



Petition No. PMCP-24-00000041
75 Park Place Development Master Plan
(Formerly DMP-24-041)

STAFF REPORT

From: Adriana Silva, Planner II

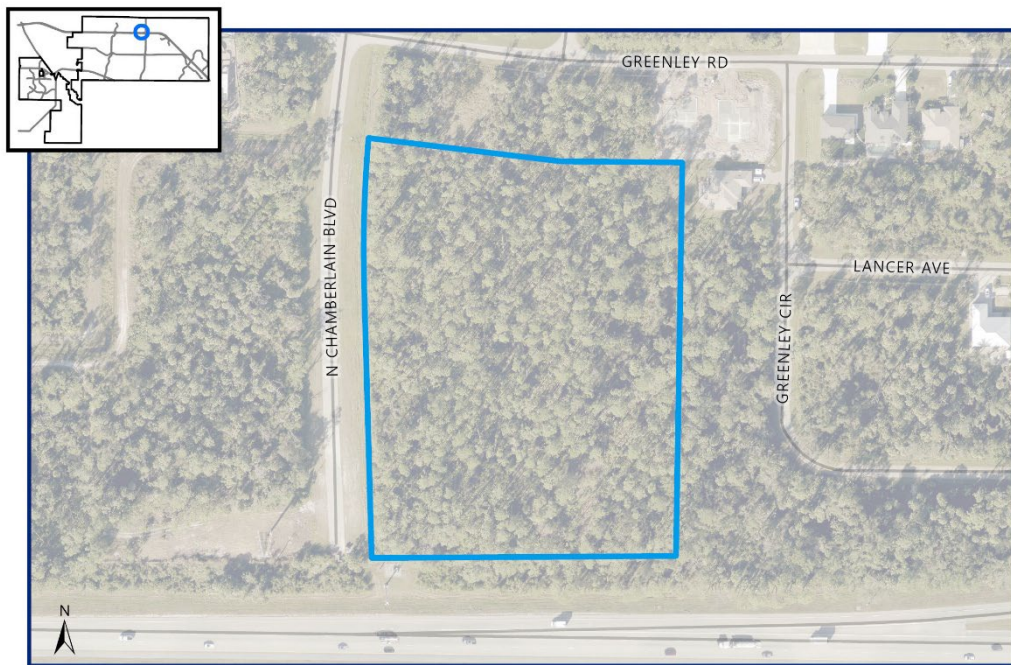
Thru: Lori Barnes, AICP, CPM, Deputy Director, Development Services

Thru: Alaina Ray, AICP, Development Services Director

Thru: Jason Yarborough, ICMA-CM, Deputy City Manager

Thru: A. Jerome Fletcher II, ICMA-CM, MPA, City Manager

Date: March 5, 2026



PROJECT:	PMCP-24-00000041 (DMP-24-041) 75 Park Place Development Master Plan
REQUEST:	Approve the 75 Park Place Development Master Plan for a recreational vehicle's personal storage establishment with 175 parking stalls.
APPLICANT:	Frank J. Feeney, P.E., Quattrone & Associates, Inc (Exhibit A, Affidavit)
OWNERS:	5000 Chamberlain LLC (Exhibit B, Deed)
LOCATION:	Southeast of the intersection of N Chamberlain Boulevard and Greenley Road, (Section 12, Township 39 South, Range 21 East)
PARCEL ID#:	0959115475
PROPERTY SIZE:	± 6.37 acres

I. INTRODUCTION

On February 23, 2024, the Planning and Zoning Division of the City of North Port received an application to construct a personal storage facility with 175 parking stalls for recreational vehicles and boat storage. As this application was submitted before the current Unified Land Development Code (ULDC) was effective on October 28, 2024, it has been evaluated in accordance with the provisions of the 2010 ULDC and applicable regulations at the time of submittal.

The vacant parcel consists of ± 6.37 acres of natural vegetation and is generally located southeast of the intersection of N Chamberlain Boulevard and Greenley Road. Per the 2010 ULDC, the parcel has a zoning designation of Commercial General (CG). CG is intended to provide areas in which the customary and traditional conduct of trade, retail sales and commerce may be carried on without disruption by the encroachment and intrusion of incompatible residential uses and protection from the adverse effects of undesirable industrial uses. At the time of submittal, the subject property had a Future Land Use Designation of Commercial.

II. SITE INFORMATION

2010 ULDC LAND USE			
Adopted Future Land Use Map Designation: Commercial (C)			
Adopted Zoning Map Designation: Commercial General (CG)			
Existing Land Uses: Vacant.			
CURRENT LAND USE			
Adopted Future Land Use Map Designation: Medium Intensity Corridor (MIC)			
Adopted Zoning Map Designation: Corridor Transitional (CT)			
Existing Land Uses: Vacant.			
SURROUNDING LAND USES:			
Direction	Existing Land Uses	Future Land Use Map Designation	Zoning Map Designation
North	Vacant; Single-Family Residential	Low-Density Residential	Residential Low (R-1)
South	ROW (I-75)	Low-Density Residential	Residential Low (R-1)
East	Vacant; Single-Family Residential	Low-Density Residential	Residential Low (R-1)
West	Vacant; ROW	Medium Intensity Corridor	Corridor Transitional (CT)

III. PETITION

Frank J. Feeney, P.E., Quattrone & Associates, Inc (Applicant) is formally petitioning the City for approval of a Development Master Plan (DMP) (Exhibit C, Proposed Development Master Plan) to construct a personal storage establishment with 175 parking stalls. The parking stalls are to be screened with an opaque wall and covered, as depicted on the Development Master Plan. No occupied structures are proposed. The property is located at the terminus of a dead-end road adjacent to Interstate 75.

