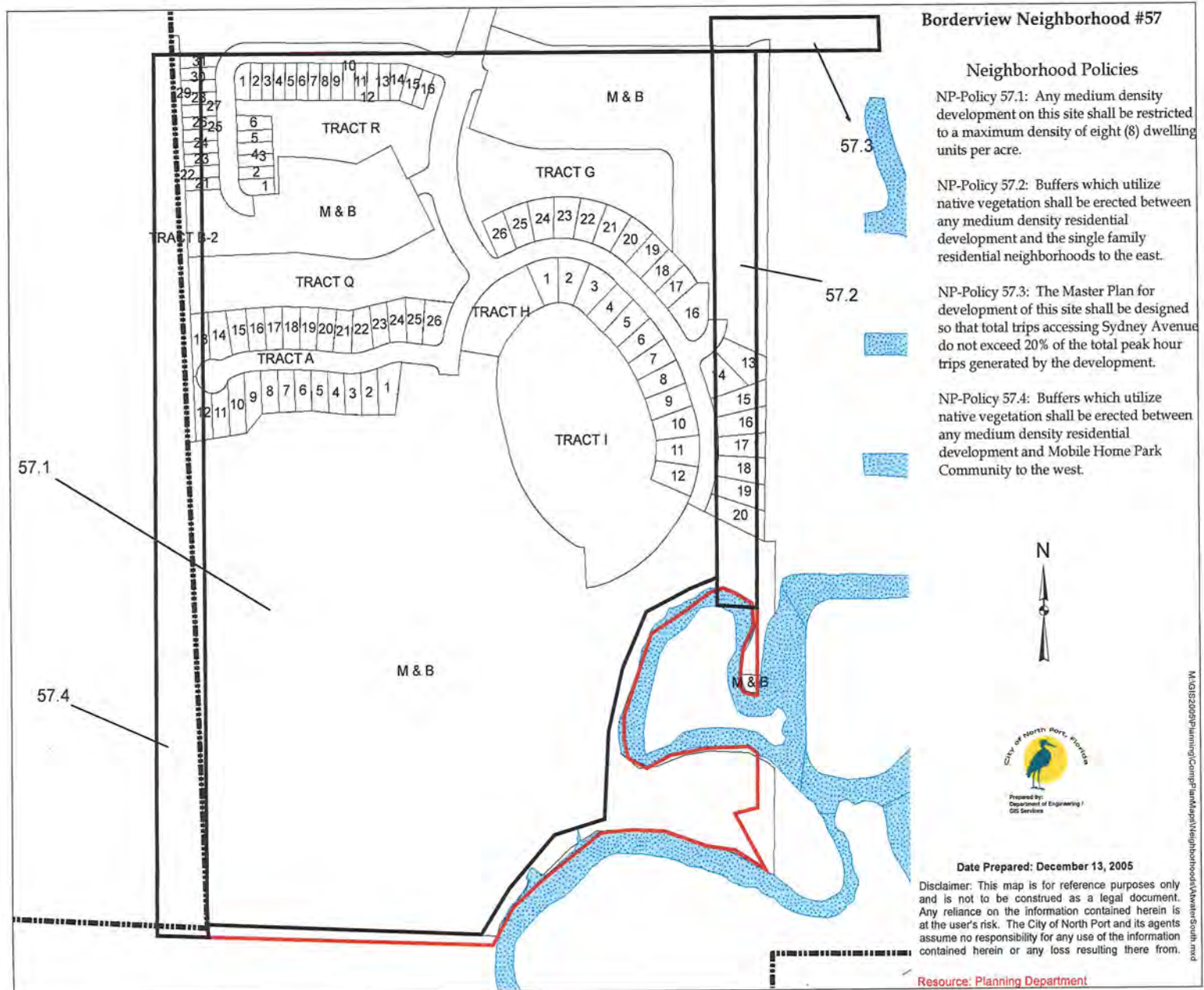












CHAPTER 3

CITY OF NORTH PORT COMPREHENSIVE PLAN

TRANSPORTATION

TRANSPORTATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To develop an effective multi-modal transportation system which optimizes safety, convenience, cost and pollution reduction practices by establishing internal and external transportation linkages between residential neighborhoods and activity centers.

-Level of Service-

Objective 1: The City shall continue to implement all improvements to the transportation system as identified in the Capital Improvements Element which address the impacts of future land uses as identified through the Comprehensive Plan.

Policy 1.1: The City hereby adopts the following peak hour LOS standards for each facility type based on a 100th design hour criterion within the corporate limits of the City.

- Arterial Roadway – LOS Standard “D”
- Collector Roadway – LOS Standard “D”

* The above noted LOS standards apply to roadways that are not designated as “constrained” or “backlogged” facilities. Constrained facilities are defined as roadways operating below LOS “D” which are not capable of attaining LOS “D” because prohibitive costs, environmental limitations, or other limitations such as neighborhood impact prevent the construction of at least two additional through lanes. Backlogged facilities are defined as roadways operating below the LOS “D” standard which do not have prohibitive financial, environmental, or neighborhood impact constraints but are not scheduled for major capacity improvements in the City’s Five Year Schedule of Capital Improvements. Due to the funding environment, these constrained or backlogged facilities shall meet the level of service “D” at or before build-out.

* The City shall maintain a list of backlogged and constrained roadways based on traffic counts and various traffic studies as indicated in Table 3-4 of Volume II. Table 3-4 shall be revised via Comprehensive Plan amendments as necessary.

* At such time, as designated collectors that travel through City neighborhoods become constrained, a lower level of service is acceptable. This means that these collectors will not be 4-laned due to the adverse impact on the neighborhoods, but does not preclude intersection improvements, other traffic calming-congestion management methods, the implementation of complete streets solutions, or the development of additional connectivity facilities.

* I-75, although under FDOT jurisdiction, shall be indicated on the Future Transportation Circulation Map as a Principal Arterial, as defined in Policy 1.6 below.

For Transportation Facilities, the following shall be met to satisfy City requirements; Consistent with the public welfare, and except as otherwise provided in this section, transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent that results in traffic generation.

Policy 1.2: Continue to perform traffic analysis counts at least twice per year on arterial and collector roadways to assist in level of service determination.

Policy 1.2.1: On an at least every three-year basis, perform a traffic analysis count for all local streets that directly connect to a collector or arterial roadway.

Policy 1.3: The City shall continue to update annually its Level of Service (LOS) projections on all existing and projected future arterial roadways. Updates will include updating LOS projections based on traffic monitoring, experienced growth, growth trends and growth forecasts, and previously established goals for traffic calming and pedestrian accommodations. Transportation infrastructure needs will be identified and used as input to the City's Capital Improvements Element.

Policy 1.4: Continue to coordinate with the Sarasota-Manatee Metropolitan Planning Organization and Charlotte County-Punta Gorda Metropolitan Planning Organization to develop additional databases necessary to perform traffic modeling studies.

Policy 1.5: The City shall continue to acquire additional technical expertise, software and hardware as deemed necessary to improve the analytical capacity to project and monitor future Level of Service (LOS) on the City's roadway system.

Policy 1.6: City of North Port Functional Classification of Roads - The City of North Port shall use the following classification scheme for the unique system of roadways within its jurisdiction:

Principal Arterial - a controlled access facility with grade separated intersections providing for interregional and/or interstate travel at high operating speeds. Principal arterials typically accommodate high volumes of traffic. Interstate 75 is a principal arterial.

Arterial - roadways facilitating relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Arterials generally serve major centers of activity and have the highest traffic volume corridors. U.S. 41, Price Boulevard, Sumter Boulevard, River Road (a County maintained facility), West Villages Parkway, Yorkshire Street, Winchester Boulevard, and Toledo Blade Boulevard are arterial roads. Hillsborough Boulevard, which is jointly maintained by North Port and Charlotte County, is considered an arterial only if the existing homes along the North side are served by a frontage road similar to the one constructed on Sumter Boulevard between US 41 and the Heron Creek entrance. Otherwise, Hillsborough is considered a collector (See Policy 1.1).

Collector - collects and distributes moderate to high amounts of traffic between arterials and local roads at moderate to low operating speeds. Collectors provide for more accessibility to adjacent properties than arterials. Biscayne Drive, Pan American Boulevard, North Port Boulevard, Appomattox Drive, Salford Boulevard, Cranberry Boulevard, Chamberlain Boulevard, San Mateo Drive, Ponce De Leon Boulevard, Atwater Street, Haberland Boulevard, Glenallen Boulevard, Spring Haven Drive, Trionfo Avenue, Collingswood Boulevard, Woodhaven Drive, Jeannin Drive, Norlendale Boulevard, Orlando Boulevard, Serris Drive, Ortiz Boulevard, Raintree Boulevard, Panacea Boulevard, Plantation Boulevard, East River Road, Manasota Beach Road, Keyway Boulevard, and Tropicair Boulevard are collector roadways. The western north-south roadway through the West Villages (Preto Boulevard/Pine Street Extension) will also be a collector roadway once built.

Local Roads - generally provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds, trip lengths, and through traffic movements.

Strategy 1.S: The City will actively evaluate the adequacy of its existing level of service (LOS) standards for transportation articulated in Objective 1.1 of this element and will evaluate the historical effectiveness of its existing concurrency program in order to determine whether alternative methods of funding in lieu of impact fees and other existing revenue tools might produce a more efficient system of revenue generation.

Policy 1.7: The City will not repeal or replace its existing concurrency ordinance for transportation concurrency; and will not repeal or replace, existing transportation impact fees based upon this comprehensive plan except by amendment to the comprehensive plan, and supported by a positive finding by the City Commission that an alternative mode, such as Mobility Fees will provide revenue generation that over time will provide equal or greater mobility than currently generated by the City's Concurrency Management System.

-Safety Improvements-

Objective 2: The City shall continue to improve safety conditions on the City's existing roadway system through completion of the transportation improvements identified in the Capital Improvements Element.

Policy 2.1: The City, as needed, will conduct studies to identify needed signalization or signage improvements, turn lanes, traffic calming, connectivity, and crosswalk controls at warranted intersections. The cost of these improvements may be shared between the City and the Florida Department of Transportation (FDOT), or other appropriate agency(s).

Policy 2.2: The City will continue to implement an annual Bridge Inspection Program to assist in its bridge maintenance management system.

Policy 2.3: The City will continue to analyze the need for, feasibility of, and funding for improving the quality of existing roadways through the annual resurfacing program.

Policy 2.4: The City will continue to enforce existing regulations governing the control of connections and access points of driveways and roads to roadways. To limit the proliferation of residential driveways directly accessing major roadways, the City, when acquiring necessary rights-of-way and designing projects, shall examine the possibility of developing parallel frontage roads for local traffic which could then access the major roads at selected points.

Policy 2.5: The City will work closely with federal, state, and local agencies to ensure that the City's street network is able to be utilized for autonomous vehicle usage as such devices are developed.

-Roadway Improvement-

Objective 3: Implement new roadway construction work and maintenance as specified in the policies below and as identified in the Capital Improvements Element and Capital Improvement Program.

Policy 3.1: The City shall meet with the appropriate developer(s) on at least a semi-annual basis to coordinate the completion of the construction of major roadway segments that are required as part of their development approval with other transportation projects.

Policy 3.2: The City will monitor on at least a semi-annual basis the completion of planned roadway segments by the appropriate developer(s) of Developments of Regional Impact, Villages, Town Centers, or other planned developments, to ensure their compliance with approved development phasing schedules and to coordinate the projects with other projects.

Policy 3.3: In coordination with the Police Department, the City shall continue to install new road signs for consistency with the City's Uniform Traffic Control and Property Numbering System Resolution 88-R-10.

Policy 3.4: The City shall continue to contract with Florida Power and Light to provide additional street lights within developed neighborhoods in accordance with the City's "Street Lighting Guidelines and Standards" that are described in the City's Unified Land Development Code. To provide more and better lighting to City neighborhoods, which will correspondingly aid in creating safer neighborhoods, the City shall explore funding mechanisms including, but not limited to, the creation of special lighting districts.

-Future Needs-

Objective 4: Preserve existing, and expand the assessment of the need for the acquisition of additional, right-of-way along existing roadways to meet known and potential future needs for expansion and prevent building encroachment, or other improvements.

Policy 4.1: Consistent with Policies 1.2 and 1.3 of this element, the City shall continue to monitor traffic volumes, land use information and growth trends along arterial and collector roadways to determine the need for future right-of-way acquisition, and other needed transportation system improvements.

Strategy 4.1.1: Monitor information related to traffic volumes, land use, and growth trends to evaluate future transportation needs.

Policy 4.2: The City shall continue to review existing right-of-ways as platted and provided relative to current Florida Department of Transportation (FDOT) and City standards to identify potential deficiencies.

Policy 4.3: The City shall continue to implement land development regulations which explicitly provide for the protection of existing and future rights-of-way from building encroachment, including General Development Corporation (GDC) platted single-family lots (the Unified Land Development Code shall be amended to provide for administrative variances), consistent with State and Federal transportation planning legislation. If the City adopts any Master Plans that address this subject, the Comprehensive Plan shall be amended to reflect these Master Plans.

Policy 4.4: The City shall continue to implement its Unified Land Development Code to provide adequate access management controls to limit the proliferation of commercial and residential driveways along arterial and collector roadways. Current platted lots with direct access to arterial and collector roadways may continue to develop. When acquiring rights-of-way for future expansions of arterial and collector roadways, the City shall also examine the feasibility of developing parallel access roads/drives that capture residential and non-residential driveway traffic and distribute the traffic to limited points along the arterial or collector roadway.

Policy 4.5: To enhance hurricane evacuation, to create an alternative to I-75, and to enhance the regional traffic grid, the City shall support federal, state, or regionally funded initiatives to extend Toledo Blade/Choctaw Boulevard northward to intersect with State Road 72.

Policy 4.6: To enhance hurricane evacuation, to create an alternative to I-75, and to enhance the regional traffic grid, the City shall support federal, state, or regional funded initiatives to develop a roadway link between an extended Toledo Blade/Choctaw Boulevard, or other existing or future major North Port roadways eastward to intersect with US Route 17 in Charlotte County.

Policy 4.7: To enhance City traffic flow, to provide a local alternative to I-75, and to create economic development opportunity, the City shall examine the feasibility of developing or converting existing local roads into a frontage road system that would parallel I-75.

Policy 4.8: In coordination with local, state, and regional agencies, the City shall complete a multi-modal transportation Master Plan for the entire City, including regional facilities maintained by FDOT. This plan shall, at a minimum, address the following:

- multi-modal transportation opportunities as part of a Complete Streets program,
- Interconnectivity within the Activity Center to promote internal capture,
- Linkages that may be appropriate to provide connection to areas adjoining the Activity Center, connecting neighborhoods, connecting neighborhoods to public facilities such as parks and schools,
- The phasing and cost of extending water and sewer facilities as well as other public facilities shall be coordinated with the phasing and costs of improving the multi-modal transportation system,
- The Master Plan shall be coordinated with existing and future densities and intensities,
- The Master Plan shall be coordinated with existing and future infrastructure such as fire/EMS, police, parks and recreation, public works, drainage, general government and schools,
- The Master Plan shall be coordinated with urban design requirements such as the Heron Creek and the Citywide Urban Design Standards Pattern Books,
- Coordination with appropriate governments and agencies,
- Define the timing and potential funding sources for all multi-modal transportation improvements, including, but not limited to, bonds, local TIF, CRA TIF, grants, documentary transfer tax,
- This Master Plan shall be coordinated with the Fire, Utility, Parks and Recreation master plans.
- Analysis of interchanges, existing and future,
- Provisions for autonomous vehicles as their utilization is expanded, as identified as part of the Florida Department of Transportation's Florida Automated Vehicle Initiative.
- Analysis of traffic calming and congestion management methods and locations,
- Analysis of appropriate locations of cross access easements, alleys, and other pedestrian facilities,
- Analysis of locations for mass transit facilities. This will include an analysis of alternate transportation systems such as a trolley system (including infrastructure necessary for the system) that links the Activity Centers and Town Center(s),
- Analysis of locations for parking facilities including surface parking, structural parking, and park & ride areas,
- Analysis of the City's waterway system including Myakkahatchee Creek to identify the opportunities for blueway facilities and pedestrian/fitness trails.

Policy 4.9: The developers'/land owners in the NE quadrant shall submit plans consistent with the Future Transportation Circulation Map as shown in Map #2 of this element.

-Bicycle/Pedestrian-

Objective 5: The City shall promote the development of an integrated bicycle/pedestrian/multi-use pathway system.

Policy 5.1: Consistent with Policy 4.8, the City shall adopt the following criteria for the development of a City-wide bicycle/pedestrian pathway system:

1. Safety;
2. Completion of existing network;
3. Establish linkages with existing and future activity centers, neighborhoods, community parks and schools;
4. Development of new or improved arterial and collector roadways;
5. Neighborhoods approaching 60% buildout; and
6. Cost minimization.

Policy 5.1.1: As part of the development of a City-wide multimodal transportation system, the city shall utilize the multi-modal level of service (LOS) standards set forth in the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.2: In conjunction with the annual Capital Improvements Program, the City shall determine appropriate locations for bicycle/pedestrian pathways to meet existing and future demand, and identify other available funding sources.

Policy 5.3: The City shall budget appropriate funds per fiscal year for enhancing the effectiveness of existing and future bicycle/pedestrian pathways by supporting the development of additional pathways, increased roadway widths, bridges and cross-walks, over the 5-year Capital Improvement Planning (CIP) period.

Policy 5.4: The City shall continue to implement the land development regulations, implementing standards which require that multi-family and commercial developments provide for pedestrian/bicycle pathways and bicycle parking facilities to the extent that such facilities are proportionate to the impacts created by such development.

Policy 5.5: The City shall continue to implement the land development regulations, implementing City standards which require developers to provide bicycle/pedestrian pathways, where appropriate, in new subdivision developments.

Policy 5.6: Per Policy 4.8, the City shall continue to review right of way needs and funding techniques for all arterial and collector roadways to ensure that adequate land is available for the development of future bicycle/pedestrian pathways.

Policy 5.7: Per Policy 4.8, where financially and physically feasible, the City will explore developing additional lane widths to new or improved arterial and collector roadways. Additional widths may be utilized for bicycle lanes.

Policy 5.8: For safety of users, the City shall develop and maintain educational signage along future multi-use pathways that alerts users to the fact that pedestrians do have the right of way on such facilities.

Policy 5.9: At least every three years, the City shall review its codes pertaining to sidewalks, bike paths, and multi-use trails to ensure that adequate widths and development standards are applied to maintain a safe and accessible system.

-Parking and Design-

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 the City's Unified Land Development Code.

Policy 6.1: The City shall continue to implement the US-41 Corridor Master Plan. Implementation shall incorporate, but not be limited to, 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: Consistent with the US-41 Corridor Master Plan, the City may establish parking lease agreements or other appropriate methods with private establishments which are interested in using City-owned properties.

Policy 6.3: In terms of parking facilities and design, including park and ride sites, bus stops, and other similar facilities, the City shall implement and support existing and future master plans for the Activity Centers (see Future Land Use Element).

Policy 6.4: The City shall research and encourage innovative site designs for parking facilities/areas that promote pedestrian and vehicular safety, and improve overall aesthetics.

-Landscaping/Aesthetics-

Objective 7: Continue to provide landscaping and other buffer material along the City's arterial and collector roadway system in order to improve the aesthetic appearance of these roadways

and serve as noise buffers. All landscape materials, and all projects, shall be consistent with FDOT planting standards.

Policy 7.1: Revise the land development regulations, as needed, to implement City standards, and to strengthen the landscaping code/criteria for roadway rights-of-way and median strips for newly developed City and commercial roadways.

Policy 7.2: Update landscaping requirements as needed for construction of off-site parking facilities consistent with the U.S. 41 Corridor Master Plan.

Policy 7.3: Continue to coordinate landscaping efforts within the City through the Tamiami Trail Scenic Highway Corridor Management Entity (CME), Beautification and Tree/Scenic Highway Committee, and the Public Works Department as part of roadway construction programs, as deemed economically feasible.

Policy 7.4: The City will continue to seek out and apply for beautification and enhancement grants from organizations including, but not limited to, the Florida Department of Transportation (FDOT) to provide for landscaping along U.S. 41 and other arterial roadways, collector roadways, and gateways.

Policy 7.5: The City will continue to support private volunteer efforts to landscape and beautify City roadway rights-of-way and cul-de-sacs after receiving site plan approval by City staff.

Policy 7.6: The City shall continue to implement the landscaping/aesthetic enhancements that are identified in the US 41 Corridor Master Plan, and other similar master plans or pattern books for area roadways and gateways as they are developed and approved.

Policy 7.7: To enhance area roadways, add to the City tree canopy, and to improve the overall driving experience, the City shall consider participation in the Sarasota County Division of Urban Forestry Street Tree Program, as well as any other local, state, federal, or regional programs that would aid the City in achieving its roadway/aesthetic enhancement goals.

Policy 7.8: The City shall amend, as necessary, its street tree program.

Policy 7.9: The City shall work with FDOT, the Sarasota-Manatee MPO, the Charlotte County-Punta Gorda MPO, and other applicable local, state, federal, or regional agencies to encourage projects that beautify I-75 as it traverses the City of North Port, and in areas directly abutting the City boundaries.

Policy 7.10: The City shall continue to work with FDOT, the Sarasota-Manatee MPO, and adjacent neighborhoods to identify funding for and to develop noise barriers along Interstate 75.

Policy 7.11: The City shall continue to support the 'Adopt a Street' program to ensure the roadway are litter-free and landscaping material is well maintained.

-Intergovernmental Planning-

Objective 8: As specified in the policies listed below, coordinate the City's transportation planning activities with the plans and programs of the Sarasota/Manatee and Charlotte/Punta Gorda Metropolitan Planning Organizations (MPOs), the Southwest Florida Regional Planning Council (SWFRPC), Sarasota County, Charlotte County, Desoto County, and the Florida Department of Transportation's 5-Year Plan.

Policy 8.1: The City shall meet, on at least an annual basis, with transportation planners/engineers from the Florida Department of Transportation, the Southwest Florida Regional Planning Council (SWFRPC), the Sarasota-Manatee and Charlotte County-Punta Gorda MPO's, and Desoto County, to coordinate plans and projects.

Policy 8.2: Negotiate interlocal agreements with Charlotte County on providing uniform traffic control and maintenance on inter-jurisdictional roadways identified by the Southwest Florida Regional Planning Council (SWFRPC) and the Sarasota/Manatee and Charlotte-Punta Gorda Metropolitan Planning Organizations (MPOs).

Policy 8.3: Continue to provide representation to the Sarasota/Manatee MPO Board and support transportation planning efforts through participation in the Technical Advisory Committee and Citizens Advisory Committee processes of the Sarasota/Manatee MPO and of the Charlotte County-Punta Gorda MPO.

Policy 8.4: In the ongoing effort to develop regional support for transportation-related projects needed by the City of North Port, the City shall support citizen-initiated grass roots initiatives that would show public support for the project(s) and aid in clarifying the need for such project(s) to state, regional, and local transportation authorities.

Policy 8.5: The City shall continue to be an active participant in the Tamiami Trail Scenic Highway program. Activities shall include, but not be limited to, coordination on any amendments to the Corridor Management (CMP), participation in technical and citizen's advisory committees, support for implementation of the CMP in North Port and throughout the designated "Scenic Highway" boundaries.

Policy 8.6: The City shall coordinate with Sarasota County, Charlotte County, Desoto County, and other local, state, regional, or federal agencies on developing and linking trail and greenway systems to facilities that are outside the City limits, such as the Carlton Preserve, an extension of the Legacy Trail, or to the Florida Shared Use Nonmotorized (SUN) Trail Network.

Policy 8.7: The City shall support regional initiatives to provide passenger and freight rail facilities to Southwest Florida.

-Mass Transit-

Objective 9: The City shall support the development of mass transit facilities in the City.

Policy 9.1: The City shall continue to coordinate its mass transit efforts with the Sarasota County Area Transit (SCAT) authority and other possible transit providers to reduce automobile trips and increase mobility of the City's resident and functional populations. Transit links to Charlotte County through a collaboration with Charlotte County Transit, as well as enhanced linkages to Venice and South Sarasota County, including the Englewood area, should also be explored as a means to accomplish regional connectivity.

Policy 9.2: In conjunction with the next Evaluation and Appraisal Report, the City may develop policies, design standards, funding sources, and an implementation schedule for a trolley system linking the neighborhoods to Activity Centers and civic areas.

Policy 9.3: The City shall support activities which establish a high-speed rail stop at the I-75/Toledo Blade Activity Center (Activity Center 4) or other appropriate areas within the City.

Policy 9.4: In order to protect native ecosystems through revitalizing urban areas, maximize greenway accessibility, and provide recreation opportunities, economic benefits, and alternative transportation options, the City shall explore the development of a system of urban transit greenways linking neighborhoods and activity centers within the City, and linking North Port with other communities within the region.

Policy 9.5: The City shall continue to support the development of multi-modal transportation alternatives including, but not limited to, carpooling, dial-a-ride, trolleys, and employer provided van pools.

Policy 9.6: The City shall work with long range commercial bus providers to encourage the provision of long-range bus stops within the City.

-Hurricane Evacuation-

Objective 10: To facilitate the safe evacuation of City residents within the Hurricane Vulnerability Zones 1 and 2 as shown on SLOSH maps, during a natural disaster or other emergency situation.

Policy 10.1: The City shall continue to consider all existing and new arterial and collector roadways for possible designation as approved Emergency Evacuation Routes. This effort shall be coordinated with the Southwest Florida Regional Planning Council, and appropriate officials of Sarasota County and Charlotte County. The Comprehensive Plan shall be amended to include new evacuation routes as they are identified and agreed upon.

Policy 10.2: The City shall continue to explore alternatives for the necessary roadway improvements based on regional evacuation needs identified in the Southwest Florida Regional Planning Council Hurricane Evacuation Study Update 2010.

Policy 10.3: The City of North Port, Sarasota County, and Charlotte County shall coordinate the timing and funding of improvements to Toledo Blade Boulevard, Sumter Boulevard, Winchester Boulevard, Hillsborough Boulevard, Price Boulevard, West Villages Parkway, and River Road to ensure adequate roadway capacity to carry regional hurricane evacuees.

Policy 10.4: The City of North Port, Sarasota County, and Charlotte County shall work closely with the Sarasota/Manatee and Charlotte County-Punta Gorda Metropolitan Planning Organizations to coordinate the timing and funding of improvements necessary to ensure that Toledo Blade Boulevard, Sumter Boulevard, Winchester Boulevard, Preto Boulevard/Pine St. Extension, West Villages Parkway, Price Boulevard, Hillsborough Boulevard, and River Road have the road capacity to carry regional hurricane evacuees.

Aviation

Objective 11: The City shall support the expansion of commercial air service to the Southwest Florida region at all three area airports (Sarasota-Bradenton International, Punta Gorda, and Southwest Florida International.)

Policy 11.1: To provide for the needs of North Port's growing population and to support economic development, the City shall support and participate in efforts that will increase commercial and charter air service in Sarasota and Charlotte Counties.

Policy 11.2: The City shall work with public and private transit providers to create or enhance routes that link the City to Sarasota-Bradenton International Airport, Southwest Florida International Airport, and Punta Gorda Airport.

CHAPTER 4

CITY OF NORTH PORT COMPREHENSIVE PLAN

UTILITIES

POTABLE WATER GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To develop, operate, and maintain an environmentally sound, economically efficient, potable water treatment, and distribution, system meeting all applicable federal, state, and local water quality standards, meeting the current and future needs of the customers of North Port Utilities using 10-year master planning process, while taking into consideration the needs of the City at ultimate build-out.

Objective 1: Potable water facilities shall be provided to meet North Port Utilities Customer's short-term and long-term future water supply needs.

Policy 1.1.1: The following level of service (LOS) standards are hereby adopted:

- 1) The LOS for potable water facilities shall be Florida Department of Environmental Protection (FDEP) Permitted treatment capacity of the facilities respective of the raw water withdrawal limits as permitted by the Southwest Florida Water Management District (SWFWMD), whichever is more stringent.
- 2) The potable water supply system shall maintain a minimum fire flow pressure of 20 pounds per square inch (psi).

Policy 1.1.2: All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the utilities master planning process.

Policy 1.1.3: The City of North Port shall continue to utilize the development review process of the Unified Land Development Code to require applicants for development permits to enter into an agreement to "tie-in" to existing facilities or construct improvements to the City's potable water system necessitated by the proposed development when adequate facilities, based on the adopted level of service standard, are not available and no fiscally feasible plan to construct or expand said facilities is proposed.

Policy 1.1.4: Prior to approval of a building permit, the City of North Port shall consult with North Port Utilities to determine whether adequate potable water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy.

Policy 1.1.5: The City of North Port hereby adopts a 10-Year Water Supply Facilities Work Plan as required in Chapter 163 of Florida Statutes (F.S.), by reference to incorporate any alternative water supply projects including conservation and reclaim water that may be identified in the regional water supply plan as necessary to serve existing and new development. The 10-Year Water Supply Facilities Work Plans shall be updated as required by Chapter 163 F.S.

Objective 1.2. North Port Utilities shall provide current and future customers a cost effective, equitable and adequate potable water system and, where feasible, correct existing potable water facilities' deficiencies.

Policy 1.2.2. In the absence of legal constraints on the use of revenues, North Port Utilities should maintain funding for systems improvements identified in the Capital Improvements Element to alleviate potable water deficiencies consistent with the Capital Projects Prioritization system established by the City of North Port.

Policy 1.2.3. Consistent with bonding requirements, North Port Utilities will take no action by which the rights and benefits of its customers might be impaired or diminished.

Policy 1.2.4. When evaluating alternatives to new potable water facility construction, or retrofitting existing infrastructure, North Port Utilities shall assess, identify, and evaluate the costs and benefits of adaptation alternatives when implementing policies for the increased efficiency and capacity of existing facilities, while balancing operational, economic and environmental effects, as part of long-term water supply planning.

Objective 1.3: To monitor and evaluate existing facilities on an annual basis to insure maximum use and efficiency.

Policy 1.3.1: Continue to operate and maintain the City's Reverse Osmosis (RO) and surface water treatment systems at the Myakkahatchee Creek Water Treatment Plant, including the RO wellfield, to meet average day and peak-day demands, established fire flow requirements, and to maintain satisfactory water pressure. Also continue to provide a level of treatment that complies with federal state and local drinking water standards.

Policy 1.3.2: Continue to maintain a staff of qualified treatment plant operators, and ensure they receive regularly scheduled training and instruction regarding state-of-the-art operation procedures and the latest federal, state and local guidelines and regulations.

Policy 1.3.3: Continue to operate and maintain water storage facilities and booster pump stations to provide adequate capacity for meeting peak-day/hour demands and fire flow requirements.

Policy 1.3.4: Continue to operate and maintain existing distribution lines, and upgrade the distribution system where necessary to meet future demands, as well as continue to provide sufficient water pressure to customers.

Policy 1.3.5: Make water distribution system improvements to the extent possible to allow the City of North Port to maintain current ISO (Insurance Service Organization) fire ratings.

Objective 2: The City will continue to implement procedures to ensure that at the time a development permit is issued, adequate potable water supply, treatment, and distribution capacity is available or will be available concurrent with the impacts of development. Such procedures will be implemented as defined in the Unified Land Development Code.

Policy 2.1: The City shall utilize utilities master plans to guide the provision of potable water service to its customers. The Utilities Master Plans for potable water and wastewater, including reclaimed water, shall be updated at least every five (5) years.

Policy 2.2: Utilities master plans shall include a field calibrated hydraulic modeling component with static and dynamic (i.e. extended-duration) model runs as appropriate.

Policy 2.3: All projects shall be undertaken consistently and complementary with the Utilities master plans.

Policy 2.4: The City shall analyze and improve waterline extension policies and revise them as necessary to determine the funding and timing of line extensions to existing platted lot neighborhoods.

Policy 2.5: For potable water, sanitary sewer, stormwater, and drainage, the City will require a higher level of review for developments bordering, or encompassing, areas of potential potable water resources, such as the Cocoplum Waterway, the Myakkahatchee Creek, and all drainage canals which feed these water supplies, and ground water, so as to keep potential potable water resources from becoming contaminated.

Policy 2.6: When referring to utilities master plans, the City will adhere to the following accepted plans. The City shall amend this Comprehensive Plan when any of these master plans or associated hydraulic models are updated and new master plans or hydraulic model recommendations are developed and accepted by the City Commission.

- 1) 2015 Utilities Master Plan: Adopted by Commission on April 26, 2016.
- 2) Water Reuse Master Plan: Accepted by City Commission on April 28, 2008.
- 3) 2007 Water Utilities Master Plan: Accepted by City Commission on April 28, 2008.
- 4) 2014 Water Demand Analysis: Accepted by City Commission on June 23, 2014.

Policy 2.7: The City will consult with the City's supplemental regional water supplier, currently the Peace River/Manasota Regional Water Supply Authority (PRMRWSA), to ensure that any water which the City cannot supply will be available to serve developments, or no Development Order shall be issued.

Policy 2.8: Development Orders shall specify that, at the time of the issuance of a certificate of occupancy, or its functional equivalent, all necessary potable water facilities and services are in place and available to serve the new development.

Objective 3: The City shall require that each developer enter into a Utilities Agreement which outlines the needs of the developer, and addresses the availability of adequate potable water, incorporates water conservation, and reclaimed water. In addition, the developer will be required to plan, design, permit, construct, and dedicate all infrastructure improvements necessary for their development, pursuant to the developer agreement.

Policy 3.1: The developer will be responsible for evaluating and mitigating impacts system-wide. This will include increasing pumping capacity, replacing motors, and anything else that the impact from the development may require. The developer will also be responsible for all hydraulic modeling to evaluate impacts due to the development.

Policy 3.2: By means of developer's agreements, developers of all projects in identified potential water resource areas, including, but not limited to, WVID, Kelce Ranch developments, and the Panacea DRI, will be required to evaluate and provide the water resources needed to support their development.

Policy 3.3: For all projects in identified potential water conservation areas, including, but not limited to, WVID, Kelce Ranch, and the Panacea DRI, the City will require the developer to evaluate and develop a water conservation resource protection plan necessary to protect the water resources.

Policy 3.4: All developers within areas annexed after 1997 will be responsible for coordinating and expanding existing City potable water services to assure that potable water will be available to serve their developments, including identification of potential water sources to support their development. Developers who develop in areas annexed after 1997 will be required to implement improvements, including, but not limited to, water and sewer lines, lift stations, and treatment facilities, at the time of their development solely at their cost, including reuse facilities.

Objective 4: The City will maintain a five-year schedule of capital improvement needs, as identified in the utility master plans, and in the Capital Improvements Element, for potable water supply, treatment and distribution, and will identify responsible parties and agencies, and time frames for completion. The schedule will be updated annually in conformance with the review process for the Capital Improvements Element of this plan, and in accordance with the City's annual budget process.

Policy 4.1: Projects for the 2017-2021 planning period will be undertaken in accordance with the schedule provided in the Capital Improvement Element of this plan.

Policy 4.2: The utilities master planning process will identify necessary capital improvements and shall indicate projected costs, phasing, and funding sources. The Utilities Master Plan shall be updated at least every five (5) years.

Policy 4.3: The City shall amend its Capital Improvements Program annually to indicate utilities projects, project phasing, and to identify funding sources per state statute.

Policy 4.4: Proposed capital improvement projects will be evaluated and ranked according to the following priority level guidelines:

- a. whether the project is needed to protect public health and safety.
- b. provide facilities and services to preserve or achieve full use of existing facilities and increase efficiency.
- c. cost-effectiveness to include preventing or reducing future improvement costs.

- d. promotes in-fill, economic development or educational facilities.
- e. provides service to developed areas lacking full service.
- f. improve efficiency and water quality by looping the water system.

Policy 4.5: The City shall evaluate the potable water infrastructure, including facility demand and capacity information at least once a year, to maximize its use.

Policy 4.6: All Developers within areas annexed after 1997 will be responsible for coordinating and expanding existing City sanitary wastewater services to assure that capacity will be available to serve their developments. Developers who develop in areas annexed after 1997 will be required to implement improvements, including, but not limited to, potable water, wastewater, and reclaimed water lines, lift stations, and treatment facilities, at the time of their development solely at their cost.

Objective 5: Existing deficiencies which have been identified in the utilities master plans, or other pertinent document(s) will be addressed by the City.

Policy 5.1: The City will work cooperatively to promote and enhance fire safety including the maintenance and placement of fire hydrants. The Utilities Department will maintain a GIS utilities mapping system that includes all the locations of fire hydrants and valves, as well as fire stations.

Policy 5.2: No permits shall be issued for a new development which would result in a demand that exceeds the ability of the facility to provide service and must be consistent with the City's Concurrency Management Ordinance of the Unified Land Development Code. The City will consult with the local supplemental potable water supplier, currently the Peace River/Manasota Regional Water Supply Authority, to ensure that any water which the City cannot supply will be available to serve developments, or no Development Order shall be issued.

Policy 5.3: To protect the potable water supply, the City shall continue to evaluate further options to eliminate the potential wastewater contamination of the potable water supply and to continue efforts to acquire lots along the Myakkahatchee Creek. The City shall work with and encourage the County to improve and preserve the water quality and quantity outside of the City which affects City water, including the headwaters of Myakkahatchee Creek. Developments including, but not limited to, Developments of Regional Impact (DRI) shall not be permitted to encroach upon designated public lands.

Policy 5.4: The City will continue to implement its formal backflow prevention/cross connection program.

Policy 5.5: The City shall enforce mandatory water service hookup, per Section 78-60 of the City's Administrative Code.

Objective 6: To accommodate projected demand for ultimate build-out of the City, expansion of supply, treatment, and distribution facilities shall occur through expansion of City facilities,

development of new facilities, creation of new potable water sources-both surface and ground, and coordination and participation in the expansion of regional facilities including, but not limited to, those of the Peace River/Manasota Regional Water Supply Authority. Distribution facilities shall be programmed and expanded pursuant to the Capital Improvement Program.

Policy 6.1: The City will continue to implement conservation programs, as appropriate, to reduce potable water use consistent with the Comprehensive Plan Conservation Element.

Policy 6.2: The City will continue to identify and implement management and protection programs and procedures to preserve and enhance the Myakkahatchee Creek as a Class I potable water supply (see Conservation Element Map Series).

Policy 6.3: The City shall pursue a voting seat and greater participation on the Peace River/Manasota Regional Water Supply Authority.

Policy 6.4: The City will continue to meet with representatives of regional utilities including, but not limited to, the Peace River/Manasota Regional Water Supply Authority, Sarasota County, Charlotte County, Desoto County, Englewood, Punta Gorda, Venice, and other adjacent utilities, to evaluate the regionalization of water supply systems, including interconnection opportunities.

Policy 6.5: The City will continue, by participating in regional efforts such as the Surface Water Improvement Management Program for Charlotte Harbor, the Myakka River Management Coordinating Council, and the Charlotte Harbor National Estuary Program, to actively support regulatory activities designed to increase protection of the Myakkahatchee Creek and appropriate upgrade in the classification that preserves and improves the Peace River as a potable water supply.

Policy 6.6: The City shall continue to identify and evaluate other sources of potable water supply such as, but not limited to, ground water supplies, surface reservoirs, desalination, cisterns, and water conservation resources. The City shall also coordinate with regional agencies such as, but not limited to, SWFWMD, Peace River, Manasota Regional Water Supply Authority, and the Water Alliance for technical, and other assistance, to identify and develop reliable water sources.

Policy 6.7: To increase the water resources available to maintain a viable potable water supply for residents of the City of North Port, the City will enter into a Developer's Agreement with the owners/operators of any properties that will require, as a contribution in aid of construction, well sites that allow testing for the purposes of developing raw water supply in areas determined to be potential water resource areas. The City will also enter into a Developer's Agreement to develop potable water wellfields and/or surface water sources on appropriate properties within any areas annexed after 1997, if determined by local and state officials as suitable for that type of use.

Policy 6.8: The City shall amend the Unified Land Development Code to regulate high risk land uses (such as petroleum storage facilities) within all areas which may be used as potable

water sources, both surface and ground water, and within the cones of influence for any potable water well fields.

Policy 6.9: Consistent with Policy 6.8 of this element, the City will regulate high risk land uses in any areas identified as potential well fields and wellheads. This Comprehensive Plan will be amended when those areas are determined. The City will not allow high risk land uses such as, but not limited to, petroleum storage facilities, underground fuel storage tanks, landfills, hazardous materials storage, and certain commercial and industrial uses, in these areas when identified. To achieve this, the City shall create a new section in the Unified Land Development Code addressing the subject of wellhead and well field protection. This code shall be consistent with the Florida Department of Environmental Protection's rule governing wellhead protection adopted in May 1995. The protection efforts may include requests to the Southwest Florida Water Management District for cooperative funding or technical assistance to identify zones of protection and cones of influence around individual wellheads or well fields.

Objective 7: The City shall continue to implement and enforce the provisions of City regulations and will modify restrictions whenever called upon to do so by SWFWMD consistent with SWFWMD's Water Shortage Plan, or any other regulatory agencies, and shall implement the following policies to further conserve potable water use.

Policy 7.1: Building codes, utility regulations, landscaping ordinances, and public education programs will be regularly evaluated for implementation of water conservation measures. The City shall encourage "Florida Friendly" plantings, native or other drought resistant species, and other water saving measures, while discouraging the use of rock yards and other water wasting measures in the Unified Land Development Code.

Policy 7.2: The City will continue to support and implement SWFWMD and DEP programs which promote conservation of potable water through waste water reuse.

Policy 7.3: The Utilities Department shall continue to require the metering of all potable and reuse water to ensure accountability of water use.

Objective 8: In an effort to encourage efficiency in the provision of utility services, the City shall seek input, as applicable, from various local, state, regional, and federal authorities, as well as the citizens of the City of North Port.

Policy 8.1: The City of North Port Public Utilities Advisory Board, task force, or any other Committee designated by the City Commission, shall make recommendation to the City Commission regarding utility issues as described in Ordinance 2014-06, including Capital Improvement Projects.

Policy 8.2: The City, in its discretion, when considering utilities initiatives, shall seek input as appropriate through mechanisms which include, but are not limited to, the following:

- (a.) City advisory boards.
- (b.) Neighborhood meetings.

- (c.) Coordination with regional agencies.
- (d.) Coordination with nearby utility providers, including but not limited to Sarasota County, Charlotte County, Desoto County, Venice, Punta Gorda and the Englewood Water District.
- (e.) Participation and coordination with the Peace River/Manasota Regional Water Supply Authority, Southwest Florida Water Management District, or any other regional entity.
- (f.) Participation and coordination with special areas within and abutting the City's border, including, but not limited to, the West Villages Improvement District.
- (g.) Participation and coordination with Emergency Management providers.
- (h.) All annexed areas – property owners.

Policy 8.3: The City shall encourage efficiency in the provision of services through the regional sharing of ideas and technology.

Policy 8.4: To ensure coordination of the City's Comprehensive Plan with the Southwest Florida Water Management District's Regional Water Supply Plan the City shall consider the following SWFWMD Regional Water Supply principles when reviewing potential amendments to the Comprehensive Plan:

1. Resource Constraints (especially Southern Water Use Caution Area ground water limitations),
2. Existing and potential regional partnerships in water supply planning and development,
3. Water sources listed in the Regional Water Supply Plan or document alternative,
4. Reasonable Demand Projections, and
5. Emphasis on water conservation and reclaimed water.

Objective 9: The City will maximize the use of existing potable water facilities as development occurs.

Policy 9.1: Recognizing the platted lands nature of the City, the City, through utilities master planning, will continue to expand potable water service to the neighborhoods as those neighborhoods satisfy the proposed criteria identified in the master plans, and consistent with the Unified Land Development Code.

Policy 9.2: Consistent with the Future Land Use Element, no potable water service will be provided to areas designated as "Agriculture/Estates" on the Urban Service Boundary Map.

Objective 10: The City will evaluate the extension of potable water lines for the purposes of Economic Development.

Policy 10.1: The City will evaluate extending potable water lines to current and proposed Activity Centers not currently serviced by potable water service for the purpose of Economic Development.

Goal 2: The City of North Port will take measures to ensure the water quality and quantity of the surficial aquifer will be protected to ensure public health and to conserve the public potable water supply.

Objective 11: The City shall implement programs, as specified in the policies below, to maintain and improve water quality in the surficial aquifer.

Policy 11.1: If any additional free-flowing artesian wells contributing mineralized water to the surficial aquifer or surface waters in the Myakkahatchee Creek and Snover Waterway drainage basins are discovered, or capped wells leak, the City will cooperate with the Southwest Florida Management District to remedy the situation.

Policy 11.2: The use of septic tanks will be discouraged by measures identified in the Sanitary Wastewater element, other elements, and applicable State requirements.

Policy 11.3: The City will continue to require stormwater treatment for all new development and will explore amending the Unified Land Development Code to encourage retrofitting of stormwater treatment facilities to areas already developed.

Policy 11.4: The City will continue to pursue the use of the funding from the Pollution Recovery Fund account of the Ecosystem Management Trust Fund for specific projects which directly benefit the City by controlling non-point source pollution and improving water quality.

Policy 11.5: By mapping and developing protection plans as required of state and local governments by the Safe Drinking Water Act, the City will continue, in conjunction with the EPA and FDEP, to implement aquifer protection measures.

Policy 11.6: The City will amend the land development regulations consistent with Section 163-3202(2), Florida Statutes to regulate land use and development to protect natural drainage features and natural groundwater recharge areas.

Objective 12: The quantity of surficial aquifer waters will continue to be conserved by maintaining the water table as high as practical, recognizing the tradeoffs between the need to control flooding and reduce the amount of fill placed on the natural landscape and the need to maintain storage in the surficial (water table) aquifer.

Policy 12.1: Consistent with SWFWMD rules for the regulation of water management systems (40D-4 and 40D-40, F.A.C.), the water table in new surface water management systems will continue to be maintained as near as practical to current levels, recognizing the tradeoffs between the need to control flooding and reduce the amount of fill placed on the natural landscape and the need to maintain storage in the surficial (water table) aquifer.

