



City of North Port

ORDINANCE NO. 2018-05

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.

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF NORTH PORT, FLORIDA:

WHEREAS, safe, convenient, and accessible transportation for all users is a priority of the City of North Port; and

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families;

WHEREAS, the City of North Port is a platted lands community of approximately 104 square miles in size with limited bicycle and pedestrian facilities in the platted lands area to the east of Myakkahatchee Creek; and Complete Streets improve public health and safety by

reducing the risk of injuries and fatalities from traffic collisions for users of all modes of transportation;

WHEREAS, in light of the foregoing benefits and considerations, the City of North Port wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards.

WHEREAS, on September 17, 2014, the Florida Department of Transportation passed its Complete Streets Policy.

WHEREAS, on January 29, 2016, City Staff held a workshop on Complete Streets with City Commission. At this meeting, Staff was directed to develop policy language to be brought back to Commission at a later date.

WHEREAS, on January 1, 2018, the Florida Department of Transportation's Design Manual that encompasses complete street solutions took effect.

WHEREAS, based on Staff analysis of a variety of complete streets policies and ordinances, Staff is recommending that the best route to take to implement a complete streets ordinance is to amend Chapter 37 of the Unified Land Development Code.

SECTION 1 – FINDINGS:

1.01 The recitals outlined above are incorporated by reference as findings of fact as if expressly set forth herein.

SECTION 2 - ADOPTION OF COMPLETE STREETS REGULATIONS INTO CHAPTER 37, SECTION IV. - ROADWAY DESIGN AND CONSTRUCTION STANDARDS, CITY OF NORTH PORT UNIFIED LAND DEVELOPMENT CODE:

2.01 The North Port City Commission hereby approves and adopts the following amendments to the City of North Port Unified Land Development Code Chapter 37, Article IV:

ARTICLE IV. - ROADWAY DESIGN AND CONSTRUCTION STANDARDS

Sec. 37-29. - General requirements.

A. The location and width of all arterial and collector streets shall conform to all requirements and specifications set forth in the City of North Port's Comprehensive Plan.

- B. The proposed streets of a subdivision plat shall recognize and extend suitable existing or previously platted streets and shall make possible the future extension of streets into adjacent undeveloped land where feasible. Major roadways, collector and arterial roadways, parking lot and driveway turning radii shall be designed to allow single unit (SU) vehicles (as defined by AASHTO) to navigate through all turns without crossing into oncoming traffic. The minimum turning radii shall be thirty-five (35) degrees.
- C. Local streets shall be planned so that access from residential lots into arterial and collector streets shall be prohibited except as provided in Sec. 37-12(F)(3)(4), Sec. 53-239(A) and Sec. 53-265(D).
- D. Intersections shall be as nearly at right angles as possible.
- E. Private streets may be approved, but shall conform to all standards set forth herein these regulations.
- F. The engineer of record shall be responsible for all roadway and bridge design data and calculations. Roads and bridges shall be designed to accommodate fire apparatus with a minimum weight of thirty-two (32) tons.
- G. Construction shall conform to the City engineering standards.
- H. Roadway design and construction criteria shall conform to all criteria contained herein, to include the criteria contained in the following publications which are hereby adopted and shall be considered and construed to be an integral part hereto:
 - (1) Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, latest edition (Green Book). This shall include the Traditional Neighborhood Design Chapter.
 - (2) Florida Department of Transportation Procedures Manual for Flexible Pavement Design, latest edition.
 - (3) Florida Department of Transportation, Standard Specifications for Road and Bridge Construction, latest edition.
 - (4) The American Association of State Highway and Transportation Officials (AASHTO), Standard Specifications for Highway Bridges, latest edition.
 - (5) The Manual of Uniform Traffic Control Devices, latest edition.
 - (6) The Florida Department of Transportation Plans Preparation Manual, latest edition.
 - (7) The Florida Department of Transportation Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System (Index).
 - (8) The Florida Department of Transportation Design Manual
- I. In addition to the above, newly created streets and retrofitted arterial and collector streets, as well as local streets that intersect arterial or collector roadways or serve schools or park areas shall be designed as complete streets by utilizing the additional criteria

identified in the following publications which are hereby adopted and shall be considered and construed to be an integral part hereto:

- (1) Urban Street Design Guide, Transit Street Design Guide, and Urban Bikeway Design Guide (National Association of City Transportation Officials)
- (2) Designing Walkable Urban Thoroughfares: A context sensitive approach (Institute of Transportation Engineers/Congress for the New Urbanism)
- (3) Pedestrian Safety Guide and Countermeasure Selection System (U.S. Department of Transportation, Federal Highway Administration)
- (4) Bicycle Safety Guide and Countermeasure Selection System (U.S. Department of Transportation, Federal Highway Administration)
- (5) Separated Bike Lane Planning and Design Guide (U.S. Department of Transportation, Federal Highway Administration)

J. State the design speed(s) of the roadway(s) on cover sheet and in the general notes on the plans.

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Sec. 37-41. - Bike paths, bike lanes and bike rack.