IV. STAFF ANALYSIS

The subject property is zoned Commercial General (CG), which is intended to accommodate a range of commercial uses that serve the community and traveling public. The applicant is proposing a personal use storage facility for recreational vehicles, boats, and similar personal vehicles. The Commercial General zoning district permits retail mini storage facilities as a permitted use. The ULDC definitions further classify mini storage as a personal storage establishment. The ULDC defines a personal storage establishment as “an establishment that has a structure or a group of structures containing individual and compartmentalized facilities for the use of personal storage. The ULDC defines a structure as “a walled and roofed building that is principally above ground”. The ULDC further defines a building as “any structure built or supported, either temporary or permanent, having a roof intended to be impervious to weather, supported by columns or walls or both and used or built for the shelter or enclosure of persons, animals, chattels or property of any kind.” The Master Development Plan details that a 1.60 ac portion of the parking stalls to be provided under roofed structures that are enclosed on 3 sides, fulfilling the ULDC definition of a structure and a personal storage establishment.

The proposed use is consistent with the intent of the Commercial General zoning district, particularly given the site’s proximity to Interstate 75 and limited suitability for pedestrian-oriented or neighborhood-serving retail uses. The location at the end of a dead-end roadway further supports a lower-intensity commercial use that does not rely on high visibility or customer turnover.

Compatibility considerations have been evaluated due to the presence of single-family residential uses to the north and east. The applicant provided an additional level of detail, not required of the Development Master Plan, to demonstrate compatibility with a solid wall encompassing the establishment, enhanced landscaping, and a gated entrance. The proposed development does not include occupied structures and is expected to generate minimal traffic and operational impacts.

Compliance with applicable setbacks, buffering, landscaping, and screening requirements have been demonstrated, and exceeded, and will be required to be further detailed at the time of Site Development and Infrastructure Plan application.

Staff finds the project consistent with the development standards and intent of Chapter 53 given limited trip generation, site context, and mitigation efforts.

Consistency with the City's Comprehensive Plan and the City's Unified Land Development Code

2017

City of North
Port
Comprehensive
Plan

*(Effective at the
time of
Application
Submittal)*

FUTURE LAND USE ELEMENT GOALS, OBJECTIVES, AND 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.

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).

The subject property is zoned Commercial General and is located at the end of a dead-end roadway adjacent to the Interstate 75 right-of-way, making it well suited for a low-intensity commercial use. The proposed use for personal storage establishment is compatible with surrounding conditions and aligns with the intent of Policy 1.1 of the City's Comprehensive Plan Future Land Use Element.

Staff finds Petition No. PMCP-24-00000041, 75 Park Place Development Master Plan consistent with the Future Land Use GOP's Policy 1.1 of the City's Comprehensive Plan.

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

Based on the construction costs of the project, the city estimates an ad valorem of \$2,720.31 the first year, aligning with the City's objective to increase and diversify its economic tax base through non-residential development.

Staff finds Petition No. PMCP-24-00000041, 75 Park Place Development Master Plan consistent with the Future Land Use GOP's Objective 3 of the City's Comprehensive Plan.

2017
City of North
Port
Comprehensive
Plan
(Effective at the
time of
Application
Submittal)

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 4.10 seeks to ensure neighborhood commercial development is compatible with adjacent residential uses through the application of screening, landscaping, and buffer yard requirements. The subject property is bordered by single-family residential uses and vacant lands to the north and east. To the west there are vacant lands, zoned for commercial uses, and a roadway. To the south is Interstate 75. Given this context, the proposed low-intensity commercial personal storage use is appropriate, provided buffering and screening standards are applied along the residential interfaces.

Staff finds Petition No. PMCP-24-00000041, 75 Park Place Development Master Plan consistent with the Future Land Use GOP's Policy 4.10 of the City's Comprehensive Plan.

ECONOMIC DEVELOPMENT ELEMENT GOALS, OBJECTIVES, AND POLICIES

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.

Policy 1.1.6 seeks to diversify its tax base by encouraging the development of vacant or underutilized parcels for commercial use. The subject parcel is currently vacant, and the proposed personal storage use offers a low intensity commercial development that minimizes infrastructure demands and traffic impacts while providing a functional commercial use appropriate for the site location (adjacent to Interstate 75 and residential low zoned properties).

Staff finds Petition No. PMCP-24-00000041, 75 Park Place Development Master Plan consistent with the Economic Development GOP's Policy 1.1.6 of the City's Comprehensive Plan.

2010 Unified Land
Development Code
(Effective at the
time of Application
Submittal)

Chapter 53, Section 53-37

The subject property is zoned Commercial General, which permits a range of commercial uses consistent with the site's location adjacent to Interstate 75. The proposed use as a personal storage establishment for recreational vehicles, trailers, and boats represents a low-intensity commercial use that is compatible with the zoning district intent and surrounding land use pattern. While single-family residential uses exist to the north and east, the absence of occupied commercial structures, minimal traffic generation, and required compliance with buffering, landscaping, and screening standards mitigate potential compatibility impacts.



The petition may be found consistent with Section 53-37 of the ULDC.

The 75 Park Place Development Master Plan as presented complies with the applicable 2010 Unified Land Development Code requirements for landscape buffers, perimeter screening, and setbacks adjacent to residential properties to mitigate potential visual and operational impacts. The absence of occupied structures, limited vehicle trip generation, and location adjacent to Interstate 75 further reduce potential compatibility concerns.