Policy 12.2: The continued use of retention/detention treatment ponds will be required pursuant to City and State requirements to provide greater opportunity for the infiltration of runoff into the surficial aquifer.

Policy 12.3: The City will implement, through amendments to the ULDC, appropriate recommendations contained in the Big Slough Study, when completed, in order to prevent excessive drainage of the surficial aquifer.

Objective 13: The City of North Port will update the Water Supply Facilities Work Plan into the City's Comprehensive Plan at least once every five years and within eighteen months of the latest updated Water Management Districts' Regional Supply Plan.

Policy 13.1: The City will update the Water Supply Facilities Work Plan into all applicable elements of this Comprehensive Plan, including, but not limited to, Potable Water, Sanitary Wastewater, Capital Improvements, and Intergovernmental Coordination, and any other elements which may apply.

Policy 13.2: Capital improvements identified in the Water Supply Facilities Work Plan and incorporated into the Potable Water and Sanitary Wastewater sub-elements will be adopted into the Capital Improvements Element.

Policy 13.3: The Water Supply Facilities Work Plan is included within the Goals, Objectives, and Policies of the Utilities Element.

SANITARY WASTEWATER GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To provide for the adequate collection, treatment, and disposal of sewage to meet the needs of the customers of North Port using a Master Planning process, while taking into consideration the needs of the City at ultimate build-out.

Objective 1: The City shall establish level of service standards to guide the provision of sanitary wastewater service to its customers.

Policy 1.1: The following level of service standards are hereby adopted to achieve the objective, and shall be used as the basis for determining facility capacity and the demand generated by a development:

Treatment/Disposal

Level of service is per City Administrative Code Sec. 78-30, with quality meeting or exceeding Environmental Protection Agency (EPA) and Department of Environmental Protection DEP Standards.

Collection

Residential: In all currently unplatted areas, the developer, by agreement with the City, must provide all wastewater infrastructure to include lift stations, extend wastewater collection, and force mains as appropriate, to serve the area concurrent with the development. The developer shall coordinate upsizing with the City as needed. In addition, the developer will assure his commitment to pay capacity fees and confirm available capacity of the City's wastewater treatment plant prior to development. In all currently platted areas, the City may extend lines pursuant to the Capital Improvements Element, and the utilities master plans (see Policy 2.12). The developed lots adjacent to the gravity wastewater line shall connect to the line within 365 days of notification of wastewater availability.

Commercial: All new commercial development within the City will be served by central sanitary wastewater, as determined by City of North Port. In all currently unplatted areas, the developer, by agreement with the City, must extend wastewater collection and force mains as appropriate, and provide and upgrade any lift stations necessary to serve the area concurrent with the development. The developer shall coordinate upsizing with the City as needed. In addition, the developer will assure his commitment to pay capacity fees and confirm available capacity of the City's wastewater treatment plant prior to development.

Industrial: All new industrial development within the City will be served by central sanitary wastewater, as determined by City of North Port staff. In all currently unplatted areas, the developer, by agreement with the City, must extend wastewater collection and forcemains as appropriate, and provide and upgrade any lift stations necessary to serve the area concurrent with the development. The developer shall coordinate upsizing with the City as needed. Each industry must also provide pretreatment of any industrial discharge in accordance with the Utilities Department requirements and submit for Utilities Department review. For

Significant Industrial Users, as defined by Florida Department of Environmental Protection (FDEP) or as determined by the City based on the City's treatment systems, and industrial pretreatment program (IPP), including monitoring, as defined by FDEP is required. Significant Industrial Users shall provide IPP Reports to the City as required by FDEP or as defined in a developer's agreement. In addition, the developer will assure his commitment to pay capacity fees and confirm available capacity of the City's wastewater treatment plant prior to development.

On-site, pretreatment and treatment systems will be allowed when the City requires additional treatment complementary to the City's central wastewater system consistent with rules, and regulations promulgated by State, Federal and local agencies.

Objective 2: The City will continue to implement procedures to ensure that at the time a development permit is issued, adequate sewage collection, treatment and disposal capacity is available, or will be available, concurrent with the impacts of development. Such procedures will be implemented as defined in the Unified Land Development Code, Chapter 5 and through the use of utilities master planning. Sanitary wastewater facilities shall be in place prior to the issuance of a Certificate of Occupancy, and available to serve new development.

Policy 2.1: For the proper planning, design, and construction of upgrades and expansions to the City's wastewater collection, treatment, and disposal facilities, the following factors shall be considered but not be limited to:

1. Raw wastewater characteristics and flows.
2. Effluent disposal requirements for the Deep Injection Well and golf course and other irrigation systems.
3. Sensitivity to changes in wastewater characteristics and flow, and their effect(s) on operations.
4. Operational requirements.
5. Flexibility in dealing with changing state and federal regulations regarding the treatment and disposal of wastewater and sludge.
6. Available space for upgrading and expanding the existing facilities.
7. Reliability of process equipment.
8. Capital and operating costs.
9. Appropriate minimum level of service.
10. Planning of extension of systems as defined in the Reuse Master Plan or if otherwise required by the City.
11. Developer's Agreements i.e. both sanitary wastewater and reclaimed water).
12. Relationship to land development patterns.
13. Reclaimed water requirements.

Commercial or industrial uses may require pretreatment as determined by the Utilities Department on a case by case basis and pursuant to applicable federal, state and local requirements, and shall be consistent with the utilities master plans (see Policy 2.12).

Policy 2.2: To develop a tract or a number of contiguous lots, the City will determine:

1. how a developer will expand and/or extend the treatment, collection and distribution system to serve the properties,
2. what on-site and off-site treatment, collection, and distribution systems are necessary, with the understanding that all systems are subject to City approval and applicable federal, state and City standards,
3. a combination of 1 and 2 above, or other appropriate technique(s).

The above shall be implemented by a Developer's Agreement.

Policy 2.3: All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted level of service standards for the facilities.

Policy 2.4 The City shall update facility demand and capacity information as development orders or permits are issued.

Policy 2.5: The City will continue to operate and maintain its sludge treatment and disposal systems in accordance with Chapter 62-640, F.A.C., and Title 40 CFR, Part 503.

Policy 2.6: The City shall continue to analyze regional and new sludge removal technologies as they become available.

Policy 2.7: For all developments along waterways, the City will require a higher level of review for developments bordering areas of potential potable water resources, such as the Cocoplum Waterway, the Myakkahatchee Creek, and all drainage canals which feed these water supplies, so as to keep potential potable water resources from becoming contaminated by the overuse of septic systems and their potential environmental impacts.

Policy 2.8: The City will continue to enforce procedures to ensure that at the time a development permit is issued, adequate sanitary wastewater collection, treatment, and disposal facilities are available, or will be available, concurrent with the impacts of development. Such procedures will be implemented as defined in Chapter 5 of the City's Unified Land Development Code. The extension of sanitary wastewater lines to serve residential, commercial, industrial, and other uses shall be financed/funded pursuant to the Capital Improvement Plan. Sanitary wastewater facilities shall be in place prior to the issuance of a Certificate of Occupancy, and available to serve new development.

Policy 2.9: The City shall utilize utilities master plans to guide the provision of sanitary wastewater service to its customers. Utility Master Plans including water, wastewater, and reclaimed water (see Policy 2.12) shall be updated at least every five (5) years.

Policy 2.10: Utilities master plans, shall include a hydraulic modeling component.

Policy 2.11: All projects shall be undertaken consistently and complementary with the utility master plans (see Policy 2.12).

Policy 2.12: When referring to utilities master plans, the City will adhere to the following accepted plans. The City shall amend the Comprehensive Plan as soon as practicable when any of these master plans are updated and new master plans are developed and accepted by the City Commission.

- 1) 2004 Utilities Master Plan: Adopted by Commission on June 13, 2005.
- 2) Water Reuse Master Plan: Accepted by City Commission on April 28, 2008.
- 3) 2007 Water Utilities Master Plan: Accepted by City Commission on April 28, 2008.
- 4) 2016 Utilities Master Plan: Accepted by City Commission on April 26, 2016.

Objective 3: The City shall require that each developer enter into a Utilities Agreement which outlines the needs of the developer, and addresses the availability of adequate sanitary wastewater and reclaimed water infrastructure and capacity. In addition, the developer will be required to plan, design, permit, construct, and dedicate all infrastructure improvements necessary for their development pursuant to the developer agreement.

Policy 3.1: The developer will be responsible for evaluating and mitigating impacts system-wide. This will include increasing pumping capacity, replacing motors, and anything else that the impact from the development may require. The developer will also be responsible for all hydraulic modeling to evaluate impacts due to the development.

Policy 3.2: All developers within areas annexed after 1997 will be responsible for coordinating and expanding existing City sanitary wastewater services to assure that the sanitary wastewater treatment and capacity will be available to serve their developments. Developers who develop in areas annexed after 1997 will be required to implement improvements, including, but not limited to, water and wastewater and reclaimed water lines, lift stations, and treatment facilities, at the time of their development solely at their cost.

Objective 4: The City will maintain a five-year schedule of capital improvement needs, as identified in the Capital Improvements Element, for wastewater collection, treatment and disposal facilities, and the utilities master plans (see Policy 2.12). The schedule will be updated annually in conformance with the review process for the Capital Improvements Element of this plan in accordance with the City's annual budget process.

Policy 4.1: The City shall monitor federal and state requirements and grant funding sources for the construction of wastewater facilities, and/or reclaimed water facilities, and, where applicable and practical, shall encourage wastewater and reclaimed water planning consistent with the eligibility requirements of the funding program(s).

Policy 4.2: Proposed capital improvement projects will be evaluated and ranked according to the following priority level guidelines in conjunction with those enumerated in the Utilities Master Plans (see Policy 2.12):

- a. whether the project is needed to protect public health and safety,
- b. provide facilities and services to preserve or achieve full use of existing facilities and increase efficiency,
- c. prevents or reduces future improvement costs,

- d. promotes in-fill, economic development or educational facilities.
- e. provides service to developed areas lacking full service.

Policy 4.3: The City shall seek to eliminate unauthorized connections and discharges to the City's wastewater system (i.e. illicit connections per City Administrative Code Chapter 78-24).

Policy 4.4: All Developers within areas annexed after 1997 will be responsible for coordinating and expanding existing City sanitary wastewater services to assure that wastewater capacity will be available to serve their developments. Developers who develop in areas annexed after 1997 will be required to implement improvements, including, but not limited to, water and wastewater lines, lift stations, and treatment facilities, at the time of their development solely at their cost.

Objective 5: Existing deficiencies which have been identified in the Utilities Master Plans (see Policy 2.12), or other pertinent documents, will be addressed by the City.

Policy 5.1: All projects shall be undertaken in accordance with the utilities master plans (see Policy 2.12).

Policy 5.2: Projects needed to correct existing deficiencies, as identified in the Capital Improvements Element or other appropriate documents, shall be given priority, in accordance with Policy 2.4 of this element.

Objective 6: The City shall accommodate, where and when financially feasible, the projected development and the accompanying demands for sewage collection, treatment, and disposal facilities while taking into consideration the needs of the City at ultimate build-out.

Policy 6.1: The City shall discourage the use of individual septic systems. When it is determined that an on-site septic system is necessary for interim service prior to the availability of central wastewater service, such individual septic tanks and on-site systems will be installed in accordance with applicable Federal, State, and Local regulations.

Policy 6.2: The City shall continue to identify and evaluate alternative treatment, disposal and collection methods.

Policy 6.3: The City will continue to coordinate with regional utilities to assess common needs and opportunities.

Policy 6.4: The City will continue to evaluate the amount of inflow/infiltration (I & I) and options to reduce infiltration to defer treatment and effluent disposal facility expansions. The cost/benefit between reducing infiltration and expanding plant capacity for treatment and effluent disposal shall be addressed so as to minimize costs to sewer customers.

Policy 6.5: The City shall continue to promote sewage flow reduction and organic load reductions through greater public education and will develop a pretreatment ordinance and

grease trap ordinance which will provide requirements for all commercial and industrial properties.

Policy 6.6: The City shall continue to develop and implement wastewater line extension policies which will include funding, and timing of line extensions to individual users.

Policy 6.7: The City shall continue to pursue reclaimed options including, but not limited to, residential gray water systems, irrigation of school sites, parks, golf courses, residential commercial, and other public lands, and export to appropriate sites for spray irrigation. Reuse of wastewater is the effluent disposal method of first choice.

Objective 7: In an effort to encourage efficiency in the provision of utilities services, the City shall seek input, as applicable, from various local, state, regional, and federal authorities, as well as the citizens of the City of North Port.

Policy 7.1: The City of North Port Public Utilities Advisory Board shall make recommendation to the City Commission regarding utilities issues as described in the City Administrative Code Chapter 4-172, including Capital Improvement Projects.

Policy 7.2: The City, in its discretion, when considering utilities-initiatives, shall seek input as appropriate through mechanisms which include, but are not limited to, the following:

- (a.) City advisory boards.
- (b.) Neighborhood meetings.
- (c.) Coordination with regional agencies.
- (d.) Coordination with nearby utilities providers, including but not limited to Sarasota County, Charlotte County, Desoto County, Venice, Punta Gorda and the Englewood Water District.
- (e.) Participation and coordination with the Peace River/Manasota Regional Water Supply Authority, Southwest Florida Water Management District, or any other regional entity.
- (f.) Participation and coordination with special areas within and abutting the City's border, including, but not limited to, the West Villages Improvement District.
- (g.) Participation and coordination with Emergency Management providers.
- (h.) All annexed areas – property owners.

Policy 7.3: The City shall encourage efficiency in the provision of services through the regional sharing of ideas and technology.

Objective 8: The City will maximize the use of existing sanitary wastewater facilities as development occurs.

Policy 8.1: Recognizing the platted lands nature of the City, the City, through utilities master planning, will continue to expand sanitary wastewater service to the neighborhoods as those neighborhoods satisfy the proposed criteria identified in the master plans (see Policy 2.12), and consistent with the Unified Land Development Code.

Policy 8.2: Consistent with the Future Land Use Element, no sanitary wastewater service will be provided to areas designated as “Agriculture/Estates” on the Urban Services Boundary Map.

Objective 9: The City will evaluate the extension of sanitary wastewater lines for the purposes of Economic Development.

Policy 9.1: The City will evaluate extending sanitary wastewater lines to current and proposed Activity Centers not currently serviced by sanitary wastewater service for the purpose of Economic Development.

SOLID WASTE GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To provide for the adequate collection and disposal of solid waste to meet the needs of the City of North Port's residents and businesses.

Objective 1: The City will continue to implement procedures to ensure that at the time a development permit is issued, adequate solid waste collection and disposal capacity is available or will be available within a reasonable time to serve the development.

Policy 1.1: The following level of service standards are hereby adopted to achieve the objective, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development:

Residential Collection

- Garbage, recycling, and yard waste at minimum, one time per week

Other Collection

- Bulk Collection, as needed
- Commercial, as needed

For Solid Waste, the following shall be met to satisfy Florida Statute 163.3180 (2) Concurrency Management: consistent with public health and safety, solid waste facilities shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent.

Policy 1.2: The City shall continue to utilize the Sarasota County landfill facility or other appropriate facility.

Policy 1.3: The City will continue to coordinate with Sarasota County to ensure capacity is provided at the Central County Solid Waste Disposal Complex or any other future disposal site used by the City to meet projected needs.

Policy 1.4: A recycling program, such as curbside recycling, will be continued to separate recyclable materials from the residentially and commercially generated solid waste stream to aid in reducing the amount of solid waste disposed in landfills.

Policy 1.5: Curbside yard waste collection and mandatory separation of yard waste from all other solid waste will continue. This alleviates compostable material from being disposed of in landfills.

Objective 2: The City will maintain a five-year schedule of capital improvement needs for solid waste collection and disposal. The schedule will be updated annually in conformance with the review process for the Capital Improvement Element of this City of North Port Comprehensive Plan, henceforth known as "plan," and in accordance with the City's annual budget process.

Policy 2.1: Proposed capital equipment will be evaluated and ranked according to the following priority level guidelines:

Level One - whether the equipment is needed to protect public health and safety, to fulfill the City's commitment to provide facilities and services or to preserve or achieve full use of existing facilities.

Level Two - whether the equipment increases efficiency of use of existing facilities, prevents or reduces future improvement costs, or provides service to developed areas.

Objective 3: The City shall continue to provide an educational program to increase awareness of impacts and costs of solid waste to City users. In addition, the City may examine the impacts of promoting composting in the City, and may develop an educational program for composting, subject to FDEP and other appropriate State and local requirements.

Policy 3.1: The City shall use materials, such as mail-outs, to educate citizens on the issues of solid waste.

Objective 4: The City shall continue to coordinate with appropriate government agencies to improve hazardous waste management.

Policy 4.1: North Port will continue to participate in a county-wide hazardous waste program.

Policy 4.2: The Future Land Use Element, Unified Land Development Code, and the development review process shall continue to take into account the location of all hazardous waste generators with respect to adjacent uses.

Policy 4.3: The North Port Fire Rescue District and Police Department shall continue to identify the location of all hazardous materials in the City and have plans prepared for containment and fire control, consistent with Federal, State and County mandates.

Policy 4.4: The City will assess the benefit of having an interlocal agreement with Sarasota County for the purpose of developing a joint solid waste management program and receiving grant money for elements of this program from the State.

STORMWATER MANAGEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL 1: The City of North Port shall provide a stormwater management system which protects real and personal properties, preserves natural resources, maintains recharge to the surficial aquifer, and maintains or improves the quality of surface water runoff.

Objective 1: The City will continue to implement procedures to ensure that at the time a development permit is issued, adequate surface water management facilities are available or will be available to serve the development within a reasonable time, as defined in the Concurrency Management System Ordinance of the Unified Land Development Code.

Policy 1.1: The following level of service standards are hereby adopted to adequately achieve management and storage of surface waters, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development:

Drainage System - Design Storm within the City of North Port:

- 10-year frequency, 5-day duration for existing ditch/canal systems constructed by the General Development Corporation.
- 25-year frequency, 24-hour duration pursuant to SWFWMD criteria for permitting new surface water management systems. Upon such time that SWFWMD revises their design storm standards the City shall amend the Comprehensive Plan and adopt those new standards within 6 months of the official action by SWFWMD.

Water Quality:

- Development activities (excluding currently platted single-family lots) shall not violate the water quality standards as set forth in Chapters 62-4, 62-302, 62-520, 62-522 and 62-550, Florida Administrative Code, including antidegradation provisions of paragraphs 62-4.242(1)(a) and (b), subsections 62-4.242(2) and (3), and Rule 62-302.300, Florida Administrative Code, as amended.

For Stormwater Management the following shall be met to satisfy Florida Statute 163.3180 (2) Concurrency Management: Consistent with public health and safety, stormwater management facilities, shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent.

Policy 1.2: All improvements for expansion or increase in capacity of facilities shall be compatible with the adopted level of service standards for the facilities. The City shall discourage building in the 100-year floodplain or in areas affected by sea level rise by the year 2050.

Policy 1.3: The City shall meet the pollutant load reduction requirements mandated by the EPA/FDEP National Pollutant Discharge Elimination System (NPDES) permit and the conditions in the NPDES permit subsequent renewal.

Objective 2: The City and the Public Works Department will maintain a five-year schedule of capital improvement needs for public facilities, identify responsible parties and agencies, and identify time frames for completion. The schedule will be updated annually in conformance with the review process for the Capital Improvement Element (CIE) of this plan, and for consideration in the City's annual budget process to ensure economic feasibility.

Policy 2.1: Proposed capital improvement projects will be evaluated and ranked according to the following priority level guidelines:

Level One - whether the project is needed to protect public health and safety, to fulfill the City's commitment to provide facilities and services, or to preserve or achieve full use of existing facilities.

Level Two - whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement costs, provides service to developed areas lacking full service or promotes in-fill development.

Level Three - whether the project represents a logical extension of facilities and services within a designated service area.

Level Four - projects shall be evaluated based upon a cost/benefit analysis, prior to implementation.

Level Five – whether the project is necessary to meet, maintain, or enhance levels-of-service.

Policy 2.2: Upon completion and adoption, the five-year Capital Improvement Program of the North Port Public Works Department shall be considered, within subsequent CIE updates, to maintain adopted levels of service and objectives and policies herein.

Objective 3: Based on the findings of the Ardaman and Associates Big Slough Study the City shall undertake the following policies:

Policy 3.1: The FEMA approved flood insurance rate maps (FIRMs) which are based on the Ardaman and Associates Big Slough Watershed Study was adopted on September 13, 2016 by the City. The City shall by 2018, analyze the feasibility of prohibiting septic tank installation within the 100-year floodplain, as delineated by the revised FIRM map, and other potential disposal methods which may serve as desirable alternatives to septic tanks.

Policy 3.2: The stormwater improvements projects and best management practices (BMP's) that are identified in the Ardaman and Associates Big Slough Watershed Study, will be evaluated in the Big Slough Flood Reduction Study.

Policy 3.3: The City shall amend the Unified Land Development Code to provide for incentives and disincentives intended to reduce the desirability of septic tank installation within the 100-year floodplain or within areas projected to be affected by sea level rise by the year 2050.

Policy 3.4: The City shall encourage development activities which would not decrease the storage volume or cause adverse effect to the 100-year floodplain, utilizing the Ardaman and Associates Big Slough Watershed Study, as the best available information for development activities within the 100-year floodplain or in areas where sea level rise might be present by 2050. Further, the City has required, and shall continue requiring, in the Unified Land Development Code (ULDC) that development activities follow all SWFWMD regulations and policies with respect to floodplain impact and compensation analysis.

Policy 3.5: The City shall continue to consider the implementation of additional early warning measures in order to better protect residents from potential floods and other natural disasters. Such measures would include, but not necessarily be limited to, the purchase of automated stream gauges, as well as other equipment and software.

Policy 3.6: Consistent with Federal and State requirements, the City shall comply with FEMA and SWFWMD standards regarding the 100-year floodplain.

Policy 3.7: The City will strive to offer the best available information on flood prone areas to the public in order to better protect property owners from flood damage.

Objective 4: Projected drainage improvements through the 5-year capital improvements planning period will be met by implementing the following policies:

Policy 4.1: The capital improvements identified in the Public Works Department Five-Year Plan will be programmed and completed consistent with the CIP to maintain the adopted level-of-service.

Policy 4.2: The maintenance activities identified in the Public Works Department Five-Year Plan will be programmed and completed consistent with the CIP.

Policy 4.3: All requirements contained in the National Pollutant Discharge Elimination System (NPDES) permit issued by the EPA/FDEP for stormwater discharges will be implemented in accordance with the schedule contained in the permit.

Objective 5: Projected demands for the future will be met by undertaking the following drainage policies.

Policy 5.1: Drainage facilities will be maintained to assure their proper function to maintain adopted levels of service.

Policy 5.2: Where higher levels of service are requested within existing districts, the City shall consider the establishment of special assessments to meet demands. The purpose of the

special drainage assessments is to provide additional levels of service within the existing districts than is being provided for the City as a whole through district taxation.

Objective 6: As necessary, the City will continue to revise the Unified Land Development Code (ULDC) to provide for the control of stormwater, the maintenance of stormwater facilities, and the recharge of the surficial aquifer.

Policy 6.1: The City's stormwater drainage regulations will be reviewed and revised, when necessary, to assure that they continue to meet or exceed SWFWMD requirements and to ensure that future development utilizes stormwater management systems compatible with applicable water management district regulations, and adopted level of service standards.

Policy 6.2: To avoid adverse health and safety issues, drainage facilities will be provided in new developments to control street flooding, to maintain hurricane evacuation routes, and to provide water quality treatment. The City will explore retrofitting methods to alleviate street flooding, to maintain evacuation routes and to provide water quality treatment in the existing built areas of the City.

Policy 6.3: The treatment of stormwater for water quality improvement will be provided in any drainage rework projects by the acquisition or grant of easement of available land, as may be necessary, for treatment and the design of swales or additional ponds for temporary storage of stormwater.

Policy 6.4: All facilities designed and constructed to provide stormwater management in the City will have maintenance easements. The easements will be provided around culverts, storm drains and other enclosed conduit drainage systems provided the City determines it is in its interest to accept the easements.

Objective 7: The City shall strive to protect aquifer recharge areas to protect surficial and groundwater recharge areas.

Policy 7.1: The City's Unified Land Development Code (ULDC) will continue to provide for conservation of open space to enhance recharge to the surficial aquifer. Furthermore, the City will explore initiatives to enhance aquifer recharge, including but not limited to:

- Use of Pervious Pavement
- Creation of Bio-retention swales
- Protection of existing conservation areas and creation of new conservation areas when the opportunity arises.

The ULDC will be amended as necessary to incorporate initiatives that further the intent of this policy.

Policy 7.2: The City of North Port Unified Land Development Code will be reviewed and revised as necessary to maintain or restore groundwater levels consistent with SWFWMD criteria.

Policy 7.3: The City has reviewed and revised the ULDC Dredge and Fill regulations consistent with adopted levels of service and applicable goals, objectives and policies and will continue to update as needed.

Policy 7.4: The City shall continue to encourage the implementation of low impact development or sustainable development in the revised Unified Land Development Code, with respect to stormwater management design as needed.

Objective 8: Intergovernmental coordination shall be increased to ensure acceptable construction and maintenance of primary, secondary and tertiary drainage systems.

Policy 8.1: As appropriate, the City will meet and enter into intergovernmental agreements, with local, state, and federal agencies to achieve regional aquifer recharge protection objectives.

Policy 8.2: The City shall continue to enter into or, as may be necessary, amend interlocal agreements with Charlotte County, Desoto County, and Sarasota County to effectively monitor, make needed improvements, and maintain identified interjurisdictional drainage facilities.

Policy 8.3: The City shall cooperate with other governmental agencies to examine regional solutions to regional drainage problems.

Policy 8.4: The City, in updating its drainage ordinances, will continue to meet with SWFWMD to ensure that the local regulatory framework is consistent with the planning objectives and regulations of the region.

Policy 8.5: The City shall continue to apply either separately or, as appropriate, jointly with other local governments and/or agencies, for grant funds available from state and federal agencies to obtain required financing for drainage projects.

Objective 9: The City shall continue and enhance ongoing public relations programs to better inform present and potential future residents concerning the realities of summer rainy season drainage conditions in Florida generally, and in the City of North Port in particular. The elements of such a program shall include, but not be limited to, the following: the development and distribution of informative brochures and other published information; increased coordination between City departments; and public meetings, including but not limited to annual pre-season informational meetings, to be held concurrently with hurricane awareness presentations and workshops.

Policy 9.1: The City will take all feasible measures necessary to improve upon its FEMA Community Rating System (CRS) Class 6 rating. The City will continue to educate the public concerning summer drainage conditions and help flood insurance policy holders qualify for the CRS discounts. Such measures will include, but not necessarily be limited to, conducting public workshops, including annual pre-season informational meetings to be held concurrently with hurricane awareness meetings.

Policy 9.2: The City will continue the development and distribution of information brochures and other published information in order to better educate the public concerning flood hazards and flood damage prevention.

Objective 10: The City will increase and improve upon its public education activities to solicit public participation in protecting the City's waterways from pollutants.

Policy 10.1: The City will continue to modify and enforce its 2007 Fertilizer Ordinance as needed to protect the City's waterways and commercial viability of its waterfronts. The City will continue to educate the public on the requirements of this ordinance and enforce any violations with warnings and fines.

Policy 10.2: The City will continue to develop, prepare and distribute brochures and other educational materials on how the public can assist in protecting the City's water resources from pollutants.

CHAPTER 5

CITY OF NORTH PORT COMPREHENSIVE PLAN

CONSERVATION

CONSERVATION ELEMENT GOALS, OBJECTIVES, & POLICIES

GOAL 1: The City of North Port shall protect, conserve and enhance its natural, environmental and historic resources to ensure sustainable environmental quality for the future.

-Natural Communities and Wildlife-

Objective 1: Upon adoption of the Comprehensive Plan, the City will review all applicable ordinances which provide for the protection and enhancement of its critical water resources and biologically productive flora and fauna, and wildlife habitats and initiate the deletion, revision or adoption of ordinances, based upon supporting data and analysis, which shall include state and federal regulations and guidelines.

Policy 1.1: The City shall review all future land use map amendment requests pertaining to rare, endangered and threatened species, and species of special concern. Prior to issuance of development permits, including land clearing, the applicant shall provide proof of compliance with appropriate state and federal regulations.

Policy 1.2: The City shall consult with the Florida Fish and Wildlife Conservation Commission and the U.S. Fish and Wildlife Service, as applicable, prior to the issuance of a development approval that would result in an adverse impact to any rare, endangered threatened species and species of special concern, as shown on the Environmental Assessment major development submittals.

Policy 1.3: The City shall make available conservation easements, transfer of development rights, and fee simple acquisition or other appropriate techniques for the protection of rare, endangered and threatened species, and species of special concern, when the City, through consultation with appropriate state and/or federal agencies, determines that an action will impact an environmentally significant site.

Policy 1.4: The City shall continue to coordinate with the Florida Fish and Wildlife Conservation Commission and U.S. Fish and Wildlife Service in the identification and monitoring of known Southern Bald Eagle nests and creation and implementation of nest protection plans for development proposals.

Policy 1.5: The City shall continue to cooperate with Desoto, Charlotte, and Sarasota Counties, the SWFRPC, and other local, regional, state, and federal agencies, as applicable, in order to conserve, appropriately use, or protect unique vegetative communities located within more than one of these local jurisdictions.

Policy 1.6: The City shall continue to work with the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission to identify occupied Florida Scrub Jay areas in North Port, and will coordinate with USFWS to work with property owners who are affected by Florida Scrub Jay issues.

Policy 1.7: If determined necessary through coordination with the USFWS and the Florida Fish and Wildlife Conservation Commission, the City shall consider developing a Scrub Jay Habitat Conservation Plan (HCP) specific to the City of North Port, or may develop a North Port specific component to be included as part of the proposed Sarasota County HCP.

Policy 1.8: The City shall work with developers and land owners to preserve natural wetlands to the greatest extent possible in order to preserve wetland habitat vital to wading birds and wildlife, especially listed species, and to maintain natural surface water levels in wetland systems and associated habitat. Where appropriate and feasible, the City shall continue to support the acquisition of important wetland habitats/systems, and it is also preferred that mitigation for any wetlands that are taken due to development activity be located within the City of North Port or in mitigation banks adjacent to the City.

Policy 1.9: Per the revised State requirements regarding the protection of gopher tortoises, the City shall coordinate with the Florida Fish and Wildlife Conservation Commission and the USFWS, as applicable, to develop a program for protection of tortoises, protection of tortoise habitat, and mitigation for any takings.

Policy 1.10: The City shall coordinate with the Florida Department of Environmental Protection, the Florida Fish and Wildlife Conservation Commission, the USFWS, the West Coast Inland Navigation District (WCIND), and other local, state, and federal agencies, as applicable, to maintain and enhance manatee populations throughout the region. Coordination activities may include, but shall not be limited to, development review, enforcement of manatee protection zones, and public education.

Policy 1.11: The City shall amend its Land Development Regulations to include design components that enhance the movement of wildlife through the maintenance or creation of wildlife corridors and a network of habitat connectivity. Such corridors may include, but not be limited to, preservation of identified natural wildlife corridors such as the Myakkahatchee Creek greenway or similar systems, or may include components such as animal underpasses. This network will be coordinated in conjunction with similar efforts in Sarasota County and surrounding jurisdictions. Priority will be given in creating or enhancing connections that achieve greater net ecological benefit compared to maintaining existing isolated habitat fragments.

Policy 1.12: Consistent with Policy 9.20 in the Future Land Use Element, the City shall amend the Unified land development code as applicable, utilizing the site and development review process to encourage the use of “green” design practices in public and private developments.

Objective 2: The City shall strive to identify all sustainable native vegetative communities and conserve and maintain these communities as balanced, biologically productive ecosystems while allowing appropriate development.

Policy 2.1: The City shall seek assistance from the Florida Fish and Wildlife Conservation Commission, FDEP, and other local, state, and federal environmental agencies in identifying sustainable flora and fauna habitats, including the protection and conservation of the natural functions of existing soils.

Policy 2.2: The City shall seek assistance from the Florida Fish and Wildlife Conservation Commission, FDEP, and other local, state, and federal environmental agencies in the protection and conservation of its fisheries, rivers, bays, lakes, floodplains, harbors, wetlands including estuarine marshes, freshwater beaches and shores, marine habitats, backyard wildlife habitats and boater awareness of manatees.

Policy 2.3: By 2020, the City shall conduct an inventory analysis of areas containing critical wildlife and upland habitat in conjunction with the Florida Fish and Wildlife Conservation Commission and other stakeholders. This information shall be made available to the public and utilized by staff in the development review process.

Policy 2.4: The City shall continue to seek local, state, and federal funding sources in the protection, restoration, and management of critical environmental systems including uplands, wetlands, and habitats critical to identified listed species.

Objective 3: The City shall encourage the preservation of existing native vegetation, the creation of an urban forest, and the use of xeriscape methods for landscaping public and private development. Tree preservation activities and the planting of trees shall result in an overall, citywide, phased-in, tree canopy no later than build-out that ranges from 35% to 80% of the tree canopy that existed at the time of adoption of this Comprehensive Plan in 1997.

Policy 3.1: The City shall regularly review, and amend as applicable, the Land Development Regulations applying to tree protection and landscaping guidelines for development to promote the preservation and use of native and drought tolerant species in landscaping in order to reduce the depletion of the surficial aquifer.

Policy 3.2: The City will continue to review landscape/tree ordinances from other communities and, further, review tree protection/preservation initiatives that would benefit the City. Based upon these reviews, revisions to the tree protection and landscape code shall be implemented.

Policy 3.3: The Land Development Regulations shall continue to prohibit the planting of exotic noxious vegetation including, but not limited to: *Melaleuca quinquenervia*, Brazilian Pepper (*Schinus terebinthifolius*), and Australian Pine (*Casurina*) as listed by State authorities.

Policy 3.4: The City shall utilize the incentive program provided in the Unified Land Development Code for developers/builders to provide appropriate trees to the City when a lot is cleared for development and the developer/builder removes existing native trees. Further, the City shall be aggressive in its enforcement of violations to the tree and landscape code.

Policy 3.5: The City shall plant trees, on City property only, according to the following priorities:

1. In existing neighborhoods to replace dead or dying street trees.
2. In existing neighborhoods to complete or expand upon existing street tree patterns.

3. On park sites, open space areas, or other appropriate public areas to provide shaded picnic or pedestrian walkways.
4. In gateway areas, as defined in the Future Land Use Element. Upon adoption of this policy, the City shall prioritize this sub-policy by planting a maximum of 25% of developer/builder-provided trees to gateway areas for a two-year period.
5. On sites containing public buildings frequented by citizens such as City Hall, Multi-purpose building, etc.
6. Along arterial and collector roadways that traverse the City and along local roadways with a direct connection to an arterial or collector roadway where practicable.

Policy 3.6: Recognizing that factors, both natural and man induced, will result in the diminution of the City's natural forest/tree canopy as the City continues to grow, the City shall, through policies, regulations, and programs strive to develop an urban forest comprised of a mix of native forest land and planted trees which maintains or enhances the City's tree canopy to levels equivalent to 35% - 80% of the tree canopy that existed at the time of adoption of this Plan in 1997.

Policy 3.7: The City shall conduct a study to determine the approximate percentage of coverage offered by the City's tree canopy at the time of adoption of the 1997 Comprehensive Plan.

Policy 3.8: Management activities for all City-owned lands shall include, where appropriate and feasible, removal of exotic and invasive vegetation and re-planting with native vegetation.

Policy 3.9: Management activities for all City-owned outdoor recreation parks and facilities shall include, where appropriate and feasible, measures to restore and enhance degraded natural plant communities, habitat and natural hydrology.

Policy 3.10: The City shall encourage the preservation of existing native vegetation, the planting of native vegetation, particularly plant types that are highly water-absorbent, and the use of xeriscape methods for landscaping public and private development. Examples of plants and planting methods can be found in documents including but not limited to: *Florida Friendly Landscaping Guide to Plant Selection and Landscape Design* and the *University of Florida's Friendly Yards and Neighborhood Handbook*.

Policy 3.11: The City shall encourage the use of Integrated Pest Management (IPM) methods as an environmentally sound way to control pests.

Objective 4: The surface waters and groundwater resources of the City shall be protected to ensure that their biological, ecological, and hydrological functions are maintained, conserved, or improved.

Policy 4.1: All protected wetlands shall include upland buffers, pursuant to State and Federal requirements, adjacent to these wetlands for habitat diversity, edge enhancement, and the promotion of wildlife conservation.

Policy 4.2: The City shall continue the water quality monitoring and maintenance program for its canal system to ensure adequate protection of its potable water and recreational resources.

Policy 4.3: To maintain or enhance water quality in area waterways, the City shall review and amend the Unified Land Development Code as needed to require appropriate landscaping, including natural materials and amounts to be installed or retained, at the waterline of canals and waterways for new development.

Policy 4.4: Protection of wetland quality and function will be prioritized as follows:

- Avoidance of impacts
- Minimization of impacts
- Mitigation of impacts

Policy 4.5: The City shall continue to work closely, and coordinate with, the Southwest Florida Water Management District and the Federal Army Corps of Engineers (ACOE) in the enforcement of state regulations regarding mitigation of wetland degradation and/or destruction.

Policy 4.6: No issuance of land clearing or other development permits shall occur until all necessary SWFWMD Environmental Resource Permits have been presented to the City for review and acceptance.

Policy 4.7: Land use development activities in important groundwater recharge areas, individual wellheads, and well fields, when identified, shall be consistent with water resources protection. To better protect these areas the City, consistent with Policy 6.9 of the Potable Water Element, shall through ordinance develop a new section of the Unified Land Development Code to address wellhead protection. The section will identify inappropriate land uses and facilities and shall be consistent with State legislation.

Policy 4.8: The City of North Port will continue to coordinate with other governmental and private entities to protect water resources.

Policy 4.9: Consistent with City utility master planning initiatives, the City shall continue to expand its system of municipal potable water, sanitary sewer, and reclaimed water service in order to decrease the number of private water wells and septic systems that impact surface waters, aquifers, and the natural environment.

Policy 4.10: The City shall continue to enforce its earthmoving ordinance in order to conserve and protect the natural resources within the City of North Port, while also promoting opportunities for responsible development.

Policy 4.11: Consistent with Objective 7 of the Potable Water section of this Comprehensive Plan, the City shall continue to implement and enforce its water conservation code, and will modify restrictions whenever called upon by SWFWMD consistent with the SWFWMD Water Shortage Plan.

Policy 4.12: Consistent with SARA Title III, the North Port Fire Rescue District and North Port Police Department, in conjunction with the Sarasota County Fire Department, shall continue to cooperate in the preparation of an inventory of hazardous materials generators in the City and in unincorporated areas where the Fire Rescue District and/or Police Department have responsibility.

Objective 5: The City shall continue management and protection programs and procedures to preserve and enhance the Myakkahatchee Creek as a Class I potable water supply and natural resource amenity.

Policy 5.1: For those lots along the Myakkahatchee Creek where buy-back purchase or TDR programs may not be feasible, strict local ordinances will continue regulating stormwater runoff, the handling and storage of hazardous and special wastes, and native vegetation removal. Accordingly, the Future Land Use Map will continue to designate this area as Recreation/Open Space, which provides strict regulations to mitigate the impacts of future development. These ordinances and regulations will provide for incorporation of upland buffers adjacent to wetlands, identifying and remediating artesian wells, remediating any point sources of inadequately treated stormwater which may be identified, strict land development regulations, stringent regulations regarding sewage disposal methods appropriate to the area, and other restrictions as deemed appropriate. Lawfully existing commercial and recreational land uses may be considered for Working Waterfront designation after further recommendations by City Commission.

Policy 5.2: The City shall seek the assistance and advice of the Southwest Florida Water Management District (SWFWMD) and other appropriate agencies, in order to achieve the nomination and eventual purchase of lands bordering the Myakkahatchee Creek under the Save Our Rivers program, SWIM, Florida Forever, and other appropriate grant programs.

Policy 5.3: Consistent with the Myakkahatchee Creek Greenway Master Plan, protection and preservation of valuable plant and wildlife resources along the Myakkahatchee Creek shall remain a high priority.

Policy 5.4: In protection of the Myakkahatchee Creek as a Class 1 potable water supply source, the City shall continue efforts toward the completion of acquiring Tier 1 and 2 properties along each side of the creek and, further, shall support the acquisition of other environmentally significant properties within the watershed.

Objective 6: The City of North Port shall continue to enforce the City's wetland ordinance that conserves and protects the health, function and biological integrity of all remaining viable wetland systems as defined by State agencies in order to prevent the violation of State water quality standards; maintain freshwater storage capabilities; reduce damage to property and loss of life due to flooding; maintain the viability and diversity of native plants and animals and their habitats; and assure the continued conservation of irreplaceable natural resources.

Policy 6.1: No wetland alteration or removal shall be permitted, unless reasonable use of the property is dependent upon said alteration or removal. Appropriate, equitable and compensating mitigation or restoration shall be required for all wetland disturbances, pursuant to State and Federal guidelines. Consistent with Policy 1.8 and Policy 4.4 of this

Element, the City shall work with developers to minimize the impacts of developments upon wetland systems. It is also preferred that mitigation for any wetlands that are taken due to development activity be located within the City of North Port or in mitigation banks adjacent to the City.

Policy 6.2: All necessary state and federal permit approvals shall be obtained prior to permitting an activity that impacts existing wetland areas. Prior to the next Evaluation and Appraisal Report, the City shall evaluate all applicable sections of the Unified Land Development Code to ensure that they are consistent with any revisions to applicable State or Federal wetland regulations.

Policy 6.3: In order to preserve and enhance the function of the 100-year floodplain and associated habitats, including wetlands, the City shall utilize the use of Transfer of Development Rights, or other techniques, and appropriate construction methods within the FEMA FIRM 100-year floodplain. Further, prior to the next Evaluation and Appraisal Report (EAR) deadline, the City shall review applicable sections of the City's Unified Land Development Code to determine whether amendments will be necessary to strengthen the City's ability to protect the floodplain, and associated habitats.

Policy 6.4: The dredging or filling of the Myakkahatchee Creek shall be prohibited, except for that required for canal maintenance, public recreation, improvements to the drainage system, navigation in the tidal portion of the creek, or potable water supply requirements. Any such activities shall be coordinated with the appropriate local, state, or federal agencies.

Policy 6.5: The City, shall maintain compliance with the Wetlands Protection Ordinance to ensure provisions for development density/intensity in close proximity to jurisdictional wetland areas are followed. Such provisions shall be based on State and Federal wetland protection regulations. The City shall continue to require adherence to Southwest Florida Water Management District regulations, as well as other appropriate State, Federal, or County wetland enforcement agencies.

Objective 7: The City will continue to implement programs and procedures for the protection, preservation and conservation of coastal water resources and fresh water resources, including, but not limited to waterways and canals.

Policy 7.1: The City, which has representation on the Charlotte Harbor National Estuary Program, shall continue to coordinate with this body by participating in its resource planning and management activities, as directed by the Southwest Florida Regional Planning Council.

The City shall also attempt to take advantage of the resource protection activities and measures provided by the Surface Water Improvement and Management (SWIM) program legislated by the State of Florida. The various elements of these programs will be considered for incorporation into the City's Comprehensive Plan.

Policy 7.2: Recognizing that the City of North Port lies within the Charlotte Harbor drainage basin, the City will support, and where applicable, participate in the resource management activities directed by the Charlotte Harbor National Estuary Program in their implementation of the regional Comprehensive Conservation and Management Plan (CCMP) "Committing to Our Future" (2013).

Policy 7.3: The City shall maintain staff representation to the Charlotte Harbor National Estuary Program.

Policy 7.4: Development which affects the designated "Wild and Scenic Protection Zone" of the Myakka River shall meet standards which conform to, or are more stringent than, standards developed pursuant to Section 258.501, Florida Statutes, the "Myakka River Wild and Scenic Designation and Preservation Act," including standards found in the Myakka Wild and Scenic Management Plan as adopted and amended. All necessary "Myakka River Permits" shall be secured from the Florida Department of Environmental Protection prior to the approval of development by the City of North Port, as applicable.

Policy 7.5: The City shall abide by the 2007 "State-Local Agreement for Administering the Myakka River Wild and Scenic Protection Zone" between the City, FDEP, and FDCA regarding the administration of the Myakka River Wild and Scenic Protection Zone, as established in Section 258.501, Florida Statutes.

Policy 7.6: Consistent with protection of the Myakka Wild and Scenic River, shoreline hardening shall be prohibited on the Myakka River.

Policy 7.7: Support the efforts and consider recommendations from intergovernmental organizations concerning the Myakka River Watershed.

Policy 7.8: Enforce the Myakka River Protection Zone regulations and all City regulations designed to protect the Myakka River and the wild and scenic nature of the River.

Policy 7.9: The City will support protection of the Myakka River corridor through the implementation of the City Myakka River Wild and Scenic protection requirements. Buffers for all development within the Myakka River protection zone shall be a minimum of 220 feet.

Objective 8: The City shall increase protection of the natural functions of the FEMA - FIRM 100-year floodplain through the establishment of revised land development regulations so that the flood-carrying and flood-storage capacity are maintained.

Policy 8.1: The City shall review and update appropriate flood damage prevention ordinances to ensure compatibility with all current state and federal water management regulatory controls, recommendations from the Big Slough Watershed Study, and consistency with the policies of this Plan.

Policy 8.2: The City shall, as needed, review land development regulations affecting land development activities within designated "Conservation" areas, and designated "Recreation and Open Space" corridors on the Future Land Use Map for consistency with new and modified policies that are the result of City, State, or Federal studies, guidelines, or laws.

Policy 8.3: The City shall continue its participation in the National Flood Insurance Program's Community Rating System and will undertake those activities necessary to maintain or enhance its rating in order to provide increased awareness of flood protection,

reduce damage from floods, and to provide reduced flood insurance premiums for residents of the City.

Policy 8.4: To protect public health, safety, and welfare and to mitigate property loss in the built environment, the City of North Port shall enforce:

1. The most recent Florida Building Code which provides for wind-resistant building construction;
2. The applicable flood-resistant construction requirements in the Florida Building Code; and
3. The applicable flood plain management regulations set forth in 44 C.F.R. part 60.

