



NEIGHBORHOOD DEVELOPMENT SERVICES DEPARTMENT

Planning Division

STAFF REPORT

Ordinance 2018-05, Complete Streets Ordinance (TXT 16-217), First Reading

To: Peter D. Lear, CPA, CGMA, City Manager
Thru: Scott Williams, Neighborhood Development Services Director
Frank Miles, MPA, Planning Manager
From: Christopher Whittaker, AICP, Planner
Date: February 15, 2018

I. GENERAL INFORMATION

Project: Ordinance 2018-05, Petition No. TXT 16-217, Complete Streets Ordinance
Request: To continue Ordinance 2018-05, Petition No. TXT 16-217 Complete Streets Ordinance, to a second reading to be held on March 27, 2018 with modifications provided by the City's Transportation Engineer.
Location: City-wide

II. BACKGROUND

At the time that the City of North Port was originally designed (late 1950's to early 1960's), the prevailing pattern for development provided for single-use Euclidian zoning, with large pockets of residential development and limited areas for commercial and office development located mostly along arterial roadways or at the intersection of arterial and collector roadways. An additional trait that was prevalent at that time, particularly in newer communities, was the limited inclusion of facilities serving non-automobile traffic. This continues to be an issue in many platted lands communities, including North Port, where hundreds of miles of local roadways were built mainly within neighborhoods, anticipating development that did not occur until many of the roadways were at the end of their useful life. An additional issue that is particular to North Port and many other platted lands communities in coastal areas is the disconnection of neighborhoods from one another and from what are now known as Activity Centers due to the extensive network of canals that serve the community's stormwater conveyance needs.

As the City has grown, the amount of traffic using the limited roadway network has become an increasing concern for residents, due to the way that the City's roadway network and drainage system were designed by General Development Corporation, the original developers of most of the City. In much of the City, neighborhoods are disconnected from one another and are only accessible via a limited number of arterial and connector roadways, with no bridges or roadways connecting adjacent neighborhoods via local streets in much of the City. This is also the case for individuals

wanting to bike or walk within the City, since much of the City was designed during a time that non-motorized travel was largely neglected by transportation engineers. Consequently, there were few sidewalks built and limited shoulder area or bicycle lanes for bicyclists.

Over time, these issues have led to a variety of concerns, both locally and at the national level. First, the development of a roadway network that forces all traffic onto a small number of roads has created conditions that have required these roads to be widened as the population has grown and has created a situation where an accident along these roadways can cause the roadway network to be affected across a wide area.

The lack of connectivity between neighborhoods has additionally stressed these roadways and, combined with the lack of pedestrian and bicycle infrastructure in much of the city, has served to steer people to driving rather than using other options. This has also made it difficult for children, young adults, elderly residents, and others that are unable to drive to be able to get to medical appointments, jobs, or to shopping and recreational activities. T

here are few opportunities for active mobility that are built into everyday activities for most City residents due to a lack of sidewalks and bicycle facilities and the orientation of most buildings away from the street front, the lack of facilities has factored into increases in obesity and other health issues that can be mitigated through being active or from incorporating activity into everyday tasks such as going to school, work, or shopping.

Over the last two decades, over 1,200 communities and agencies throughout the US, including the Florida Department of Transportation, have adopted Complete Streets policies. Regionally, Manatee County, Lee County, and the cities of Cape Coral, Fort Myers, Bonita Springs, and Punta Gorda have adopted Complete Street Policies that address the need to develop a transportation network that is inclusive for all user types, whether it be auto, bicycle, pedestrian, transit, or for freight vehicles. These solutions also address the needs of a variety of users across all levels of age and physical ability.

On January 29, 2016, the City Commission held a workshop in which Staff provided an overview of what Complete Streets are and how the development of a City-wide complete streets program would supplement and enhance the language that is included in the City's Urban Design Standards Pattern Book and the West Villages Pattern Book. Based on this discussion, Commission recommended that Staff develop a Complete Streets Policy and to bring this item back to Commission for discussion and/or approval.