V. NEIGHBORHOOD MEETING

Pursuant to Section 53-5.E. of the Unified Land Development Code, the applicant held a neighborhood meeting on February 11, 2025, from 5:30 p.m. to 6:30 p.m. at the Shannon Staub Library Meeting Room located at 4675 Career Lane, North Port, FL 34289. The meeting documents, including the neighborhood meeting public notice, meeting minutes, and Sign In sheet are attached as (Exhibit F, Neighborhood Meeting Documents).

Questions from the community addressed the proposed use, infrastructure associated with the project, anticipated environmental impacts, and buffers proposed with the project.

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VI. REVIEW PROCESS

A pre-application meeting for the project (PRE-22-075) was held on April 29th, 2022 (Exhibit E, Pre-Application Notes). PMCP-24-00000041 underwent staff review; the reviewing departments had no issues, with the exception of the following conditions:

Natural Resources has the following conditions:

1. During the last review cycle, the requirement for including shrubs in the Type C buffer was not reflected in your most recent revision. A Type C buffer requires the planting of shrubs, along with one tree every 40 feet. Although the revised landscaping plans indicate that a Type C buffer will be provided, the landscape calculations do not account for any shrubs as proposed. At the time of the site development review, please ensure that shrubs are included in your landscaping calculations and on the plans. It is recommended to use Florida native vegetation. Sec. 21-9.
2. The tree survey indicates more trees than what is proposed for preservation on the site plans. During the Site Development Review, it is recommended to keep this buffer in its natural state. By doing so, there will be no need to plant additional trees to meet the requirements for a Type C buffer, as the existing trees will satisfy this criterion. All trees designated for protection should have a barricade installed around them, which must remain in place throughout the construction period to prevent any damage to the protected trees. Chapter 45- Tree Protection Regulations.

Fire has the following conditions:

1. If at any time this project offers temporary living sites for use by recreational vehicles and camping units as defined in NFPA 1194 - Standard for Recreational Parks and Campgrounds, 2021 Edition, the requirements for Wildland/Urban Interface areas shall apply in accordance with NFPA 1144 - Standard for Reducing Structure Ignition Hazards from Wildland Fire, 2018 Edition.
2. If at any time this project offers temporary living sites for use by recreational vehicles and camping units as defined in NFPA 1194 - Standard for Recreational Parks and Campgrounds, 2021 Edition, the requirements set forth therein shall apply.

VIII. STAFF RECOMMENDATION

Recommended Action:

Approve the proposed Development Master Plan for Petition PMCP-24-00000041 (DMP-24-041), 75 Park Place as presented.

Commission Options:

Option 1: Approve the Development Master Plan for Petition PMCP-24-00000041 (DMP-24-041), 75 Park Place as presented.

- **Pros:**
 - The personal storage use offers a low intensity commercial development most appropriate for the site location (a dead-end roadway adjacent to Interstate 75 and residential low zoned properties);
 - The development provides a functional commercial use that does not rely on high visibility nor customer turnover, generates minimal infrastructure demands and traffic impact, does not include occupied structures, and does not rely on municipal water or sewer services, thereby limiting impacts to public facilities and services.
- **Cons:**
 - The presence of residential low zoned parcels to the north and east requires careful implementation of buffering, landscaping, and screening to mitigate visual and operational impacts.
 - The proposed personal storage establishment does not provide active commercial development, employment opportunities, or tax base generation typically associated with higher-intensity commercial uses.

Option 2: Deny the Development Master Plan for Petition PMCP-24-00000041 (DMP-24-041), 75 Park Place.

- **Pros:**
 - Denial avoids introducing a personal storage use adjacent to single-family residential neighborhoods to the north and east, eliminating potential concerns related to long-term neighborhood character.
 - Denial reserves the site for more active or higher-intensity commercial development that could capitalize on its Commercial Future Land Use designation and potentially provide greater economic and employment benefits.
- **Cons:**
 - Denial of a use that is consistent with the Commercial Future Land Use designation and Commercial General zoning limits the property owner's use of the property.
 - Denial can perpetuate vacancy or underutilization of the site, foregoing a low-intensity development that minimizes infrastructure demands and traffic impacts while providing a functional commercial use for the area.
 - A more intense commercial development that may be less compatible with the existing residential neighborhood could be proposed on the site.

IX. PUBLIC NOTICE AND HEARING SCHEDULE

Notice of Public Hearings were mailed to the owner and property owners within a 1,320-foot radius of the subject property on February 17, 2026. The petition was also advertised in a newspaper of general circulation within the City of North Port on February 17, 2026, (Exhibit D, Public Notice).

PUBLIC HEARING SCHEDULE	Planning & Zoning Advisory Board Public Hearing	March 5, 2026 9:00 AM or as soon thereafter
	City Commission Public Hearing	March 10, 2026 10:00 AM or as soon thereafter

X. EXHIBITS

A.	Affidavit
B.	Deed
C.	Proposed Development Master Plan
D.	Public Notice
E.	Pre Application Meeting Notes
F.	Neighborhood Meeting Documents

OWNER'S AFFIDAVIT

STATE OF FLORIDA
COUNTY OF SARASOTA
CITY OF NORTH PORT

BEFORE ME, the undersigned authority personally appeared Ashley Bloom,
who being by me first duly sworn on oath, deposes and says:

1. That he/she is the fee-simple owner of the property legally described and attached to this application.
2. That he/she desires Development Master Plan and Major Site Development Plan
approval to accomplish the above desired request, as stated on Page 1 of this Application.
3. That he/she has appointed Frank J. Feeney, P.E., Quattrone & Associates, Inc. to act as Agent and/or Applicant in their behalf to accomplish the above.

Ashley Bloom
(Owner's Signature)

STATE OF FLORIDA
COUNTY OF SARASOTA
CITY OF NORTH PORT

The foregoing instrument was acknowledged before me this 2nd day of February 2025, by
Ashley Barrett Bloom, who is personally known to me or who has produced
_____ as identification.