Objective 9: The City of North Port shall meet or exceed the minimum air quality levels established by the FDEP.

Policy 9.1: The City shall continue to cooperate with the County's air quality monitoring program.

Policy 9.2: Industrial land uses shall be located where they minimize the impact on current air quality standards.

Policy 9.3: The City shall reduce the potential for automobile emissions pollution by amending the Unified Land Development Code where appropriate and by reviewing the following:

- developments such as Activity Centers;
- require vegetative buffer strips, including street trees and native plants, between arterial and collector roadways and residential development; and
- promote alternative transportation modes such as car-pooling, public transit and bicycle and pedestrian paths.

Policy 9.4: The City shall encourage “green development” which reduces the overall impact to the natural and human environment, including air quality and methods to protect the water resources.

Objective 10: Consistent with the City’s Archaeological Resource Protection Ordinance, the City shall take action to preserve and protect all significant historic and archaeological sites, as they become known, located within the City of North Port. Such actions may include partnerships with other government agencies, colleges/universities, or private organizations.

Policy 10.1: Per the City’s Unified Land Development Code, including the Archaeological Protection Ordinance, the City shall consider the utilization of transfer of development rights as a means of preserving those platted lots in the Archaic Indian Midden and the burial area in the associated slough located near Little Salt Spring, Atwater site, and other sites as they become known.

Policy 10.2: The City shall support establishing the extent of the Little Salt Spring Indian settlement by working with the known American Indian tribes and descendants of this settlement, Florida Department of State's Division of Historical Resources, Sarasota County and the University of Miami. Agreements between the City and owners of the platted properties in question shall allow for research in order to further scientific knowledge of the settlement area.

Policy 10.3: The City shall abide by and enforce its Archaeological Resource Protection Ordinance to protect significant archaeological and historic sites.

Policy 10.4: The City shall support the acquisition and preservation of historic or archaeologically sensitive sites. These actions may include partnerships with other government agencies, academic institutions, or private organizations.

Policy 10.5: The City shall continue to work with local, state, and federal agencies to identify and protect archaeological and historic assets associated with Warm Mineral Springs.

Policy 10.6: The City shall prioritize the continued protection and preservation of Warm Mineral Springs due to its value as an ecological and archaeological resource, recreational amenity, tourist destination, and as a nationally recognized icon within the City.

-Soils-

Objective 11: The City of North Port shall protect and maintain its soils as an integral part of the City's natural resources and economy.

Policy 11.1: To preserve and protect native soils, the City will continue to implement the erosion control guidelines stipulated in the City's Unified Land Development Code.

Policy 11.2: To preserve and protect native soils, the City shall encourage alternatives to the utilization of fill for flood protection of buildings including the construction of stem walls and piling supported structures.

-Public Awareness-

Objective 12: The City will continue programs to enhance public awareness of natural resources in order to better understand the importance of these resources and the need for their proper management and conservation. Methods for increasing public awareness may include, but not necessarily be limited to, public presentations, education programs, and publications.

Policy 12.1: The City shall develop education materials concerning sound environmental practices to be distributed to builders, developers and property owners.

Policy 12.2: The City will educate the public on the value of natural resources, especially threatened and endangered species through interpretive displays and trails at recreation sites and parks.

Policy 12.3: The City shall establish guidelines, recommendations, and incentives encouraging private landowners to use good management practices to protect the habitats of

rare, endangered and threatened species and species of special concern, based on existing supporting data and analysis.

Policy 12.4: The City shall maintain, or create, partnerships with local, state, and federal regulatory agencies to provide educational materials, conduct public information workshops, speak with local service clubs, special interest groups, schools, and other stakeholders.

Policy 12.5: To promote “green development” within North Port, the City shall provide educational materials created in-house or by other applicable local, state, federal, or private agencies to increase the awareness of such practices to the general public and the development industry. The City shall also support presentations and workshops that accomplish this educational goal.

Policy 12.6: The City shall continue to develop educational materials and programming that will assist residents and visitors in gaining a better understanding of the City’s natural archaeological and historic assets.

CHAPTER 6

CITY OF NORTH PORT COMPREHENSIVE PLAN

RECREATION & OPEN SPACE

RECREATION AND OPEN SPACE ELEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To develop and maintain a community park and recreation system that will provide a diverse range of active and passive recreational opportunities and facilities to meet the needs of the present and future residents of the City of North Port.

Objective 1: To plan, acquire and improve community parks and open space lands consistent with the needs of North Port's resident population, as determined by the City's recreation level of service and the recommendations of the City of North Port Parks and Recreation Master Plan.

Policy 1.1: As determined through the annual budget and Capital Improvements Program processes, the City shall employ financial resources sufficient to implement those projects identified in the North Port Parks and Recreation Master Plan deemed to be of priority importance for the expansion and improvement of the City's park and recreation system.

Strategy 1.1.1: Ensure that financial and human resources are available to implement priority projects in the Parks and Recreation Master Plan accepted by the City Commission.

Policy 1.2: Recreation and open space lands shall be designated as either active or passive recreational uses and are located in urban, State park/forest and conservation areas. These lands contain park sites and their associated facilities or open space with minimal facilities. "Recreational and Open Space" lands, as depicted on the adopted Future Land Use Map, may be publicly owned. Other non-public recreational lands may be depicted on the adopted Future Land Use Map as "Commercial Recreation."

Strategy 1.2.1: Ensure that sufficient recreational lands are available in the City based on adopted local level of service standards.

Policy 1.3: The City shall continue to utilize the following definitions for recreation and open space lands:

Community park - A community park is an aesthetically pleasing and safe "ride-to" park, located near major streets or arterials. It is designed to serve the needs of ten (10) to fifteen (15) neighborhoods which constitutes a community -- and serves community residents within a radius of up to approximately three (3) miles, or a service population of approximately twenty-five thousand (25,000) to thirty-five thousand (35,000) permanent residents. Community parks shall be approximately twenty (20) acres or more in size. Facilities to be provided in a community park are those consistent with criteria identified in the Parks and Recreation Master Plan.

Greenway – Chapter 260.013 of the Florida Statutes defines "greenway" as a linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or over land along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route; any natural or landscaped course for pedestrian or bicycle passage; an open space connector linking parks, nature reserves, cultural features,

or historic sites with each other and populated areas; or a local strip or linear park designated as a parkway or greenbelt.

Open Space - Open space, as it relates to recreation, is undeveloped public lands suitable for passive recreation and used primarily for parks, recreation, conservation, preservation of water resources, historic or scenic purposes, and greenways designed to buffer incompatible land uses. It varies considerably in size and may take the form of land or water surfaces.

Conservation lands - Conservation lands are public lands maintained for continuing the sustainable yield of natural resources, including potable water, timber, game, and sport fishing. Allowable development activities include development of linear parks and greenways, wildlife relocation areas and improvements which are ancillary to the principal uses, including fire trails, or facilities which allow limited human access, such as unpaved parking spaces, primitive camping areas, canoe launches, and sanitation facilities. No other uses may be permitted within Conservation Areas, with the exception of the Winchester Boulevard hurricane evacuation route through the Myakka State Forest, which is deemed necessary to protect human life from the threat of natural disasters provided that such facility is constructed so that the impact upon native habitat and wildlife populations are minimized consistent with the policies in the Conservation Plan, and consistent with the requirements of all permitting agencies.

Neighborhood park – A neighborhood park has an optimal size of 3-5 acres and serves as a recreational and social focus for neighborhoods within a one-half mile radius. Aesthetically pleasing and safe open space is a key characteristic of a neighborhood park. Facilities provided in a neighborhood park are those consistent with park system criteria.

Special use facilities – Special use facilities are designed for a special purpose or constituency group. They include, but are not necessarily limited to: softball, baseball and/or soccer complexes; dog parks; BMX facilities; model airplane fields; skateboard parks; aquatics centers; gymnastics centers; ice hockey rinks; equestrian centers; and other single-purpose, often competition-quality, facilities.

Policy 1.4: The City shall depict on a Future Land Use Map series appropriate general locations for Recreation and Open Space which includes: Neighborhood Parks, Community Parks, Open Space, Conservation and Commercial Recreation lands and facilities.

Policy 1.5: The City adopts a level of service of ten (10) acres of recreation and open space area per one-thousand (1,000) residents, to be allocated, among three (3) park classifications, with the following minimum acreage classifications:

1.5 acres of Community park;

1.5 acres of Open Space;

7.0 acres of Conservation lands.

For Parks & Recreation Facilities, the following shall be met to satisfy City concurrency requirements: Consistent with the public welfare, and except as otherwise provided in this section, parks and recreation facilities to serve new development shall be in place or under actual construction no later than 1 year after issuance of a certificate of occupancy or its functional equivalent. However, the acreage for such facilities shall be dedicated or be acquired prior to issuance of a certificate of occupancy or its functional equivalent, or funds in the amount of the developer's fair share shall be committed no later than the approval to commence construction.

Policy 1.6: In order to provide additional outdoor recreation experiences that can not be duplicated by any other natural resource within the City's jurisdictional boundaries, the City shall, as resources allow, work with public agencies and adjacent property owners to implement the Myakkahatchee Creek Greenway Master Plan.

Policy 1.7: Amend administratively the City's Future Land Use Map, City-owned lands located along the Myakkahatchee Creek as *Recreation and Open Space* only after an appropriate study determines the limits to the Recreation and Open Space areas, or when the City purchases/controls lands in this area.

Policy 1.8: On the City's Future Land Use Map, the City shall continue to classify Little Salt Spring, adjacent publicly-owned land and the archaic Indian burial grounds located across from Little Salt Spring, and the Atwater Drive Archaeological site as Conservation areas on which any new development or expansion/replacement of existing development may be undertaken only after the areas have been purchased/controlled by a governmental or educational agency.

Policy 1.9: The City shall continue to identify potential sites in the eastern part of the City for the development of a third community center.

Policy 1.10: The City shall continue its previously stated goal of incorporating dog parks or similar amenities that may be incorporated within existing or future neighborhood, community or regional parks.

Policy 1.11: The City shall continue to provide opportunities for non-motorized boat access to Myakkahatchee Creek, the Cocoplum Waterway, and other waterways, including, where needed and feasible, acquisition of land for portage of boats. Access to salt/brackish waters in motorized boats shall be considered only after the City determines the potential impacts to protected waters and wildlife, including manatees, through consultation with appropriate agencies.

Policy 1.12: The City shall continue its efforts to create an interconnected network of blueways, greenways, hiking paths and sidewalks that links parks, open spaces, schools, commercial areas, and neighborhoods in order to create a pedestrian- and bicyclist-friendly environment.

Policy 1.13: The City shall create at least one large-scale dedicated civic gathering space for special events and citywide activities to supplement the space present in the Government Center.

Objective 2: Establish general priorities for the development of a community park system to meet the park and recreational needs of present and projected resident populations, to include operations and maintenance needs for the City's park system.

Policy 2.1: Establish recreational linkages between neighborhoods, activity centers, and existing and proposed community parks, schools, government facilities, multi-purpose buildings, and conservation areas by utilizing facilities including but not limited to: roadways, pathways, greenways, pedestrian bridges, and waterways.

Policy 2.2: The City may utilize impact fees for capital improvements to the existing fresh and tidal water canals, pursuant to the impact fee ordinance.

Policy 2.3: Where it is determined to be financially feasible, the City shall assemble lands for parks and open space that are adjacent to existing and proposed school sites and compatible City-owned properties.

Policy 2.4: The City shall pursue a proactive land assembly strategy to purchase, sell, barter, or enter into long-term lease agreements for the purpose of expanding existing or future community park sites.

Policy 2.5: Where economically feasible, the City shall promote the procurement of greenways for the purpose of expanding linear parks by acquiring land necessary to link publicly-owned conservation lands and recreation areas within and outside the City limits, and coordinate any such linkages with other agencies providing parks located outside the City limits.

Policy 2.6: The City shall monitor and report annually, as part of the budget process to the City Commission, the inventory of all public lands and recreation facilities for the purpose of identifying and prioritizing land assembly and facility development to meet existing and future recreational and open space needs of the resident population.

Policy 2.7: As discussed in the Parks and Recreation Master Plan, as park facilities are developed in the eastern and/or southern portions of the City, identify and develop a second maintenance yard for Parks and Recreation and other City agencies.

Objective 3: Promote the development of a privately supported neighborhood-based park system to fulfill the recreation and open space desires of existing and future neighborhoods within the City.

Policy 3.1: The City shall continue to support the expansion of its "Adopt a Park" program, for establishing, improving and maintaining neighborhood parks. Further, the City shall continue to require developers to provide and maintain neighborhood-level parks or open space within their new developments.

Policy 3.2: The City shall support the creation of a privately-administered endowment fund for the planting of street trees/landscaping along City roadways. This fund may also be used to acquire and place public art along roadways. The fund shall consist of contributions from developers and private donations and endowments.

Objective 4: Coordinate with other public and private agencies to meet existing and projected community and regional park demand.

Policy 4.1: The Parks and Recreation Advisory Board will continue to provide a formal advisory role to the City Commission per Ordinance 2014-14.

Policy 4.2: Through the efforts of the City's Parks and Recreation Division and the City of North Port's Parks and Recreation Advisory Board, conduct a survey every five years of community desires for new citywide park acquisitions and facility-based improvements.

Policy 4.3: The City shall coordinate with the State of Florida, Southwest Florida Water Management District and other agencies to provide appropriate public access to conservation areas located within, adjacent to or near the City limits.

Policy 4.4: The City shall work with Sarasota County and/or other appropriate agencies to develop a jointly managed regional park of approximately 100 acres with access to Interstate Highway 75 in the northeast quadrant of the City.

Objective 5: Pursuant to the provisions of the June 2006 Interlocal Agreement between the City of North Port and Sarasota County regarding Parks and Recreation Service, the City will continue to coordinate with the County and its agents so that when viewed in their entirety, programs, facilities and activities are readily accessible to and usable by City residents. Further, the City will also continue to coordinate with other local, state and federal agencies to provide public access to properties under their control.

Policy 5.1: Conduct a review of all publicly owned recreation and open space areas as part of future updates to the City's Parks and Recreation Master Plan to assess the need for improvements or modifications of facilities to ensure full public access, and meeting the changing needs of the users.

Objective 6: All new residential development within the City shall be required to continue to provide for their proportionate fair share of recreation areas via the impact fee ordinance and through the identification and development of open space necessary to accommodate the recreational needs of residents of such developments.

Policy 6.1: Continue to implement the City of North Port Parks and Recreation Facilities Impact Fee Ordinance to ensure that community parks and open space areas are maintained at the adopted level of services for existing and future resident populations.

Policy 6.2: The City shall review and amend, as necessary, the Unified Land Development Code consistent with the Goals, Objectives, and Policies of this element.

Policy 6.3: The City shall amend its Unified Land Development Code, as needed, to enhance provisions that require developers to dedicate and develop land for public or publicly accessible parks and open space.

Objective 7: Continue to negotiate with property owners to increase the number of recreation and open space areas necessary to meet existing and future demand based upon the adopted level of service standards.

Policy 7.1: Negotiate with property owners to facilitate the utilization of Transfer of Development Rights, long-term lease agreements, land bartering or acquisition of future park sites for future community parks and open space in response to population growth.

Policy 7.2: Negotiate with property owners to expand the recreational value of lands located along the Myakkahatchee Creek.

Policy 7.3: Encourage private land owners not to sell off future designated park sites to third parties without first consulting with the City and to work with the City to identify alternative park locations.

Objective 8: Establish Special Interest parks and facilities to enhance the public's appreciation and enjoyment of the City's outstanding natural, architectural, and archaeological resource areas.

Policy 8.1: Where deemed appropriate, the City shall work cooperatively with the University of Miami, Sarasota County, and/or other property owners to designate and provide appropriate public access to selected architectural/historical/archaeological sites, which shall be classified as Special Interest Parks. These sites may include Little Salt Spring and other appropriate areas, such as those North Port sites listed on the Florida Master Site File.

Policy 8.2: By 2020 the City will consider the option to pursue recognition of one or more Working Waterfront sites for the Waterfront Florida designation and will promote recreation, including boating and sport fishing, as high priorities in planning for Working Waterfronts.

Objective 9: Coordinate with other government agencies and the private sector to implement park acquisition, construction, maintenance, and preservation plans.

Policy 9.1: The City shall continue to work with Sarasota County Department of Parks Recreation and Natural Resources on the operation, acquisition, improvements and maintenance of those recreation and open space lands for which the County continues to bear responsibility under the terms of the June 2006 Interlocal Agreement.

Policy 9.2: Continue to work with the Sarasota County School Board and with charter school administrators to provide recreation facilities and programs at City public and charter schools.

Policy 9.3: The City shall work with the Sarasota County School Board to develop and utilize a formalized joint planning process for the acquisition and development of parks and open spaces.

Policy 9.4: Increase cooperation with the Sarasota County Historical Society, the Environmental Coalition of SouthWest Florida (ECOSWF), the Southwest Florida Regional

Planning Council (SWFRPC), and related public and private agencies to ensure the preservation and protection of archaeological resources within the City.

Policy 9.5: By 2020, the City shall coordinate with local, state, regional, and national historic/archeological experts to better define sites and structures, and to determine appropriate protective actions by undertaking a city-wide survey to locate and evaluate historic sites and properties. If it is determined that more action is necessary, the City shall amend its Unified Land Development Code to strengthen provisions relating to the protection of historic/archaeological sites.

Objective 10: Continue to work with Sarasota County, the State of Florida, and the private sector to identify and develop potential facilities to encourage eco-tourism in the City of North Port

Policy 10.1 Continue to develop and improve City greenway and blueway corridors, including the recommendations included in Section 3.2 of the City's Parks and Recreation Master Plan.

Policy 10.2: Continue to work with the developers of Activity Center 7A to provide locations for businesses that would complement the adjacent Warm Mineral Springs.

Policy 10.3: Continue to work with Sarasota County, governmental, and quasi-governmental agencies to identify and provide trailhead locations into the Carlton Preserve, Deer Prairie Creek, and Walton Ranch Preserve.

CHAPTER 7

CITY OF NORTH PORT COMPREHENSIVE PLAN

INTERGOVERNMENTAL COORDINATION

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES, & POLICIES

GOAL 1: To practice effective intergovernmental coordination and communication, so as to attain the goals and objectives of the elements of the City of North Port Comprehensive Plan, and to promote cooperation, through which present and future mutual areas of concern can be addressed and conflicts resolved.

Objective 1: The City will exercise the appropriate mechanisms with other jurisdictions which are needed to manage growth, address adjacent development impacts, coordinate comprehensive planning activities, and establish and maintain adopted level of service standards.

Policy 1.1: The City will continue in its interlocal agreement, and will expand cooperation as necessary, with the Sarasota County School Board regarding such matters as school concurrency, busing, the programming and promotion of continuing education services within the City in order to meet local needs, and facility and site planning, including elementary, middle, and high schools.

Policy 1.2: The City will maintain and ensure the appropriate level of responsibility for maintenance and expansion of shared facilities as specified in existing and future interlocal agreements with adjacent governments, school boards, and other units of local government.

Policy 1.3: The City will continue to implement procedures by which the City and surrounding jurisdictions will exchange pending land development applications, and will provide for comments and recommendations by such jurisdictions during the application review process.

Policy 1.4: Consistent with Policy 1.3, the City declares an interest in land development applications within four miles of its borders, and in any other land development beyond four miles which may have impacts upon the City.

Policy 1.5: The City may execute joint participation agreements with the appropriate entities for the development of growth management information needed by an agency for areas within the City.

Policy 1.6: The City of North Port will coordinate in the establishment of levels of service for public facilities with any state, regional, or local entity having operational or maintenance responsibility for such facilities.

Objective 2: The City will maintain and enhance its formal and informal interaction with other jurisdictions.

Policy 2.1: The City will participate in the regional planning programs and technical advisory committees of the Southwest Florida Regional Planning Council.

Policy 2.2: The City shall participate in all Sarasota and Charlotte County technical advisory committees which address issues having a direct impact upon the City of North Port.

Policy 2.3: The City will participate in all planning or resource management programs for the Myakka River or Charlotte Harbor including, but not limited to, the Myakka River Coordinating Council, the Charlotte Harbor National Estuary Program (NEP), and the Charlotte Harbor Surface Water Improvement and Management Program (SWIM).

Policy 2.4: In the event or the likelihood of a dispute with a neighboring jurisdiction or regional or state agency, the City agrees to initial use of informal mediation programs of the Regional Planning Council or the Florida Growth Management Resolution Consortium; if such mediation fails, cannot be initiated or is inappropriate, then other forms of dispute resolution may be pursued as set forth in state law.

Policy 2.5: The City will share its information on comprehensive planning with any interested entity, and will make use of other agencies' information to the extent feasible and relevant.

Policy 2.6: The City may pursue further annexations only of those areas which can be served by the appropriate party in a manner that is demonstrably fiscally neutral; notwithstanding the City's home rule powers, the City will advise Sarasota County of any contemplated future annexations and contractions of the City.

Policy 2.7: Recognizing the important environmental and safety functions of prescribed burning, the City will continue to cooperate with the State Division of Forestry in assessing and implementing controlled burn programs.

Policy 2.8: The City will continue to coordinate activities with all appropriate agencies for the purpose of securing grants.

Policy 2.9: The City will continue coordination with independent and dependent districts, and Holiday Park, as necessary.

Policy 2.10: With the aid and resources of the North Port Fire Rescue District, the District's Emergency Management Coordinator, and other City agencies, the City will continue to coordinate emergency management planning with Sarasota County Emergency Services, and as necessary, Charlotte County and other regional emergency management agencies.

Policy 2.11: The City will review existing and consider future mutual aid agreements for fire and police service in an ongoing effort to improve public safety for its residents.

Policy 2.12: Pursuant to the provisions of the June 2006 Interlocal Agreement between the City of North Port and Sarasota County whereby the County is responsible for maintenance

and operation of certain City-owned parks, the City will continue to coordinate with the County and its agents in order that recreational facilities and activities are readily accessible to and usable by City residents. Further, the City will also continue to coordinate with other local, state and federal agencies to provide public access to properties under their control.

Policy 2.13: To facilitate coordination of transportation projects, the City will continue to participate as an active voting member of the Sarasota-Manatee Metropolitan Planning Organization (MPO). The City shall continue as an active participant in the transportation planning activities of the Charlotte-Punta Gorda Metropolitan Planning Organization through its inclusion in the MPO's Technical Advisory Committee.

Policy 2.14: The City will continue to honor the conditions of the Interlocal Cooperative Purchasing Agreement based on the terms of §163.01 F.S., and pursue other agreements with neighboring governmental entities that may also serve the purpose of reducing costs through consolidating purchases.

Policy 2.15: The City shall increase coordination with appropriate jurisdictions and governmental agencies in assessing consolidation in the delivery of services where deemed economically feasible.

Policy 2.16: The City will work with the State Division of Forestry and other appropriate State and local agencies, including the State Forest Liaison Committee, to continue to protect and preserve the Myakka State Forest through adherence to the management practices described in the adopted Myakka State Forest Management Plan.

Policy 2.17: To ensure the preservation and protection of North Port's archaeological and historical resources, the City must coordinate preservation efforts with Sarasota County, the Sarasota Historical Society, the SWFRPC, and related public and private agencies.

Policy 2.18: The City shall coordinate with the State of Florida, Southwest Florida Water Management District and other agencies to provide appropriate public access to conservation areas located within, adjacent to or near the City limits.

Objective 3: Recognizing the particular importance of effective intergovernmental relations with Sarasota County, and notwithstanding the City's home rule powers, the City will work jointly with the County to maintain and enhance all feasible and appropriate measures to manage growth and adjacent development impacts.

Policy 3.1: To assure the orderly and efficient provision of public facilities and services and compatibility of land uses, the City will coordinate with the County regarding developments of extra-jurisdictional impact within the Joint Planning Area (consistent with Policy 1.3 of this element) or Areas of Development Review Coordination, whether such developments are within the City limits or in the unincorporated area of the County.

Policy 3.2: The City will provide written notice to the County of the following matters or applications that relate to Developments of Extra-Jurisdictional Impact located within the

municipal boundaries of the City: Comprehensive Plan amendments, rezonings and development concept plans.

Policy 3.3: The City of North Port may consider working with Sarasota County to create, adopt and implement a Joint Planning Agreement and Interlocal Service Boundary Agreement (JPA/ISBA) to, facilitate regional growth management; achieve parity in the location of public facilities and services; and avoid costly duplication of services and facilities.

Objective 4: Intergovernmental Coordination

The City of North Port shall maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making.

Policy 4.1

On an ongoing basis, the City of North Port shall establish new and review existing coordination mechanisms that will evaluate and address its comprehensive plan and programs and their effects on the comprehensive plans developed for the adjacent local governments, the School Board, and other units of local government providing services but not having regulatory authority over use of land and the State, by an annual county-wide forum, joint meetings or other types of forums with other agencies. Assistance for this effort shall be requested from regional and state agencies, as needed.

Policy 4.2

On an annual basis, the School Board will provide the City of North Port with information from their Five-Year Capital Facilities Plan to determine the need for additional school facilities. The School Board shall provide to the county, each year, a general education facilities report. The educational facilities report shall contain information detailing (a) existing facilities and their locations and projected needs, and (b) capacity of each school, current enrollment and committed or reserved capacity. The report shall also contain the School Board's five and ten-year capital improvement plan, including planned facilities with funding representing the district's unmet needs.

Policy 4.3

In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within Sarasota County, the Sarasota County Board of County Commissioners, the Sarasota County School Board, and the Town of Longboat Key, City of Sarasota, City of Venice, and City of North Port shall meet jointly to develop mechanisms for coordination. Such efforts may include:

- a) Coordinated submittal and review of the annual capital improvement program of the City of North Port, the annual educational facilities report, Five-Year Capital Facilities Plan and Five-Year School Plant Survey of the Sarasota County School Board.
- b) Coordinated review and assessment of the associated costs and expenditures of siting

and developing schools with needed public infrastructure.

c) Coordinated review of residential planned developments or mixed use planned developments involving residential development.

d) Use of a unified data base including population (forecasts of student population), land use and facilities.

e) Use of the Parks/Schools Planning Group (with representatives from each of the entities) to review coordinated siting of schools with parks for multi-functional use. Directives resulting from the joint meeting shall be incorporated into the Comprehensive Plan, Land Development Regulations, and other appropriate mechanisms as deemed necessary.

CHAPTER 8

CITY OF NORTH PORT COMPREHENSIVE PLAN

HOUSING

HOUSING ELEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To promote the preservation and development of high-quality, balanced, and diverse housing options for persons of all income levels throughout the City of North Port.

Housing Development

Objective 1: To provide a variety of housing types and affordability levels to accommodate the present and future housing needs of North Port residents.

Policy 1.1: Every three to five years, conduct an inventory of housing data such as housing units by style and type, values and locations, and sales prices. Use the data to develop and identify significant changes in the balance of housing stock, demographics, and other data that may necessitate Comprehensive Plan and Unified Land Development code changes. This report shall be presented to the Planning and Zoning Advisory Board.

Policy 1.2: Designate on the Future Land Use Map, additional acreage for medium/high density residential use in areas serviced or planned for potable water and wastewater facilities.

Policy 1.3: The City shall continue to encourage private sector efforts through the provision of incentives in the Unified Land Development Code to construct housing alternatives to the single family detached dwelling unit.

Policy 1.4: Encourage the private and non-profit sectors to utilize transfer of development rights (TDRs) that provide residential density bonuses for medium/high density residential development.

Policy 1.5: Work with applicable agencies and organizations to collaboratively monitor housing trends and market demands to ensure that the housing stock remains at levels suitable to support population increases and overall housing demand.

Policy 1.6: Develop land use regulations that ensure new housing developments contain a mixture of housing subcategories.

Policy 1.7: Accommodate the production of a diversity of type and price of housing through the land use and zoning process to encourage a broad range of housing opportunities, including single/multi-family, owner/rental, and permanent/seasonal, to meet the community's residential and economic needs.

Policy 1.8: To better foster a sense of community and neighborhood pride, the City shall update the Unified Land Development Code to include design criteria for multi-family housing in order to integrate and enhance neighborhoods and/or Activity Centers, including amenities such as but not limited to porches, patios, balconies, and common gardens.

Policy 1.9: Consistent with the Future Land Use Element and the Capital Improvement Element, housing should be located within areas where supporting infrastructure is available or planned including: public transit, schools, parks, emergency services, hurricane shelters and utilities.

Policy 1.10: Diversification of the housing stock shall not be the basis for justifying future annexations.

Policy 1.11: Every two years, review the City's development order process to ensure that it is effective and efficient.

Policy 1.12: Identify ways to better integrate multi-family housing within new neighborhoods and villages and to retrofit existing neighborhoods to accommodate small-scale multi-unit development.

Low Income Housing

Objective 2: The City shall continue to manage its resources and systems to support market driven provisions of low, and very low, income housing.

Policy 2.1: Seek appropriate grant funding for the construction and rehabilitation of dwelling units for very low and low income households.

Policy 2.2: Refer low income households in need of housing assistance to appropriate County, State, and Federal housing assistance agencies.

Policy 2.3: Evaluate and monitor zoning and land development regulations annually to insure that they do not foster housing discrimination or attempt to exclude very low and low income households.

Policy 2.4: Amend the Unified Land Development Code as necessary, to incorporate development incentives that encourage the public, private and non-profit sectors to construct dwelling units for very low and low income households.

Policy 2.5: The City shall amend the Unified Land Development Code to include incentives that encourage developments to provide sites for affordable housing.

Policy 2.6: Encourage the dispersal of affordable housing throughout the City with a preference for such housing in areas accessible by transit and in close proximity to local services and employment.

Policy 2.7: When demographic data indicates the need, the City shall encourage the formation of a Community Housing Corporation (CHC) or other local housing agency in cooperation with Sarasota County to construct and rehabilitate dwelling units for very low and low income households.

Policy 2.8: Developments of Regional Impact, either new or amended, within the Southwest Florida Regional Planning Council jurisdiction shall not use the existing North Port affordable housing units to satisfy State, Regional or local requirements.

Policy 2.9: The City shall determine the appropriate affordable housing resources needed to support the economy including affordable needs of the elderly.

Policy 2.10: Facilitate and encourage the development of three and four-bedroom rental units appropriate for families with children, including the provision of supportive services such as childcare.

Policy 2.11: The City shall consider the creation of a trust fund wherein developers contribute funds in lieu of providing affordable units within developments.

Group Homes

Objective 3: Continue to encourage efforts to increase the number of group home beds (ACLFs) for the elderly, subsidized apartments for the elderly and in-law apartments.

Policy 3.1: Amend the Unified Land Development Code to regulate the distribution of group home facilities. Such facilities shall be located in areas serviced by or planned for potable water and wastewater facilities.

Policy 3.2: Cooperate with Sarasota County in identifying appropriate subsidized housing programs for the elderly and encourage their development by the private or non-profit sectors in the City of North Port.

Housing Condition

Objective 4: Increase efforts to preserve and rehabilitate existing dwelling units.

Policy 4.1: Monitor the number of dilapidated dwelling units using the aid of Geographic Information Systems (GIS) or other technologies, and include the findings as part of the housing report to the Planning & Zoning Advisory Board.

Policy 4.2: Continue enforcing building code regulations and City ordinances governing the structural condition of the dwelling unit stock.

Policy 4.3: Maintain the following standards with regard to evaluating the structural condition of dwelling units:

Sound: Dwelling units in this category are in good condition and have no visible defects. However, some structures with slight defects are also included.

Deteriorating: Dwelling units in this category needs more repair than would be provided in the course of regular maintenance, such as repainting. A housing unit is classified as deteriorating when its deficiencies indicate a lack of proper upkeep.

Dilapidated: Dwelling units in this category indicates that the unit can no longer provide safe and adequate shelter or is of inadequate original construction.

Policy 4.4: Provide and enhance neighborhood preservation mechanisms through the Unified Land Development Code in residential neighborhoods by:

- Non-expansion of incompatible land uses,
- Requiring non-residential height limitations be compatible to the scale of the adjacent land uses,
- Requiring buffering and screening from nearby incompatible land uses through significant landscaped buffer guards and/or compatible transitional uses,
- Requiring protection from through traffic by means such as the use of selected roadway materials such as bricks and/or pavers, restriction on the use of roadways by non-residential vehicles, modification of speed limits to encourage walkability within Activity Centers areas, and redirecting traffic flow patterns,
- Encouraging supportive retail uses by providing/requiring infrastructure such as sidewalks to neighborhood retail areas,
- Encourage incentives in the Unified Land Development Code for the construction of sustainable neighborhoods by utilizing neo-traditional concepts such as but not limited to Crime Prevention Through Environmental Design (CPTED).
- Encouraging residential units in conjunction with commercial and office uses, especially in neighborhood commercial uses.

Policy 4.5: Encourage the construction of hurricane rooms within housing units of all types, and/or hurricane facilities within a development.

Policy 4.6: Improve the quality of housing and neighborhoods by providing learning opportunities and resources to landlords, tenants and property owners about code compliance issues, and enforcing compliance with building and property maintenance standards.

Policy 4.7: Promote the repair, improvement and rehabilitation of housing and encourage replacement of substandard housing to enhance the quality of life in neighborhoods.

Policy 4.89: Encourage the continued operation of existing manufactured home parks and the replacement of existing older manufactured or mobile homes with new code approved manufactured homes on site in property zoned for mobile home parks.

Housing Coordination

Objective 5: Increase cooperative efforts with local, regional, state and federal housing agencies, the private sector, as well as non-profit organizations.

Policy 5.1: Increase appropriate cooperative efforts with the Sarasota County Department of Social Services and the County Office of Housing and Community Development and actively participate in the periodic revisions of the Sarasota Consortium Consolidated Plan to ensure that housing needs are identified and addressed by the County.

Policy 5.2: Increase communication with the U.S. Department of Housing and Urban Development (HUD) to ensure their appropriate involvement in addressing the housing needs of very low and low income households.

Policy 5.3: Continue to work with the SWFRPC to address a regional fair share formula for the allocation of affordable housing.

Policy 5.4: Coordinate with Sarasota County to bring economic development-employment opportunities to North Port.

Policy 5.5: Seek and support collaborative partnerships between nonprofit organizations and the development community to aid in the provision of Community Housing.

Policy 5.6: Coordinate with Sarasota County on the implementation and delivery of state and federal public housing programs, grants, and other initiatives within the City of North Port.

Policy 5.7: Coordinate with Sarasota County on the provision of housing related services that meet the community's diverse needs including:

- Rental housing assistance
- Homebuyer assistance
- Foreclosure prevention assistance
- Rehabilitation housing assistance
- Private sector homebuyer assistance
- Housing fund

Policy 5.8: Avoid or minimize permanent relocation resulting from federally funded projects.

Policy 5.9: Adopt policies to identify and mitigate displacement resulting from intensive public investment of Community Development Block Grant funds in neighborhoods.

Policy 5.10: Anticipate future projects that would result in relocation by government action, explore areas for relocation, such as escheated lots and City property.

Sustainability

Objective 6: Increase efforts to balance social, economic and environmental considerations in housing sustainability.

Policy 6.1: Ensure a compatible relationship between new housing and circulation patterns and encourage pedestrian and bicycle interconnectivity and transit friendly communities in order to minimize traffic impacts and promote healthy lifestyles.

Policy 6.2: In coordination with Sarasota County, establish strategies that seek to balance the location of existing jobs and future job growth with the location and cost of housing within a geographic area to facilitate the ability of working households to live and work in close proximity. Colocation of housing as part of mixed use developments, live-work housing, and/or allowing for patterns of development that would enhance the viability of transit systems.

Policy 6.3: Foster flexibility in site design for the development of housing to minimize new development's impacts on environmentally sensitive areas.

Policy 6.4: Ensure through the plan review process and amendments to code, when necessary, that native habitat and wildlife corridors and sensitive and/or listed species are protected from the impacts of new residential development.

Policy 6.5: Promote conservation programs and energy efficient practices and programs that reduce housing operation costs for energy, as well as sewer and water usage, within the structure and for landscaping, such as LEED and LID.

Policy 6.6: Promote and encourage the use of innovative and contemporary building construction practices that increase the overall housing efficiency while reducing overall construction and/or housing costs.

Mixed Use

Objective 7: Increase housing options and community livability by establishing mixed-use development and design standards through which residential dwelling units, commercial, and office uses are intermixed with public amenities and aesthetics.

Policy 7.1: Promote transit supportive mixed use residential development in close proximity to services to reduce dependence on automobile use and encourage the placement of transit shelters where feasible.

Policy 7.2: Collaborate with major employers, economic development professionals, government agencies, and developers to identify and implement live-work-housing strategies that enable the City's workforce to walk or bike to work.

Policy 7.3: Amend the Unified Land Development Code, when necessary, to implement live-near-work housing strategies.

Historic Preservation

Objective 8: Identify, preserve and retain historically significant housing and neighborhoods.

Policy 8.1: Preserve, through the creation of plans and codes, significant cultural, historical, or natural features and encourage the provision of enhanced open space areas in residential development or redevelopment projects.

Policy 8.2: Prior to the next Evaluation and Appraisal Report, the City shall assess buildings or structures in North Port that may be placed on the Florida Master Site File database. Further, the City shall assess whether any such buildings or structures meet the standards for placement on a State or National list of historic buildings or structures.

Community Housing

Objective 9: Address the community's employment demands, workforce needs, and senior livability concerns by ensuring that a variety of housing choices are available for future and existing residents.

Policy 9.1: Ensure that housing alternatives meet the diverse needs of the community, providing for the needs of the following:

- Fixed income seniors
- Empty nesters
- Working families
- Entry level workforce
- Civil service fields

Policy 9.2: Affordability criteria for lower income groups should follow the most current Department of Housing and Urban Development (HUD) definitions and guidelines.

Policy 9.3: Consider creating and offering incentives such as alternative design standards in order to provide flexibility to the developer without negatively impacting the resulting development, as feasible and appropriate, to developers of housing for the low income workforce.

Policy 9.4: Create more fully integrated neighborhoods through the development or redevelopment of mixed income and affordable in-fill housing.

Policy 9.5: Monitor the number of community housing units being created by the public and private sectors to ensure that progress is being made in meeting the current and projected community housing needs.

Policy 9.6: Collaborate with nonprofit organizations, private developers, employers, special needs groups, state and federal agencies, and other interested parties to develop and provide long-term and in-perpetuity market-based community housing.

Policy 9.7: Facilitate the creation of developments with community housing that provide longer-term and in-perpetuity affordability through homeownership, non-profit ownership, resident-owned cooperatives, and land trusts.

Policy 9.8: Prior to the next Evaluation and Appraisal Review, the City shall establish land development regulations and planning policies that enable the development of accessory dwelling units, within new developments to help increase the variety of housing opportunities available to the city's workforce, seniors, and visitors.

Special Needs

Objective 10: Provide for the development of accessible housing and appropriate supportive services so that equal housing opportunities are available to special needs populations that live within the City.

Policy 10.1: Prohibit discrimination in all aspects affecting the sale, rental, or occupancy of housing based on status or other arbitrary classification.

Policy 10.2: Partner with Sarasota County, other local governments, and regional non-profit organizations to address special needs of those living in the City including:

- Low-income housing
- Senior housing assistance

Policy 10.3: Support the development of accessible and affordable senior rental housing and housing for disabled residents in close proximity to support services.

Policy 10.4: Inform the community about available housing programs and initiatives in coordination with Sarasota County and other local, regional and state government and non-profit organizations.

Policy 10.5: Promote the preservation and development of a geographically dispersed supply of transitional and permanent housing available and affordable to extremely low-income individuals and households with children in order to reduce or prevent homelessness.

Policy 10.6: Integrate special needs housing in residential and commercial environments, with access to public transit, shopping, public amenities and supportive services.

CHAPTER 9

CITY OF NORTH PORT COMPREHENSIVE PLAN

SCHOOL FACILITIES

PUBLIC SCHOOL FACILITY ELEMENT GOALS, OBJECTIVES, AND POLICIES

Goal 1: Collaborate and coordinate with the School Board of Sarasota County (School Board) to provide and maintain a high quality public education system which meets the needs of the City of North Port's existing and future population.

Objective 1.1: Coordination and Consistency

The City shall implement and maintain mechanisms designed to more closely coordinate with the School Board in order to provide consistency between the City's comprehensive plan and public school facilities programs, such as:

- ❖ Greater efficiency for the School Board and the City by the placement of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;
- ❖ Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;
- ❖ The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and,
- ❖ The expansion and rehabilitation of existing schools so as to support neighborhoods.

Policy 1.1.1: Manage the timing of new development to coordinate with adequate school capacity. Where existing and planned capacity will not be available to serve students from the property seeking a plan amendment for residential development, the City may use the lack of school capacity as a basis for denial.

Policy 1.1.2: In cooperation with the School Board, Sarasota County, and the municipalities within the County, the City will implement the Amended Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida, between Sarasota County, all legislative bodies of the municipalities, including the Town of Longboat Key, the City of Sarasota, the City of Venice, Sarasota County, and the School Board, adopted by the City Commission of the City of North Port on July 28, 2008, as it may be amended. The Amended Interlocal Agreement for Public School Facility Planning, as required by Sections 1013.33 and 163.31777, Florida Statutes, includes procedures for:

- ❖ Joint meetings;
- ❖ Student enrollment and population projections;
- ❖ Coordinating and sharing of information;
- ❖ School site analysis;
- ❖ Supporting infrastructure;
- ❖ Comprehensive plan amendments, rezonings, and development approvals;

- ❖ Education Plant Survey and Five-Year District Facilities Work program;
- ❖ Co-location and shared use;
- ❖ Implementation of school concurrency;
- ❖ Level of service standards;
- ❖ Concurrency service areas;
- ❖ Proportionate-Share Mitigation;
- ❖ Oversight process; and,
- ❖ Resolution of Disputes.

Policy 1.1.3: The City shall include a representative of the school district, appointed by the School Board, as a nonvoting member of the Local Planning Agency, as required by Section 163.3174, Florida Statutes.

Objective 1.2: School Siting Criteria and Infrastructure

Enhance community and neighborhood design through effective school facility design and siting standards.

Policy 1.2.1: The City will continue to coordinate with the School Board to assure that proposed public school facility sites are consistent with the land use categories and policies of the *City of North Port Comprehensive Plan*, pursuant to the Amended Interlocal Agreement for Public School Facility Planning.

Policy 1.2.2: Consistent with Future Land Use Policy 1.11 as shown in the technical document, public schools are an allowable use in the Low Density Residential, Medium Density Residential, High Density Residential, Activity Center, and Public future land use designations; and, consistent with Future Land Use Policy 13.2 as shown in the technical document, which addresses the locations of civic facilities in the Village land use classification, public schools are an allowable use in the Town Centers.

Policy 1.2.3: All public schools shall provide bicycle and pedestrian access consistent with Objective 4 and Policy 4.8 of the Transportation Element as shown in the technical document, and Section 1006.23, Florida Statutes. Bicycle access to public schools shall be incorporated in the City-wide bicycle plan, as it is developed consistent with Policy 5.1 of the Transportation Element as shown in the technical document; and, linkages shall be made between recreation amenities and schools consistent with Policies 2.1 and 2.3 of the Recreation and Open Space Element and Policy 4.2 of the Future Land Use Element. Adequate parking at public schools shall be provided consistent with the Unified Land Development Code.

Policy 1.2.4: The City will have the lead responsibility for providing sidewalks along the frontage of pre-existing development within the two mile distance, in order to ensure continuous pedestrian access to public schools. Priority will be given to cases of hazardous walking conditions, as identified by the Sarasota County School Board,

pursuant to Section 1006.23, Florida Statutes. Specific provisions for constructing such facilities will be included in the Capital Budget adopted each fiscal year.

Policy 1.2.5: In coordination with the School Board, the City will evaluate school crossing zones to consider safe crossing of children along major roadways. The City will prioritize existing developed and subdivided areas for sidewalk improvements, such as schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements. The City will coordinate with the MPO Long Range Transportation Plans to ensure funding for safe access to schools, including: development of sidewalk inventories and list of priority projects coordinated with the School Board recommendations are addressed.

Policy 1.2.6: The City will require new development at the time of subdivision or site plan to provide for safe walking conditions consistent with Florida's safe ways to school program:

- a.** New developments adjacent to school properties shall be required to provide a right-of-way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;
- b.** For new development and redevelopment within 2 miles of an existing or planned school, the City shall require complete unobstructed and continuous sidewalks along the corridor that directly serves the school, or qualifies as an acceptable designated walk or bicycle route to the school.

Policy 1.2.7: The School Board and City will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation or expansion of an existing school, and will enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements, pursuant to Section 6 of the Amended Interlocal Agreement for Public School Facility Planning.

Policy 1.2.8: The City and the School Board will work to find opportunities to collaborate on public transit and school bus routes to better serve citizens and students.

Objective 1.3: Funding

Support supplemental and alternative sources for school capital funding.

Policy 1.3.1: City of North Port will continue to collect the Educational System Impact Fees for the School Board that requires future growth to contribute its fair share of the cost of required capital improvements and additions for educational facilities.

Policy 1.3.2: With the School Board, the City shall review and recommend amendments, as necessary, to the Educational System Impact Fees ordinance, consistent with applicable laws.

Objective 1.4: Sustainability

Encourage sustainable design and development for educational facilities.

Policy 1.4.1: Coordinate with the School Board to continue to permit the shared-use and co-location of school sites and City facilities with similar facility needs, according to the Amended Interlocal Agreement for Public School Facility Planning for the County of Sarasota, Florida, as it may be amended. Coordinate in the location, phasing, and design of future school sites to enhance the potential of schools as recreation areas.

Policy 1.4.2: Encourage the School Board to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs.

Policy 1.4.3: Consistent with the Coastal Management Element Policies, the City will continue to coordinate efforts with the public school system to design, build, expand, and rehabilitate school facilities to provide emergency shelters for emergency management purposes pursuant to Section 1013.372, Florida Statutes.

Objective 1.5: Ensure Adequate School Capacity

The City will evaluate the adequacy of school capacity when it considers future land use changes, rezonings, and subdivision and site plans for residential development. This will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny petitions for future land use, rezoning, and subdivision and site plans for residential development that generate students and impact the Sarasota County school system.