Subsequent to this, the Florida Department of Transportation (FDOT) has expanded its Complete Streets Policy to encompass a Complete Streets Handbook and a Context Classification Guide. In addition, FDOT has incorporated language into the Florida Greenbook and the FDOT Design Manual to address the development of a complete streets network along both State-maintained and locally maintained roads while providing guidance for cities looking to develop similar systems.

Because there are few FDOT roads located within the City limits (US 41 and Interstate 75) and the descriptions that are included in the FDOT Complete Streets Handbook and other documents are

mainly applicable to higher speed, higher capacity roadways than what are found in the City's Activity Centers and along the City's arterial and collector roadways, the City has seen a need to develop its own set of policies to supplement FDOT's recommendations that would allow for the implement of complete streets solutions that would meet the needs of the City and the users of its transportation network. Within the Activity Centers, language within the City's various Pattern Books states the desire to create multi-modal transportation networks that provide accessibility for bicyclists, pedestrians, and transit users, in addition to providing for auto and freight travel.

III. RECOMMENDATION

That the North Port City Commission Continue Ordinance 2018-05, Petition Number TXT 16-217, Complete Streets Ordinance to a second reading to be held on March 27-2017 with modifications to Article IV of Chapter 37 of the ULDC provided by the City's Transportation Engineer as described in the Staff Analysis and Findings.

OTHER OPTIONS

- 1) Continue the item to a second reading without modifications to the Ordinance

IV. STAFF ANALYSIS & FINDINGS

Based on researching various ordinances and policies, Staff has determined that the best path of action was to amend Chapter 37 Article IV of the Unified Land Development Code to require future roadways and the redevelopment of existing roadways to provide for a context sensitive approach, as shown in the State's Complete Streets Handbook and in other reference materials that have been implemented throughout Florida and the US and identified in the proposed ordinance. The proposed ordinance also serves to encourage the development of bridges for pedestrians, bicyclists and neighborhood electrical vehicles that could also be used for smaller emergency or public safety vehicles to allow for better access between neighborhoods.

What is proposed is language that reinforces and improves upon the City's policies to incorporate Complete Streets policies that are reflective of national context sensitive and complete streets standards through the Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials, and of standards set forth by the Florida Department of Transportation in the Florida Greenbook, the Florida Complete Streets Guidebook, and the updated Florida Design Manual (<http://fdot.gov/roadway/fdm/>). The proposed ordinance language would also encourage the development of a bridge network that is identified in the City's Comprehensive Plan and in the City's Urban Design Standards Pattern Book.

Subsequent to the submittal of the Ordinance to the Planning and Zoning Advisory Board, The city Transportation Engineer contacted Planning Staff and suggested the following modifications to the proposed changes to Article IV:

- 1) In Section 37-41 A: widening the minimum bicycle lane size to 7' feet (if possible) in compliance with FDOT guidelines.

- 2) In Section 37-42 B: Providing a minimum size for subdivisions to be subject to providing bicycle lanes.
- 3) In Section 37-41 D: Consider doubling the minimum number of bicycle racks that are required for non-residential buildings and sites in the City.

Planning staff concurs with these modifications, but would need to receive direction from Commission to modify the document.

V. PLANNING AND ZONING ADVISORY BOARD

On February 15, 2018, at their regularly scheduled meeting, the Planning and Zoning Advisory Board, in a unanimous 6-0 vote, recommended that the North Port City Commission approve Ordinance 2018-05, Complete Streets Ordinance. The only suggestion given by the Board was to provide some minor wordsmithing to the staff report and document that would not affect the overall themes provided.

VI. COMPREHENSIVE PLAN POLICIES

Land Use Policies 2.1.11, 2.2.3, 2.3.7, 2.4.5, 2.5.4, 2.5.5, 2.6.2, 2.7.20, 4.9, 4.13, 4.19, 5.5, 13.1, and 13.6

Transportation Policies 1.1 and 4.8, Objectives 5 and 9

VII. PUBLIC NOTICE

A notice for hearing was published in the North Port Sun on February 1, 2018 (Exhibit A).