Melissa L. Bedard
Notary Public (Signature)

Melissa L. Bedard
Print or type Notary Name

Commission (serial) Number HH 396650

My Commission Expires: July 20, 2027

(SEAL)



NOTE:

All applications shall be signed by the Owner(s) of the Property, or some person duly authorized by the Owner to sign. The authority authorizing such person other than the Owner to sign MUST be attached.

I (the undersigned), Ashley Bloom being first duly sworn, depose and say that I am the owner, attorney, attorney-in-fact, agent, lessee or representative of the owner of the property described and which is the subject matter of the proposed application; that all answers to the questions in this application, and all sketches, data and other supplementary matter attached to and made a part of the application are honest and accurate to the best of my knowledge and belief. I understand this application must be complete and accurate before the application can be processed or hearing can be advertised, and that I am authorized to sign the application by the owner or owners. I authorize City of North Port staff and agents to visit the site as necessary for proper review of this application. *If there are any special conditions such as locked gates, restricted hours, guard dogs, etc., please provide the name and telephone number of the individual who can allow access.*

Sworn and subscribed before me this 26th day of JANUARY, 2024

Signature of Applicant or Authorized Agent

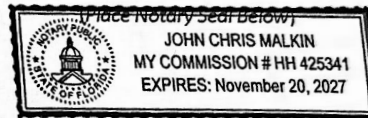
Ashley Bloom, Member Manager
Print Name and Title

STATE OF FLORIDA

COUNTY OF SARASOTA

The foregoing instrument was acknowledged by me this 29th day of JANUARY, 2024, by Ashley Bloom who is personally known to me or has produced _____ as identification.

Signature - Notary Public



AFFIDAVIT AUTHORIZATION FOR AGENT/APPLICANT

I, Ashley Bloom, property owner, hereby authorize Frank J. Feeney, P.E., Q Grady Minor & Associates, P.A. to act as Agent on our behalf to apply

for this application on the property described as (legal description) Tract D, Block 1154, 25th Addition to Port Charlotte, less I-75 ROW in OR 1114/1543 containing 6.35 acres, more or less.

Ashley Bloom, Member Manager, Wisdom Properties, LLC
Owner

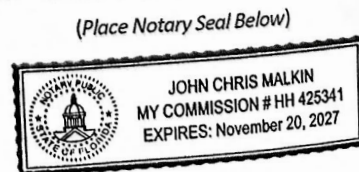
Date

STATE OF FLORIDA

COUNTY OF SARASOTA

The foregoing instrument was acknowledged by me this 29th day of JANUARY, 2024, by Ashley Bloom who is personally known to me or has produced _____ as identification.

Signature - Notary Public



This Instrument Prepared By and Return To:
MICHAEL M. WALLACK, ESQ.
MICHAEL M. WALLACK, CHARTERED
100 Wallace Avenue, Suite 333
Sarasota, FL 34237

RECORDED IN OFFICIAL RECORDS 2
INSTRUMENT # 2007064900 2 PGS
2007 APR 20 03:56 PM
KAREN E. RUSHING
CLERK OF THE CIRCUIT COURT
SARASOTA COUNTY, FLORIDA
CEAGLETO Receipt#911678



Doc Stamp-Deed: 2,912.00

This Warranty Deed made the 18th day of April A. D. 2007 by

JEREMY ROWLAND, Trustee of Bethel Baptist Church,
with offices located at: PO Box 7259, North Port, FL 34287;
hereinafter called the grantor, to

5000 CHAMBERLAIN, LLC, a Florida limited liability company,
With offices located at: 1551 Hansen Street, Sarasota, FL 34231; and
whose Federal Identification Number is:
hereinafter called the grantee:

(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

Witnesseth: That the grantor, for and in consideration of the sum of \$ 10.00 and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee, all that certain land situated in SARASOTA County, Florida, viz:

All of Tract **D**, TWENTY-FIFTH ADDITION TO PORT CHARLOTTE SUBDIVISION, according to the plat thereof recorded in Plat Book 15, Pages 2, 2A through 2Q, Public Records of Sarasota County, Florida; LESS AND EXCEPT that portion in Order of Taking recorded in Official Records Book 1114, Page 1543, Public Records of Sarasota County, Florida.

Tax Identification Parcel No. 0959-11-5475

SUBJECT TO:

1. Conditions, restrictions, easements, and reservations of record; but this reference shall not operate to reimpose same.
2. Taxes for the year 2007 and all subsequent years.