Policy 1.5.1: The City will consider the School Board's comments and findings on the availability of adequate school capacity when considering proposed comprehensive plan amendments and other land use decisions as provided for in Section 163.3177(6)(a), Florida Statutes.

Policy 1.5.2: Future land use changes, rezonings, and subdivision and site plans for residential development may be approved in areas with adequate school capacity. Where capacity will not be available to serve students from the property seeking a land use change, the applicant will coordinate with the School Board to ensure adequate capacity is planned and funded. Where feasible, in conjunction with the plan amendment or zoning change, early dedications of school sites shall be encouraged. To ensure adequate capacity is planned and funded, the School Board's long range facilities' plans over the five-year, ten-year and twenty-year planning

periods shall be amended to reflect the needs created by the land use plan amendment.

Policy 1.5.3: Consistent with Section 7.4 of the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended, in reviewing petitions for future land use, rezoning, and subdivision and site plans for residential development which may affect student enrollment or school facilities, the City will consider the following issues:

- a)** Provision of school sites and facilities within planned neighborhoods.
- b)** Insuring the compatibility of land uses adjacent to existing schools and reserved school sites.
- c)** The co-location of parks, recreation and community facilities with school sites.
- d)** The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks.
- e)** Insuring the development of traffic circulation plans to serve schools and the surrounding neighborhood.
- f)** Providing off-site signalization, signage, access improvements and sidewalks to serve all schools.
- g)** The inclusion of school bus stops and turnarounds in new developments.
- h)** Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments.
- i)** School Board staff comments and findings of available school capacity for comprehensive plan amendments and other land-use decisions.
- j)** Available school capacity or planned improvements to increase school capacity.
- k)** Whether the proposed location is consistent with any local government's school design and planning policies.

Objective 1.6: Implement Public School Concurrency

The City shall evaluate future land use changes, rezoning, and subdivision and site plan petitions for residential development to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.

Policy 1.6.1: Consistent with the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended, the School Board and City agree to the following standards for school concurrency in the City:

Sub-Policy 1.6.1.1: Level of Service Standards:

Consistent with subsection 4.2 of the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended, the LOS standards shall be applied consistently by all the local governments within Sarasota County and by

the School Board district-wide to all schools of the same type. However, within designated concurrency service areas for identified backlogged facilities, interim standards shall apply. The interim level of service standard within these designated areas shall apply over the period covered by the 10-year schedule of improvements (See Table PSFE 23: Interim level of service standards in the technical document). The level-of service standards are initially set as follows:

DISTRICT-WIDE	
TYPE OF SCHOOL	ADOPTED LEVEL OF SERVICE
Special Purpose	100% of total program capacity (including relocatables)
BY STUDENT ATTENDANCE ZONE	
TYPE OF SCHOOL	ADOPTED LEVEL OF SERVICE
Elementary Schools	Initial: 115% of permanent program capacity
	By 2012: elementary schools, with the exception of backlogged facilities, will achieve a level of service standard of 105% of permanent program capacity.
	By 2017: all elementary schools will achieve a level of service standard of 105% of permanent program capacity.
Middle Schools	Initial: 100% of permanent program capacity
	By 2012: middle schools, with the exception of backlogged facilities, will achieve a level of service standard of 100% of permanent program capacity.
	By 2017: all middle schools, including backlogged facilities, will achieve a level of service standard of 100% of permanent program capacity.
High Schools	Initial: 105% of permanent program capacity
	By 2012: high schools, with the exception of backlogged facilities , will achieve a level of service standard of 100% of permanent program capacity.

The adopted Public School Facilities Element has designated concurrency service areas for backlogged facilities and establishes interim level of service standards for these facilities (refer to Table PSF 23 in the technical document). Within these designated areas, the interim standards for backlogged facilities will be improved to the adopted level of service standards within the ten-year period (by 2017) covered by the long term concurrency management program and Ten-Year Capital Facilities Plan.

Potential amendments to the level of service standards shall be considered at least annually at the staff working group meeting to take place no later than April 1 of each year. If there is a consensus to amend any level of service standard, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the County's and each City's comprehensive plan. The amended level of service standard shall not be effective until all plan amendments are effective and the Amended Interlocal agreement is fully executed.

No level of service standard shall be amended without a showing that the amended level of service standard is financially feasible, supported by adequate data and analysis, and can be achieved and maintained over the five years of the Five-Year Capital Facilities Plan. After the first five years of the Five-Year Capital Facilities Plan, level of service standards shall be maintained within each year of subsequent Five-Year Capital Facilities Plans. For backlogged facilities, level of service standards will be achieved within the initial period covered by the Ten-Year Capital Facilities Plan.

After the initial adoption of the Public School Facilities Element designating concurrency service areas for backlogged facilities, a plan amendment will be required to add any school facility to the listing of backlogged facilities. Backlogged facilities may be removed from the listing and shall no longer be considered backlogged when capacity improvements sufficient to achieve the adopted level of service standards are added to the financially feasible Five-Year Capital Facilities Plan. These previously designated backlogged facilities shall, thereafter, meet the adopted level of service standards for that school type as established herein.

Sub-Policy 1.6.1.2: Concurrency Service Areas

- a)** Consistent with Subsection 4.2(c), of the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended, the concurrency service area shall be coterminous with the applicable student attendance zone for elementary, middle and high schools. The most recent student attendance zones are shown in the technical document. The concurrency service areas for special purpose schools are district-wide. For the purpose of implementing a long term concurrency management system, the technical document depicts the concurrency service areas where backlogged facilities exist.

- b)** Potential amendments to the concurrency service areas, other than periodic adjustments to student attendance zones, shall be considered annually at the staff working group meeting to take place each year no later than April 1. If there is agreement to amend the concurrency service area to establish boundaries other than those that are coterminous with student attendance zones, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and amendment to the City's and each municipal comprehensive plan. The amended concurrency service area shall not be effective until the amended Interlocal Agreement for Public School Facility Planning is fully executed and comprehensive plan amendments are in effect. No concurrency service area shall be amended without showing that the amended concurrency service area boundaries are financially feasible.
- c)** Concurrency service areas shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with level of service standards taking into account transportation costs, limiting maximum student travel times, the effect of court-approved desegregation plans, achieving social-economic, racial and cultural diversity objectives, and other relevant factors as determined by the School Board's policy on maximization of capacity. Other considerations for amending concurrency service areas may include safe access (including factors such as the presence of sidewalks, bicycle paths, turn lanes and signalization, general walkability), diversity and geographic or man-made constraints to travel. The types of adjustments to school operations that will be considered in the City shall be determined by the School Board's policies on maximization of capacity.
- d)** Concurrency service areas shall be designed so that the adopted level of service will be able to be achieved and maintained within the five years or applicable 10 years of the capital facilities plan, and so that the five-year or applicable 10-year schedule of capital improvements is financially feasible. Plan amendments are required for changes to the concurrency service area other than modifications to student attendance zones.

Sub-Policy 1.6.1.3: Student Generation Rates

As provided in Section 4.2(f) of the Amended Interlocal Agreement for Public School Facility Planning, the costs per student station and student generation rates are to be established annually by the school district in the adopted Five-Year Capital Facilities Plan. The student generation rates, used to determine the impact of a particular development application on public schools, shall be reviewed and updated at least every 2 years in accordance with professionally accepted methodologies.

Sub-Policy 1.6.1.4: School Capacity and Enrollment

The uniform methodology for determining if a particular school is over capacity, based on the adopted level of service standards, shall be determined by the School Board. The School Board hereby selects permanent program capacity as the methodology to determine the capacity of elementary, middle and high schools. Relocatables (portables) are not considered permanent capacity. For special purpose schools, the methodology to determine capacity shall be based on total program capacity (includes portables). Consistent with Section 3.1 of the Amended Interlocal Agreement for Public School Facility Planning, school enrollment shall be based on the annual enrollment of each individual school, based on actual counts reported to the Department of Education in October of each year. The School Board will determine whether adequate capacity exists for a proposed development, based on the level of service standards and concurrency service areas according to the standards set in Section 4.2 (a) of the Amended Interlocal Agreement for Public School Facility Planning.

Sub-Policy 1.6.1.5: Concurrency Availability Standard

- a)** The City shall amend the concurrency management systems in its concurrency regulations to require that all new residential developments be reviewed for school concurrency at the time of subdivision or site plan, using the coordination processes specified in Section 7 of the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended, within one hundred and eighty (180) days of the effective date of the plan amendments to adopt public school concurrency. The City may choose to provide an informational assessment of school concurrency at the time of preliminary plan, but the test of concurrency shall be at subdivision or site plan or its functional equivalent.
- b)** The City shall not deny a subdivision or site plan for residential development for the failure to achieve and maintain the adopted level of service for public school capacity where:
 - i)** adequate school capacity will be in place or under actual construction within three years after the issuance of the subdivision or site plan (or functional equivalent) within the concurrency service area, or a contiguous concurrency service area and the impacts of development can be shifted to the area without disruption to the educational programs or conflict with school board policy on the students' travel time to school; or
 - ii)** the developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the subdivision or site plan, as provided in Section 4.2(f) in the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended.

- c) In evaluating a subdivision or site plan for concurrency, any relevant programmed improvements in the current year or years two or three of the five-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis. Any relevant programmed improvements in years four or five of the five-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within three years. The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.
- d) This Policy shall not be construed to limit the authority of the City to deny the subdivision or site plan for residential development for reasons other than failure to achieve and maintain the adopted level of service for public school capacity.
- e) Consistent with Subsection 4.2(f) of the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended, in the event that there is not sufficient capacity in the affected concurrency service area, based on the adopted level of service standards to address the impacts of a proposed development and the availability standards for school concurrency cannot be met, the following shall apply:
 - i) The project shall provide capacity enhancement(s) sufficient to meet its impact through proportionate share mitigation; or,
 - ii) The project shall be delayed to a date when the level of service can be assured through capital enhancement(s) or planned capacity increases; or,
 - iii) A condition of approval of the subdivision or site plan shall be that the project's impact shall be phased and phases delayed shall be delayed to a date when capacity enhancement and level of service can be assured; or,
 - iv) The project shall not be approved.

Policy 1.6.2 Proportionate Share Mitigation: Options for providing proportionate share mitigation for any approval of residential dwelling units that triggers a failure of level of service for public school capacity shall include the following:

- a. contribution of, or payment for, acquisition of new or expanded school sites;
- b. construction or expansion of, or payment for, permanent school district facilities;
- c. mitigation banking within designated areas, based on the construction of a public school facility, in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or a contiguous concurrency service area; and,
- d. Educational Facility Benefit Districts.

Mitigation shall be directed to projects in the School District's Five-Year Capital Facilities Plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the subdivision or site plan.

If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation into its Five-Year Capital Facilities Plan. This development agreement shall include the developer's commitment to continuing renewal of the development agreement until the mitigation is completed as determined by the School Board.

Policy 1.6.3: The amount of mitigation required shall be determined by calculating the number of student stations for each school type for which there is not sufficient capacity using the student generation rates applicable to a particular type of development and multiplying by the local costs per student station for each school type applicable to the City, as determined by the School Board. These costs are in addition to any land costs for new or expanded school sites, if applicable.

Policy 1.6.4 Financial Feasibility: Each year, the City will adopt plan amendments: 1) adding a new fifth year; 2) updating the financially feasible public schools capital facilities program; 3) coordinating the program with the 5-year district facilities work plan, the plans of other local governments; and, as necessary, 4) updating the concurrency service area map. The annual plan amendments shall ensure that the capital improvements program continues to be financially feasible and that the level of service standards will continue to be achieved and maintained.

Objective 1.7: Monitoring and Evaluation

On an annual basis, the City shall monitor and evaluate the Public School Facilities Chapter in order to assure the best practices of the joint planning processes and procedures for coordination of planning and decision-making.

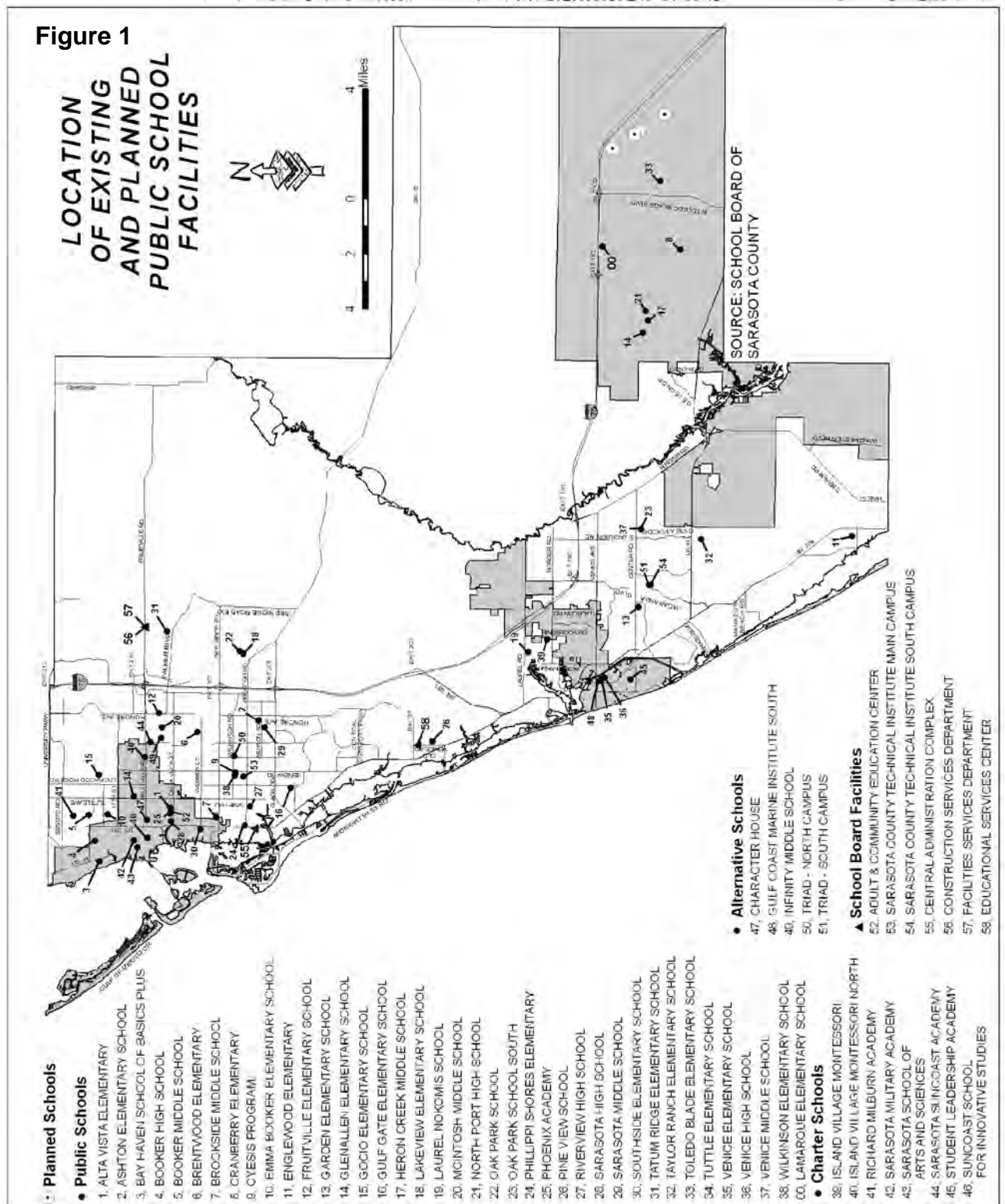
Policy 1.7.1: The Public School Facilities Element shall be monitored for adherence to the established goals, objectives and policies and to ensure these goals, objectives and policies accurately reflect the existing needs and conditions of the public schools. This will be accomplished in a three-fold approach:

- a.** Each policy listed in the Chapter will be supported by identified implementation tasks, schedules and contact person(s). This allows for quick review for the implementation status of the adopted policies.
- b.** It is the intent of the City to meet annually with the School Board to review the progress in implementing the Public School Facilities Element. This provides the opportunity to formally review the implementation progress and review the current status of public schools.

- c. Consistent with Section 163.3191, Florida Statutes, the City will prepare an evaluation and appraisal report for its comprehensive plan once every seven years. This process will provide an in-depth analysis of the success of the Public School Facilities Element to improve the conditions of public schools.

Policy 1.7.2: All amendments to the Public School Facilities Element will be processed appropriately in accordance with local and state guidelines for the amendment of comprehensive plans.

Figure 1: Location of Existing and Planned Public School Facilities



CHAPTER 10

CITY OF NORTH PORT COMPREHENSIVE PLAN

CAPITAL IMPROVEMENTS

CAPITAL IMPROVEMENTS ELEMENT

The Five-Year Schedule of Capital Improvements is revised annually and adopted by the City Commission, by ordinance. The document addresses the facility types required by the Level of Service provisions of Florida Statutes. The Capital Improvement Projects list is also updated annually to reflect a rolling five-year schedule of capital improvements by incorporating the previous year as part of the prior funding and by replacing the last fiscal year with a future fifth year. As new projects are added to the CIP project list during the annual update, adjustments may be made in the funding or timing of projects already in the project list, thereby permitting continual adjustment to changing conditions and needs.

The most recently adopted Capital Improvement Project list of the CIP is shown in the following Table 10-1, and will be renewed annually. Policy 1.1 (criteria for CIP projects) and Policy 1.2 (regulatory Level of Service (LOS) standards) used by the City to evaluate projects during the annual update.

TABLE 10-1
FIVE-YEAR SCHEDULE CAPITAL IMPROVEMENT COMPONENTS

<u>Projects</u>	<u>Prior Funding</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>FY 21-22</u>	<u>5-Year Total</u>
<u>Parks and Recreation</u>	11,674,289	13,611,380	917,510	915,000	375,000	390,000	16,208,890
<u>Public Works (Roads/Drainage)</u>	56,407,360	17,645,800	32,620,800	11,727,950	11,647,350	12,955,920	86,597,820
<u>Public Works (Solid Waste)</u>		1,312,000	2,319,820		2,966,300	565,580	7,163,700
<u>Utilities (Potable Water)</u>	3,078,832	3,540,310	8,127,000	7,420,000	1,436,000	820,000	21,343,310
<u>Utilities (Wastewater)</u>	6,571,028	4,032,120	50,000	375,000	50,000	2,050,000	6,557,120
<u>Total Project Cost (1)</u>	77,731,509	40,141,610	44,035,130	20,437,950	16,474,650	16,781,750	137,870,840
<u>Note:</u> (1) <u>This table is a table of appropriation. Actual expenditures for each project may not coincide with the appropriation. Please refer to individual project sheet for the anticipated expenditure schedules for capital projects.</u> (2) <u>All capital projects are consistent with and support adopted Level of Service with their facility types.</u>							

The complete adopted Capital Improvement Plan (CIP FY2018-FY2022) can be reviewed online by going to the following link: <http://www.cityofnorthport.com/>.

CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES & POLICIES

GOAL 1: The City of North Port shall undertake actions to adequately provide needed public facilities for both existing and future residents in a timely and efficient manner consistent with available resources that will promote orderly growth.

Objective 1: Capital improvements shall be provided as required on an annual basis to accommodate projected future growth and to replace obsolete and worn-out facilities in accordance with an adopted Capital Improvement Program and per Future Land Use FLU Policy 6.6.3 both within the urban service area boundary.

Policy 1.1: The City will include in its 5-year schedule of capital improvements:

- All projects identified in other elements of this plan that are driven by adopted levels of service (LOS) standards;
- All public safety projects identified in the Capital Improvement Element;
- Those capital improvements required of the sanitary sewer, reclaimed water and potable water utilities;
- The capital improvements required for roads and drainage and to meet DRI commitments for which the City has no responsibility;
- Capital projects planned by other jurisdictions that fall within North Port's corporate boundaries or are located within two (2) miles of the corporate boundary;
- Projections of income and expenditures by year for the five-year period;
- Other capital improvement projects consistent with and to implement the Goals, Objectives, and Policies of the Comprehensive Plan.
- Identify funding sources for all projects.

Strategy 1.S: The City will actively reevaluate its capital budget programming to reflect statutory changes, eliminating superfluous regulatory features while maintaining a strong connection between land use planning, land use decision-making and the annual budget process.

Policy 1.2: Capital improvements projects will continue to be evaluated and updated annually within the urban service area boundary in conformance with the review process for the Capital Improvements Element. Each proposed capital improvement project will be evaluated and ranked according to the following priority level guidelines, and priority criteria contained elsewhere:

Level One - whether the project is needed to protect public health and safety, or to improve the citizens' quality of life, or to preserve or achieve full use of existing facilities;

Level Two - whether the project increases efficiency of use of existing facilities, prevents or reduces future improvements costs, provides service to developed areas lacking full service or promotes orderly and efficient development;

Level Three - whether the project represents a logical extension of facilities and services within a designated area.

Level Four - projects shall be evaluated based upon a cost/benefit analysis, prior to implementation.

Level Five – whether the project is necessary to maintain or achieve level-of-service requirements as shown on the following table:

DEPARTMENT	LEVEL OF SERVICE
Parks and Recreation	10 acres/1,000 residents based on classification <ul style="list-style-type: none"> • 1.5 acres of Community Park • 1.5 acres of Open Space • 7.0 acres of Conservation
Transportation	Arterial Roadway: LOS D Collector Roadway: LOS D
Utilities (Potable Water)	1) The LOS for potable water facilities shall be Florida Department of Environmental Protection (FDEP) Permitted treatment capacity of the facilities respective of the raw water withdrawal limits as permitted by the Southwest Florida Water Management District (SWFWMD), whichever is more stringent. 2) The potable water supply system shall maintain a minimum fire flow pressure of 20 pounds per square inch (psi).
Utilities (Sanitary Sewer)	Per City Administrative Code Sec. 78-30, with quality n=meeting or exceeding Environmental Protection Agency (EPA) and Department of Environmental Protection (DEP) Standards.
Utilities (Drainage)	Design Storm: <ul style="list-style-type: none"> • 10-year frequency, 5-day duration for existing ditch/canal systems constructed by the General Development Corporation. • 25-year frequency, 24-hour duration pursuant to SWFWMD criteria for permitting new surface water management systems. Upon such time that SWFWMD revises their design storm standards the City shall adopt those new standards within 6 months of the official action by SWFWMD.
Utilities (Solid Waste)	1 pick-up per week

Policy 1.3: Each year concurrent with the development of the CIP, the City shall prepare a Financial Projection Report for the five year CIP time period (Table 1)

Policy 1.4: The City shall participate in joint funding agreements such as joint ventures with the private sector and public sector, provided such agreement(s) clearly benefit the City.

Objective 2: In order to limit public expenditures that may be construed as subsidizing development and post-disaster redevelopment in coastal high-hazard areas, from 1988, the City of North Port will continue to regulate the number and type of structures subject to damage in FEMA "A" Zones, or Category 1 SLOSH Zones.

Policy 2.1: The City shall promote the relocation of repeatedly flood damaged structures in FEMA "A" Zones as indicated on the existing Flood Insurance Rate Maps or revised floodplain

map(s) as adopted by the City Commission consistent with FEMA and /or SWFWMD requirements, and in category 1 SLOSH zones, to safe locations.

Policy 2.2: The City will enforce FEMA, FDEP and local setback and height requirements as adopted by the City Commission for the safety of structures, especially those located along the Myakkahatchee Creek.

Policy 2.3: As an incentive to encourage the relocation of repeatedly flood damaged houses within existing FEMA Flood Insurance Rate Map "A" Zones, or Category 1 SLOSH Zones, the City will amend the Transfer of Development Rights Ordinance to award development rights equal to twice that allowed by Policy 1.1, of the Future Land Use Element, when the property owner agrees to demolish the house or relocates it out of the flood hazard zone.

Objective 3: Future development will bear a proportionate fair share cost of facility improvements including, but not limited to public school facilities, necessitated by the development in order to maintain adopted LOS standards.

The availability of public facilities shall be determined and measured using the following Level of Service (LOS) standards for the required public facility classifications (the LOS standards documented in the Comprehensive Plan Elements).

Policy 3.1: (Potable and Reclaimed Water) The level of service standards as adopted in the most current Potable and Reclaimed Water Utility Master Plans (see Potable Water Element, Policy 1.1.1) are hereby adopted to achieve the objective, and shall be used as the basis for determining facility capacity and the demand generated by a development.

Policy 3.2: (Sanitary Sewer) The level of service standards as adopted in the most current Sanitary Sewer (i.e. Wastewater) Utility Master Plan (see Sanitary Sewer Element, Policy 1.1) are hereby adopted to achieve the objective, and shall be used as the basis for determining facility capacity and the demand generated by a development.

Policy 3.3: (Stormwater Management) The following level of service standards are hereby adopted to adequately achieve management and storage of surface waters, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development:

Drainage System - Design Storm within the City of North Port:

- 10-year frequency, 5-day duration for existing ditch/canal systems constructed by the General Development Corporation.
- 25-year frequency, 24-hour duration pursuant to SWFWMD criteria for permitting new surface water management systems. Upon such time that SWFWMD revises their design storm standards the City shall adopt those new standards within 6 months of the official action by SWFWMD.

Water Quality:

- Development activities (excluding currently platted single-family lots) shall not violate the water quality standards as set forth in Chapters 62-4, 62-302, 62-520, 62-522 and 62-550, Florida Administrative Code, including anti-degradation provisions of paragraphs 62-4.242(1)(a) and (b), subsections 62-4.242(2) and (3), and Rule 62-302.300, Florida Administrative Code, as amended.

Policy 3.4: (Solid Waste, including recyclable) The following level of service standards are hereby adopted to achieve the objective, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development:

Residential Collection

- Garbage, recycling, and yard waste at minimum of one time per week.

Other Collection

- Bulk Collection: as needed.
- Commercial: as needed.

Policy 3.5: (Transportation) The City hereby adopts the following peak hour LOS standards for each facility type based on a 100th design hour criterion within the corporate limits of the City.

- Arterial Roadway – LOS Standard “D”
- Collector Roadway – LOS Standard “D”

The above noted LOS standards apply to roadways that are not designated as “constrained” or “backlogged” facilities. Constrained facilities are defined as roadways operating below LOS “D” which are not capable of attaining LOS “D” because prohibitive costs, environmental limitations, or other limitations such as neighborhood impact prevent the construction of at least two additional through lanes. Backlogged facilities are defined as roadways operating below the LOS “D” standard which do not have prohibitive financial, environmental, or neighborhood impact constraints but are not scheduled for major capacity improvements in the City’s Five Year Schedule of Capital Improvements. Due to the funding environment, these constrained or backlogged facilities shall meet the level of service “D” at or before buildout.

* The City shall maintain a list of backlogged and constrained roadways based on traffic counts and various traffic studies.

* At such time as designated collectors that travel through City neighborhoods become constrained, a lower level of service is acceptable. This means that these collectors will not be 4-laned due to the adverse impact on the neighborhoods, but does not preclude intersection improvements or other traffic calming-congestion management methods or connectivity facilities.

* I-75, although under FDOT jurisdiction, shall be indicated on the Future Transportation Circulation Map as a Principal Arterial, as defined in Policy 1.6 of the Transportation Element.

Policy 3.5.1: (Transportation) By 2018, the City shall adopt LOS requirements for pedestrian, bicycle, and transit facilities along all collector and arterial corridors within the City, based on the standards included in the most recent version of the FDOT Quality/Level of Service Handbook.

Policy 3.6: (Recreation & Open Space) The City adopts a level of service of ten (10) acres of recreation and open space area per one-thousand (1,000) residents, to be allocated, among three (3) park classifications, with the following minimum acreage classifications:

1.5 acres of Community park;

1.5 acres of Open Space;

7.0 acres of Conservation.

Policy 3.7: The City will continue to update appropriate infrastructure fee legislation to ensure that future development continues to bear its proportionate share of the costs of facilities necessitated by the development in order to maintain adopted LOS standards. The City will update the infrastructure fee ordinance(s) at least every three (3) years.

Policy 3.8: The City and School board may enter into interlocal agreements (s) for the joint use of City and School Board facilities. This shall include jointly planning facilities and programming the facilities in the CIP so each facility is constructed during the same approximate time period.

Policy 3.9: For Solid Waste, Stormwater Management, Parks & Recreation Facilities, and Transportation Facilities, the following shall be met to satisfy Florida Statute 163.3180 (2) Concurrency Management requirements or more stringent City requirements (Potable Water and Sanitary Sewer).

A. Solid Waste & Stormwater Management Facilities

Consistent with public health and safety, solid waste, and stormwater management facilities, shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent.

B. Sanitary Sewer & Potable Water Facilities

The City will consult with the regional water supplier, currently the Peace River/Manasota Regional Water Supply Authority (PRMRWSA), to ensure that any water which the City cannot supply will be available to serve developments, or no Development Order shall be issued. Development Orders shall specify that, at the time of the issuance of a certificate of occupancy, or its functional equivalent, all necessary potable water facilities and services are in place and available to serve the new development.

C. Parks & Recreation Facilities

Consistent with the public welfare, and except as otherwise provided in this section, parks and recreation facilities to serve new development shall be in place or under actual construction no later than 1 year after issuance by the local government of a certificate of occupancy or its functional equivalent. However, the acreage for such facilities shall be dedicated or be acquired by the local government prior to issuance by the local government of a certificate of occupancy or its functional equivalent, or funds in the amount of the developer's fair share shall be committed no later than the local government's approval to commence construction.

D. Transportation Facilities

Consistent with the public welfare, and except as otherwise provided in this section, transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent that results in traffic generation.

Objective 4: The City shall coordinate the management of its fiscal resources and land use decisions to ensure the provision of needed capital improvements as identified on an annual basis in the City's Capital Improvement Program and for future development in order to maintain adopted Level of Service standards (Table 1).

Policy 4.1: The City will adopt a Capital Improvement Budget at the same time it adopts an Annual Operating Budget.

Policy 4.2: The City shall participate in studies to determine capital improvements needed to mitigate both current and future drainage problems. The degree of implementation shall be included in the Comprehensive Plan Audit as required in the Planning Framework.

Policy 4.3: The City may consider the establishment of self-imposed Municipal Service Taxing Units (MSTU's) or other similar taxing techniques consistent with State statutes to: provide services to specific developments to maintain LOS, implement the US-41 Corridor Master Plan, and to specific neighborhoods that desire services that are in excess of adopted standards.

Policy 4.4: The City shall continue to pursue grants or private funds to finance capital improvements.

Policy 4.5: The City shall address all identified options and recommendations as a means to insure economic feasibility.

Policy 4.6: Prior to the inaugural issuance of any general obligation debt instrument, the City shall adopt specific debt management standards, which address, at a minimum, the following

- The limitation on the use of revenue bonds as a percent of total debt;
- The maximum ratio of total debt service to total revenue;
- The maximum ratio of outstanding capital indebtedness to property tax base.

Policy 4.7: The City shall continue to manage its fiscal resources to ensure the provision of needed capital improvements for previously issued development orders.

Policy 4.8: The City shall amend the Concurrency Management System Ordinance by 2018 to provide for the availability of public facilities and services needed to support development concurrent with the impacts of such development, to update the ordinance to ensure enforceability and that the ordinances include all services that have an adopted level of service in the Comprehensive Plan.

Policy 4.9: The one cent sales tax project list may be modified by the yearly review of the CIP or in accordance with other adopted procedures.

Policy 4.10: Annually, the City shall update the model (NPFAM) to determine the fiscal sustainability of development proposals. The model may be used in the preparation of the annual update of the City CIP.

Policy 4.11: The City shall continue to pursue interlocal agreements with other local governments, which would establish "Joint Planning Agreement (JPA)" pursuant to Chapter 163.3171, F.S. The City shall pursue joint planning agreements that include as many of the following planning considerations as are applicable. Additional items could be addressed with the concurrence of both parties, including:

- a) Cooperative planning and review of land development activities within areas covered by the agreement;
- b) Specification of service delivery;
- c) Funding and cost sharing issues with Joint Planning Areas;
- d) Enforcement/implementation;
- e) Planning and implementation of joint capital projects within or adjacent to the City limits;
- f) Notify and receive review and comments from other jurisdictions on projects significant to the affected jurisdictions; and
- g) Significant projects shall include, but not be limited to, capital improvement projects within a 2-mile radius of the City limits, comprehensive plan amendments, or other planning issues.

The Southwest Florida Regional Planning Council shall be called upon to mediate outstanding issues that could negatively impact completion of a JPA.

Policy 4.12: The City shall use the Council of Governments (COG) or a COG subcommittee (yet to be established) as a regular formal forum in which to deal with issues unique to Sarasota County and the City therein. This forum shall be utilized as a means of collaborative planning for matters of inter-jurisdictional significance, but not limited to, locating facilities of countywide significance and locally unwanted land uses.

Policy 4.13: By working with the County Property Appraiser on a yearly basis, the City shall ensure that the assessed values of vacant lands are as current as possible.

Policy 4.14: The City shall continue to meet with the Sarasota School Board and staff to deal with issues unique to North Port and the School Board's provision of schools within the City Limits and joint planning areas.

Policy 4.15: The City's library level of service shall be pursuant to the County's adopted level of service. Prior to any change in this level of service, the County shall notify the City of any proposed change thirty (30) days prior to the County LPA hearing in order to give the City ample time to analyze and comment on the proposed change.

Policy 4.16: To ensure an adequate residential capacity, the potential, adequate residential capacity shall be defined as a minimum dwelling unit potential of one hundred fifty percent of the housing demand projected for a twenty-year planning period. This number shall be reviewed and updated yearly concurrent with the Capital Improvement Element.

Policy 4.17: Concurrent with the yearly budget, the City shall update all departmental fee schedules to ensure that the fees are equal to the cost of the provided services or products.

Policy 4.18: The City shall not issue a residential permit if that additional permit causes the projected population figure (including the 1.50 multiplier) to be exceeded. This projected population figure shall be updated yearly in conjunction with the CIP (CIE Policy 4.19), updated with each Evaluation and Appraisal Review (EAR), and updated with each annexation, and Comprehensive Plan amendments.

Policy 4.19: For any bond issue, the City shall present to the voters all information concerning the bond issue in an effort to educate the City voters.

Policy 4.20: By 2019, the City, either in conjunction with the other cities and/or the County government, shall fund a study to determine the amount of funding that should be returned to the City to ensure City residents are receiving the appropriate level of services for their taxes paid to the County.

Policy 4.21: New development within the City, excluding the platted lots, is required to pay the full costs of all public facilities, including but not limited to public schools, and services that are necessary to support the development and that are required to meet or exceed the level of service standards adopted by the City. This requirement includes the initial construction of all infrastructure as well as on-going costs of maintenance.

Each development within the City shall provide adequate infrastructure that meets or exceeds the levels of service standards adopted by the City and be fiscally sustainable. The intent of fiscal sustainability is that the capital and annual costs of additional City government services and infrastructure that are built or provided for the development shall be funded by properties within the approved development.

1. Landowners, developers, or community development districts shall demonstrate fiscal sustainability as part of the development plan approval process, and for each phase of each development, according to the procedures established by the City, for review by

- the Planning and Zoning Advisory Board, Development Review Committee (DRC), and City Commissioners. Such procedures shall require that fiscal sustainability be determined for each development project on a case-by-case basis, considering the location, phasing, and development program of the project. For off-site impacts, the procedures will require that the total proportionate and proportionate fair share cost of infrastructure be included and not simply the existing impact fee rates. Notwithstanding the provisions of Chapter 136 of the City of North Port City Code pertaining to Concurrency Management this shall include, but not be limited to, both localized and citywide impacts on City, State, and Federal transportation facilities (such as roads, intersections, sidewalks, lighting, medians), public transit, internal and external vehicle/pedestrian connectivity, schools, water supply and delivery, sewage transmission and treatment, solid waste, storm and surface water management, law enforcement, fire and emergency management, administrative facilities, libraries, parks and recreation, and public hospitals.
2. The City Commissioners shall require that these procedures for measuring fiscal sustainability, the fiscal sustainability plans submitted as part of applications for development approval, and for each phase of each development, be reviewed and certified by independent advisors retained by the City at the expense of the landowner, developer or community development district prior to acceptance by the City. Fiscal sustainability procedures and calculations for school demands shall be submitted to the School Board for review prior to review by the Planning and Zoning Advisory Board and/or DRC. All calculations of costs shall be based on current cost data. The enforceability of policy and of any ordinances adopted to implement fiscal sustainability are expressly determined to be overarching to achieving the public benefits of the City of North Port Comprehensive Plan. If necessary, additional amendments will be made to any ordinances that implement the principles of fiscal sustainability to ensure the enforceability thereof.
 3. Development shall mean all developments within Activity Centers and the recently annexed areas of the Kelce and Taylor ranches and any future annexation. This excludes the GDC platted lots and lots of record prior to the adoption of this policy.

Policy 4.22: The City and County shall continue to annually coordinate on the collection of impact fees to finance capital improvements within the North Port area. Such improvements shall include transportation, libraries, and other facilities as deemed necessary. The County's Transportation impact coordination shall include the amounts collected within the City.

Objective 5: Public School Facilities

The City shall ensure that future needs are addressed consistent with the adopted level of service standards for public schools.

Policy 5.1: Consistent with subsection 4.2 of the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended, the LOS standards shall be applied consistently by all the local governments within Sarasota County and by the School Board district-wide to all schools of the same type. However, within designated concurrency service areas for identified backlogged facilities, interim standards shall apply. The level of service

standards within these designated areas, over the period covered by the 10-year schedule of improvements, will be improved to the district-wide standard. The level-of service standards are initially set as follows:

<u>DISTRICT-WIDE</u>	
<u>TYPE OF SCHOOL</u>	<u>ADOPTED LEVEL OF SERVICE</u>
Special Purpose	100% of total program capacity (including relocatables) or 90% of Florida Inventory of School Houses (FISH) utilization.
<u>BY STUDENT ATTENDANCE ZONE</u>	
<u>TYPE OF SCHOOL</u>	<u>ADOPTED LEVEL OF SERVICE</u>
Elementary Schools	
	All elementary schools will achieve a level of service standard of 105% of permanent program capacity or 85% of FISH.
<u>Middle Schools</u>	
	All middle schools, including backlogged facilities, will achieve a level of service standard of 100% of permanent program capacity or 90% of FISH.
<u>High Schools</u>	
	-High schools, with the exception of backlogged facilities, will achieve a level of service standard of 100% of permanent program capacity or 95% of FISH.

Policy 5.2: The City shall ensure that future development pays its share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining adopted level of service standards, via impact fees and other legally available and appropriate methods in development conditions.

Policy 5.3: The City hereby incorporates by reference the Sarasota School District Five Year Capital Facilities Plan, dated July 19, 2017, that includes school capacity sufficient to meet anticipated student demands projected by the City, Sarasota County, and other Sarasota County municipalities based upon identified improvements over the short-term and long-term planning periods, in consultation with the School Board's projections of student enrollment, based on the adopted level of service standards for public schools.

The School Board, in coordination with the City, shall annually update its Five Year Capital Facilities Plan, to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained during the planning period.

Policy 5.4: The City will update its Capital Improvements Schedule on an annual basis to incorporate by reference the upcoming Sarasota School District Five Year Capital Facilities Plan. The City and the Sarasota County School Board will coordinate during updates or amendments to the City's Comprehensive Plan and updates or amendments for long-range plans for School Board facilities.

Policy 5.5: Sarasota County adopts Tables PSFE 19B and 21 of the Data and Analysis for Public School Facilities as the 10-year long term schedule of improvements for the purpose of correcting existing deficiencies and setting priorities for addressing backlogged facilities within the designated concurrency service areas. The long term schedule includes capital improvements and revenues sufficient to meet the anticipated demands for backlogged facilities within the 10-year period. The long term schedule improves interim levels of service for backlogged facilities and ensures the district-wide standards, as established in Policy 5.1 are achieved by 2017. The long-term schedule will be updated, by December 1st of each year, in conjunction with the annual update to the Five Year Capital Facilities Plan.

Policy 5.6: The City's strategy, in coordination with the School Board, for correcting existing deficiencies and addressing future needs includes:

1. implementation of a financially feasible Five Year Capital Facilities Plan to ensure level of service standards are achieved and maintained;
2. implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service to the district-wide standards;
3. identification of adequate sites for funded and planned schools; and
4. the expansion of revenues for school construction from updated impact fees.

CHAPTER 11

CITY OF NORTH PORT COMPREHENSIVE PLAN

Economic Development

ECONOMIC DEVELOPMENT ELEMENT GOALS, OBJECTIVES, & POLICIES

GOAL 1: PROMOTE AND MAINTAIN BALANCED AND ORDERLY ECONOMIC GROWTH.

Objective 1.1: Attraction, Retention, and Expansion of Targeted Businesses - The City shall plan, design, and implement programs, projects, and activities that support and assist in the expansion of existing businesses in the City and the recruitment of new businesses.

Policy 1.1.1: The City will support the continuation and expansion of existing commercial and manufacturing enterprises at appropriate locations through technical assistance, the provision of incentives, and/or other appropriate strategies.

Policy 1.1.2: The City will support and encourage the establishment of new commercial and manufacturing enterprises at appropriate locations, with a focus on businesses that will be owned by and/or that will employ City residents, through technical assistance, the provision of incentives, and/or other appropriate strategies.

Policy 1.1.3: North Port may continue efforts to create mechanisms, including incentives and workforce training, to attract, retain and expand diverse, innovative and responsible businesses to the City.

Policy 1.1.4: Encourage and support regional collaboration to advance mutual economic goals, while maintaining competitive incentives and programs to attract and retain diverse industries to expand North Port's economic base.

Policy 1.1.5: The City recognizes the value of continuing to establish land use regulations that allows industrial and commercial uses, in appropriate locations, that have limited options for locating in other areas of the County and region, if these uses employ best management practices that reduce negative on- and off-site impacts and are appropriately buffered from other potentially incompatible land uses.

Policy 1.1.6: The City shall seek to diversify its tax base through the implementation of programs to attract additional commercial, industrial and mixed use developments and encourage the development or redevelopment of vacant or underutilized parcels.

Objective 1.2: Coordinated Planning and Economic Development - Create a regulatory environment that embraces collaboration and cooperation.

Policy 1.2.1: Coordinate planning and growth management initiatives with the City's economic development and redevelopment strategies.

Policy 1.2.2: Continue to monitor and identify new methods to enhance service and procedures, including but not limited to, administrative review and approval of targeted development applications.

Policy 1.2.3: Systematically review the City's regulatory processes to support economic development activities, particularly for identified and targeted market sectors.

Policy 1.2.4: Provide the regulatory network and processes to help increase available shovel-ready sites for manufacturing, research and development, office uses, distribution, and light industrial use.

Policy 1.2.5: Through its Land Development Regulations, the City shall ensure the development of open space and foster the implementation of attractive building façades and streetscapes in new development and redevelopment.

Policy 1.2.6: Identify policies and procedures that unnecessarily impede and/or duplicate the permitting process. If needed, recommend changes to current policies and procedures required to start-up, relocate or expand a business, identify new policies and procedures to streamline the process, implement in order to create an open and transparent permitting process.

Policy 1.2.7: The City shall coordinate with the Florida Department of Environmental Protection, Sarasota County, other government agencies, and the private sector on the assessment, remediation, and redevelopment of brownfields within the city.

GOAL 2: ENHANCE RELATIONSHIPS WITH THE BUSINESS COMMUNITY

Objective 2.1: Public/Private Partnerships - Engage in and create innovative partnerships to support existing businesses and business expansion opportunities.

Policy 2.1.1: The City will identify, maintain, and promote a cluster industry development approach throughout the city to strengthen existing businesses and interrelationships, and also to create a framework for targeting economic development activities.

Policy 2.1.2: The Economic Development Office shall mobilize public and private resources, including educational institutions, to support the City's economic development efforts to assist both existing and new businesses.

Policy 2.1.3: The City strives for a business-friendly atmosphere which enhances economic diversity by eliciting feedback from businesses and organizations representing the commercial, industrial, business sectors and encourages private sector investment in office and business parks.

Policy 2.1.4: Promote and encourage programs that facilitate market identification, management training, technical assistance, and improved capital access.

Policy 2.1.5: The City may support financial assistance and specialized training programs to encourage the development of businesses enterprises.

Policy 2.1.6: Encourage the development of business incubator facilities.

Policy 2.1.7: Coordinate planning initiatives and regulatory processes with external partners and programs to ensure maximum dissemination of information for maximum economic benefit.

Policy 2.1.8: Work with appropriate public sector and private groups to promote economic development in targeted areas.

GOAL3: EXPAND AVAILABILITY OF EDUCATIONAL AND TRAINING OPPORTUNITIES

Objective 3.1: Workforce Attraction and Training - Encourage efforts to attract, develop, and retain a workforce for targeted industries and training opportunities for the resident workforce in order to obtain necessary work skills to qualify for higher wage jobs.

Policy 3.1.1: The City encourages partnerships between existing and potential businesses and educational institutions to develop programs that will utilize new and existing technologies as they become available and widely utilized in the marketplace.

Policy 3.1.2: The City will continue to encourage the presence and expansion of university programs within the City and incorporate specific strategies within a strategic economic development plan.

Policy 3.1.3: Support opportunities for STEM (Science, Technology, Engineering, and Mathematics) educational opportunities by working with area high schools.

Policy 3.1.4: The City should continue to work with educational partners to ensure there are appropriate educational opportunities, job skills programs, and facilities to meet business and industry needs.

Policy 3.1.5: Encourage community based educational support for potential entrepreneurs to develop business skills.

Policy 3.1.6: The City may support and promote efforts to provide education and training to its residents in order to prepare them to work in targeted business sectors and industries, and to become more competitive at the local, regional, State and national levels.

GOAL 4: INVENTORY AND DEVELOP INFRASTRUCTURE TO MEET EXISTING AND FUTURE NEEDS OF BUSINESS AND THE PUBLIC

Objective 4.1: Growth Management and Infrastructure - Inventory and plan the development of infrastructure to not only suit existing needs but future needs of the business community and public as well.

Policy 4.1.1: The City will plan for sufficient public infrastructure (i.e. transportation network and utilities) to serve the growth needs of new and expanding business and industry.