VIII. REVIEW PROCESS

- Staff has reviewed this petition and found it to be in compliance with the Comprehensive Plan and the Unified Land Development Code.
- Ordinance 2018-05 has been reviewed by the City Attorney for Form and Correctness.

IX. PUBLIC HEARING SCHEDULE

**Planning and Zoning Advisory Board
Public Hearing**

February 15, 2018
9:00 AM or as soon thereafter

**City Commission
Public Hearing First Reading**

March 6, 2018
1:00 PM or as soon thereafter

Second Reading

March 27, 2018
6:00 PM or as soon thereafter

EXHIBITS

A) Notification of Publication of Legal Ad

PUBLIC NOTICE - CITY OF NORTH PORT

NOTICE OF INTENT TO AMEND THE CITY OF NORTH PORT UNIFIED LAND DEVELOPMENT CODE

PROPOSED ORDINANCE NO. 2018-05

NOTICE IS HEREBY GIVEN, pursuant to the provisions of Section 166.041(3)(a), Florida Statutes and Section 9.01(b) of the Charter of the City of North Port, and Chapter 1, Article II, Section 1-12 of the City's Unified Land Development Code (ULDC), that the City of North Port proposes to adopt Ordinance No. 2018-05, Amendments to the City of North Port Florida Unified Land Development Code (ULDC).

A Public Hearing was held before the Planning and Zoning Advisory Board designated as the Local Planning Agency (LPA) on **Thursday, February 15, 2018 at 9:00 a.m.** in the **City Hall Commission Chambers, 4970 City Hall Boulevard, North Port, Florida 34286.**

A Public Hearing for the first reading of Ordinance 2018-05 will be held before the North Port City Commission in Commission Chambers on **Tuesday, March 6, 2018 at 1:00 p.m.**, or as soon thereafter as the matter may be heard. The second and final reading will be held before the North Port City Commission in Commission Chambers on **Tuesday, March 27, 2018 at 6:00 p.m.**, to consider enactment of Ordinance No. 2018-05.

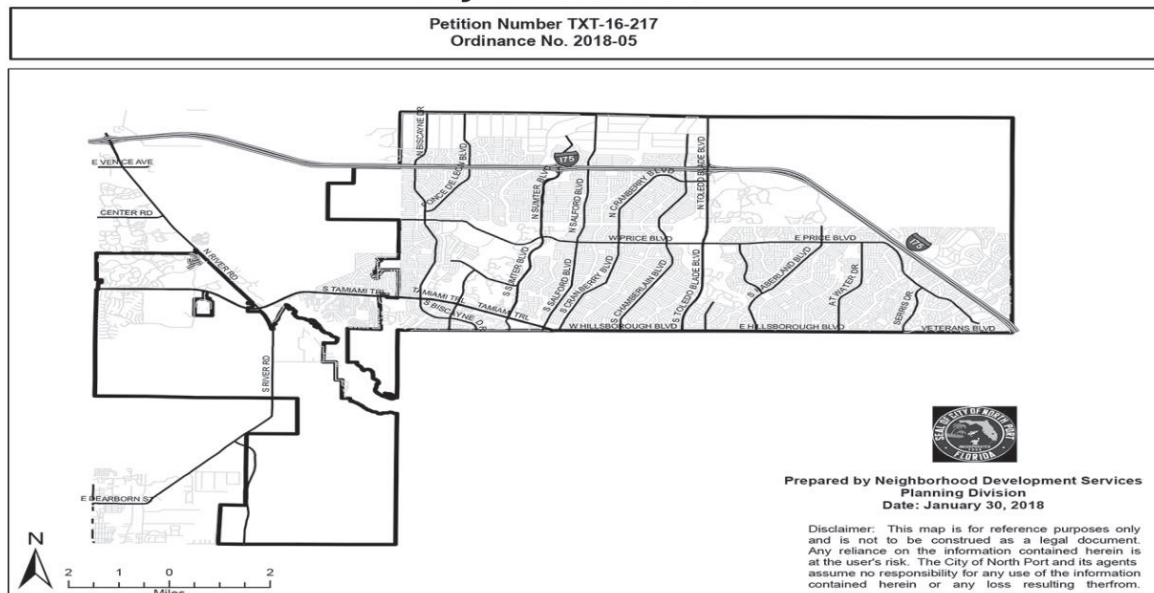
These Public Hearings will be held in the **North Port City Hall Commission Chambers, 4970 City Hall Boulevard, North Port, Florida, 34286.**