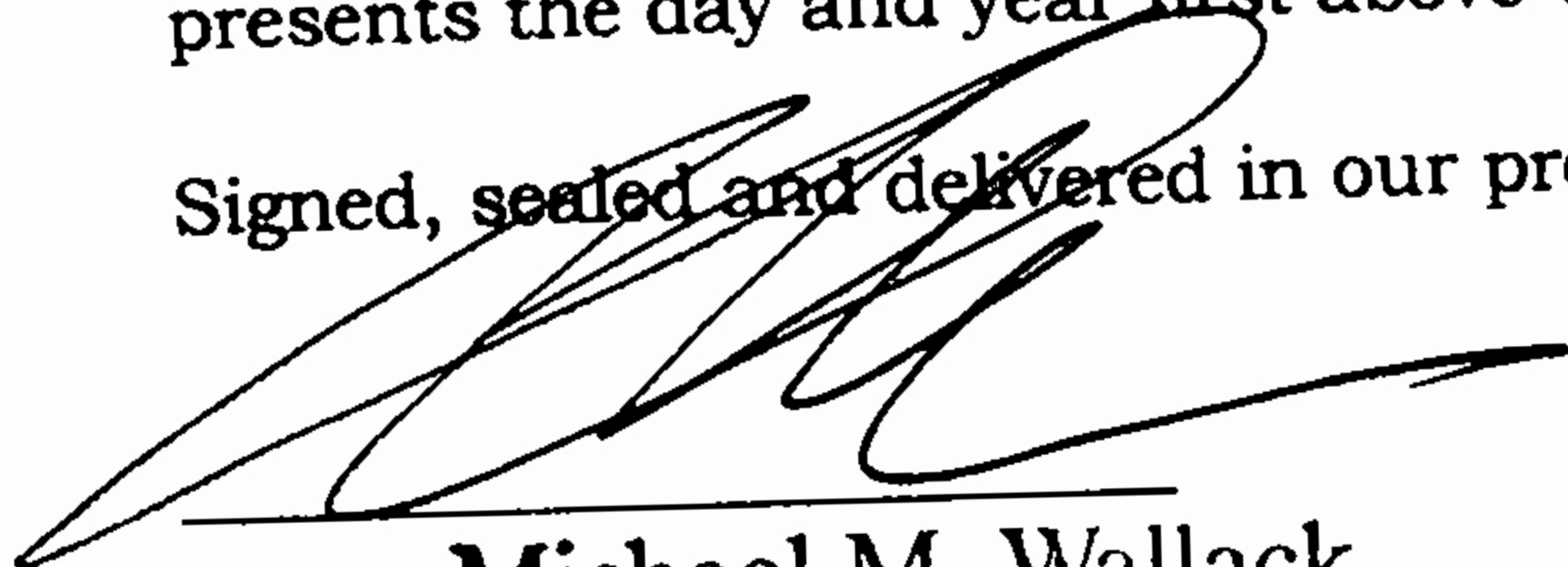
Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2006.

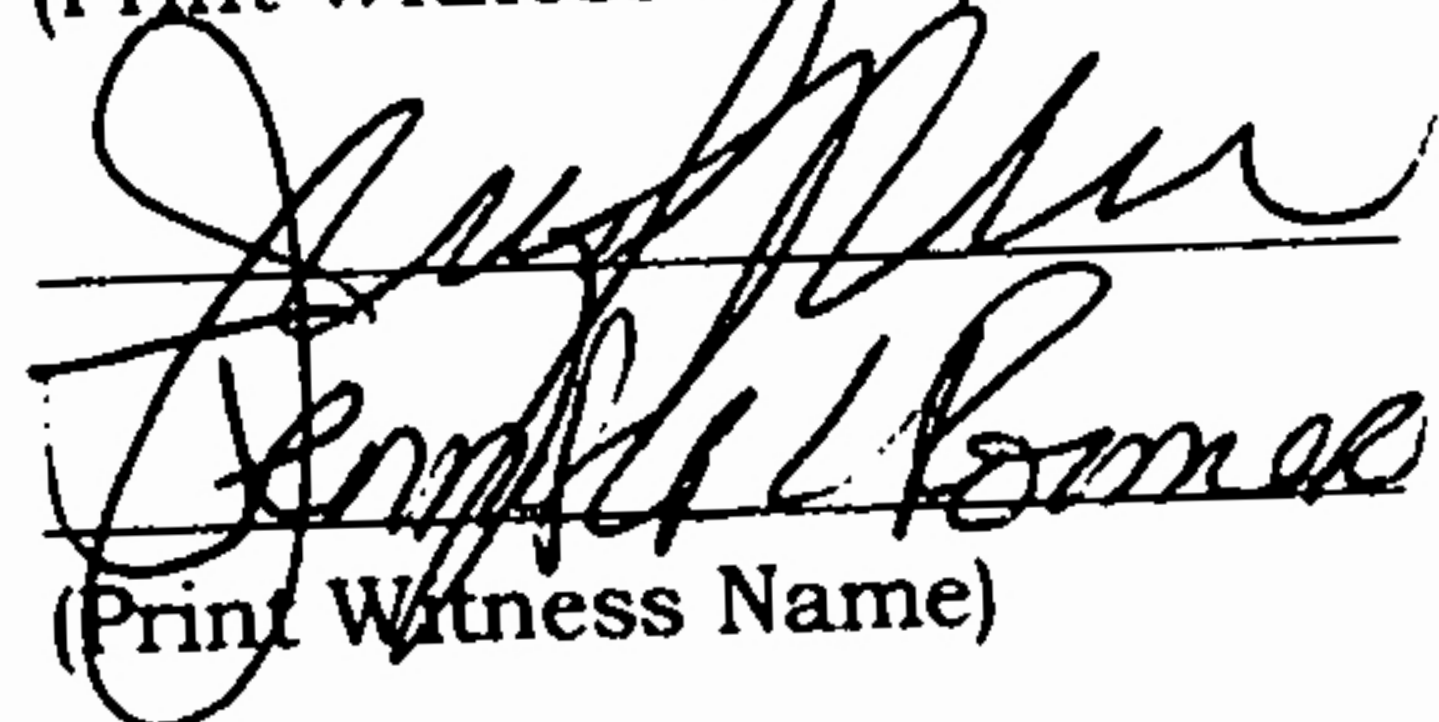
In Witness Whereof, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in our presence:

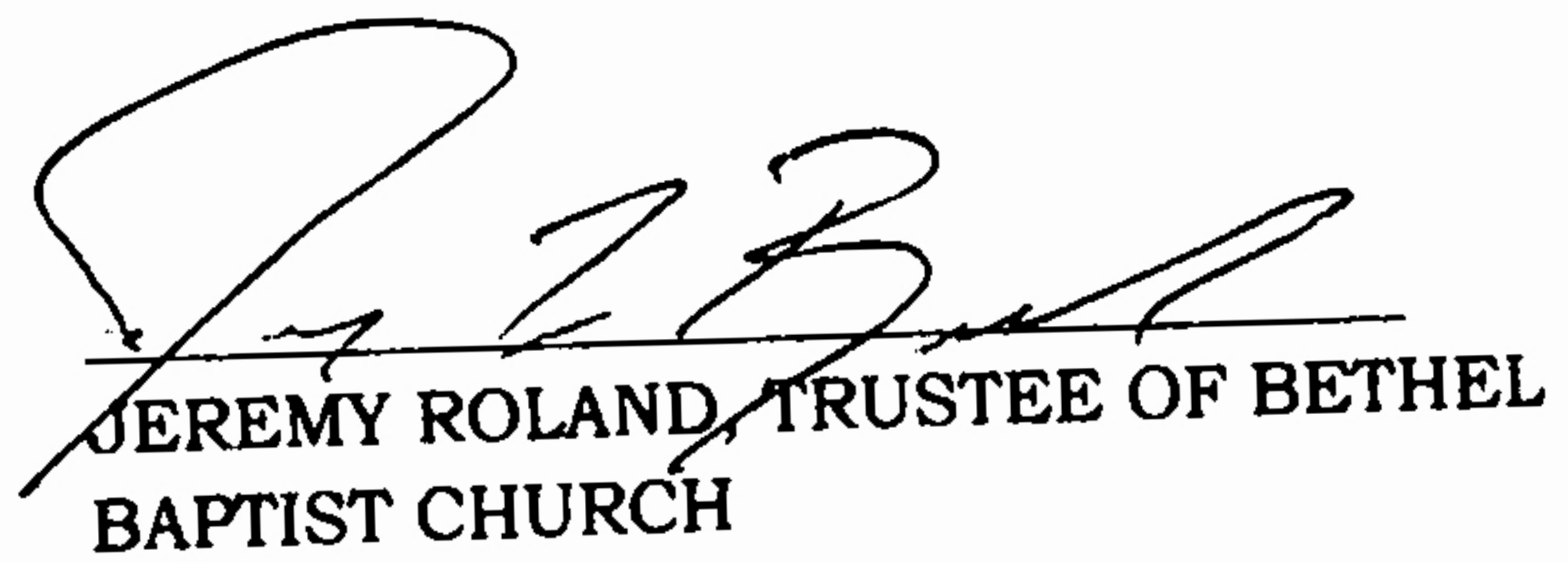


Michael M. Wallack

(Print Witness Name)



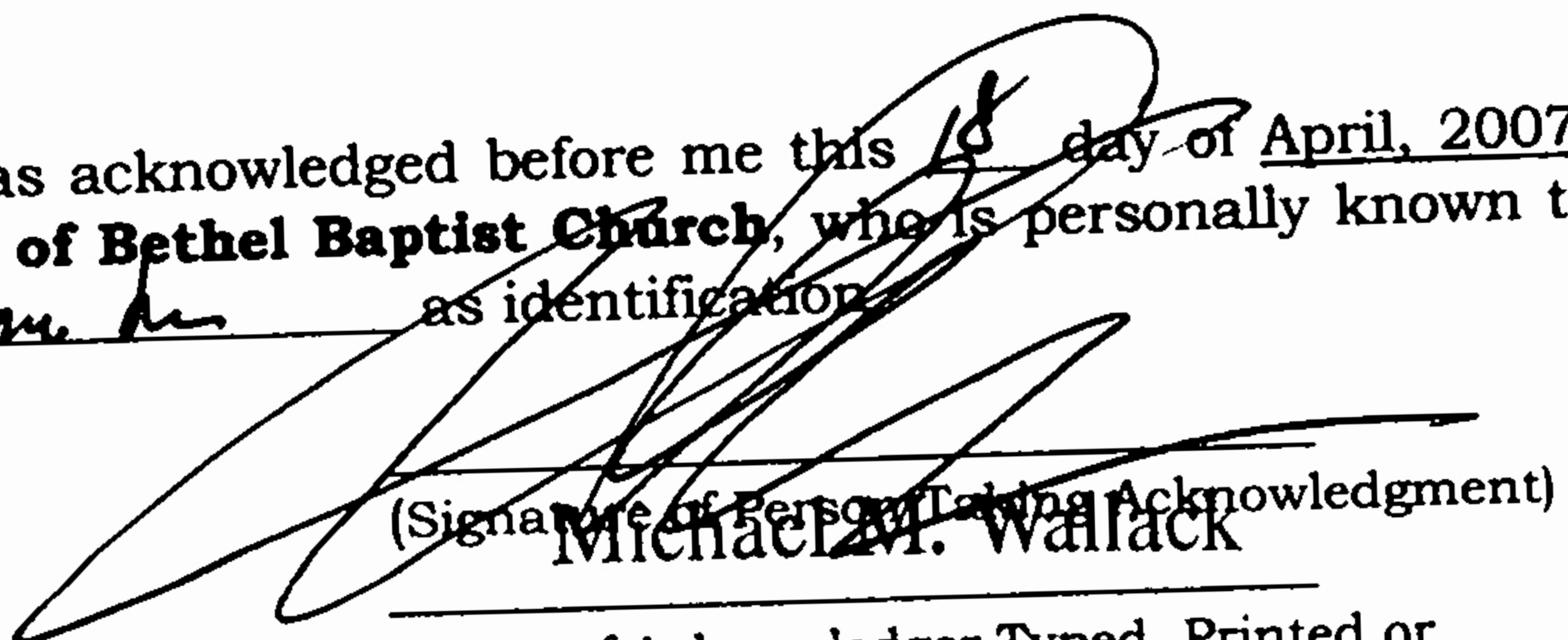
(Print Witness Name)