Policy 4.1.2: The City encourages the location of business and industry in Activity Center(s) and other areas designated for future infrastructure improvements in the City's Capital Improvements Program.

Policy 4.1.3: The City shall continue to pursue State and Federal grant funds that may be applicable to infrastructure improvements as well as other activities that enhance the City's competitive position in attracting new business and industry.

Policy 4.1.4: The City shall identify and implement capital improvement projects to address infrastructure deficiencies and improve the quality of the built environment, and the function of its land use districts.

Policy 4.1.5: The City shall develop a list of strategic improvements needed to support entrepreneurial and business activities, including but not limited to connectivity, business signage, improving the alignment of streets, customer parking, stormwater management, sidewalk completion, urban greening, street repair, building renovation, and gateways.

GOAL 5: ACHIEVE AN ECONOMICALLY STABLE COMMUNITY WITH A SUPERIOR QUALITY OF LIFE.

Objective 5.1: The City encourages the full utilization by businesses and industries of the economic development enhancement programs implemented by the Legislature for the purpose of the development and expansion of permanent job opportunities, especially for the economically disadvantaged, brownfield designations, tax incentives, community development corporations, and other programs designed to enhance economic and employment opportunities.

Policy 5.1.1: Expand urban, sub-urban and neighborhood infill development and redevelopment housing options that support the workforce by planning for development near employment and transportation centers.

Policy 5.1.2: Expand housing options that support the local workforce by planning for development near employment and transportation centers.

Policy 5.1.3: Promote policies and activities that support the quality of life of our targeted workforce.

Policy 5.1.4: The City will encourage the development of major public and/or private hospital facilities.

Policy 5.1.5: Attract young professionals by supporting urban, sub-urban, and neighborhood infill development and redevelopment as the city evolves and grows with new industries and new residents.

Objective 5.2: Quality of Life and Tourism - Continue to enhance local attractions and recreational facilities to promote quality of life and tourism.

Policy 5.2.1: Enhance North Port's draw as a tourist destination by strengthening and diversifying the arts and entertainment offerings, promoting historical and archaeological assets, enhancing natural resources, developing recreation and sports opportunities and expanding the availability of events and venues.

Policy 5.2.2: The City of North Port will continue to promote arts and culture into the social and economic fabric of North Port.

Policy 5.2.3: The City will continue to require all new development in all Activity Centers to provide public art, or contribute financially for the acquisition of public art within the City.

Policy 5.2.4: The City shall continue to support arts and culture and the preservation of natural, historic and archaeological assets as core component to enhancing the economic health of the City.

Policy 5.2.5: The City will identify local and sub-regional attractions in the natural and built environment to promote tourism.

CHAPTER 12

CITY OF NORTH PORT COMPREHENSIVE PLAN

Property Rights

PROPERTY RIGHTS ELEMENT GOALS, OBJECTIVES, & POLICIES

GOAL 1: TO CONSIDER JUDICIALLY ACKNOWLEDGED AND CONSTITUTIONALLY PROTECTED PRIVATE PROPERTY RIGHTS, AS WELL AS THE RIGHT OF PROPERTY OWNERS TO PARTICIPATE IN THE PLANNING AND DEVELOPMENT PROCESS AND IN ALL LOCAL DECISION MAKING THAT AFFECTS THEIR LIVES AND PROPERTY.

Objective 1: To ensure that private property rights are considered in local decision-making.

Policy 1.1: The City shall encourage the participation of the property owner and the public in all local decision-making that affects their lives and property.

Policy 1.2: The City shall consider the following rights in all local decision-making processes, consistent with Florida Statutes Section 163.3177(6)(i):

1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
4. The right of a property owner to dispose of his or her property through sale or gift.

Objective 2: To ensure fairness and balance for all property owners.

Policy 2.1: Vested property rights shall be protected, as provided by law.

Policy 2.2: Replats shall meet current codes, including incentives and bonuses.

Policy 2.3: When a specific action of the City has inordinately burdened an existing use of real property or a vested right to a specific use of real property, the property owner is entitled to relief, which may include compensation for the actual loss to fair market value of the property caused by the action of the City.

Policy 2.4: The City shall amend the Unified Land Development Code to provide a mechanism whereby land use controversies are solved without formal court action and resulting excessive costs. The mechanism shall establish an informal, non-judicial settlement procedure with a hearing process overseen by a neutral hearing examiner (Special Master) who attempts to resolve the dispute.

Policy 2.5: To apply the takings balancing test, the City shall require property owners to produce evidence of an inordinate burden on the subject property, prior to filing a legal action. This administrative procedure shall require property owners to support claims by producing relevant information, including:

- An explanation of the property owners' interest in the property;
- Price paid or option price;
- Terms of purchase or sale;
- All appraisals of the property;
- Assessed value;
- Taxes and assessments on the property;
- Offers to purchase;
- Rent, income, and expense statements for income-producing property.

Policy 2.6: The property owner shall have the burden of proof on hardship and takings issues.

CHAPTER 13

CITY OF NORTH PORT COMPREHENSIVE PLAN

COASTAL MANAGEMENT

COASTAL MANAGEMENT ELEMENT GOALS, OBJECTIVES, & POLICIES

GOAL 1: PREPARE FOR, MITIGATE, AND EDUCATE THE PUBLIC ON THE IMPACTS OF SEA LEVEL RISE, STORM SURGE, AND OTHER COASTAL FLOOD EVENTS ON HUMAN LIFE, PUBLIC FACILITIES AND INFRASTRUCTURE, PRIVATE STRUCTURES, AND COASTAL RESOURCES, BOTH NATURAL AND CULTURAL IN THE CITY OF NORTH PORT.

Objective 1: The City shall balance the level of service needs for future growth with the realities of coastal flooding when considering the continued use, expansion, and construction of new public facilities and infrastructure.

Policy 1.1: The City shall not use public funds for new infrastructure or service expansions within the Coastal High-Hazard Areas (CHHA) or within FEMA Flood Zones "A," "AE," and/or "VE" (as determined by the latest adopted Flood Insurance Rate Maps [FIRM] and shown within Coastal Management Map Series). unless such funds are necessary to provide:

1. Services necessary to ensure public access to public waterfront recreation/conservation areas;
2. Services that restore or enhance natural resources;
3. Services to existing subdivisions (structures approved for development prior to the adoption of this policy);
4. Services and/or facilities which are deemed necessary to maintain existing level-of service standards;
5. Support to public and private land development specifically designed to minimize storm hazards as deemed necessary for such public facilities by the Unified Land Development Code;
6. Adequate evacuation times in the event of emergencies as specified in the most recent Florida Statewide Regional Evacuation Study Program; or
7. An overriding public interest to ensure public health, safety, and welfare, such as essential life safety services.

This policy shall not apply to buildings and structures proposed within developments of regional impact for which the City has approved master development orders prior to the date of adoption of this policy.

Policy 1.2: The City shall create (and bi-annually update) a comprehensive inventory of the City's critical public facilities and infrastructure projected to frequently or permanently flood as a result of storm surge, coastal flood events, and sea level rise (as based upon the latest National Oceanic and Atmospheric Administration (NOAA) Extreme Projection Curve. This inventory shall be used to prioritize capital improvement projects that seek to maintain, repair, remove, and/or relocate critical facilities and infrastructure as needed.

Policy 1.3: The City shall seek to incorporate "green street" techniques into new and existing roadways located within the Coastal High Hazard Area (CHHA) and/or FEMA Flood Zones "A," "AE," and/or "VE" to divert, capture, or absorb water in a way to reduce flood impacts

on public and private property, including but not limited to, street trees, landscaped areas, vegetative curb extensions, bioswales, and roadway redesigns.

Policy 1.4: The City shall, where appropriate, encourage the integration of green and gray infrastructure in stormwater management facilities, including but not limited to, bioretention, increasing pipe capacity, stormwater parks, rain gardens/bioswales, pumps, and water flow diversion strategies.

Policy 1.5: The City shall update its stormwater management regulations to reduce stormwater runoff by allowing for innovative solutions for onsite retention and the use of low impact development techniques and green infrastructure for all new development, redevelopment, and roadway projects.

Policy 1.6: The City shall prioritize efforts to bury overhead utilities underground in areas of the City which are located within the CHHA and/or FEMA Flood Zones "A," "AE," and/or "VE."

Policy 1.7: The City shall amend the Unified Land Development Code to require greater water capture techniques on both public and private parking lots. Techniques may include the implementation of:

1. Permeable or semi-permeable paving;
2. Interconnected landscaped bioretention areas;
3. Sizable planting areas which can accommodate a combination of shade trees, shrubs, and grasses;
4. Underground stormwater retention/detention vaults; and/or
5. Silva cells and/or structural soils for tree wells.

Objective 2: The City shall review and update its Unified Land Development Code to include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas resulting from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise.

Policy 2.1: The City shall continue to enforce FEMA, DEP, and local setback and height requirements for the safety of structures, especially those located along the Myakkahatchee Creek (or-other similar waterbodies) which are in the CHHA and/or FEMA Flood Zone "A," "AE," and/or "VE." Furthermore, the City shall discourage further development and redevelopment activities within these areas, with the exception of providing passive recreational access to these areas.

Policy 2.2: For those portions of the City within the CHHA and/or FEMA Flood Zones "A," "AE," and/or "VE," the City shall require best management practices for structural design elements that mitigate damage from storm and coastal flood events to structures and allow for the freer flow of water, such as elevating structures via stilts, constructing stem-walls, and locating parking areas on the ground floor of commercial buildings.

Policy 2.3: In tandem with the development and redevelopment standards of the Unified Land Development Code, the City shall enforce:

1. The most recent Florida Building Code which provides for wind-resistant building construction;
2. The applicable flood-resistant construction requirements in the Florida Building Code; and
3. The applicable flood plain management regulations set forth in 44 C.F.R. part 60.

Policy 2.4: The City shall amend its Unified Land Development Code to enforce practices designed to reduce losses due to flooding and claims made under flood insurance policies issued in the state. These practices may include:

1. Low-impact development techniques on private and public property that provide for site design, engineering, and/or stormwater management which reduces stormwater runoff, encourages greater onsite storage, and the reuse, absorption, and/or mitigation of flood impacts. These techniques may include:
 - a. Requiring minimum elevation of five feet above the Base Flood Elevation;
 - b. Reuse of stormwater for irrigation purposes;
 - c. Use of pervious pavement materials;
 - d. Reduction of impervious surface areas;
 - e. Implementation of bioretention/biotreatment swales;
 - f. Protection, preservation, and planting of native vegetation; and/or
 - g. Installation of green roofs and rain gardens;
2. Prioritization of living shoreline installation and maintenance which fortify the integrity of littoral zones;
3. Allowance of specialized fortification techniques as recommended by the Florida Green Building Council; and/or
4. Preservation and reinforcement of existing natural berms.

Policy 2.5: The City shall require that any construction activities seaward of the coastal construction control lines be consistent with Chapter 161, Florida Statutes.

Policy 2.6: The City shall discourage the densification and intensification of land uses within Hurricane Evacuation Zones A and B (as depicted within the Coastal Management Element Map Series) the CHHA, and/or FEMA Flood Zones "A," "AE," and/or "VE."

Policy 2.7: The City shall identify and limit development within areas of the City that may be impacted by sea level rise by 2050 unless mitigation measures are taken by the property owner to ensure the future viability of the site.

Policy 2.8: To direct density and intensity away from areas of North Port that are at high risk of damage or destruction from sea level rise, storm surge, and coastal flooding, the City may permit lands located within the CHHA and/or FEMA Flood Zones "A," "AE," and/or "VE" in the sending zone of the City's transfer and/or purchase of development rights program.

Policy 2.9: The City shall continue to promote the relocation of repeatedly damaged structures within the CHHA and/or FEMA Flood Zones "A," "AE," and/or "VE" to safe locations.

Policy 2.10: The City shall develop and maintain policies for rebuilding structures within the CHHA and/or FEMA Flood Zones "A," "AE," and/or "VE" that sustain damage after a natural or manmade disaster to current flood mitigation standards and building codes. Additionally,

the Unified Land Development Code shall clarify that an existing structure is considered substantially damaged if damage from any origin is sustained and the cost exceeds 50 percent of the market value of the structure before it was damaged.

Policy 2.11: The City shall explore amending its Unified Land Development Code to prohibit the future development of healthcare facilities, nursing homes, assisted living facilities, group homes, and other structures primarily designed to serve vulnerable populations within the CHHA and/or FEMA Flood Zones "A," "AE," and/or "VE."

Policy 2.12: The City, through implementation of its Unified Land Development Code and Comprehensive Plan, master planning processes, and support of local, state, or federal initiatives or agreements, shall limit impacts related to development or redevelopment activities which could have negative impacts upon wetlands, water quality, water quantity, wildlife habitat, living marine resources, shorelines, littoral zones, and historic resources.

Objective 3: The City shall protect significant natural and cultural (i.e., historic and archeological) resources from the direct and indirect perils of sea level rise, storm surge, and other coastal flood events.

Policy 3.1: The City shall continue to apply for grants; implement projects (such as the Myakkahatchee Creek initiative); and support local, state, or federal initiatives aimed at the restoration or enhancement of disturbed or degraded natural resources including shorelines, estuaries, wetlands, and drainage systems. The City shall also support programs aimed at mitigating future disruptions or degradations of significant natural systems in our region.

Policy 3.2: The City shall support initiatives such as the acquisition of lots and parcels along creeks, rivers, bays, and harbors that decrease the number of residents and businesses, and their associated impacts, located within the CHHA and/or FEMA Flood Zones "A," "AE," and/or "VE" adjacent to the Myakkahatchee Creek and Myakka River.

Policy 3.3: Consistent with the provisions of the Conservation Element, the City shall abide by its "State - Local Agreement for Administering the Myakka River Wild and Scenic Protection Zone" with the Florida Department of Environmental Protection (FDEP) and shall coordinate with all applicable agencies development proposals of any type that would have an impact upon the shoreline, the Myakka River, or the plant and wildlife that are dependent upon the river.

Policy 3.4: The City shall seek to identify, study, protect, and preserve its significant cultural resources at high risk of damage or destruction within the CHHA and/or FEMA Flood Zones "A," "AE," and/or "VE." Where protection or preservation is no longer practicable, these resources shall be relocated to less vulnerable and more stable locations.

Objective 4: The City shall work with local, regional, state, and federal partners to build a resiliency system (generally defined as "plans, projects, initiatives, and resources that are coordinated in a manner to maximize their overall ability to create a more resilient community") capable of protecting its current and future residents and businesses from the direct and indirect impacts of sea level rise, storm surge, and other coastal flood events.

Policy 4.1: In efforts to establish context-sensitive coastal resiliency goals and to create a comprehensive approach to achieving these goals, the City shall prioritize the creation of a Coastal Resiliency and Adaptation Action Plan. At minimum, the plan shall:

1. Assemble local stakeholders;
2. Set guiding principles and motivations for the project;
3. Describe the local planning, environmental, and social context;
4. Implement a community engagement program;
5. Conduct a vulnerability analysis;
6. Establish one or more Adaption Action Areas (AAA) in portions of the City that experience coastal flooding due to extreme high tides and storm surge, and that are vulnerable to the related impacts of rising sea levels for the purpose of prioritizing funding for infrastructure needs and adaptation planning. These areas shall be delineated based upon the best available data and resources provided by the University of Florida GeoPlan Center, NOAA, FEMA, and other nationally recognized resources;
7. Assess community capacity to adapt to changes in sea level rise;
8. Prioritize adaption needs;
9. Identify action strategies;
10. Survey funding options;
11. Integrate strategies into existing City plans and documents;
12. Create a schedule of activities; and,
13. Monitor and evaluate, as needed.

Policy 4.2: The City shall participate in transportation planning efforts to ensure that minimum evacuation times can be maintained during an evacuation on the City's evacuation routes consistent with the Southwest Florida Regional Strategic Plan.

Policy 4.3: The City shall continue to work with the Sarasota-Manatee MPO (Metropolitan Planning Agency); the Charlotte County-Punta Gorda MPO; the Florida Department of Transportation (FDOT); and other applicable local, state, and federal agencies to seek funding for additional capacity to be added to the Sumter Boulevard, Toledo Blade Boulevard, and River Road hurricane evacuation routes to decrease evacuation times for residents and visitors in the event of a significant storm or coastal flood event.

Policy 4.4: The City shall continue to participate in erosion and flood prevention programs for areas along the City's evacuation routes where these issues arise.

Policy 4.5: Consistent with the Southwest Florida Regional Planning Council's Hurricane Evacuation Plan, the City shall continue to fulfill its assigned role as specified within the Sarasota County Comprehensive Emergency Management Plan and its policies regarding hurricane evacuation and sheltering.

Policy 4.6: The City shall continue to meet and coordinate with Charlotte and Sarasota County Emergency Management; Red Cross officials; and other local, state, and federal agencies as applicable, for the purpose of identifying and designating additional public and private structures (including rental spaces). both inside and outside the City, as hurricane evacuation shelters, consistent with the Regional Hurricane Evacuation Plan.

Policy 4.7: The City shall continue to cooperate with local, state, and regional agencies, including the School Board of Sarasota County, to ensure that safe shelter is available for the City's at-risk populace.

Policy 4.8: The City shall coordinate with Sarasota County to identify the area's population of medically dependent persons and ensure that designated shelters can accommodate their unique needs in the event of a significant storm or coastal flood event.

Policy 4.9: The City shall encourage new developments to provide for the emergency shelter needs of their residents and/or employees.

Policy 4.10: The City shall encourage developers to construct hurricane resistant clubhouses as shelters for the residents of their new developments.

Policy 4.11: The City shall continue to utilize its Comprehensive Emergency Management Plan for emergency management procedures for the periods before, during, and after natural or man-induced disasters that impact or threaten the City.

Policy 4.12: The City shall continue to work with Sarasota County and other appropriate agencies to periodically update the City's Comprehensive Emergency Management Plan, the Sarasota County Comprehensive Emergency Management Plan, and the Sarasota County Unified Local Mitigation Strategy.

Policy 4.13: In the event the City declares a state of local emergency due to a hurricane, the City shall accelerate local recovery efforts by considering issuing emergency permits with or without fees, as determined by the City Manager or designee, for repair and cleanup of damage to private and public structures and utilities that are still marginally usable without such repair, consistent with state and federal permitting requirements.

Policy 4.14: The City shall pursue public and private funding sources for the development and implementation of the City's comprehensive adaptability and resiliency strategies by, but not limited to:

1. Federal and State grants and technical expertise assistance;
2. Local stormwater utility fees and capital improvement plan prioritization;
3. Public/private partnerships; and/or
4. Other sources of funding as they become available.

Policy 4.15: When appropriate, the City shall participate and coordinate with governmental, non-governmental, and private agencies in an effort to seek funding for implementation projects.

Objective 5: The City shall educate the public about the dangers associated with the direct and indirect impacts of sea level rise, storm surge, and other coastal flood events.

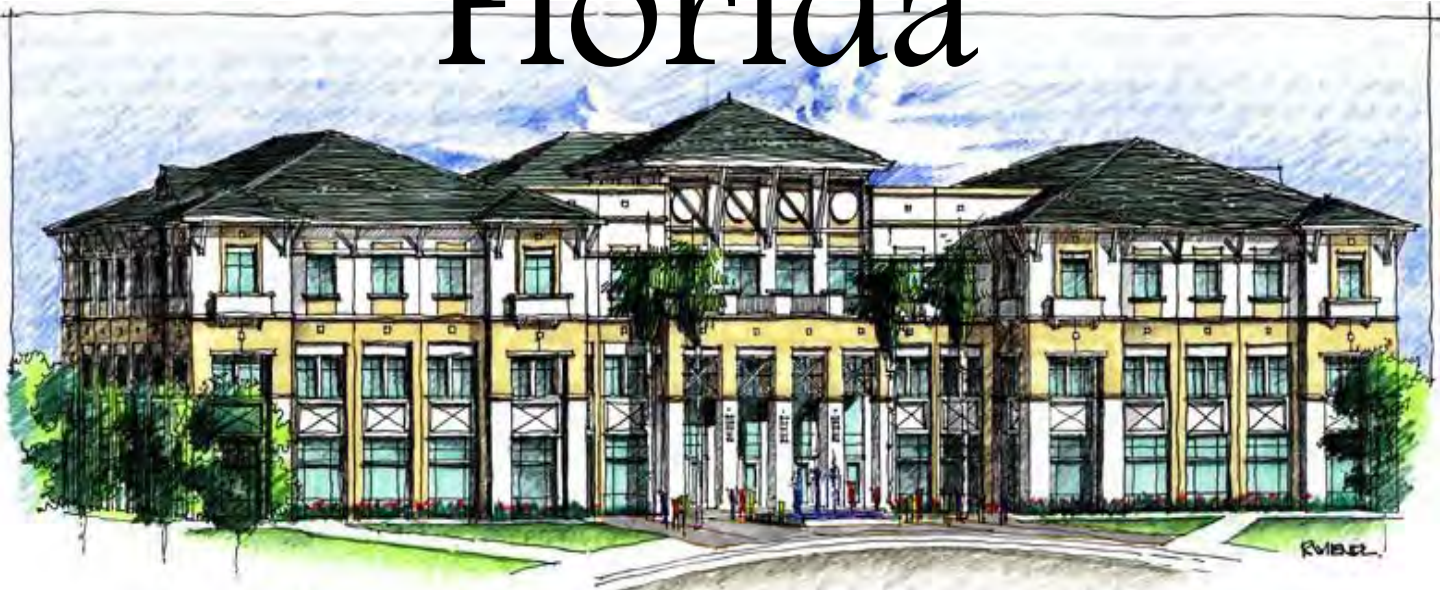
Policy 5.1: The City shall continue its programs to educate the public regarding disasters, disaster preparedness, disaster response, and post-disaster redevelopment and assistance. Such programs include, but are not limited to public presentations, television and radio programs or advertisements, publications, and social media campaigns.

Policy 5.2: The City shall continue to coordinate with other local, state, and federal agencies and other public or private agencies, as applicable, to coordinate public education regarding emergency preparedness.

Policy 5.3: The City shall strive to create an ongoing public education campaign targeting residents and businesses within the CHHA and/or FEMA Flood Zones 11A1" 11AE1" and/or 11 VE" regarding the direct and indirect impacts of sea level rise, storm surge, and coastal flood events.

Policy 5.4: The City shall work with Sarasota County and local nonprofits to establish an education and outreach program specifically targeting the area's vulnerable populations to increase their awareness regarding local evacuation and sheltering procedures and resources. Vulnerable populations include (but are not limited to) medically dependent persons, low-income households, elderly communities, and non-English speaking families.

City of North Port Florida

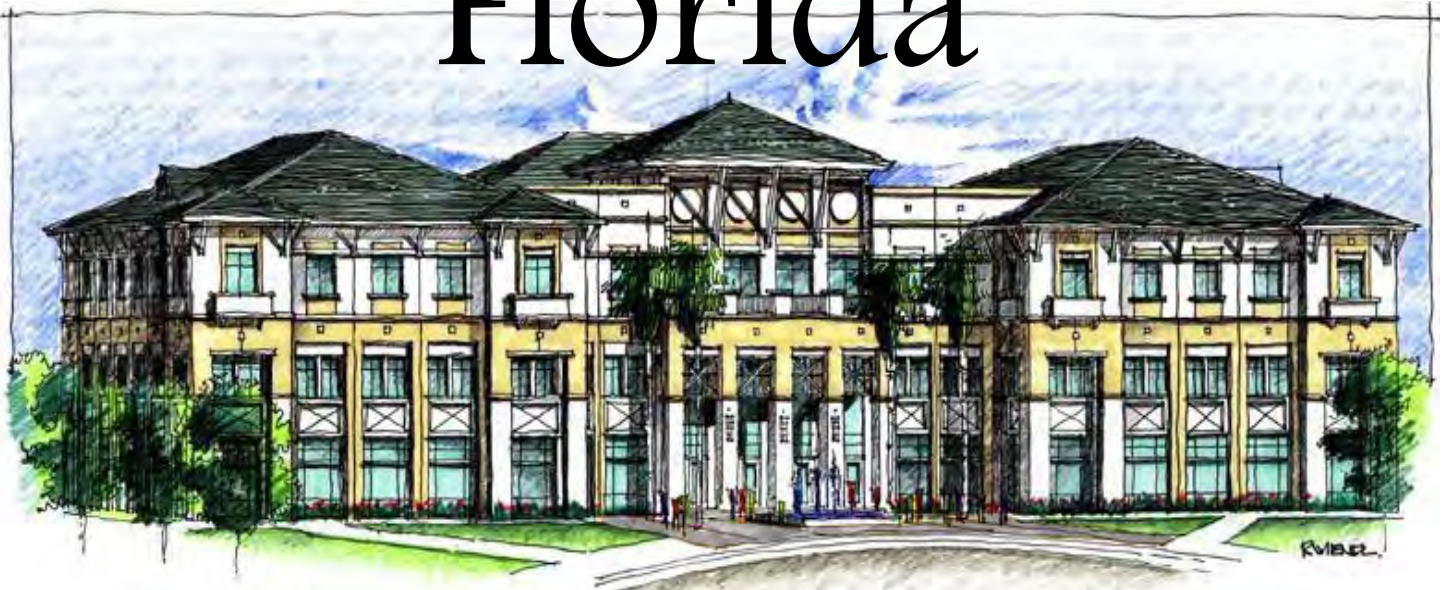


APPENDIX A SUPPLEMENT HISTORY TABLE

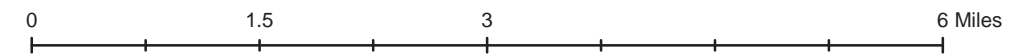
Supplement History Table

Ordinance Number	Date Adopted
2018-06	June 26, 2018
2019-07	July 23, 2019
2019-14	July 23, 2019
2022-10	July 26, 2022
2022-22	November 22, 2022
2022-31	January 24, 2023

City of North Port Florida



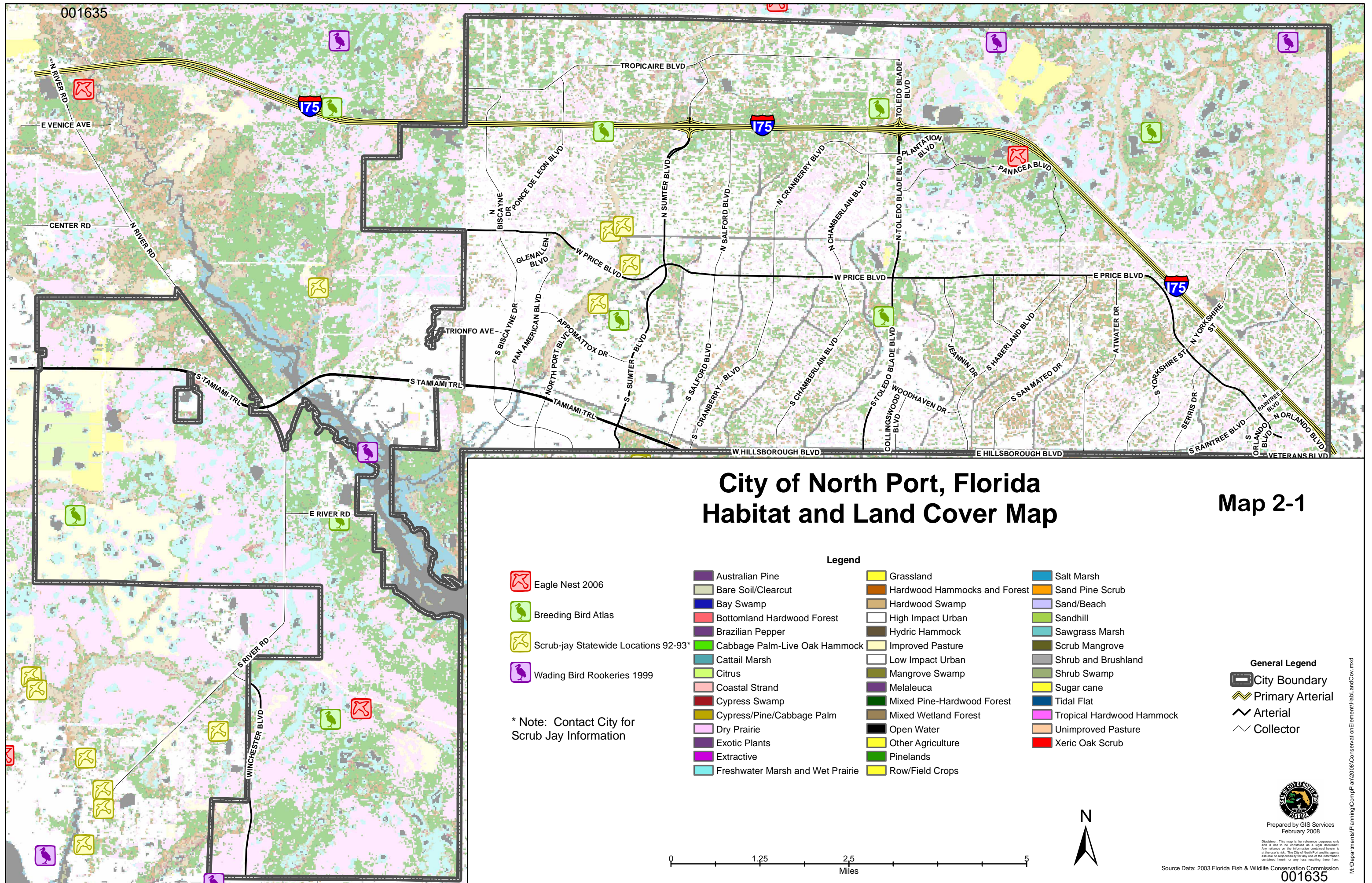
APPENDIX B MAPS



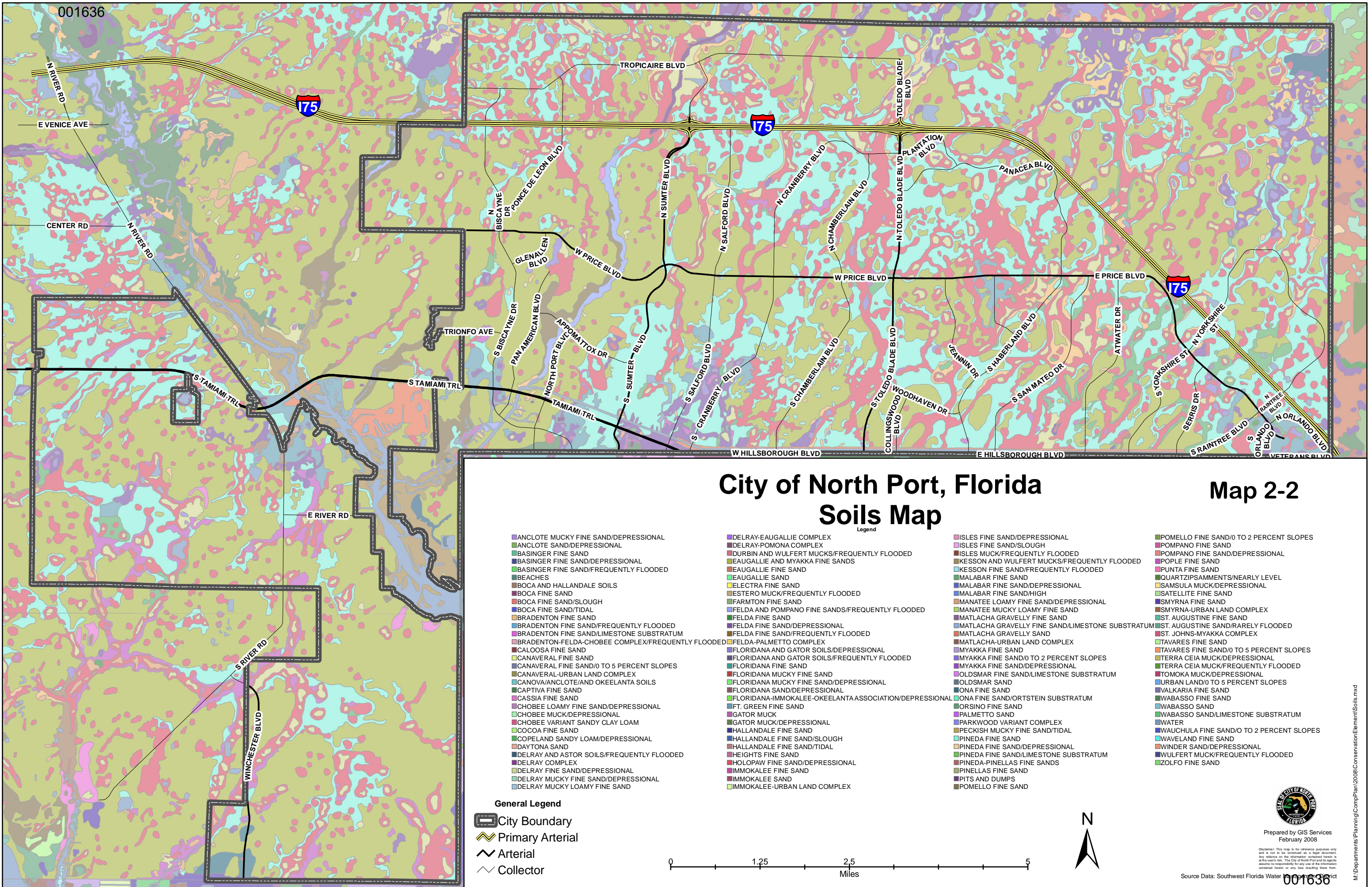
Map 1-1

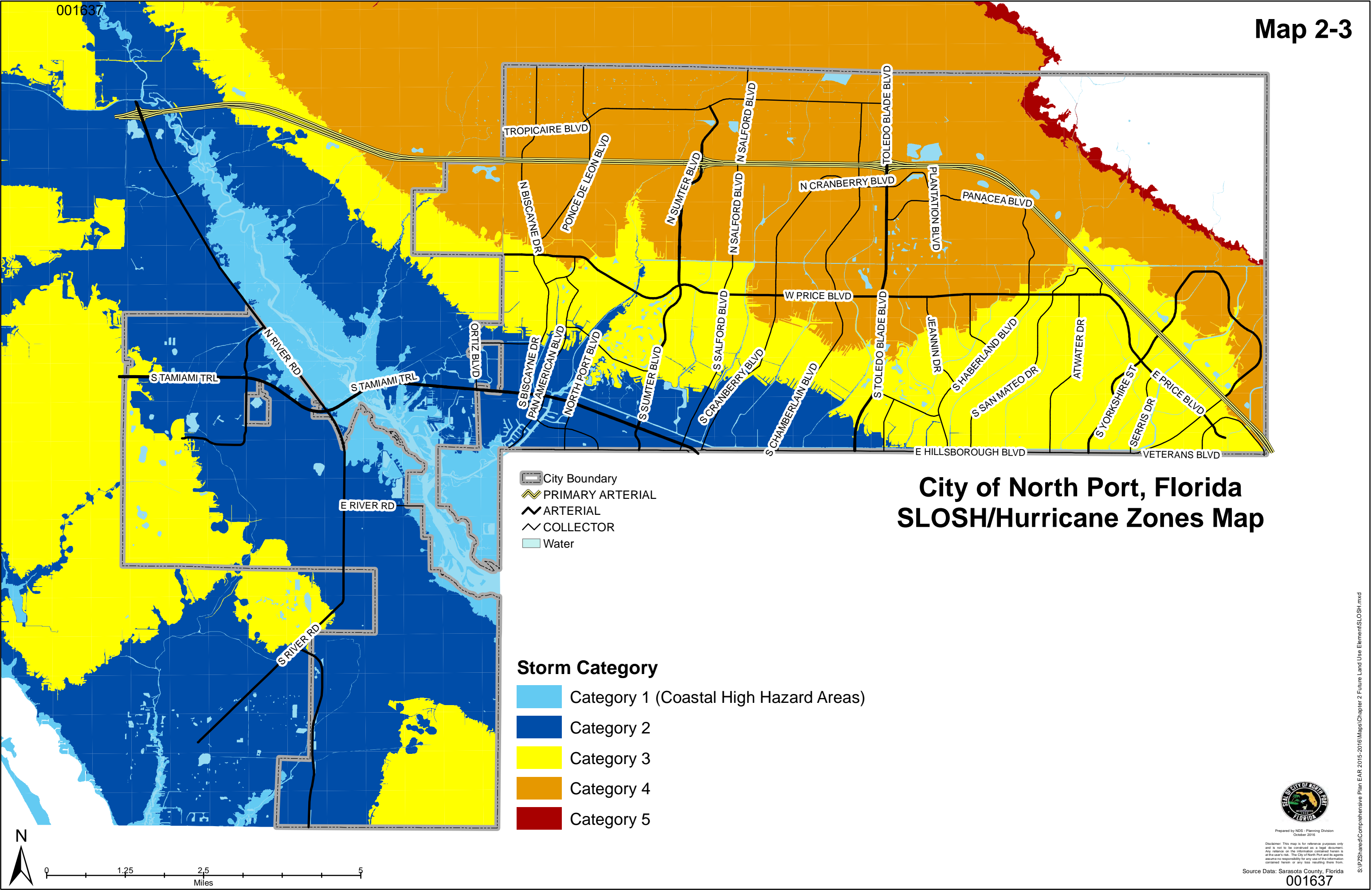
January 2008

001634



001636





City of North Port, Florida High Hazard Areas with Existing Land Use Map

NOTE: The majority of development in this designated High Hazard Area is in unincorporated Sarasota County.

- Category 1 (Coastal High Hazard Area)
- Parcels in the Coastal High Hazard Area
- Existing Land Use
 - Residential - Vacant
 - Residential - Single Family
 - Residential - Mobile Home
 - Residential - Multi-Family
 - Commercial - Vacant
 - Commercial
 - Agricultural
 - Institutional
 - Industrial - Vacant
 - Industrial
 - Recreation/Conservation
 - Government Use

- City Boundary
- PRIMARY ARTERIAL
- ARTERIAL
- COLLECTOR
- WATER




Prepared By
NDS - Planning Division
October 2016


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Rivers, Bays, Lakes and Harbors

CITY OF NORTH PORT, FLORIDA

Legend

 Sarasota County Line

 North Port City Limits

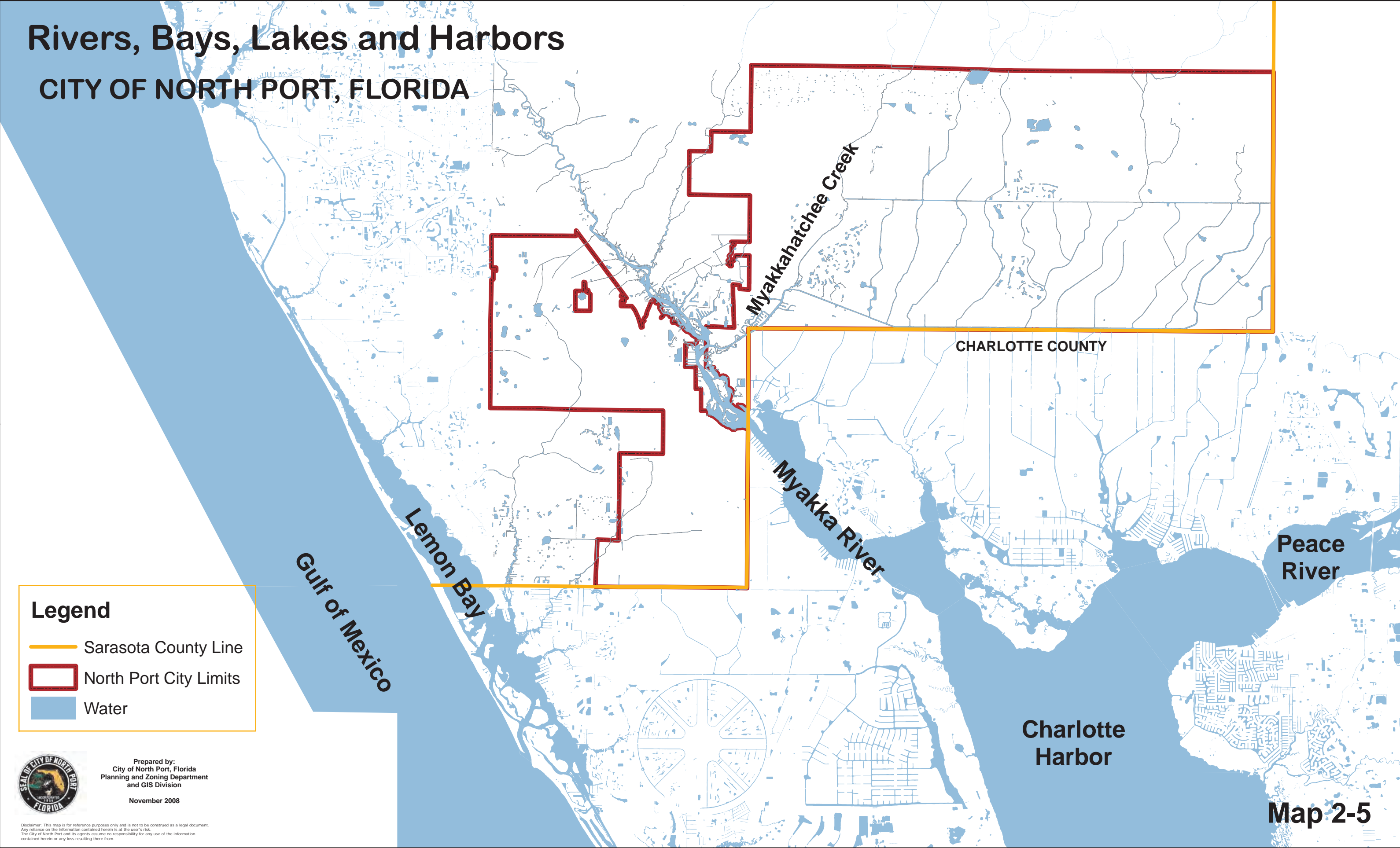
 Water



Prepared by:
City of North Port, Florida
Planning and Zoning Department
and GIS Division