ORDINANCE NO. 2018-05

(Amendments to the City of North Port Unified Land Development Code, Chapter 37, Subdivision Regulations Article IV Roadway Design and Construction Standards, to include a Complete Streets Transportation Policy.)

AN ORDINANCE OF THE CITY OF NORTH PORT, FLORIDA, AMENDING THE CITY OF NORTH PORT UNIFIED LAND DEVELOPMENT CODE CHAPTER 37 SUBDIVISION REGULATIONS, ARTICLE IV ROADWAY DESIGN AND CONSTRUCTION STANDARDS, TO INCLUDE A COMPLETE STREETS TRANSPORTATION POLICY BY AMENDING SECTION 37-29 GENERAL REQUIREMENTS, SECTION 37-41 BIKE PATHS, BIKE LANES AND BIKE RACK, AND SECTION 37-42 BRIDGES; PROVIDING FOR FINDINGS; PROVIDING FOR ADOPTION; PROVIDING FOR APPLICABILITY; PROVIDING FOR CODING OF AMENDMENTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS AND PROVIDING FOR AN EFFECTIVE DATE.

City of North Port



Note: This map covers all of the incorporated areas of the City of North Port, Florida. The proposed Ordinance 2017-14, (Adoption of Amendments to the City of North Port Unified Land Development Code) applies to the entire City of North Port as depicted on this map.

All interested parties are invited to appear and be heard in respect to this Ordinance at the public hearings in the City Hall Commission Chambers. Written comments filed with the Planning and Zoning Advisory Board and the City Commission will be heard and considered and will be made a matter of public record at these meetings. These public hearings may be continued from time to time as announced at the hearings, as may be found necessary. The file pertinent to Ordinance 2017-14, TXT-16-217, may be inspected by the public at the Neighborhood Development Services Department, Planning Division, and in the City of North Port City Clerk's Office, 4970 City Hall Boulevard, North Port, Florida 34286, during regular business hours.

NO STENOGRAPHIC RECORD BY A CERTIFIED COURT REPORTER IS MADE OF THESE MEETINGS. ACCORDINGLY, ANY PERSON WHO MAY SEEK TO APPEAL A DECISION INVOLVING THE MATTERS NOTICED HEREIN WILL BE RESPONSIBLE FOR MAKING A VERBATIM RECORD OF THE TESTIMONY AND EVIDENCE AT THESE MEETINGS UPON WHICH ANY APPEAL IS TO BE BASED (SEE F.S.S. 286.0105).

NOTE: PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE CITY CLERK'S OFFICE 48 HOURS IN ADVANCE OF THE MEETING (SEE F.S.S. 286.26).

NONDISCRIMINATION: The City of North Port does not discriminate on the basis of race, color, national origin, sex, age, disability, family or religious status in administration of its programs, activities or services.

AMERICAN WITH DISABILITIES ACT OF 1990 - The North Port City Hall is wheelchair accessible. Special parking is available on the west side of City Hall and the building may be accessed from the parking area. Persons with hearing difficulties should contact the City Clerk to obtain a hearing device for use during meetings.

Patsy C. Adkins, MMC
City Clerk

Publish on Thursday, February 1, 2018

adno=50520298