- A. Bike lanes will be required along all arterial and collector roadways and along all local roadways that intersect an arterial or collector roadway or serve a school or community facility. All bicycle lanes shall be a minimum of five (5) feet in width and designed and constructed in accordance with Florida Department of Transportation (FDOT) standards. The City Commission may waive or modify this requirement bike lanes in cases where there is not enough right-of-way to provide sufficient space to meet the minimum bicycle lane width or in cases where public safety is a concern. upon a show of good cause and that the public's interest shall not be harmed.
- B. Bike paths shall be required in all subdivisions and along all waterways to provide aesthetic quality and pedestrian amenities.
- C. Bike racks shall be provided by the developer at all bus shelters or bus stops located within the subdivision or at strategic locations along local or collector roadways serving the subdivision.
 - (1) Bike racks serving Sarasota County Area Transit (SCAT) patrons shall be built in accordance with the City's approved plans for SCAT bus shelters.
 - (2) Bike racks placed throughout the development and serving school bus stops shall be built and placed in accordance with the City's and the Sarasota School Boards joint agreement. These bike racks may be moved from time to time at the City's discretion.
- D. Bike racks shall be provided for all commercial development as follows:

Building Square Footage	Number of Bike racks
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2,500—25,000	1
25,001—75,000	2
75,001—150,000	3

For each additional fifty thousand (50,000) square feet of floor space, one (1) bike rack is to be added.

Sec. 37-42. - Bridges.

- A. Bridges shall be constructed of precast concrete, prestressed concrete or cast-in-place concrete unless otherwise approved by the City Manager or designee.
- B. Bridge design shall conform to the design criteria of the AASHTO Standard Specifications for Highway Bridges, latest edition, and Florida DOT Standard Specifications for Road and Bridge Construction, latest edition.
- C. The design bridge loading shall be H20-516-44 for arterial roadways and H20-44 for all other streets unless otherwise approved by the City Manager or designee. One (1) set of signed, sealed and dated bridge design calculations shall be submitted by the engineer of record to the City Manager or designee. Roadways and bridges shall be designed to accommodate fire apparatus with a minimum weight of thirty-two (32) tons.
- D. Testing and reports are required and shall be in accordance with Florida Department of Transportation (FDOT) and American Association of State Highway and Transportation Officials (AASHTO) standard practices and shall be submitted to the City Manager or designee by the engineer of record for review and prior to starting the next stage of construction.
- E. Engineering design revisions shall be reviewed and approved by the City Manager or designee prior to construction.
- F. Small-scale access bridges. Notwithstanding the provisions of subsection C above, the City shall work toward a network of bridges that would provide connections between neighborhoods for non-motorized vehicles, neighborhood electric vehicles, and golf carts while providing additional access for emergency vehicles. Non-motorized access bridges shall be no greater than fifteen (15) feet in width and shall be designed to accommodate an emergency vehicle no heavier than an ambulance.”

SECTION 3 - APPLICABILITY:

3.01 This Ordinance shall apply to all applications for development, including building permit applications and subdivision proposals, submitted on or after the effective date of this Ordinance.

SECTION 4 – CODING OF AMENDMENTS:

4.01 In this Ordinance, additions are shown as underlined and deletions as strikethrough. These editorial notations shall not appear in the codified text.

SECTION 5 - SEVERABILITY:

5.01 If any section, subsection, sentence, clause or phrase of this Ordinance is, for any reason, declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole, or any part thereof, other than the part so declared.

SECTION 6 - CONFLICTS:

6.01 In the event of any conflict between the provisions of this Ordinance and any other ordinance, resolution, or portions thereof, the provisions of this Ordinance shall prevail to the extent of such conflict.

SECTION 7 - EFFECTIVE DATE:

7.01 This Ordinance shall take effect immediately upon adoption by the City Commission of the City of North Port, Florida.

READ BY TITLE ONLY at first reading by the City Commission of the City of North Port, Florida in public session this __ day of _____, 2018.

PASSED and DULY ADOPTED by the City Commission of the City of North Port, on the second and final reading in public session this __ day of _____, 2018.

CITY OF NORTH PORT, FLORIDA

VANESSA CARUSONE
MAYOR

ATTEST:

PATSY C. ADKINS, MMC
CITY CLERK

APPROVED AS TO FORM AND
CORRECTNESS:

AMBER L. SLAYTON
CITY ATTORNEY