JEREMY ROLAND, TRUSTEE OF BETHEL BAPTIST CHURCH

State of Florida
County of Sarasota

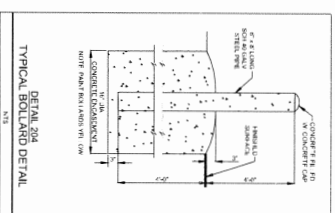
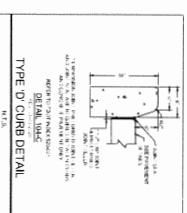
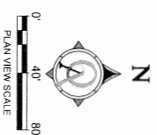
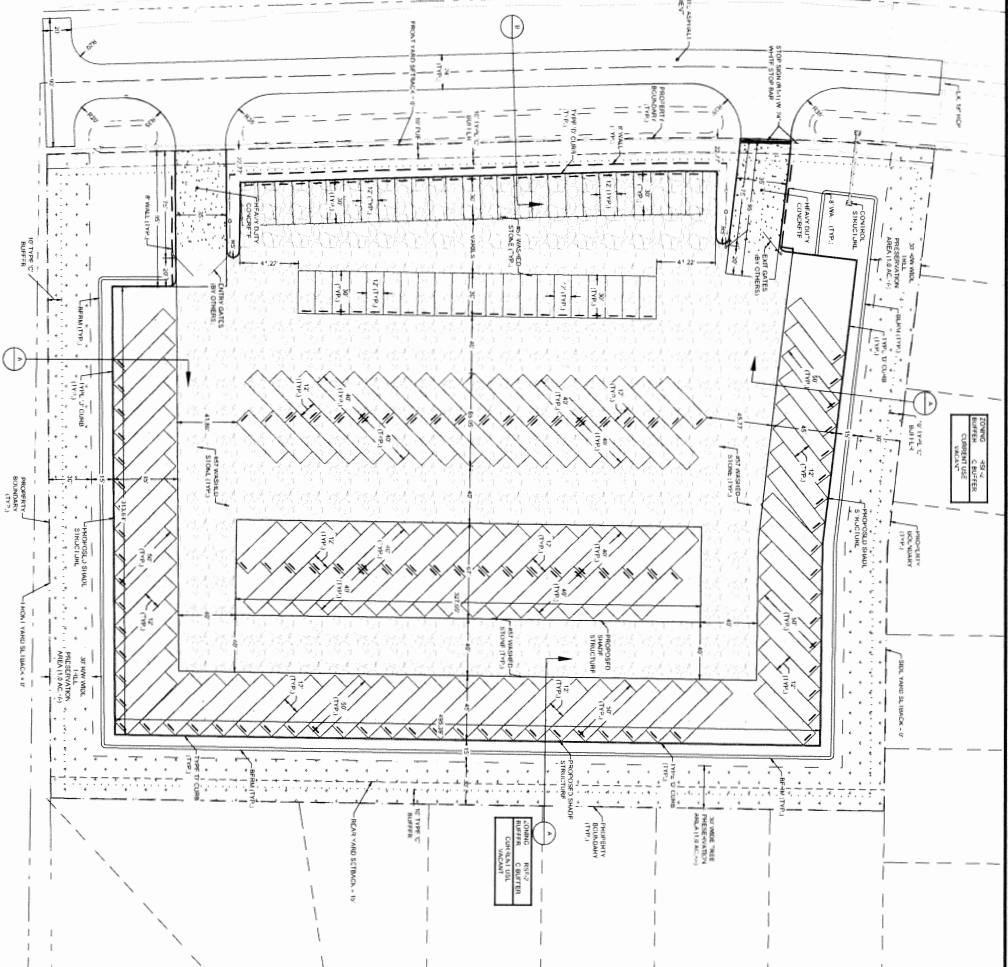
The foregoing instrument was acknowledged before me this 18 day of April, 2007, by **JEREMY ROWLAND, Trustee of Bethel Baptist Church**, who is personally known to me, or who has produced Jeremy Rowland as identification.



(Signature of Person Taking Acknowledgment)

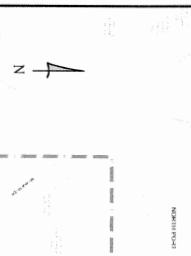
Michael M. Wallack
(Name of Acknowledger Typed, Printed or Stamped)
(Title or Rank)
(Serial Number, if any)

 Michael M Wallack
My Commission DD286858
Expires April 08, 2008



REQUIRED SETBACKS	REQ.	PROV.
FRONT	NONE	45
SIDE	NONE	45
REAR	15	45
BLDG. HT. MAX	70	40 MAX.