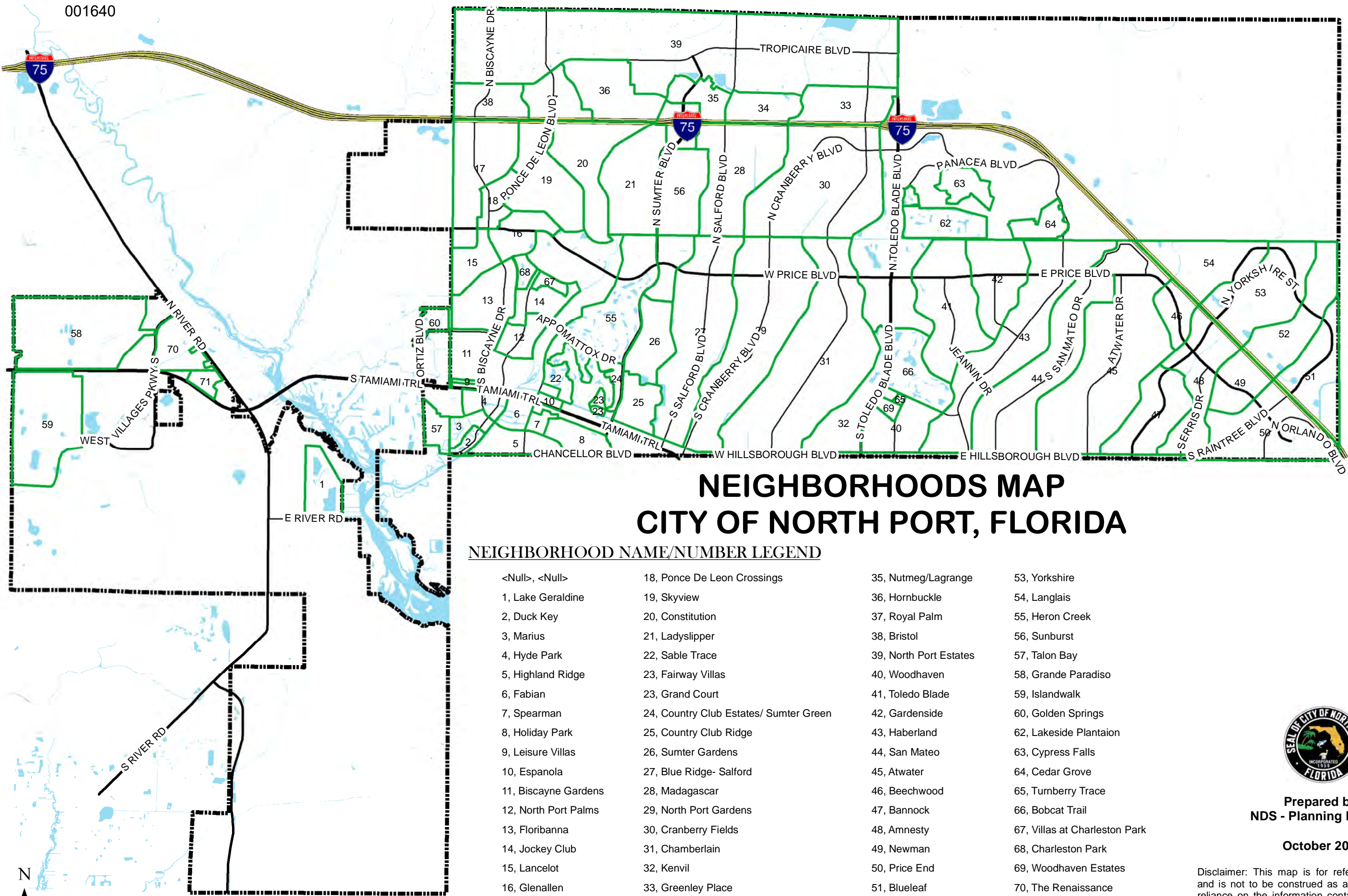
November 2008

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Map 2-5

- Neighborhoods
- City Limits
- PRIMARY ARTERIAL
- ARTERIAL
- COLLECTOR
- WATER



NEIGHBORHOODS MAP CITY OF NORTH PORT, FLORIDA

NEIGHBORHOOD NAME/NUMBER LEGEND

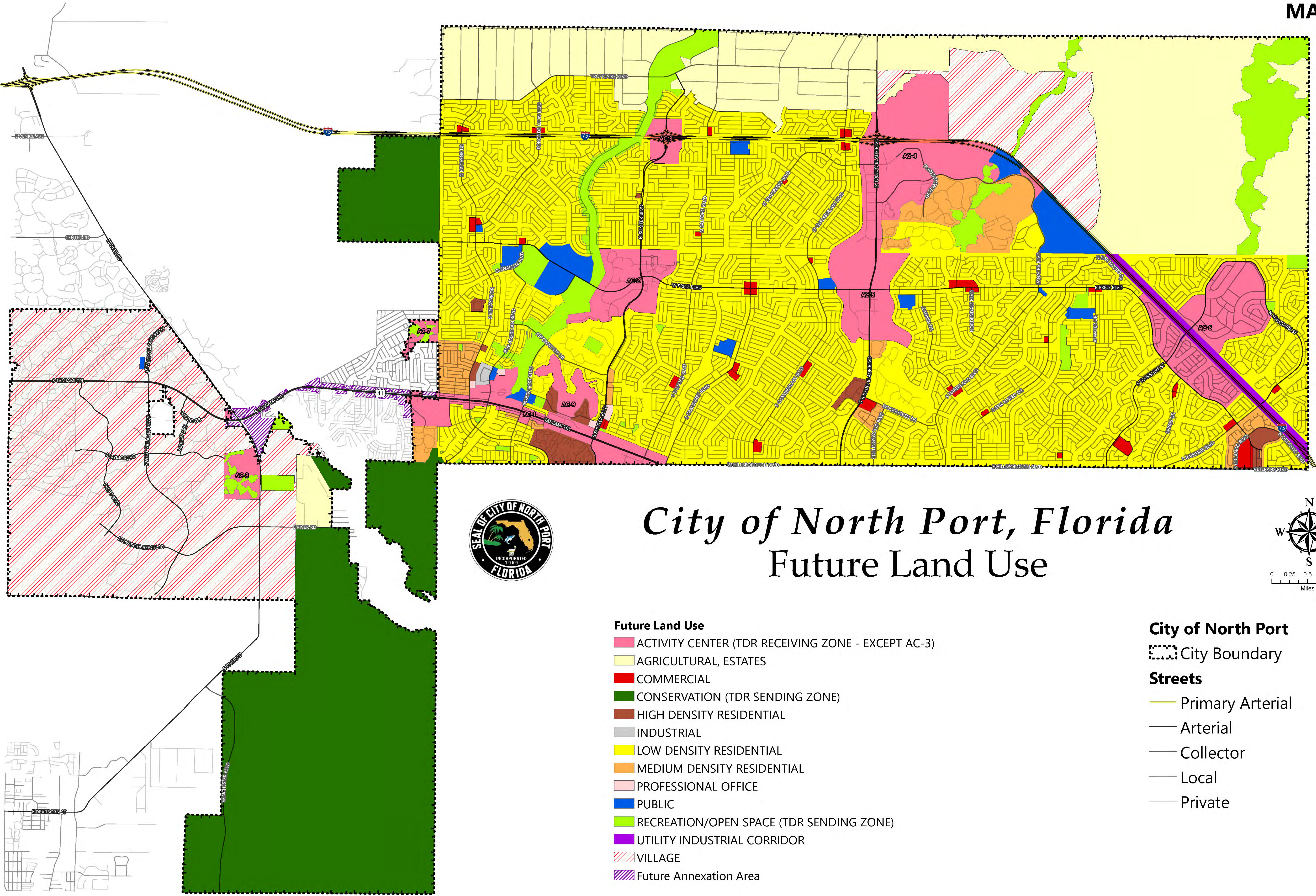
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1, Lake Geraldine	19, Skyview	36, Hornbuckle	54, Langlais
2, Duck Key	20, Constitution	37, Royal Palm	55, Heron Creek
3, Marius	21, Ladyslipper	38, Bristol	56, Sunburst
4, Hyde Park	22, Sable Trace	39, North Port Estates	57, Talon Bay
5, Highland Ridge	23, Fairway Villas	40, Woodhaven	58, Grande Paradiso
6, Fabian	23, Grand Court	41, Toledo Blade	59, Islandwalk
7, Spearman	24, Country Club Estates/ Sumter Green	42, Gardenside	60, Golden Springs
8, Holiday Park	25, Country Club Ridge	43, Haberland	62, Lakeside Plantaion
9, Leisure Villas	26, Sumter Gardens	44, San Mateo	63, Cypress Falls
10, Espanola	27, Blue Ridge- Salford	45, Atwater	64, Cedar Grove
11, Biscayne Gardens	28, Madagascar	46, Beechwood	65, Turnberry Trace
12, North Port Palms	29, North Port Gardens	47, Bannock	66, Bobcat Trail
13, Floribanna	30, Cranberry Fields	48, Amnesty	67, Villas at Charleston Park
14, Jockey Club	31, Chamberlain	49, Newman	68, Charleston Park
15, Lancelot	32, Kenvil	50, Price End	69, Woodhaven Estates
16, Glenallen	33, Greenley Place	51, Blueleaf	70, The Renaissance
17, Meroni Paradise	34, Shawnee Way	52, Fairview	71, The Oasis



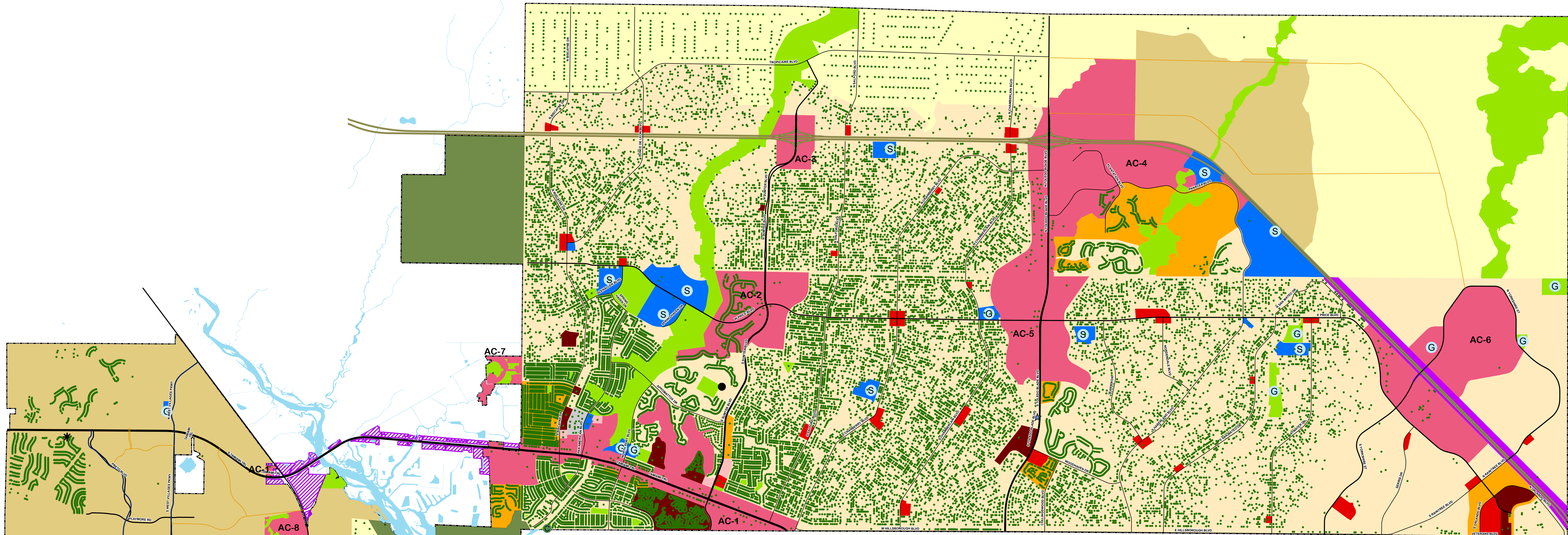
Prepared by:
NDS - Planning Division

October 2016

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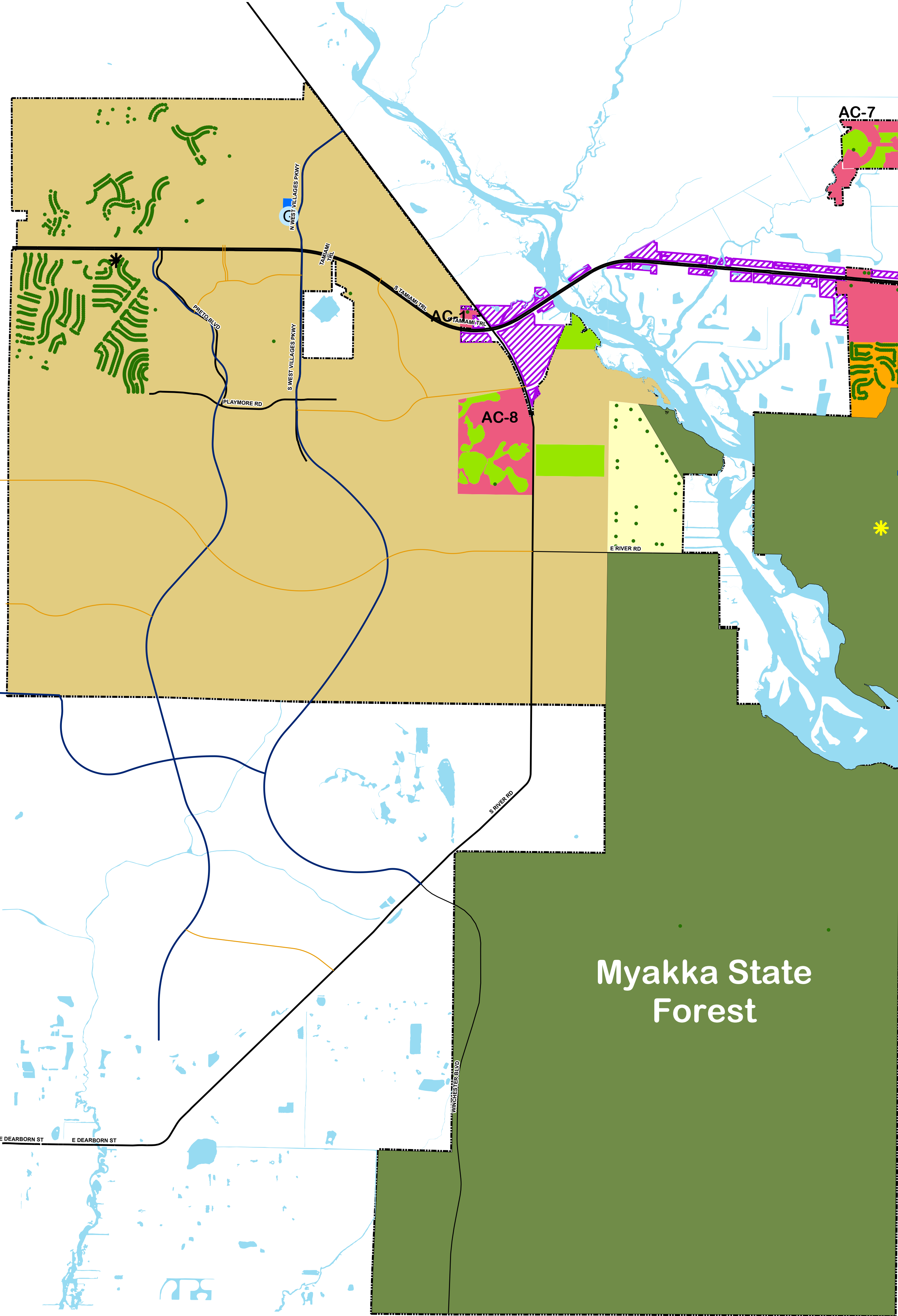


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EXISTING LAND USE MAP

CITY OF NORTH PORT, FLORIDA



- ACTIVITY CENTER (TDR RECEIVING ZONE-EXCEPT AC-3)

COMMERCIAL

CONSERVATION (TDR Sending Zone)

AGRICULTURAL, ESTATES

HIGH-DENSITY RESIDENTIAL

INDUSTRIAL

LOW-DENSITY RESIDENTIAL

MEDIUM-DENSITY RESIDENTIAL

NONE

PROFESSIONAL OFFICE/INSTITUTIONAL

PUBLIC

RECREATION OPEN SPACE (TDR Sending Zone)

UTILITY/INDUSTRIAL CORRIDOR

VILLAGE

Future Annexation Overlay

Water Features and Canals
- Primary Arterial

Arterial

Collector

ARTERIAL

COLLECTOR

Existing Land Use (Built)
- ★ Bobcat Village Non-Residential Area

● Historic Site

● Commercial Recreation

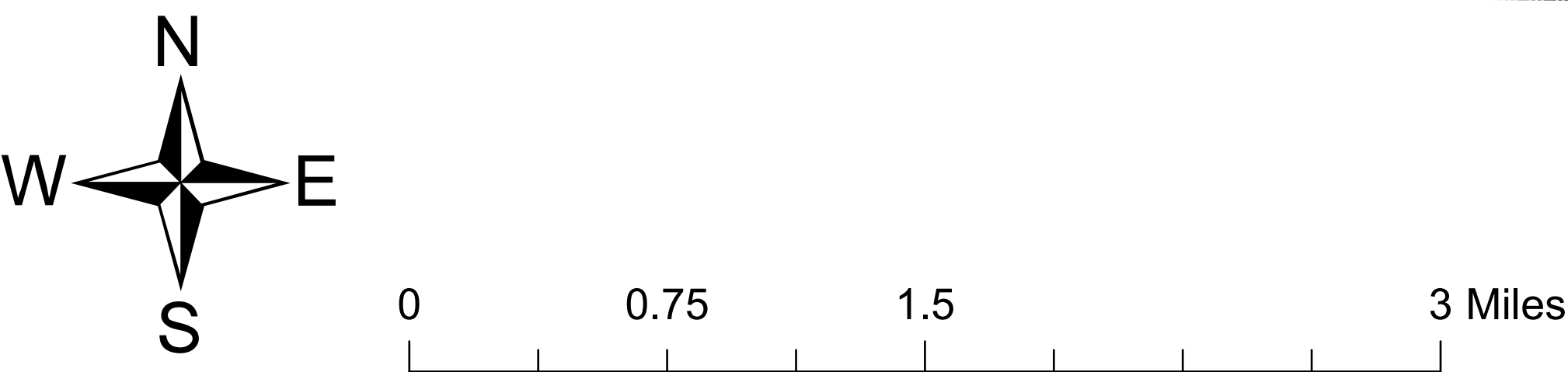
★ Deep Injection Well

G Government Use

● Inactive Privately-Owned Landfill

S School

★ Town Center



Prepared by:
City of North Port, Florida
NDS - Planning Division

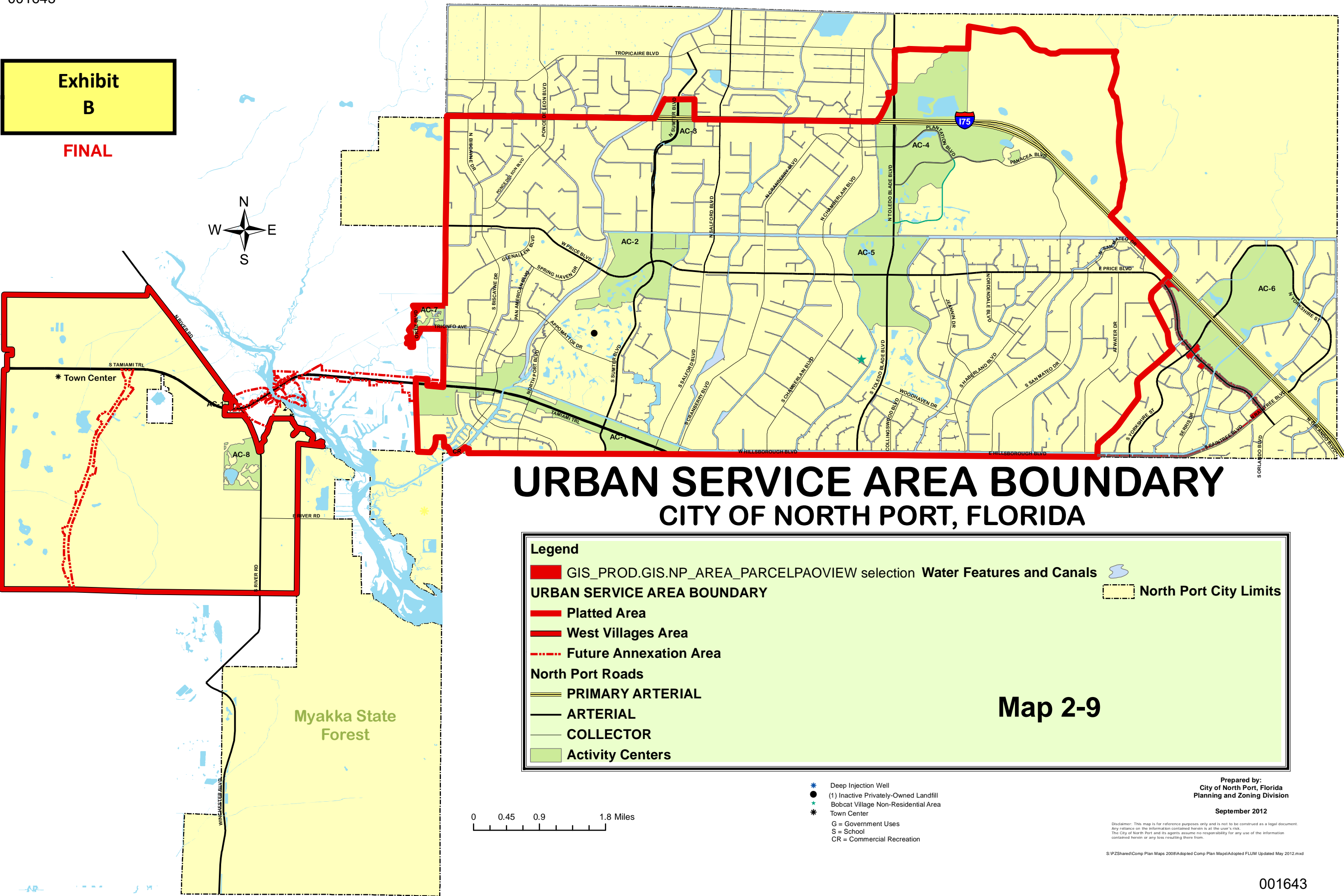
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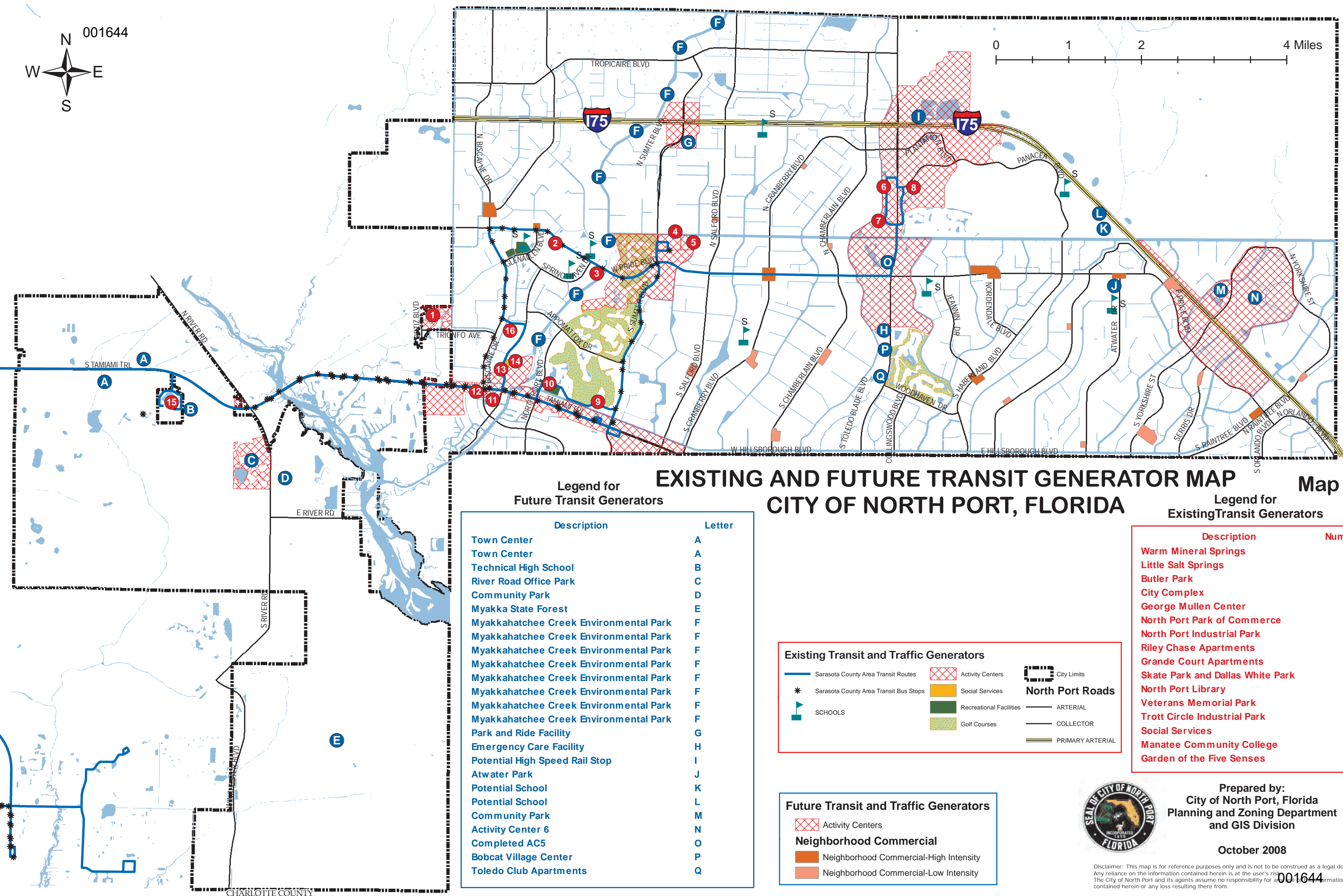
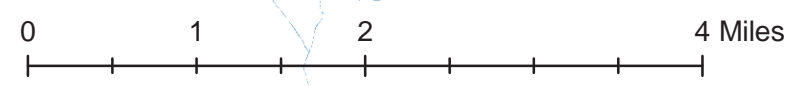
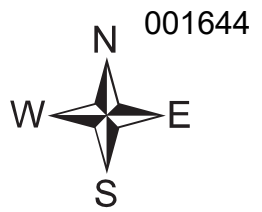
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M:\Departments\Planning

Exhibit
B

FINAL





EXISTING AND FUTURE TRANSIT GENERATOR MAP

CITY OF NORTH PORT, FLORIDA

Map 3-1

Legend for
Future Transit Generators

Description	Letter
Town Center	A
Town Center	A
Technical High School	B
River Road Office Park	C
Community Park	D
Myakka State Forest	E
Myakkahatchee Creek Environmental Park	F
Myakkahatchee Creek Environmental Park	F
Myakkahatchee Creek Environmental Park	F
Myakkahatchee Creek Environmental Park	F
Myakkahatchee Creek Environmental Park	F
Myakkahatchee Creek Environmental Park	F
Myakkahatchee Creek Environmental Park	F
Park and Ride Facility	G
Emergency Care Facility	H
Potential High Speed Rail Stop	I
Atwater Park	J
Potential School	K
Potential School	L
Community Park	M
Activity Center 6	N
Completed AC5	O
Bobcat Village Center	P
Toledo Club Apartments	Q

Legend for
Existing Transit Generators

Description	Number
Warm Mineral Springs	1
Little Salt Springs	2
Butler Park	3
City Complex	4
George Mullen Center	5
North Port Park of Commerce	6
North Port Industrial Park	7
Riley Chase Apartments	8
Grande Court Apartments	9
Skate Park and Dallas White Park	10
North Port Library	11
Veterans Memorial Park	12
Trott Circle Industrial Park	13
Social Services	14
Manatee Community College	15
Garden of the Five Senses	16

Existing Transit and Traffic Generators

Sarasota County Area Transit Routes

Sarasota County Area Transit Bus Stops

SCHOOLS

Activity Centers

Social Services

Recreational Facilities

Golf Courses

City Limits

North Port Roads

ARTERIAL

COLLECTOR

PRIMARY ARTERIAL

Future Transit and Traffic Generators

Activity Centers

Neighborhood Commercial

Neighborhood Commercial-High Intensity

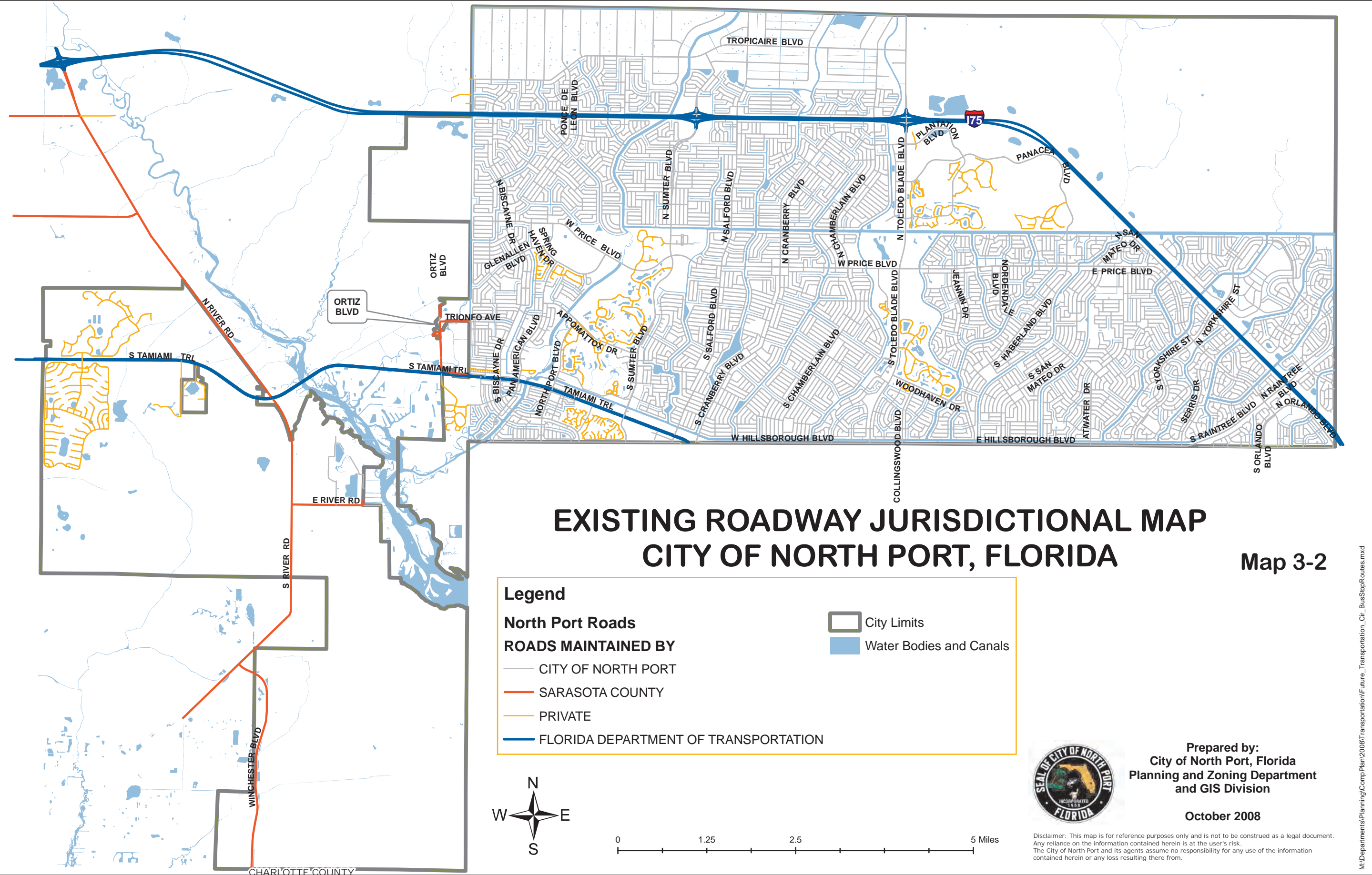
Neighborhood Commercial-Low Intensity



Prepared by:
City of North Port, Florida
Planning and Zoning Department
and GIS Division

October 2008

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FUTURE ROADWAY JURISDICTIONAL MAP

CITY OF NORTH PORT, FL

*This map illustrates anticipated future roadways & maintenance responsibilities.
The maintenance of all other roadways shall be consistent with Map 3-2.

FUTURE NORTH PORT ROADS

Maintained By.

CITY OF NORTH PORT

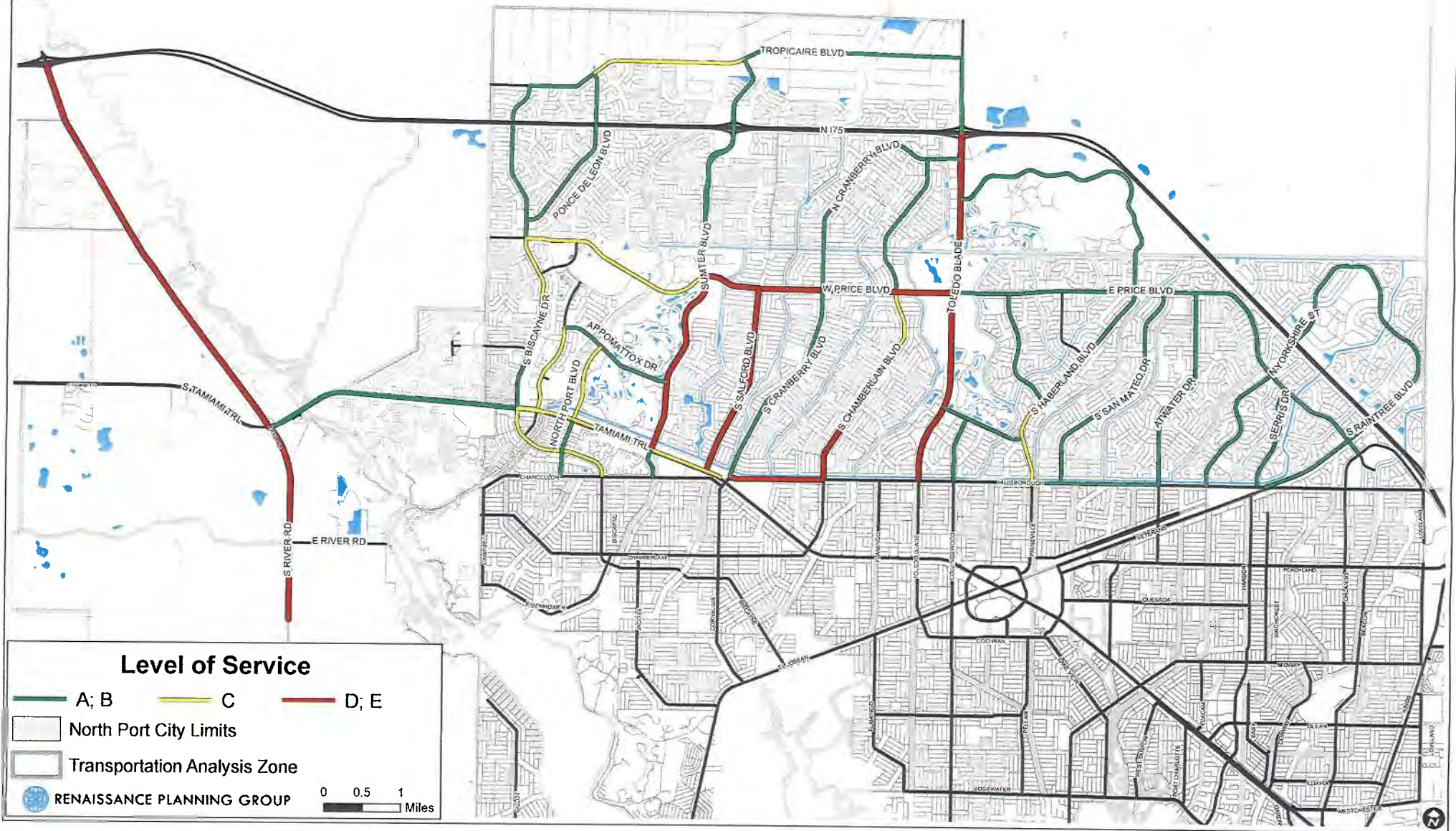
 PRIVATE

Prepared By
NDS - Planning Division
October 2016

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2008 Projected Roadway Peak Hour Levels of Service

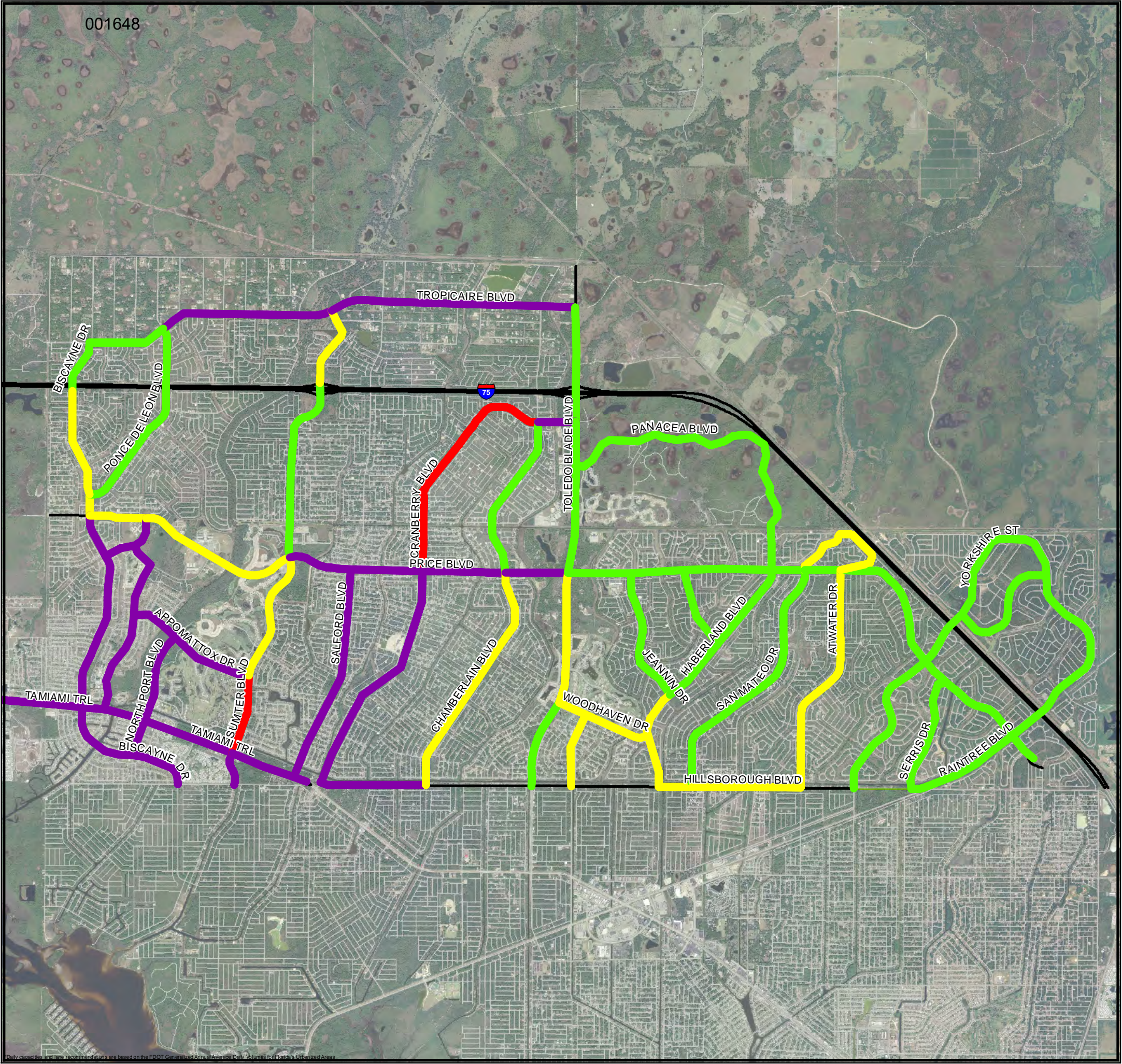
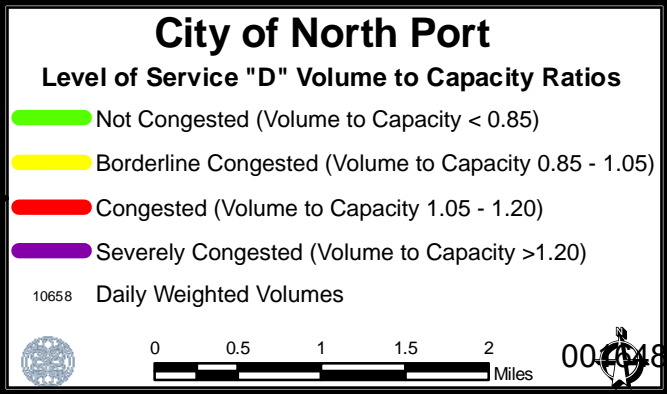
Map 3-3

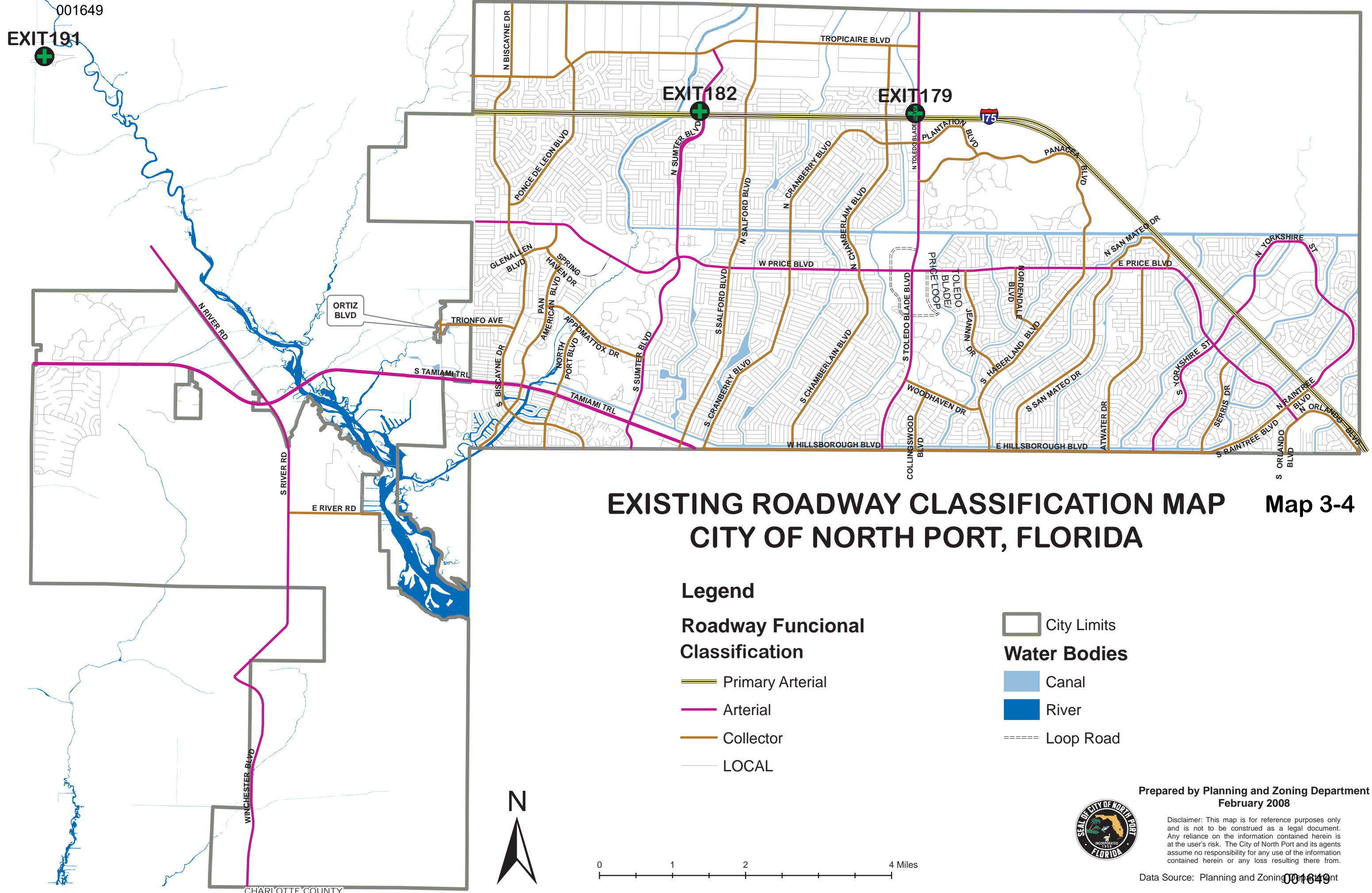


City of North Port

LOS "D" Congestion Levels

Seg ID	Segment Length	Roadway	From	To	Volumes	Daily Capacity LOS "D" Standards	w/c LOS "D"
1	11.1	RIVER RD	I - 75	US 41	65,974	21,700	3.040
2	8.26	RIVER RD	US 41	Winchester Blvd	36,768	10,000	3.677
3	6.7	TAMIAMI TRL	River Road	Biscayne Dr	132,192	32,700	4.043
4	2.06	BISCAYNE DR	Elyton Drive	US 41	19,092	10,000	1.909
5	2.62	BISCAYNE DR	Price Blvd	Elyton Dr	14,568	10,000	1.457
6	2.96	BISCAYNE DR	End (I-75)	Price Blvd	9,288	10,000	0.929
7	3.2	PONCE DE LEON BLVD	I - 75	Biscayne Dr	7,680	10,000	0.768
8	3.3	BISCAYNE DR	US 41	Chancellor Blvd	31,486	10,000	3.149
9	2.36	PAN AMERICAN BLVD	Appomattox Drive	US 41	18,692	10,000	1.869
10	5.14	PRICE BLVD	Byscane Drive	Sumter Blvd	12,606	14,600	0.863
11	1.86	SUMTER BLVD	Appomattox Dr	US 41	33,548	31,100	1.079
12	3.08	SUMTER BLVD	Price Blvd	Appomattox Dr	27,732	31,100	0.892
13	4.36	SUMTER BLVD	I - 75	Price Blvd	24,556	31,100	0.790
14	5.44	TAMIAMI TRL	Biscayne Drive	Hillsborough Blvd	61,674	32,700	1.886
15	3.1	W PRICE BLVD	Sumter Blvd	Cranberry Blvd	22,890	14,600	1.568
16	2.54	SALFORD BLVD	Price Blvd	Wall Ln	12,138	10,000	1.214
18	2.44	HILLSBOROUGH BLVD	Cranberry Blvd	Chamberland Blvd	12,318	10,000	1.232
19	4.34	CRANBERRY BLVD	Ridley Lane	US 41	13,356	10,000	1.336
20	1.28	CRANBERRY BLVD	Price Blvd	Ridley Lane	12,838	10,000	1.284
21	5.58	CRANBERRY BLVD	Chamberlain Blvd	Price Blv	10,758	10,000	1.076
25	2.86	CHAMBERLAIN BLVD	Alegheny Ln	Hillsborough Blvd	10,440	10,000	1.044
26	2.7	CHAMBERLAIN BLVD	Price Blvd	Alegheny Ln	10,100	10,000	1.010
27	3.88	CHAMBERLAIN BLVD	Cranberry Blvd	Price Blvd	7,584	10,000	0.758
28	3.36	PRICE BLVD	Cranberry Blvd	Toledo Blade Blvd	17,540	14,600	1.201
30	2.1	TOLEDO BLADE BLVD	Woodhaven Dr.	Hillsborough Blvd	24,430	31,100	0.786
31	3.02	TOLEDO BLADE BLVD	Price Blvd	Woodaven Dr	26,460	31,100	0.851
32	4.3	TOLEDO BLADE BLVD	I - 75	Price Blvd	20,216	31,100	0.650
36	3.16	JEANNIN DR	Price Blvd	Haberland Blvd	3,836	10,000	0.384
37	4.7	PRICE BLVD	Toledo Blade Blvd	Haberland Blvd	7,116	14,600	0.487
39	3.76	HABERLAND BLVD	Price Blvd	Jeannin Dr	4,612	10,000	0.461
40	1.88	PANACEA BLVD	Marton Oak Blvd	Price Blvd	4,532	10,000	0.453
41	2.58	SAN MATEO DR	Price Blvd	Nashville Ln	7,030	10,000	0.703
42	3.3	HILLSBOROUGH BLVD	Haberland blvd	Atwater Dr	10,214	10,000	1.021
44	2.1	ATWATER DR	Caputo Ave	Hillsborough Blvd	9,776	10,000	0.978
45	3.34	ATWATER DR	Price Blvd	Caputo Ave	9,056	10,000	0.906
46	3.66	YORKSHIRE ST	Veterans Blvd	Price Blvd	3,962	10,000	0.396
47	4.9	PRICE BLVD	Haberland Blvd	Yorkshire St	11,818	14,600	0.809
48	3.12	PRICE BLVD	Yorkshire St	Orlando Blvd	11,136	14,600	0.763
51	1.24	BISCAYNE DR	Tropicaire Blvd	End (I-75)	7,164	10,000	0.716
52	1.82	TROPICAIRE BLVD	Biscayne Drive	Ponce De Leon Blvd	7,184	10,000	0.718
53	1.42	PONCE DE LEON BLVD	Tropicaire Blvd	I-75	7,432	10,000	0.743
54	4	TROPICAIRE BLVD	Ponce De Leon Blvd	Sumter Blvd	13,126	10,000	1.313
55	1.92	SUMTER BLVD	Tropicaire Blvd	I-75	14,258	14,600	0.977
56	5.7	TROPICAIRE BLVD	Sumter Blvd	Toledo Blade Blvd	15,404	10,000	1.540
57	1.82	TOLEDO BLADE BLVD	Tropicaire Blvd	I-75	11,348	31,100	0.365
58	0.88	CRANBERRY BLVD	Toledo Blade Blvd	Chamberland Blvd	16,380	10,000	1.638
59	5.98	PANACEA BLVD	Toledo Blade Blvd	Marton Oak Blvd	3,892	10,000	0.389
60	3.1	APPOMATTOX DR	Pan American Blvd	Sumter Blvd	17,276	10,000	1.728
61	2.08	NORTH PORT BLVD	Appomattox Drive	US 41	13,570	10,000	1.357
62	0.84	NORTH PORT BLVD	US 41	Biscayne Dr	18,102	10,000	1.810
63	0.78	SUMTER BLVD	US 41	Chancellor Blvd	19,156	31,100	0.616
64	2.5	SALFORD BLVD	Wall Lane	US 41	14,098	10,000	1.410
65	1.76	COLLINGSWOOD BLVD	Woodhaven Dr.	Hillsborough Blvd	8,678	10,000	0.868
66	2.24	WOODHAVEN DR	Toledo Blade Blvd	Haberland Blvd	9,386	10,000	0.939
67	2.34	HABERLAND BLVD	Jeannin Dr	Hillsborough Blvd	10,220	10,000	1.022
68	3.58	SAN MATEO DR	Nashville Ln	Hillsborough Blvd	7,020	10,000	0.702
69	2.78	SERRIS DR	Price Blvd	Hillsborough Blvd	500	10,000	0.050
70	2.68	RAINTREE BLVD	Price Blvd	Hillsborough Blvd	2,916	10,000	0.292
71	5	YORKSHIRE ST	Price Blvd	Silverleaf Rd	1,836	10,000	0.184
72	4.94	YORKSHIRE ST	Silverleaf Road	Price Blvd	816	10,000	0.082
545	1.92	NORDENDALE BLVD	Price Blvd	Haberland Blvd	692	10,000	0.069
546	3.1	SAN MATEO	Price Blvd	Price Blvd	10,006	10,000	1.001
547	2.98	LANGLAIS DR	Yorkshire St	Yorkshire St	404	10,000	0.040
548	1.86	GLENALLEN BLVD	Price Blvd	Biscayne Dr	13,514	10,000	1.351
549	1.46	PAN AMERICAN BLVD	Spring Haven	Appomattox Dr	12,740	10,000	1.274





EXISTING ROADWAY CLASSIFICATION MAP

CITY OF NORTH PORT, FLORIDA

Map 3-4

Legend

Roadway Funcional Classification

- Primary Arterial
- Arterial
- Collector
- LOCAL

City Limits

Water Bodies

- Canal
- River
- Loop Road

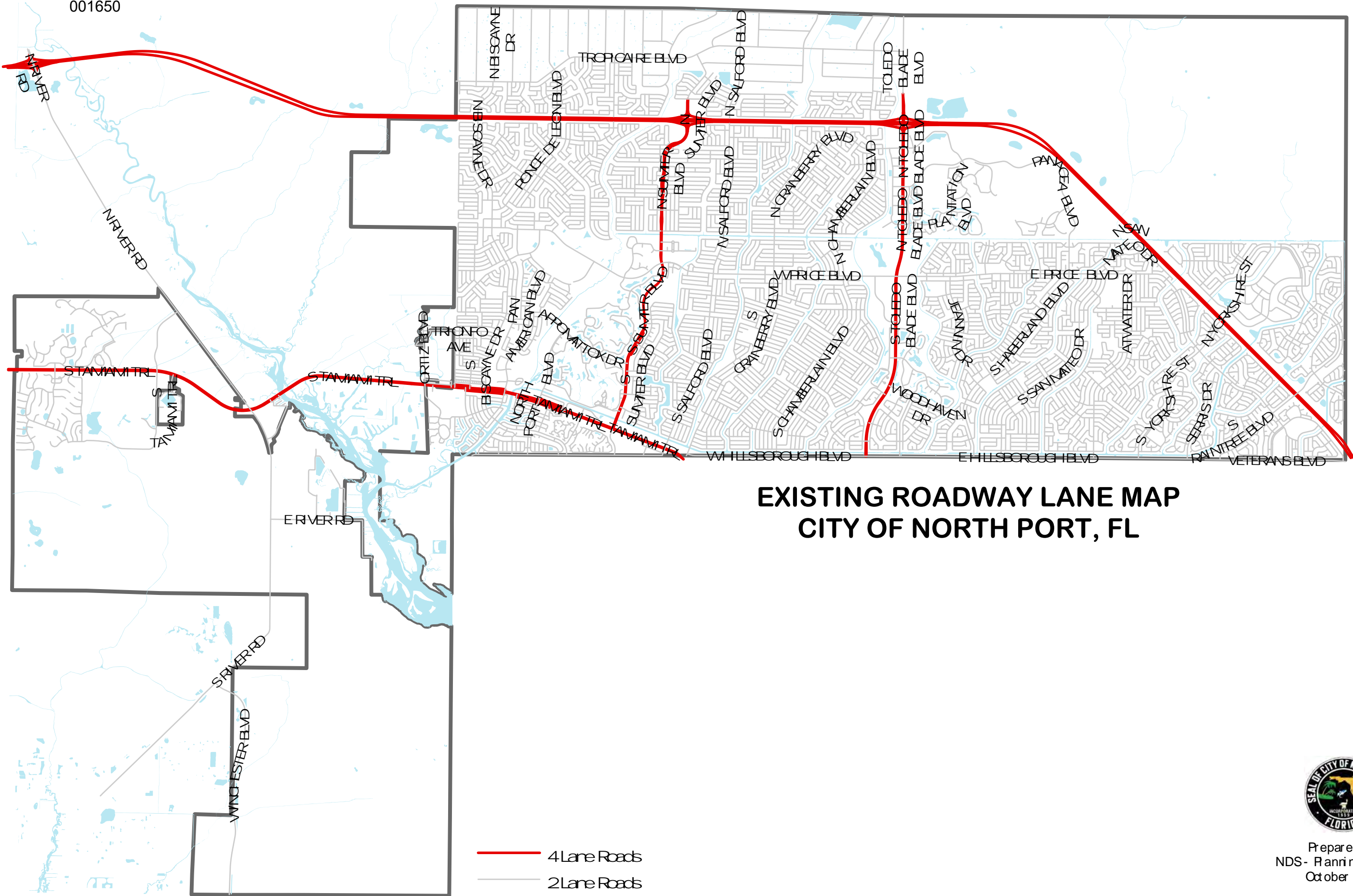


Prepared by Planning and Zoning Department
February 2008

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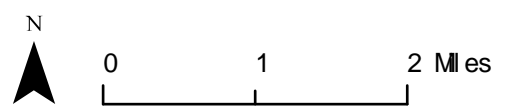
Data Source: Planning and Zoning Department

- Water Bodies and Canals
- City Limits



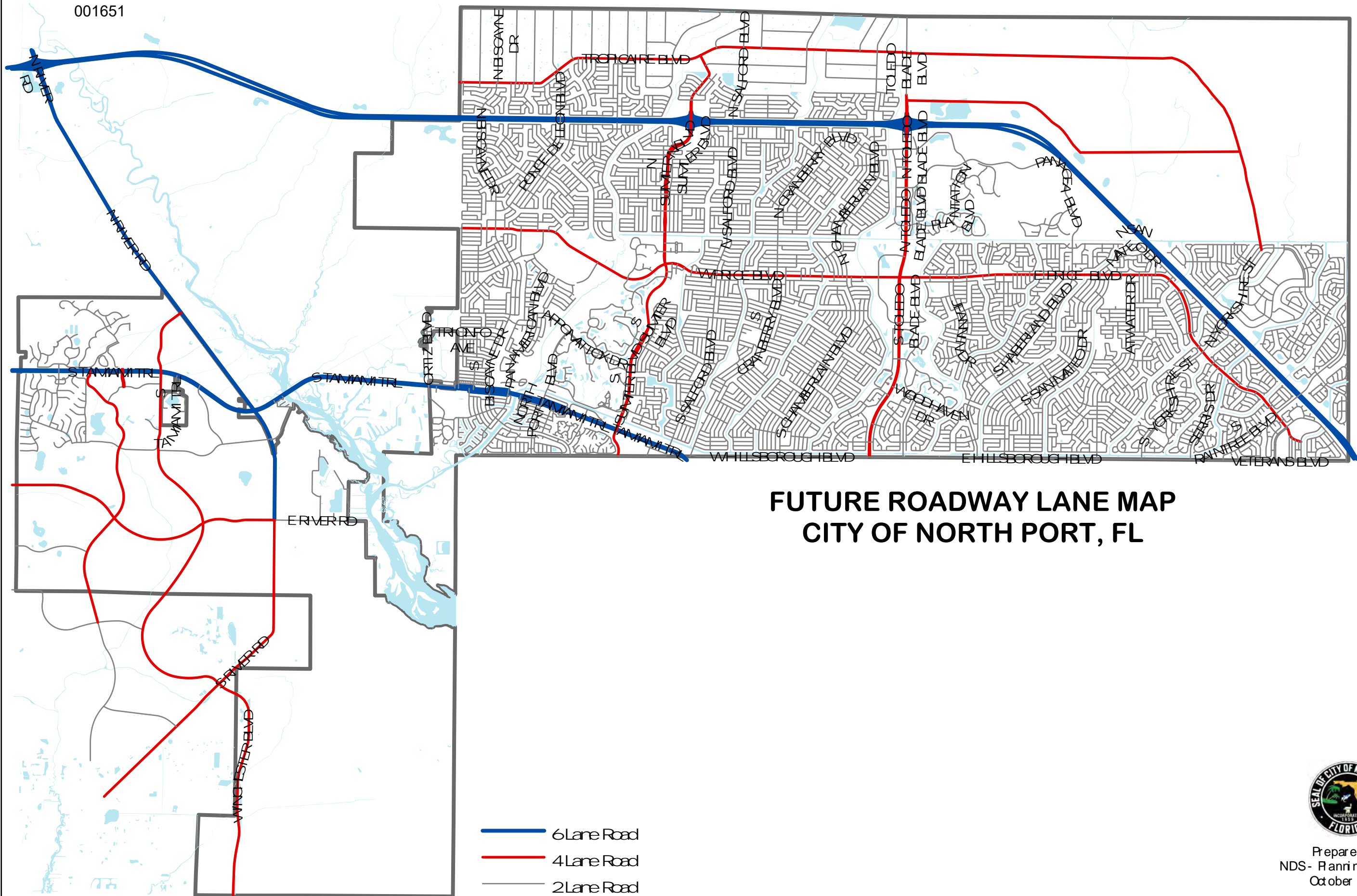
EXISTING ROADWAY LANE MAP CITY OF NORTH PORT, FL

- 4 Lane Roads
- 2 Lane Roads



Prepared By
NDS- Planning Division
October 2016

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FUTURE ROADWAY LANE MAP CITY OF NORTH PORT, FL

- 6 Lane Road
- 4 Lane Road
- 2 Lane Road



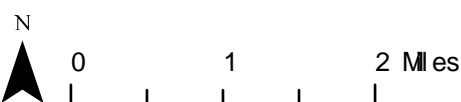
Prepared By
NDS- Planning Division
October 2016

Disclaimer: This map is for reference purposes only and is not to be construed as a legal document. Any reliance on the information contained herein is at the user's risk. The City of North Port and its agents assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

FUTURE TRANSPORTATION CIRCULATION MAP CITY OF NORTH PORT, FL



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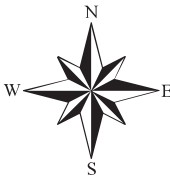
Seal of the City of North Port, Florida. The seal features a circular design with a map of Florida in the center, highlighting the city of North Port. The text "SEAL OF CITY OF NORTH PORT" is written around the top half of the circle, and "FLORIDA" is at the bottom. The year "INCORPORATED 2005" is written across the middle of the seal.

Prepared By
NDS - Planning Division
June 2017

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WELLFIELDS IN THE NORTH PORT AREA OF SARASOTA COUNTY

Map 4-1A



Community Wells with greater than 100,000 gallons per day

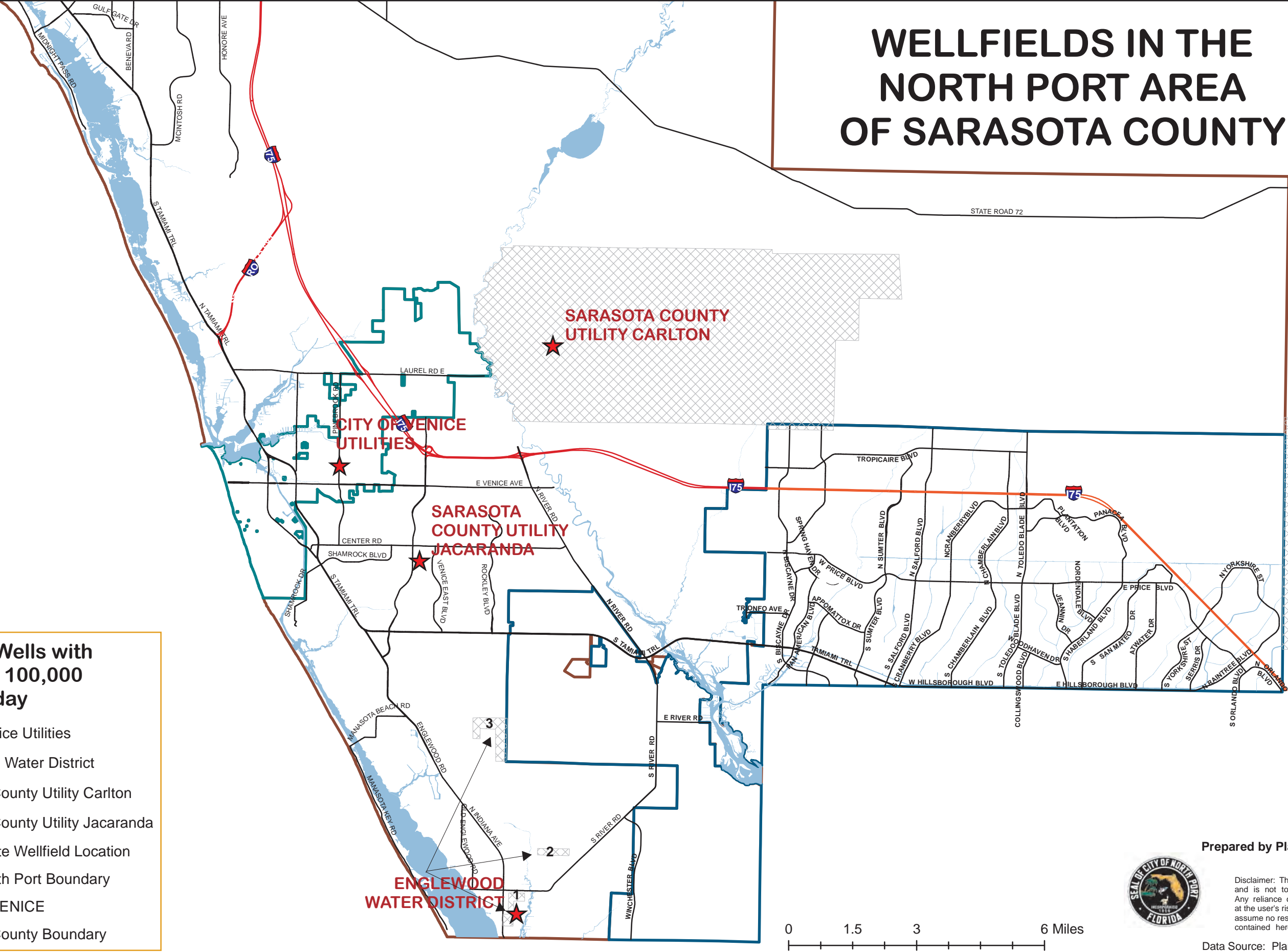
- ★ City of Venice Utilities
- ★ Englewood Water District
- ★ Sarasota County Utility Carlton
- ★ Sarasota County Utility Jacaranda

Approximate Wellfield Location

City of North Port Boundary

CITY OF VENICE

Sarasota County Boundary



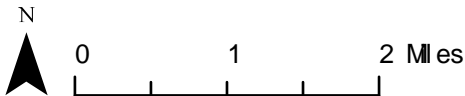
PEACE-MANASOTA WSA



Prepared by Planning and Zoning Department
October 2008





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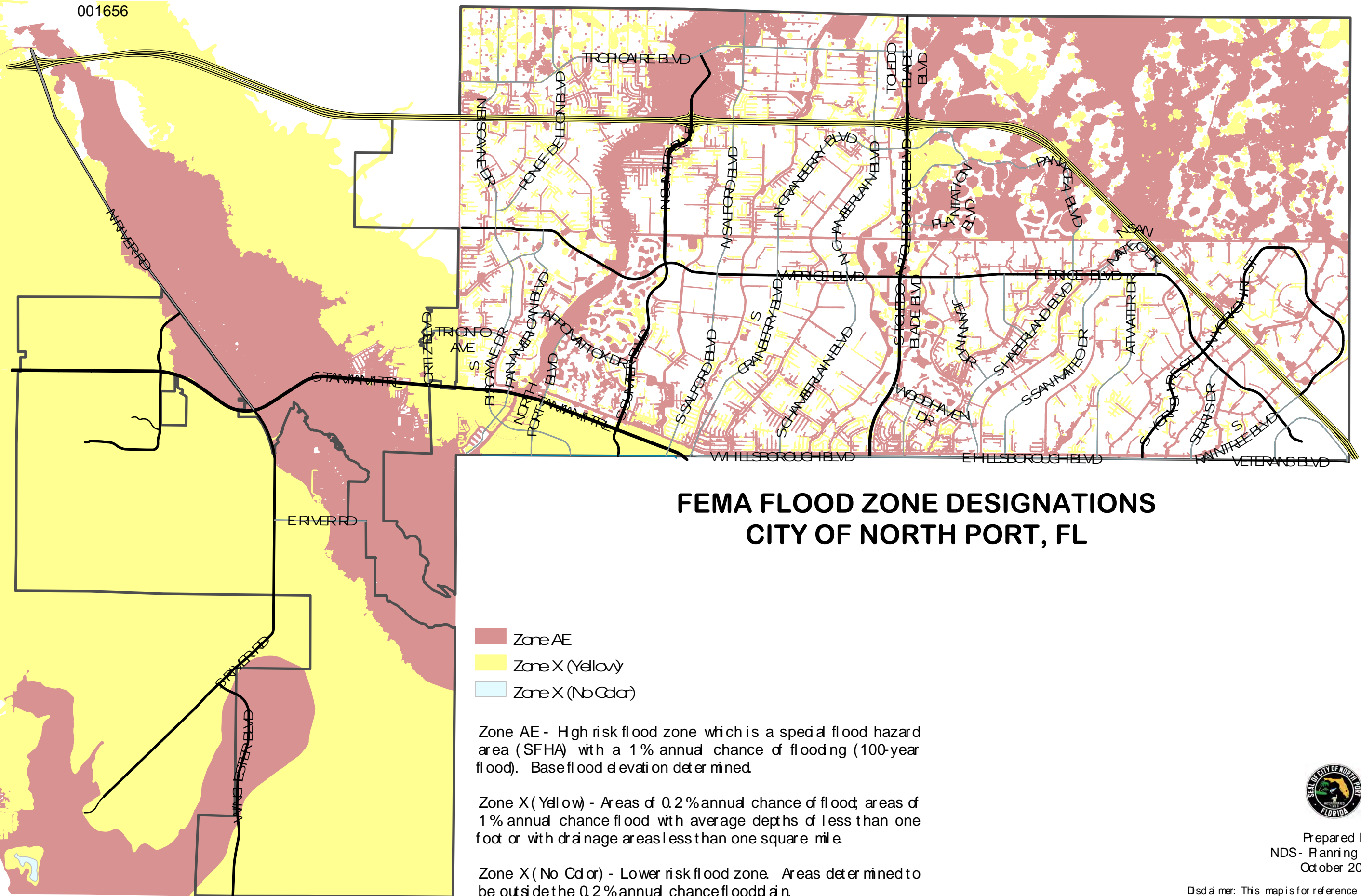
Data Source: Planning and Zoning Department






Prepared By
NDS- Planning Division
June 2017

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-  City Boundary
-  PRINCIPAL ARTERIAL
-  ARTERIAL
-  COLLECTOR



FEMA FLOOD ZONE DESIGNATIONS CITY OF NORTH PORT, FL

-  Zone AE
-  Zone X (Yellow)
-  Zone X (No Color)

Zone AE - High risk flood zone which is a special flood hazard area (SFHA) with a 1% annual chance of flooding (100-year flood). Base flood elevation determined.

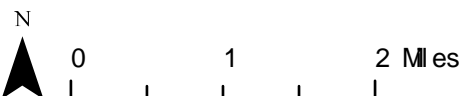
Zone X (Yellow) - Areas of 0.2% annual chance of flood; areas of 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile.

Zone X (No Color) - Lower risk flood zone. Areas determined to be outside the 0.2% annual chance flood plain.

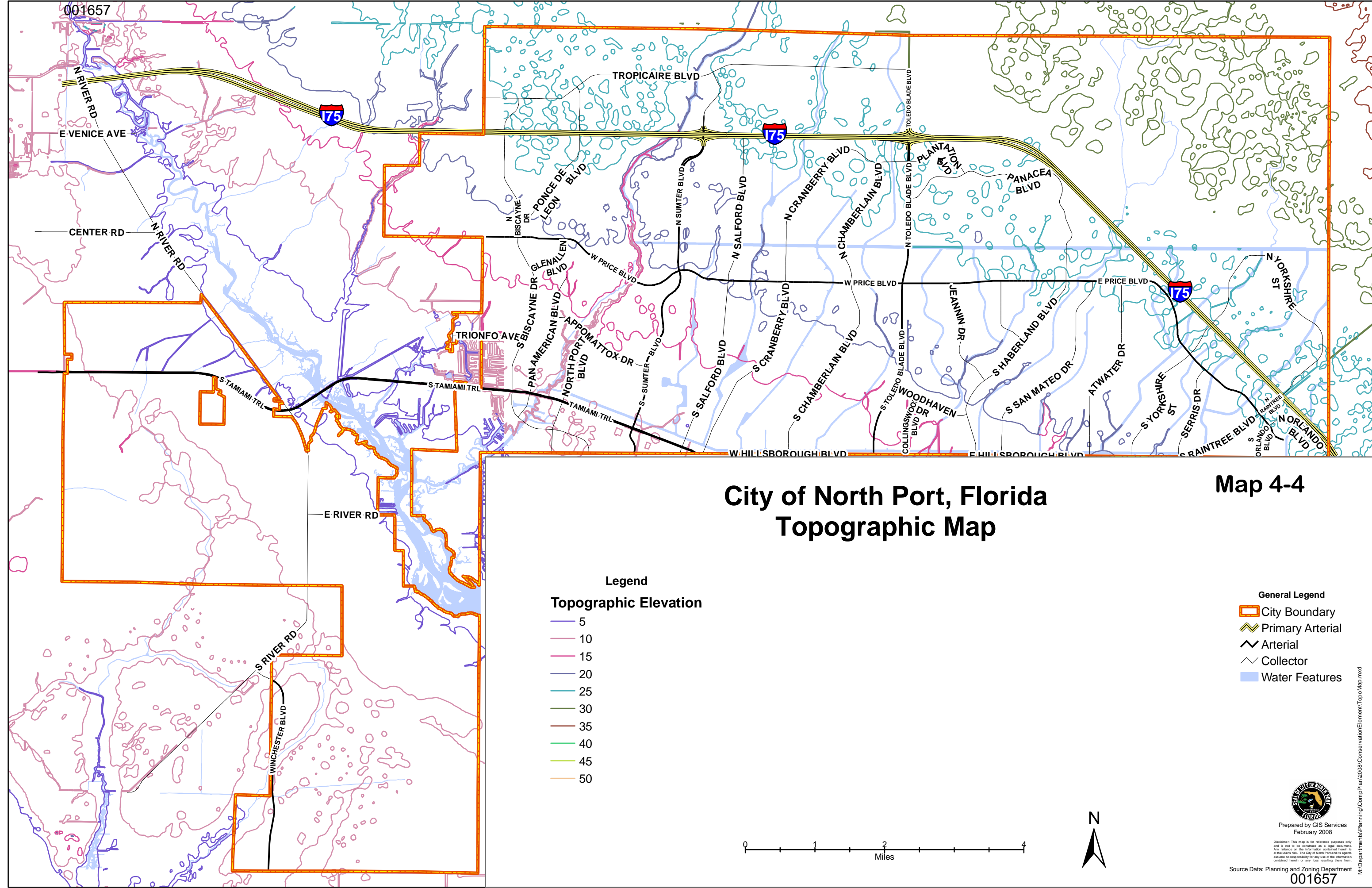


Prepared By
NDS- Planning Division
October 2016

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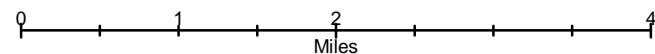
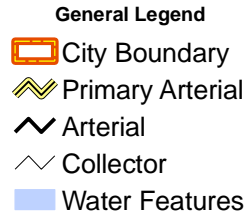
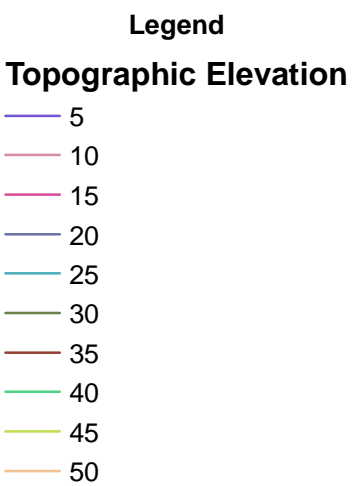


001657



City of North Port, Florida Topographic Map

Map 4-4



Prepared by GIS Services
February 2008

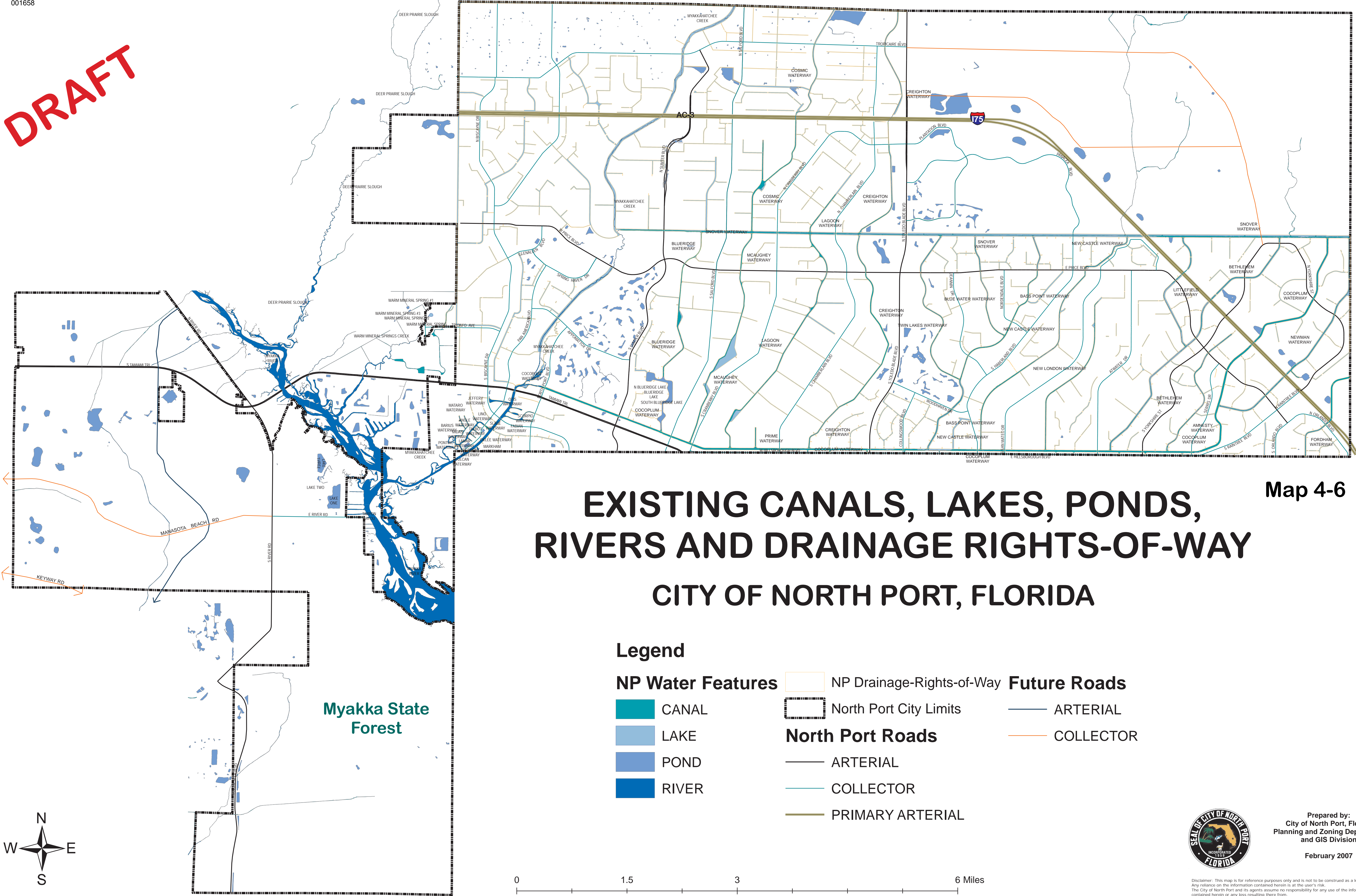
Disclaimer: This map is for reference purposes only and is not to be construed as a legal document. Any reliance on the information contained herein is at the user's risk. The City of North Port and its agencies assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

Source Data: Planning and Zoning Department

001657

M:\Departments\Planning\CompPlan2008\ConservationElement\TopoMap.mxd

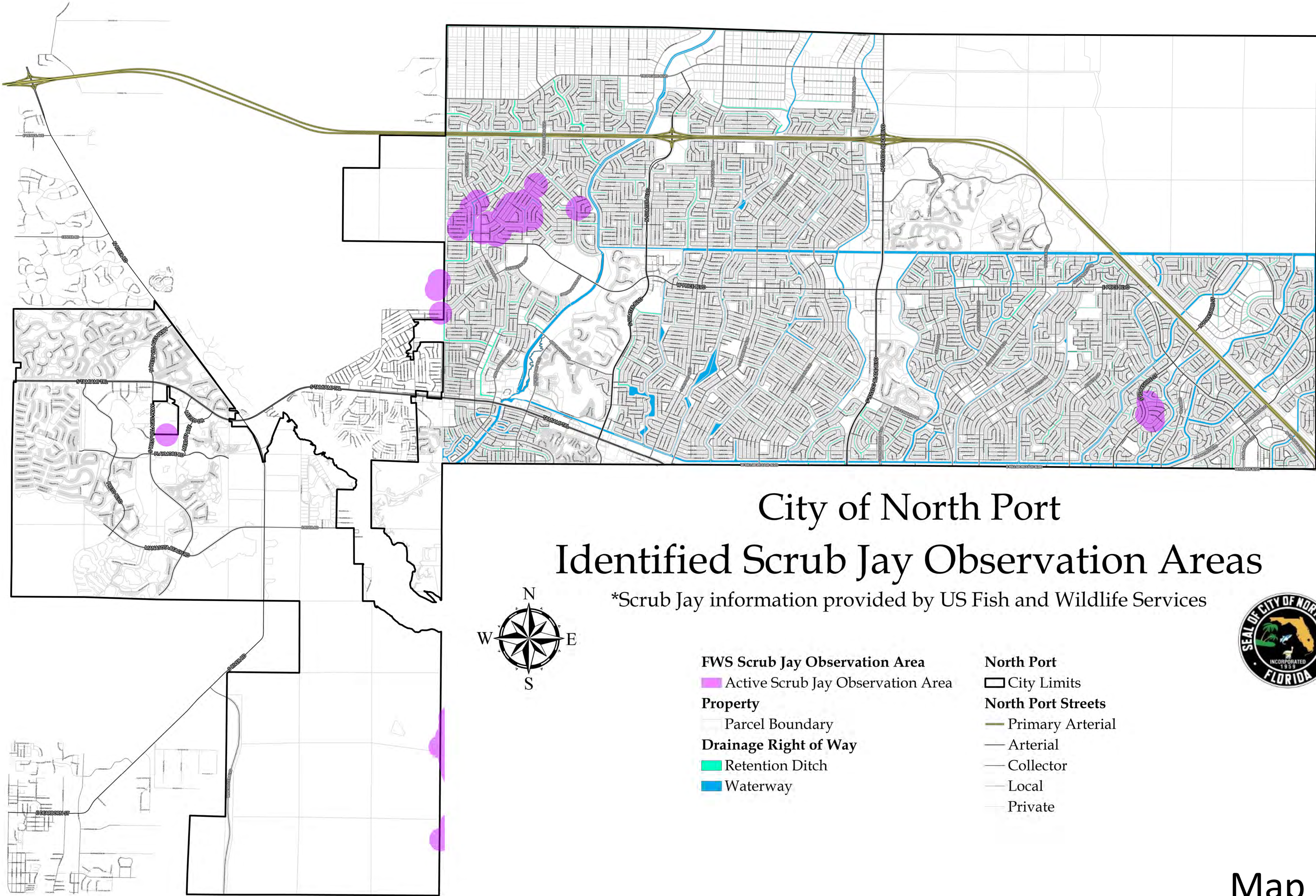
DRAFT

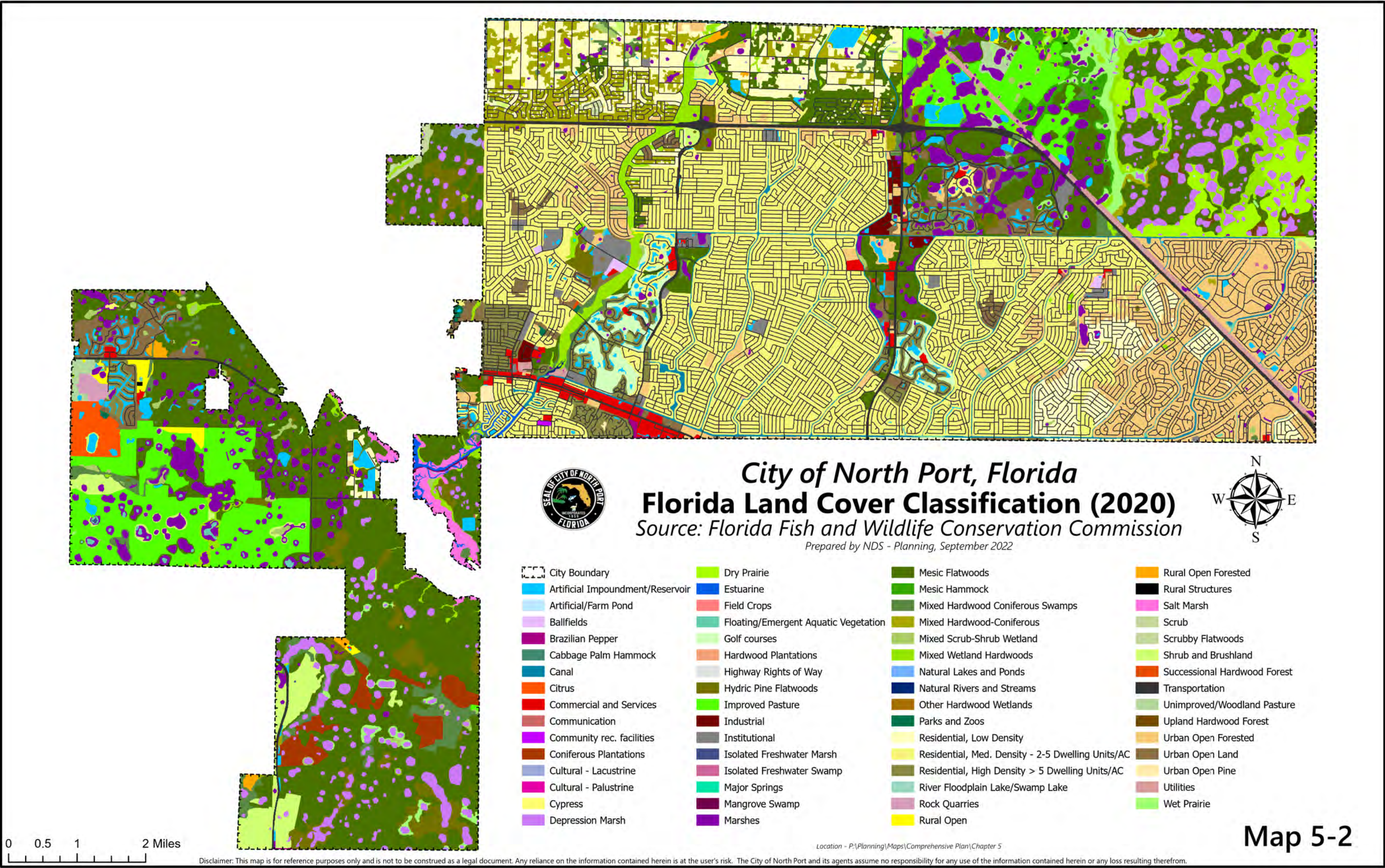


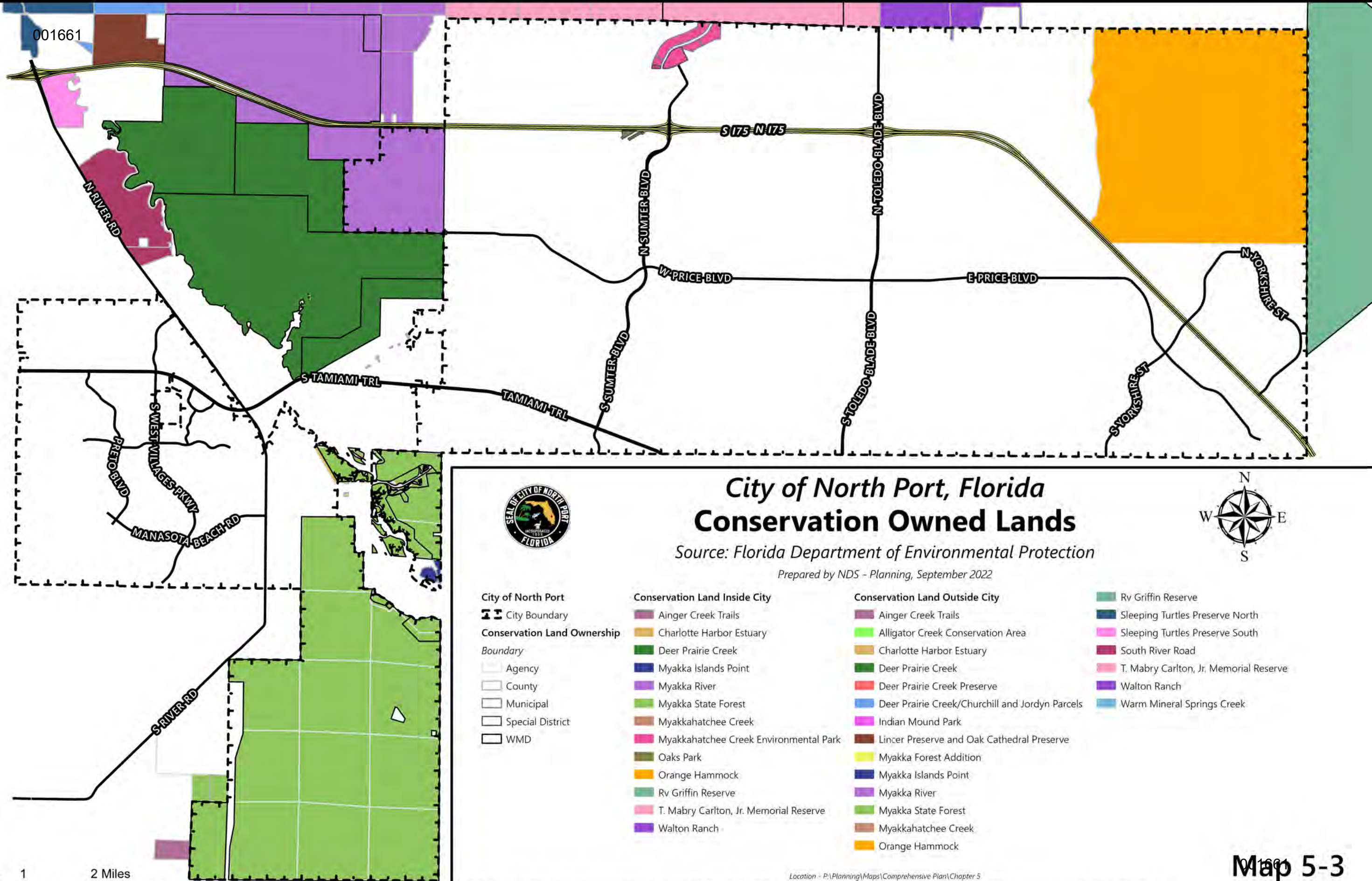
Prepared by:
City of North Port, Florida
Planning and Zoning Department
and GIS Division

February 2007

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City of North Port, Florida Conservation Owned Lands

Source: Florida Department of Environmental Protection

Prepared by NDS - Planning, September 2022

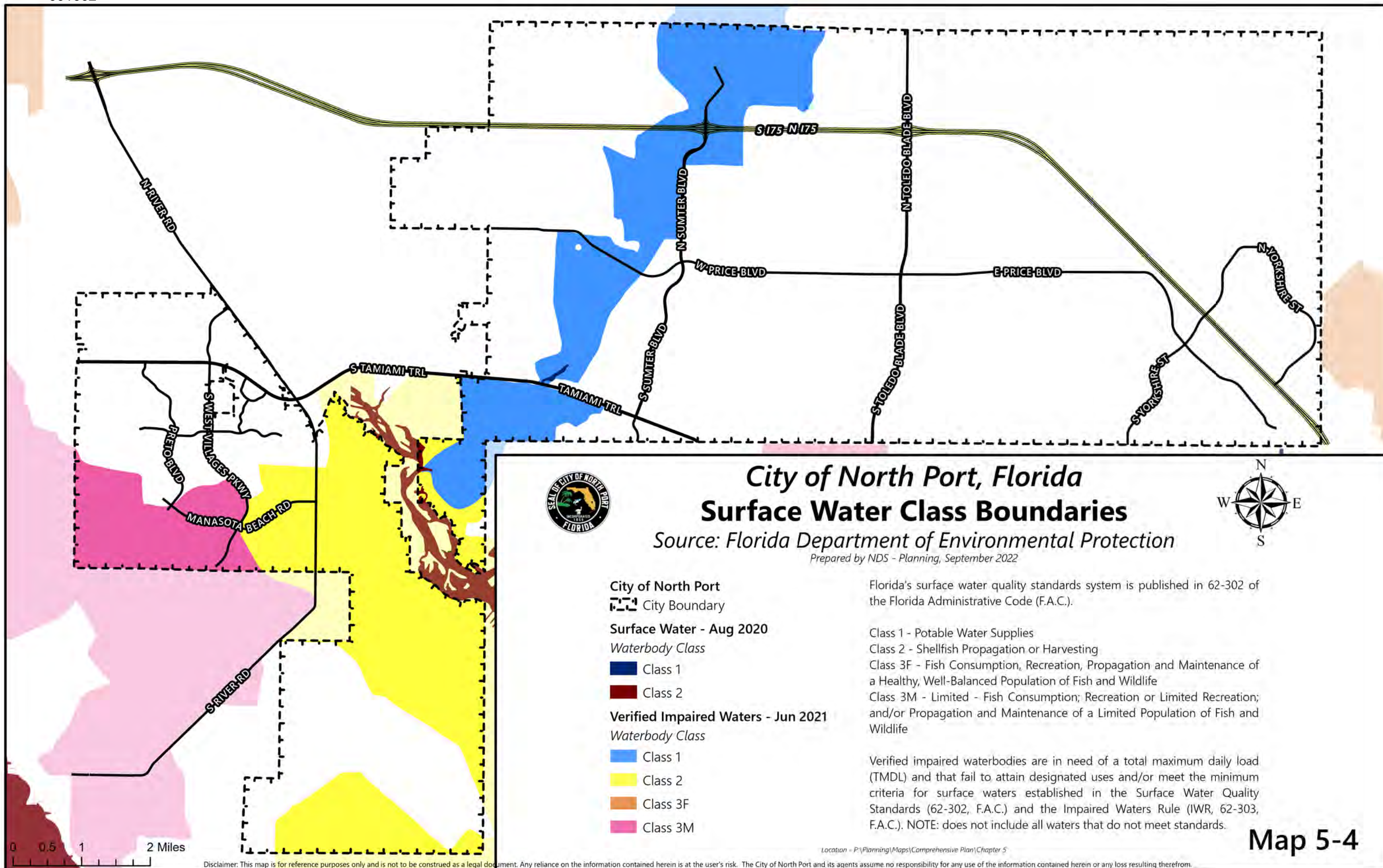


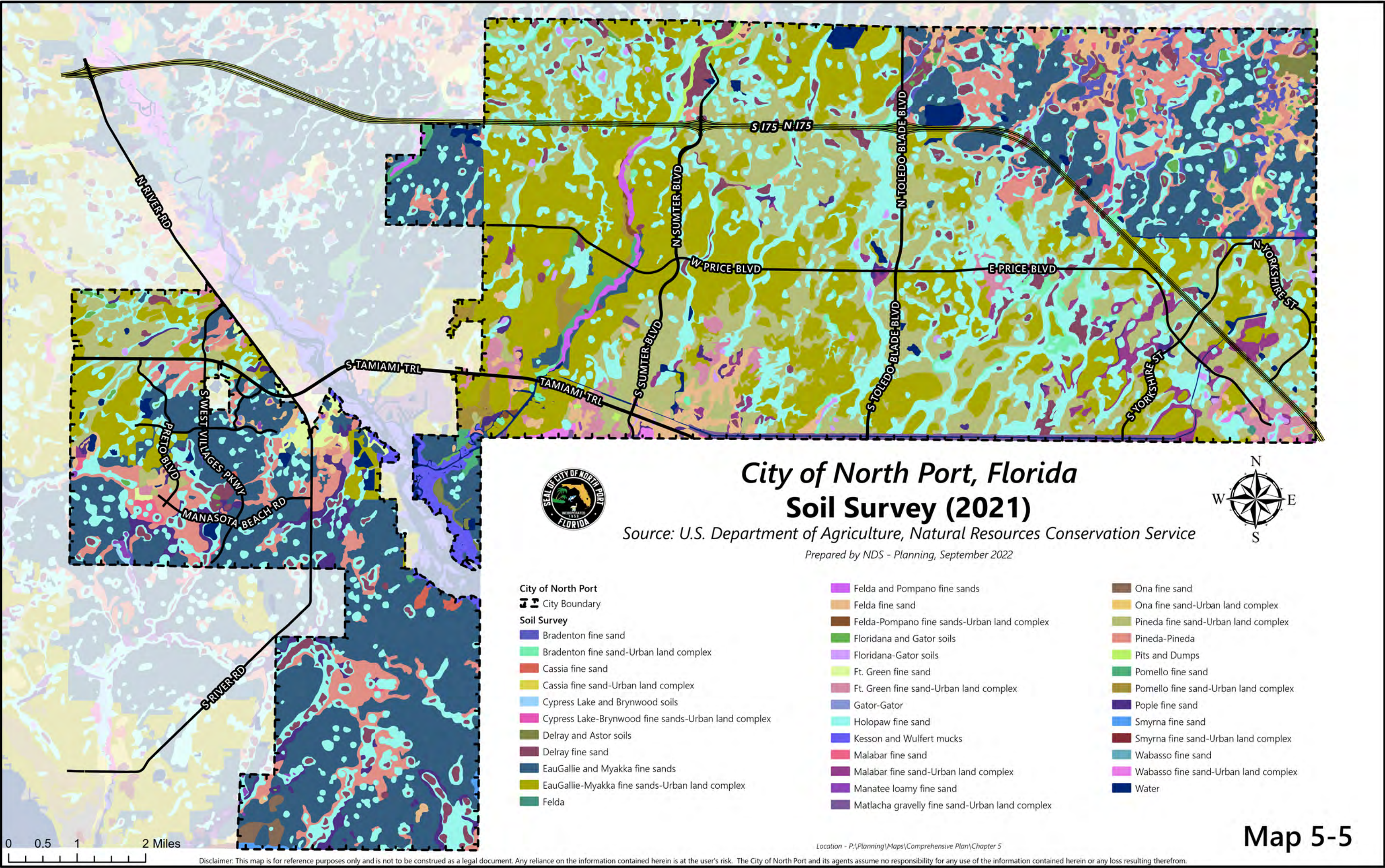
- City of North Port**
- City Boundary
- Conservation Land Ownership**
- Boundary
- Agency
 - County
 - Municipal
 - Special District
 - WMD

- Conservation Land Inside City**
- Ainger Creek Trails
 - Charlotte Harbor Estuary
 - Deer Prairie Creek
 - Myakka Islands Point
 - Myakka River
 - Myakka State Forest
 - Myakkahatchee Creek
 - Myakkahatchee Creek Environmental Park
 - Oaks Park
 - Orange Hammock
 - Rv Griffin Reserve
 - T. Mabry Carlton, Jr. Memorial Reserve
 - Walton Ranch

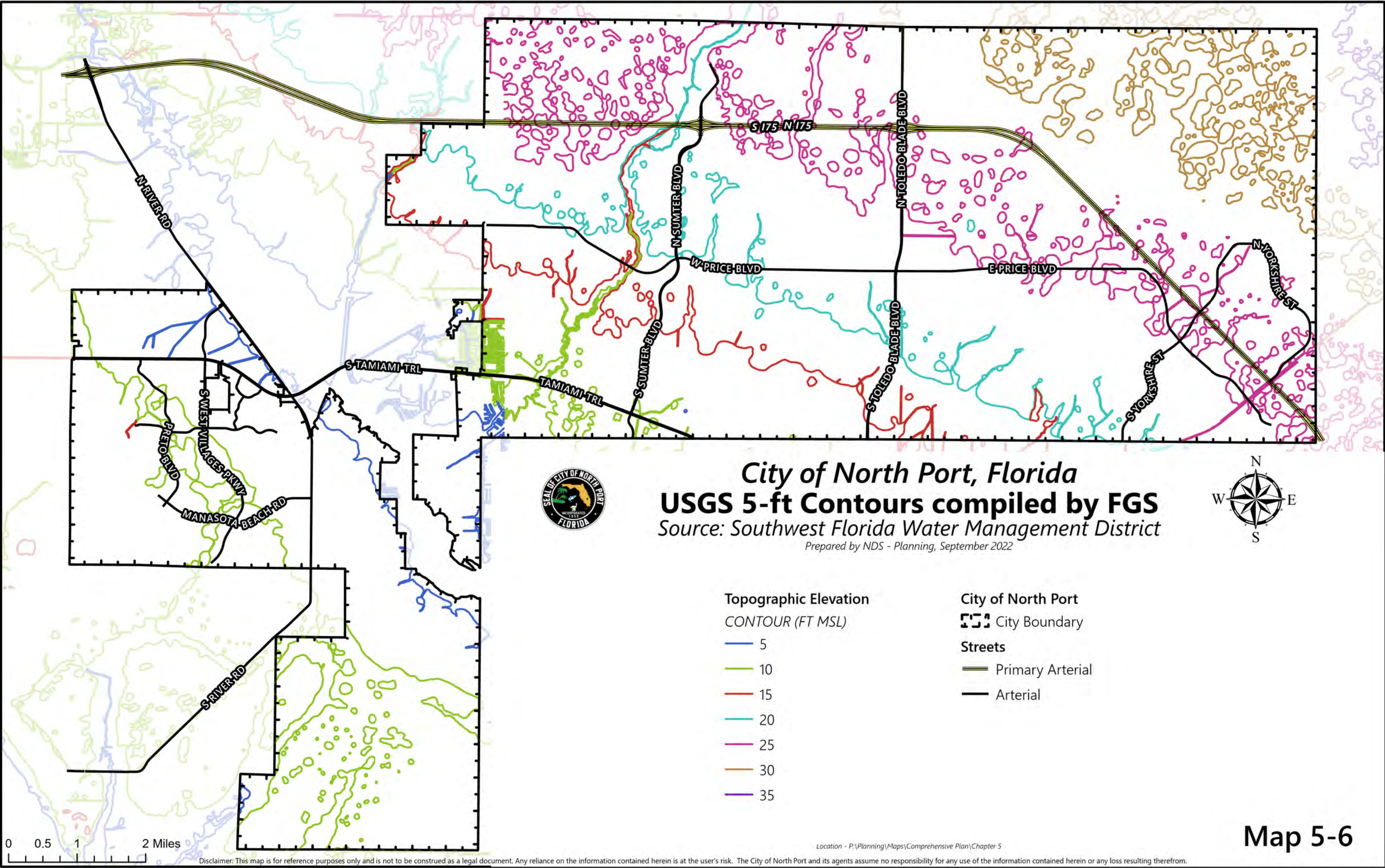
- Conservation Land Outside City**
- Ainger Creek Trails
 - Alligator Creek Conservation Area
 - Charlotte Harbor Estuary
 - Deer Prairie Creek
 - Deer Prairie Creek Preserve
 - Deer Prairie Creek/Churchill and Jordyn Parcels
 - Indian Mound Park
 - Lincer Preserve and Oak Cathedral Preserve
 - Myakka Forest Addition
 - Myakka Islands Point
 - Myakka River
 - Myakka State Forest
 - Myakkahatchee Creek
 - Orange Hammock

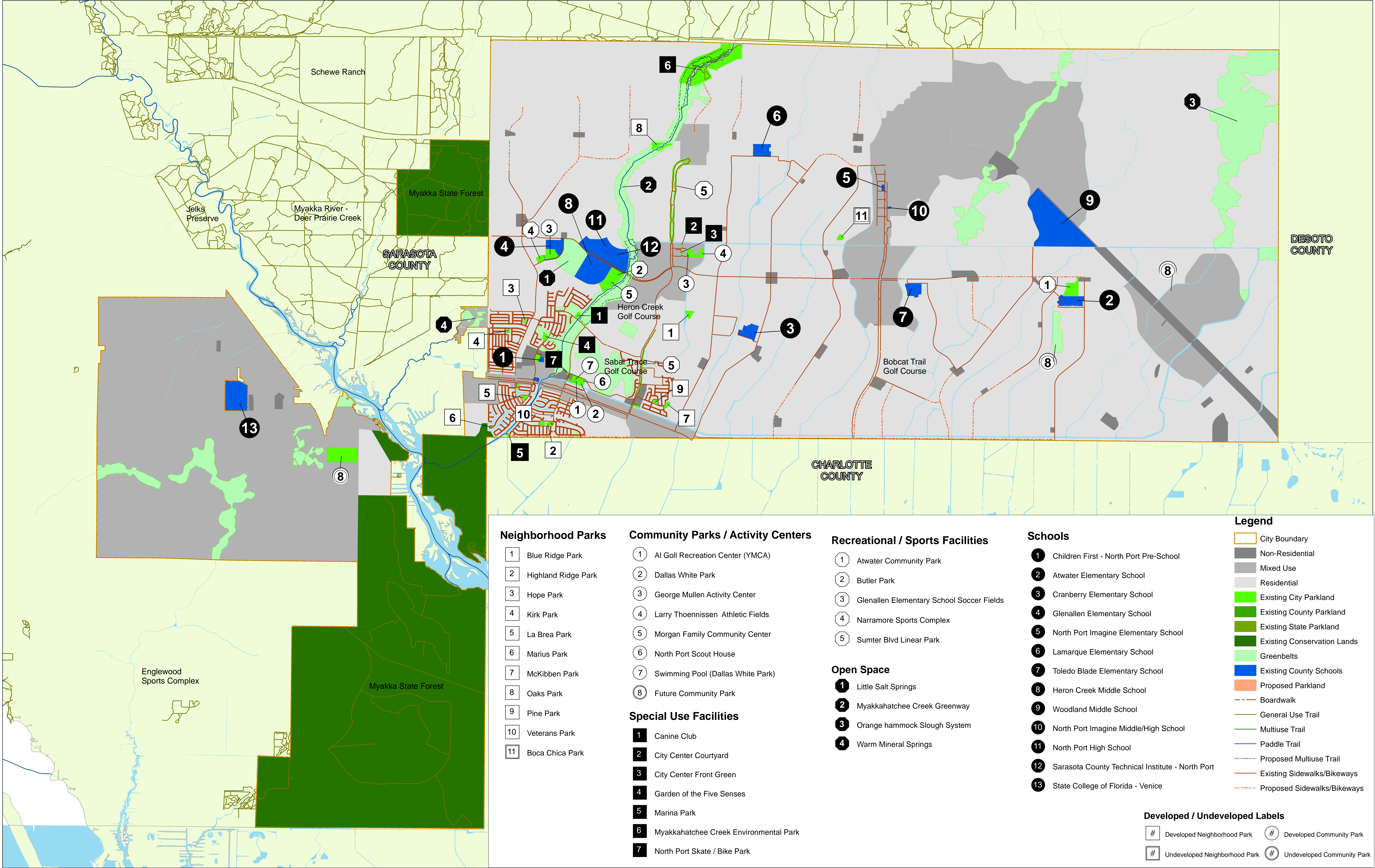
- Rv Griffin Reserve
- Sleeping Turtles Preserve North
- Sleeping Turtles Preserve South
- South River Road
- T. Mabry Carlton, Jr. Memorial Reserve
- Walton Ranch
- Warm Mineral Springs Creek





Map 5-5

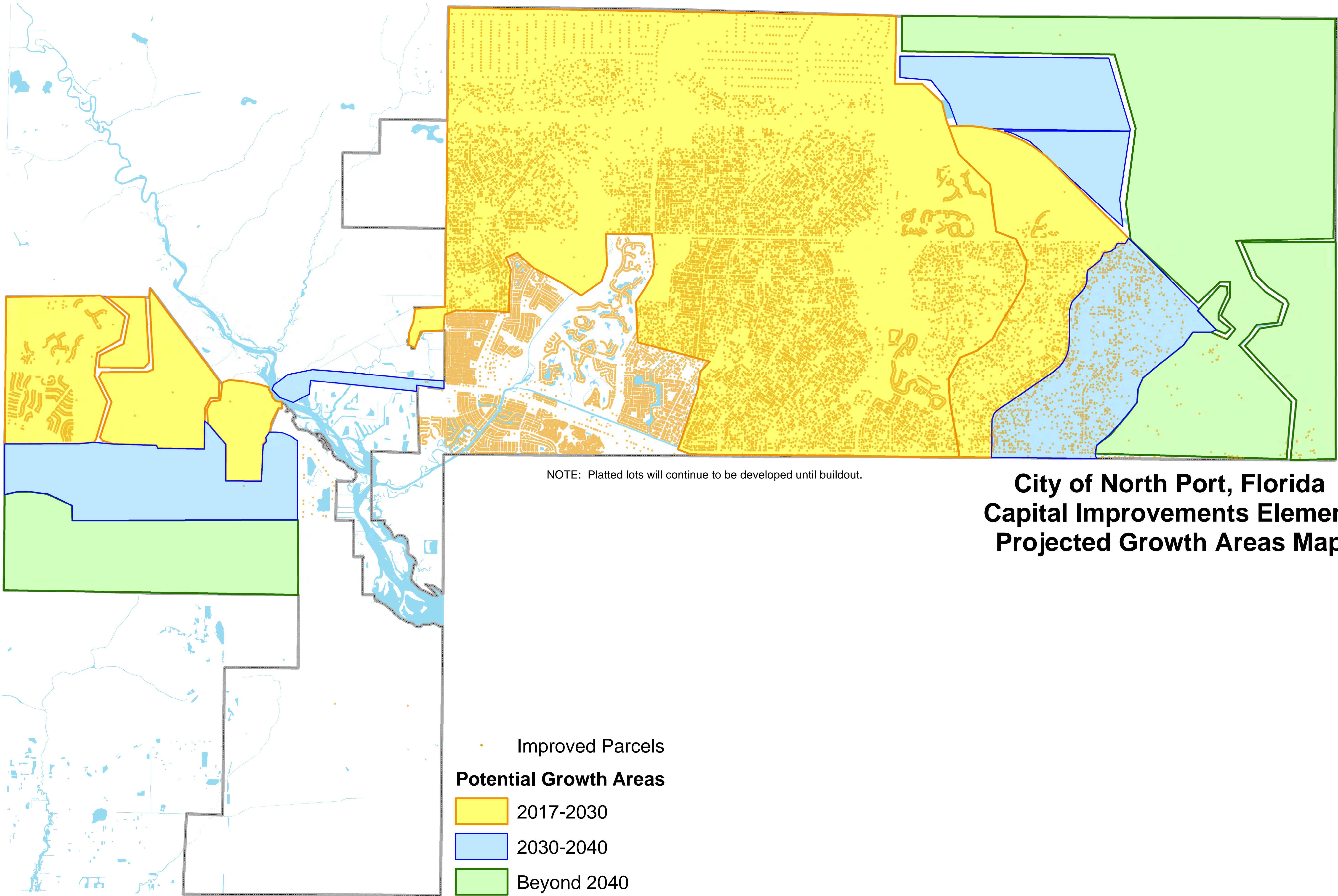




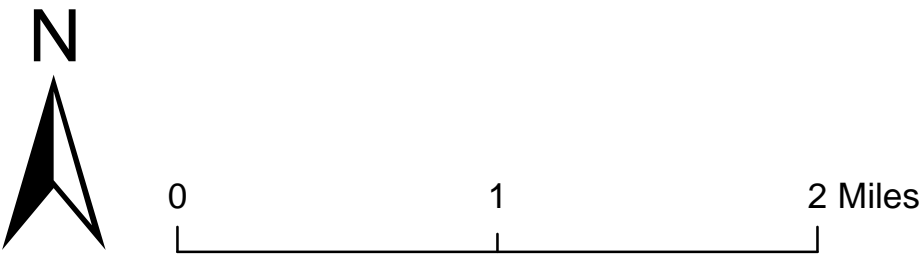
EXISTING PARKS, FUTURE PARKS, RECREATION OPEN SPACE, AND CONSERVATION MAP
CITY OF NORTH PORT, FL

Prepared By
GIS Services and NDS Planning Division
June 2017

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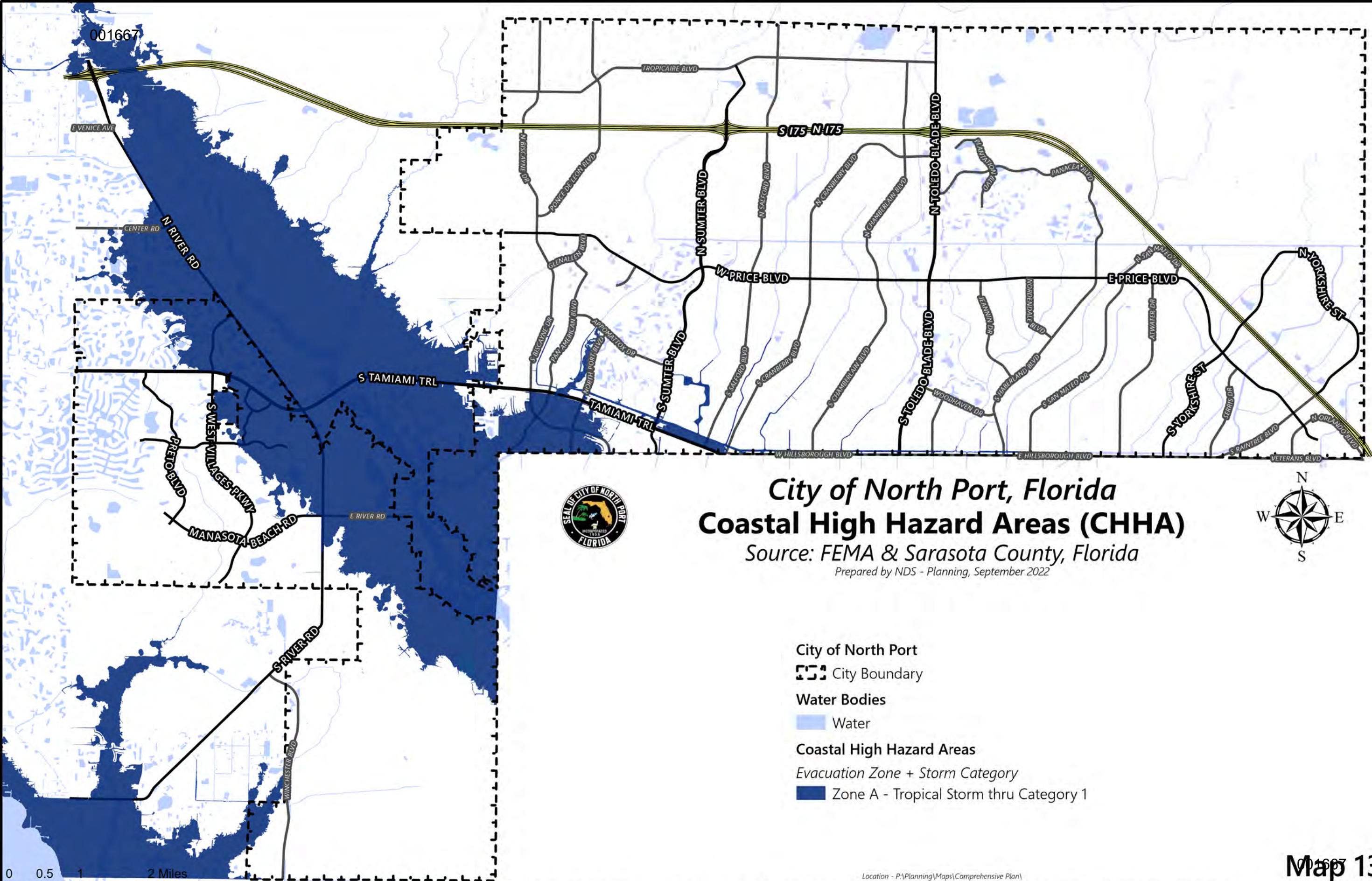
**City of North Port, Florida
Capital Improvements Element
Projected Growth Areas Map**



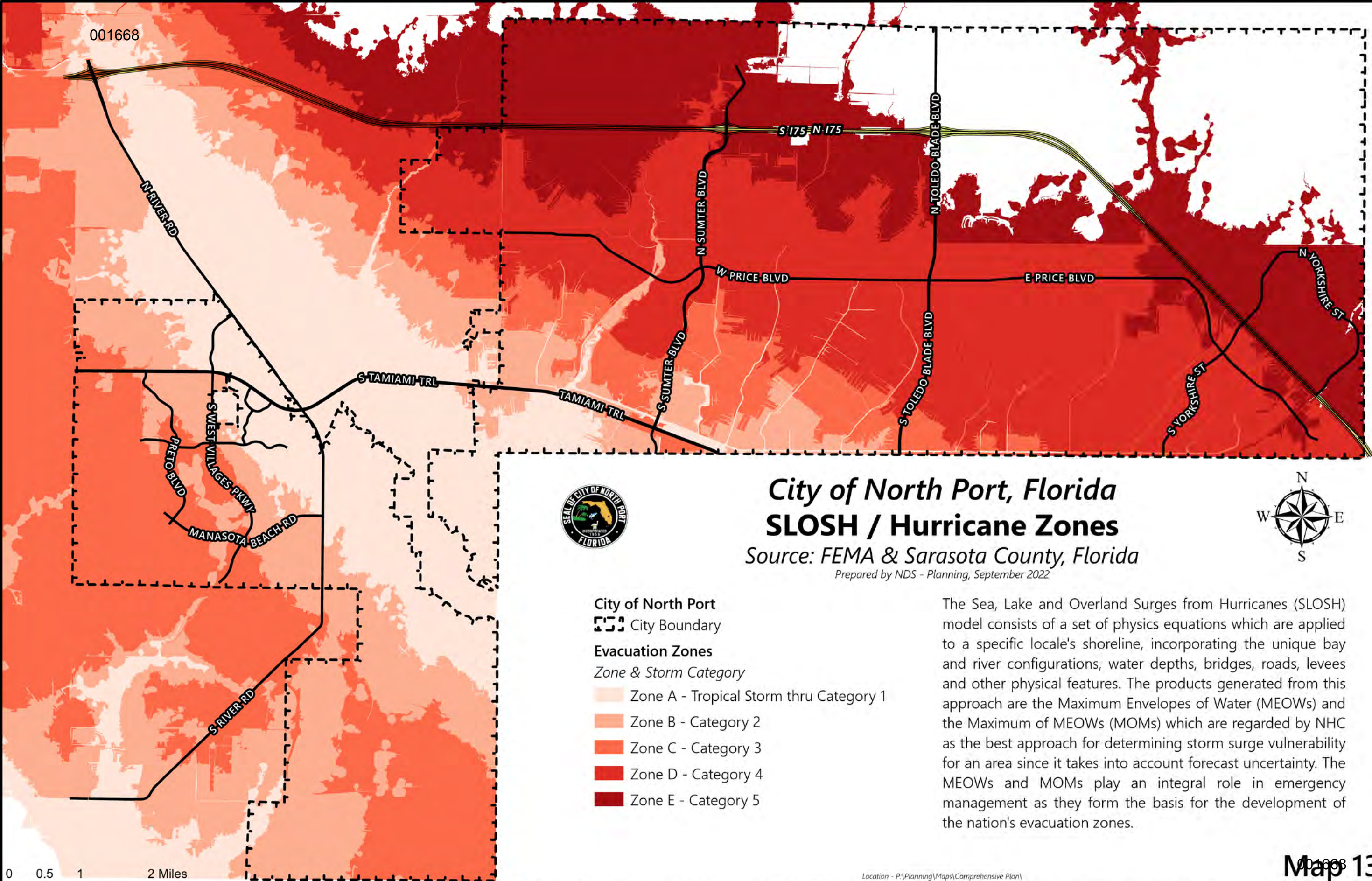
Prepared by NDS - Planning Division
June 2017

Disclaimer: This map is for reference purposes only and is not to be construed as a legal document. Any reliance on the information contained herein is at the user's risk. The City of North Port and its agents assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

Source Data: Planning and Zoning Department



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City of North Port, Florida SLOSH / Hurricane Zones

Source: FEMA & Sarasota County, Florida
Prepared by NDS - Planning, September 2022



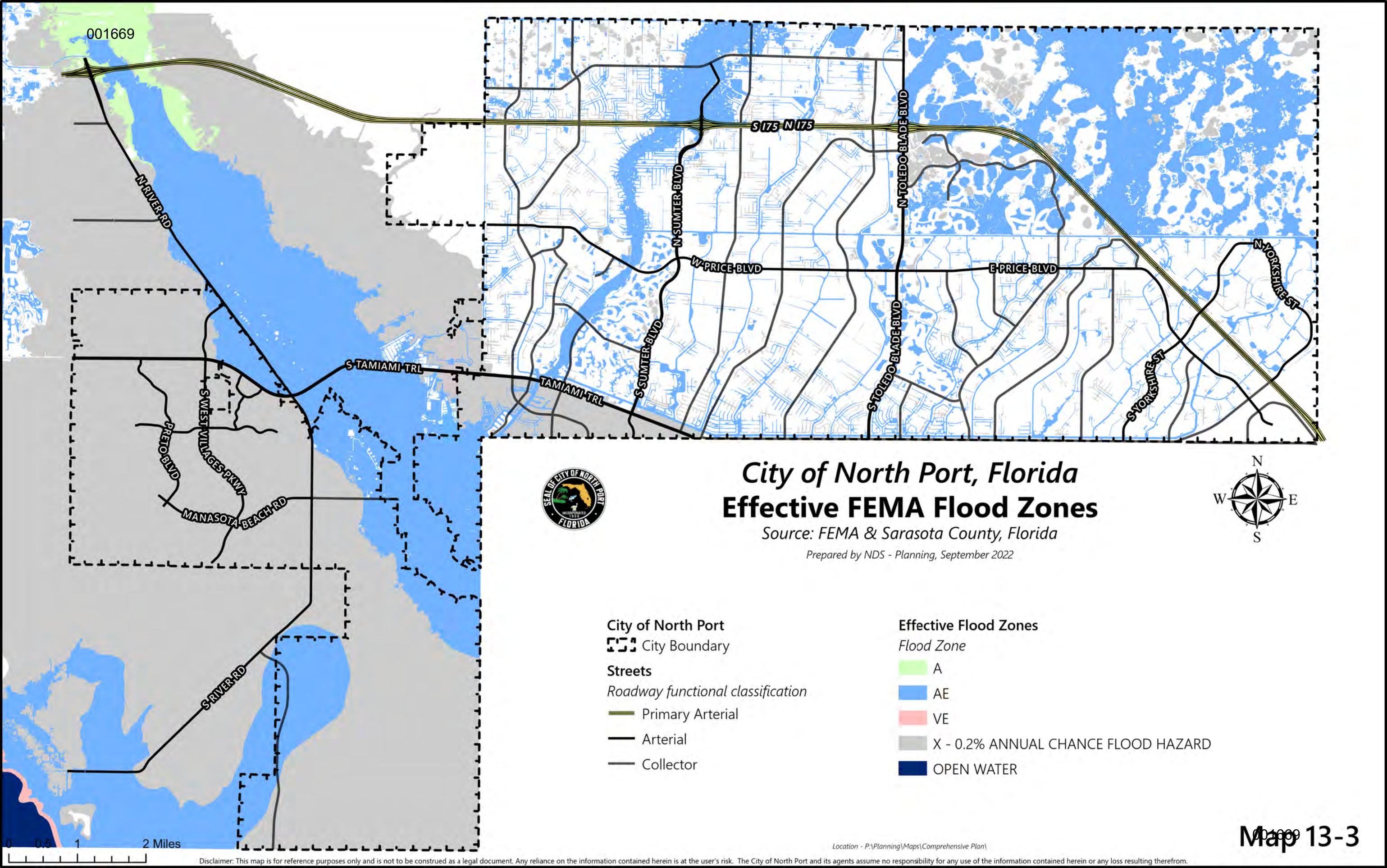
City of North Port
City Boundary

Evacuation Zones

Zone & Storm Category

- Zone A - Tropical Storm thru Category 1
- Zone B - Category 2
- Zone C - Category 3
- Zone D - Category 4
- Zone E - Category 5

The Sea, Lake and Overland Surges from Hurricanes (SLOSH) model consists of a set of physics equations which are applied to a specific locale's shoreline, incorporating the unique bay and river configurations, water depths, bridges, roads, levees and other physical features. The products generated from this approach are the Maximum Envelopes of Water (MEOWs) and the Maximum of MEOWs (MOMs) which are regarded by NHC as the best approach for determining storm surge vulnerability for an area since it takes into account forecast uncertainty. The MEOWs and MOMs play an integral role in emergency management as they form the basis for the development of the nation's evacuation zones.



City of North Port, Florida Effective FEMA Flood Zones

Source: FEMA & Sarasota County, Florida

Prepared by NDS - Planning, September 2022



City of North Port

City Boundary

Streets

Roadway functional classification

Primary Arterial

Arterial

Collector

Effective Flood Zones

Flood Zone

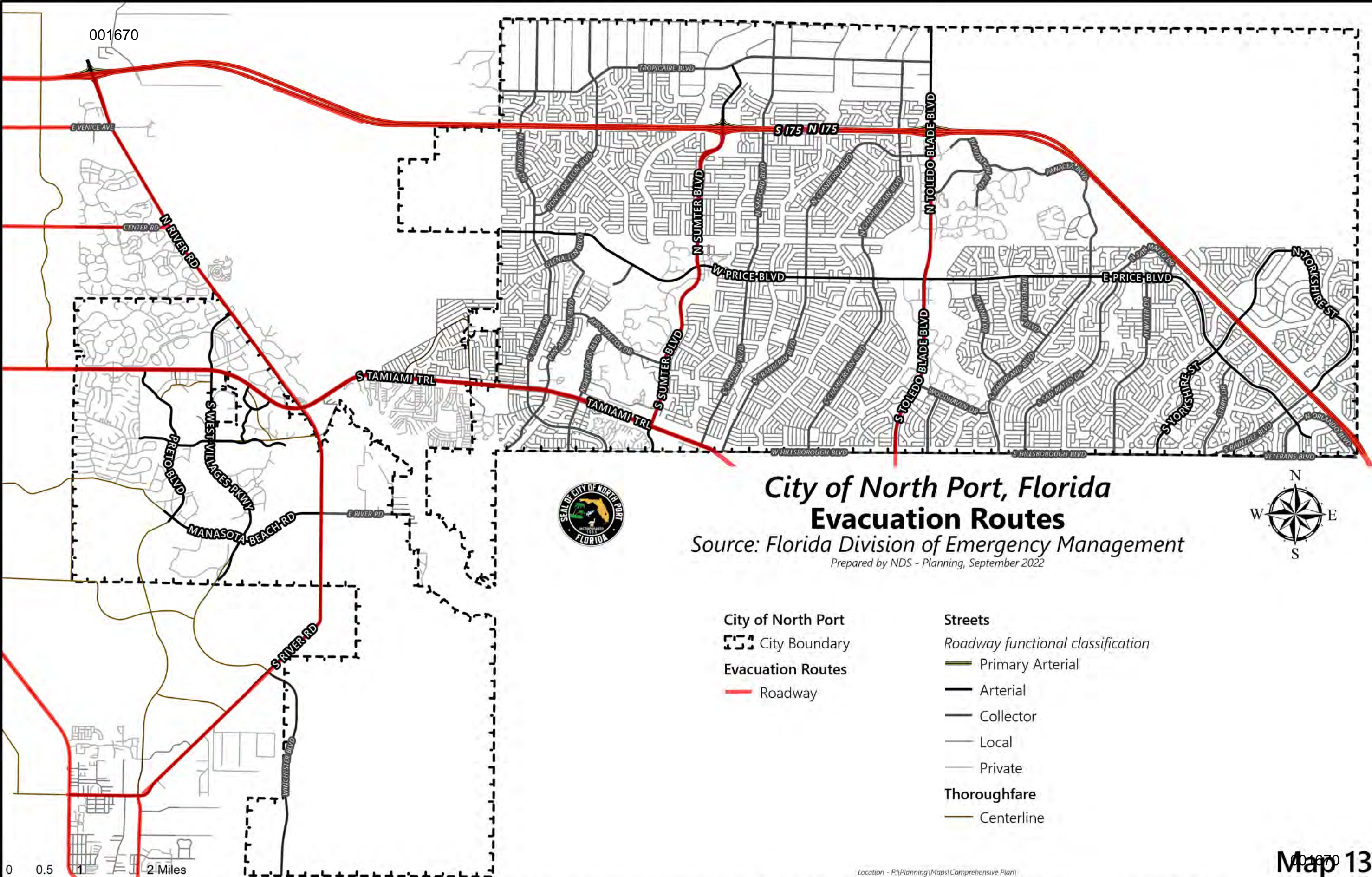
A

AE

VE

X - 0.2% ANNUAL CHANCE FLOOD HAZARD

OPEN WATER



City of North Port, Florida Evacuation Routes

Source: Florida Division of Emergency Management

Prepared by NDS - Planning, September 2022



City of North Port

City Boundary

Evacuation Routes

Roadway

Streets

Roadway functional classification

Primary Arterial

Arterial

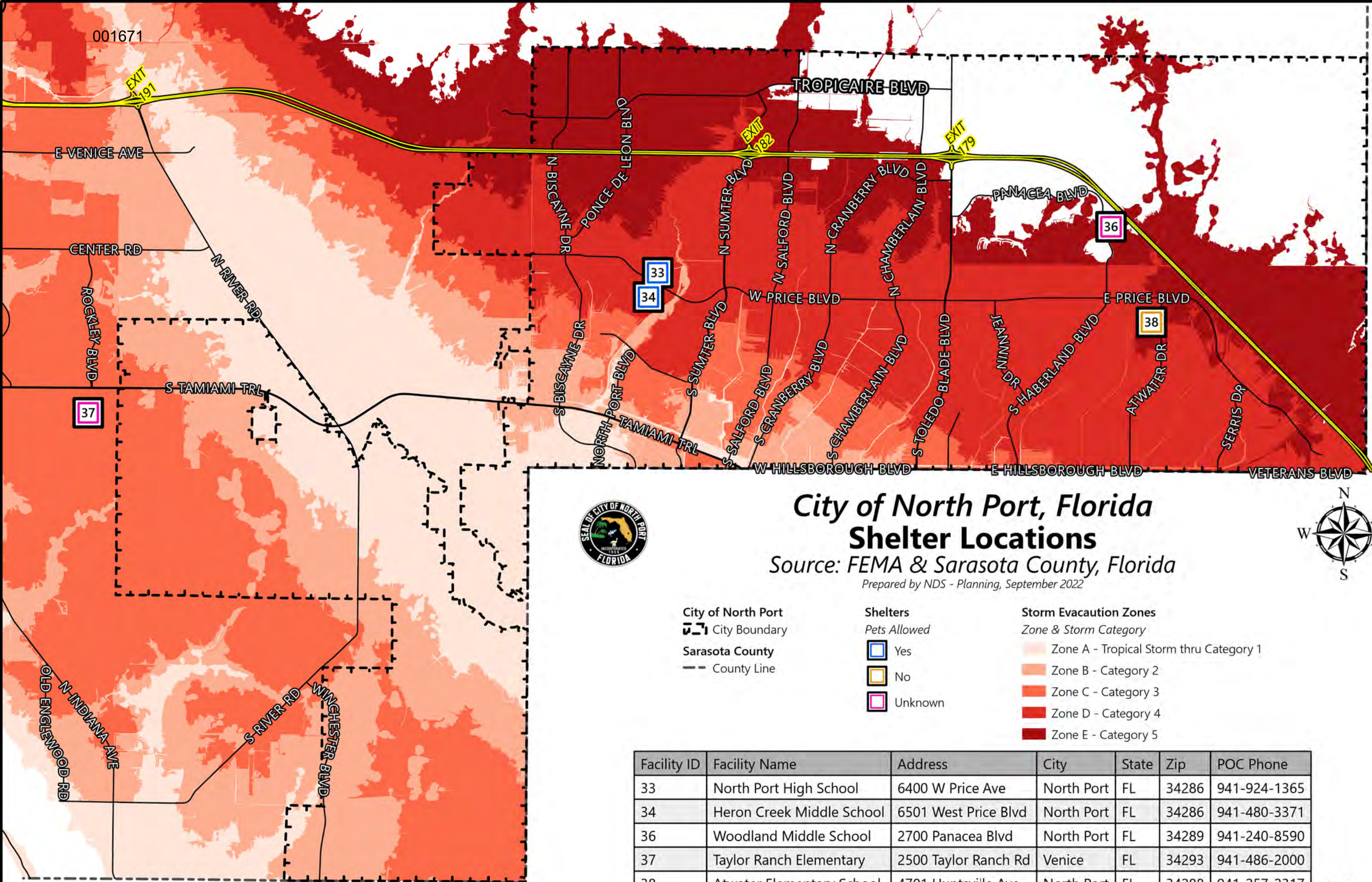
Collector

Local

Private

Thoroughfare

Centerline



City of North Port, Florida Shelter Locations

Source: FEMA & Sarasota County, Florida
Prepared by NDS - Planning, September 2022



City of North Port
City Boundary
Sarasota County
County Line

Shelters
Pets Allowed
Yes
No
Unknown

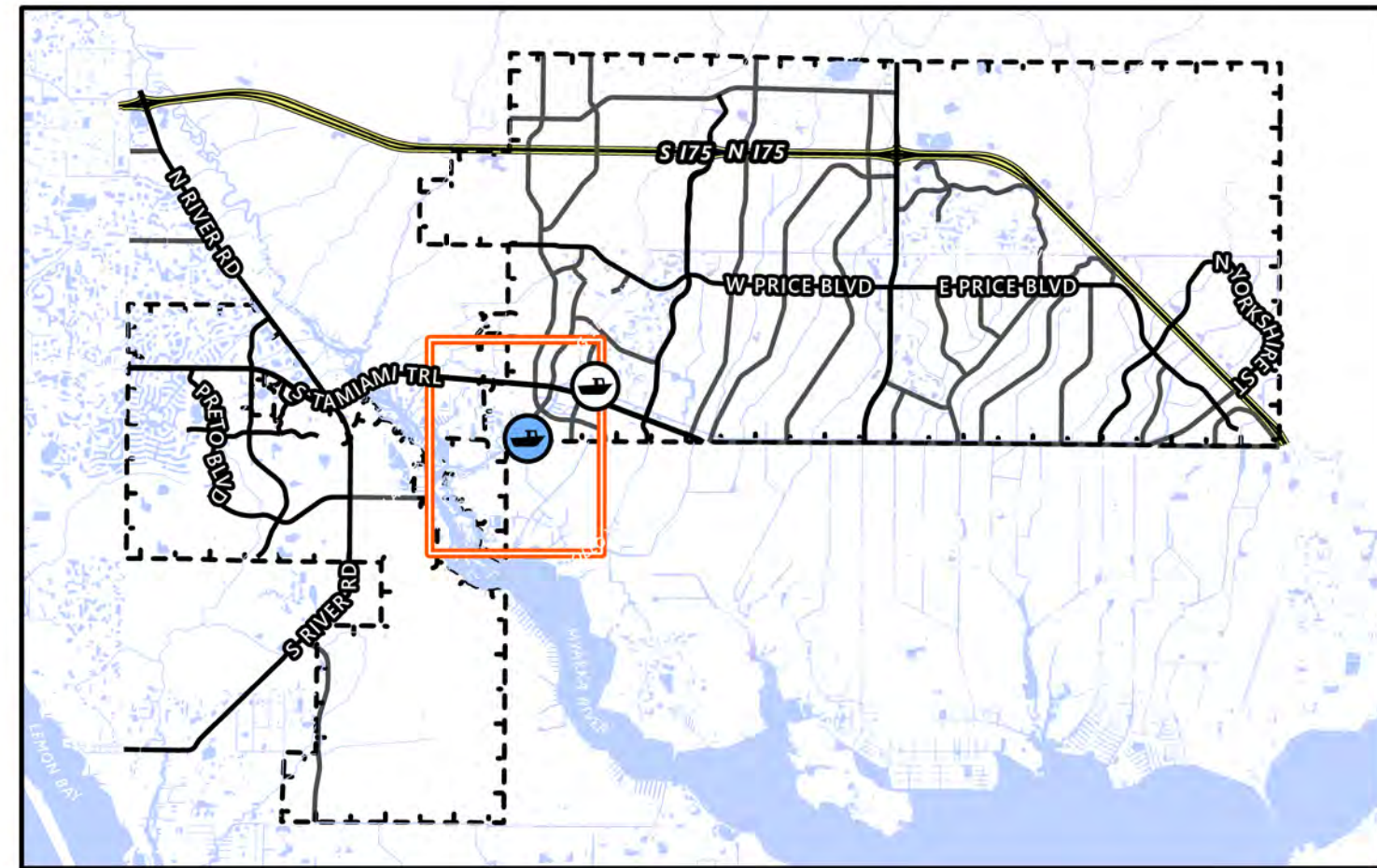
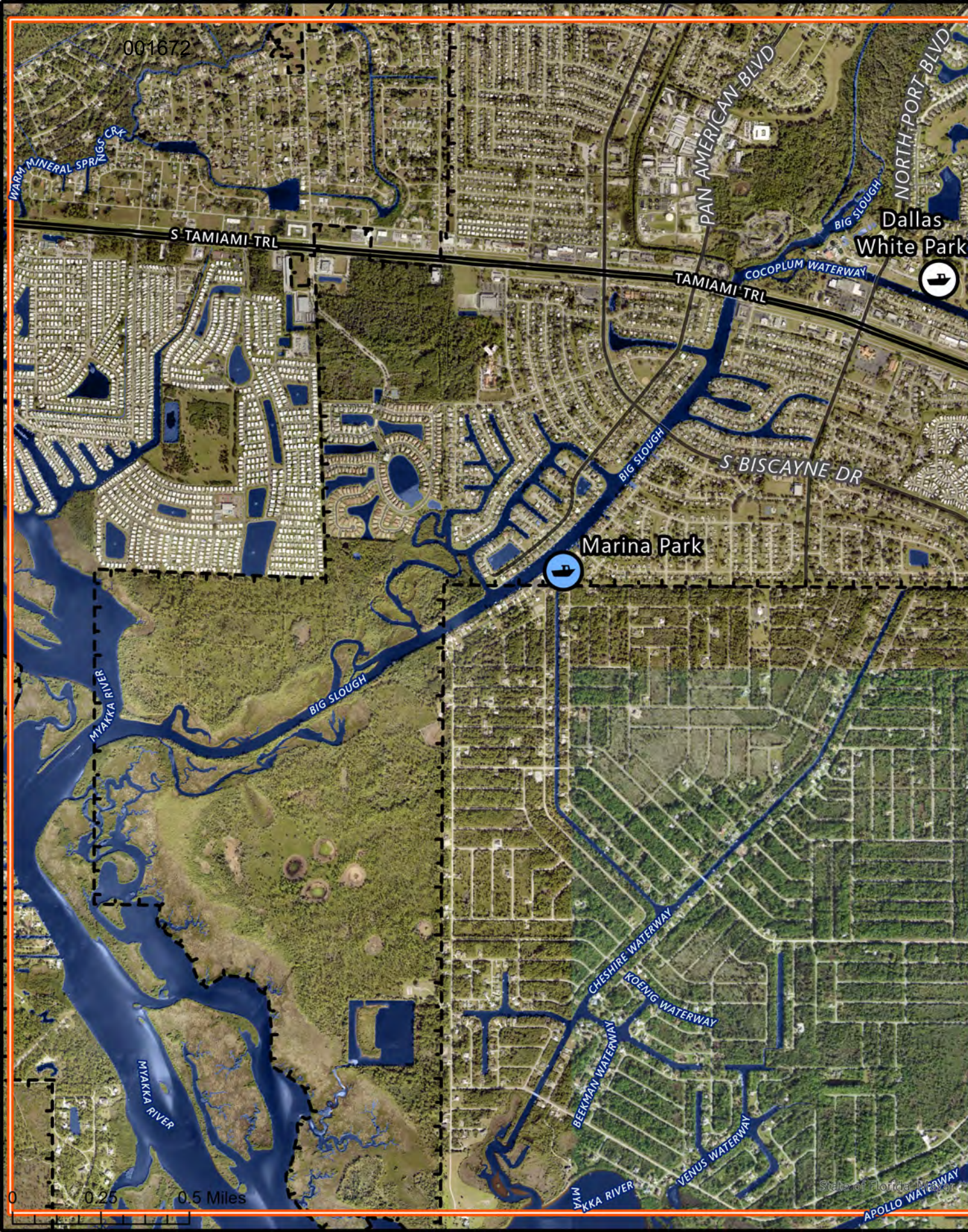
Storm Evacuation Zones
Zone & Storm Category
Zone A - Tropical Storm thru Category 1
Zone B - Category 2
Zone C - Category 3
Zone D - Category 4
Zone E - Category 5

Facility ID	Facility Name	Address	City	State	Zip	POC Phone
33	North Port High School	6400 W Price Ave	North Port	FL	34286	941-924-1365
34	Heron Creek Middle School	6501 West Price Blvd	North Port	FL	34286	941-480-3371
36	Woodland Middle School	2700 Panacea Blvd	North Port	FL	34289	941-240-8590
37	Taylor Ranch Elementary	2500 Taylor Ranch Rd	Venice	FL	34293	941-486-2000
38	Atwater Elementary School	4701 Huntsville Ave	North Port	FL	34288	941-257-2317

0 0.5 1 2 Miles

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Location - P:\Planning\Maps\Comprehensive Plan\



City of North Port, Florida Public Access to Coast

Source: Sarasota County, Florida

Prepared by NDS - Planning, September 2022

City of North Port

City Boundary

Map Extent

Extent Area

Public Coast Access Locations

Dallas White Park *includes boat ramp*

Marina Park *includes boat ramps and piers*

Streets

Roadway functional classification

Arterial

Collector



Map 13-6

Location - P:\Planning\Maps\Comprehensive Plan\

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