MASTER CONCE



PROJECT SUMMARY:

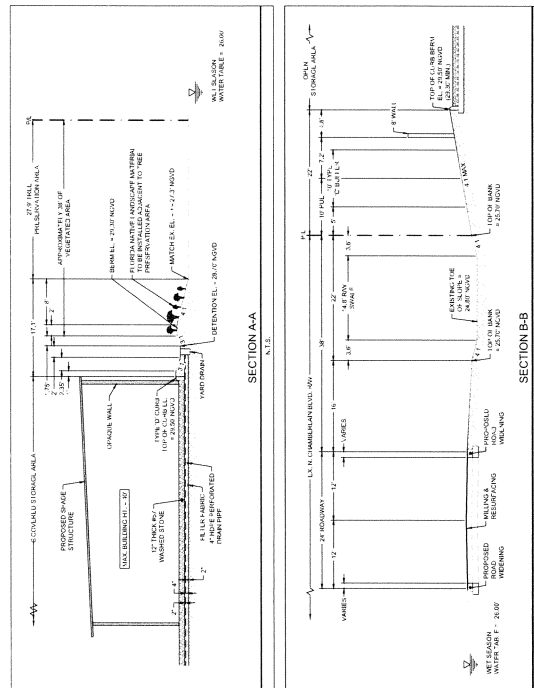
ZONING/REZONING
COMMERCIAL GENERAL
PARCEL ID
0959115475
PROJECT ACREAGE
6.37 ACRES

DESCRIPTION
RECREATIONAL VEHICLES PARKING
PROVIDED: 175 STALLS

GRAVEL & CONCRETE AREA = 290 AC. T
COVERED OUTDOOR GRAVEL STORAGE
(36% OF TOTAL GRAVEL STORAGE AREA)
TREE PRESERVATION AREA = 1.0 AC.
(15.7% OF TOTAL SITE AREA)
OPEN SPACE = 1.87 AC. (29% OF TOTAL
FLOOR AREA RATIO
(PER 2010 ULDC SECTION 53-41) ALLOW
(BUILDING) 1.60 AC. / 6.37 AC. = 25.1% OF
LOT COVERAGE
(PER 2010 ULDC SECTION 53-43) NOT GR
(BUILDING) 1.60 AC. / 6.37 AC. = 25.1% LO

Francis J Feeney
2025-12-16 13:
34:57

LOCATED IN SECTION 12, TOWNSHIP 39-S, RANGE 21-E, SARASOTA COUNTY, FLORIDA





Description: PMCP-24-00000041

Ad Number: 3982671

**PUBLISHER'S AFFIDAVIT OF
PUBLICATION STATE OF FLORIDA COUNTY
OF CHARLOTTE:**

Before the undersigned authority personally appeared Amber Douglas, who on oath says that she is the Legal Advertising Representative of The Daily Sun, a newspaper published at Charlotte Harbor in Charlotte County, Florida; that the attached copy of advertisement, being a Legal Notice that was published in said newspaper in the issue(s)

02/16/26

as well as being posted online at www.yoursun.com and www.floridapublicnotices.com.

Affiant further says that the said newspaper is a newspaper published at Charlotte Harbor, in said Charlotte County, Florida, and that the said newspaper has heretofore been continuously published in said Charlotte County, Florida, Sarasota County, Florida and DeSoto County, Florida, each day and has been entered as periodicals matter at the post office in Punta Gorda, in said Charlotte County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

(Signature of Affiant)

Sworn and subscribed before me this 17th day of
February, 2026

(Signature of Notary Public)



Personally known X OR Produced Identification



PUBLIC HEARING NOTICE OF INTENT TO CONSIDER PETITION NO. PMCP-24-00000041

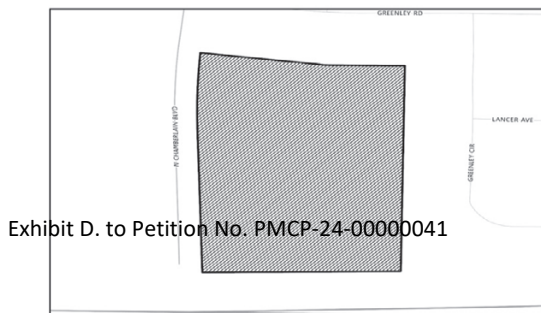
NOTICE IS HEREBY GIVEN, that the Planning and Zoning Advisory Board designated as the Local Planning Agency (LPA) will hold a public hearing at **9:00 a.m.** or shortly thereafter, on **Thursday, March 5, 2026**, in the City Chambers located at 4970 City Hall Boulevard, North Port, Florida to consider and act upon Petition No. PMCP-24-00000041.

NOTICE IS HEREBY GIVEN, that the City Commission of the City of North Port will hold a public hearing at **6:00 p.m.** or shortly thereafter, on **Tuesday, March 10, 2026**, in the City Chambers located at 4970 City Hall Boulevard, North Port, Florida to consider and act upon Petition No. PMCP-24-00000041.

DEVELOPMENT MASTER PLAN PETITION NO. PMCP-24-00000041

Development Master Plan approval for a proposed Personal Storage Establishment. Located Southeast of the intersection N Chamberlain Boulevard and Greenley Road, (PID # 0959-11-5475) TRACT D BLK 1154 25TH ADD TO PORT CHARLOTTE LESS, Section 12, Township 21 South, Range 21 East, containing +/- 6.37 acres, Commercial General (CG).

Site Location Map



Note: Proposed PMCP-24-00000041 (boundary of the area) is depicted on this map.

The documents pertinent to the proposed petition are on file in the Development Services Department, Planning & Zoning Division for inspection by the public between the hours of 8 a.m. to 4 p.m., Monday through Friday.

All interested parties may attend the hearing and be heard with respect to the proposed Petition.

This public hearing may be continued from time to time.

No stenographic record by a certified court reporter is made of these meetings. If a person decides to appeal any decisions made with respect to any matter considered at the meeting(s) or hearing(s) noticed herein, he/she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which any appeal is to be based.

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 may contact the City Clerk to obtain a hearing device for use during meetings. Pursuant to the Americans with Disabilities Act, any person requiring special accommodations to participate in the meeting is asked to submit such a request at least 48 hours before the meeting by contacting the City Clerk's Office via email (cityclerk@northportfl.gov), fax (941-429-7008), or telephone (941-429-7270; this telephone voice number can be reached by persons using TTY/TDD equipment via the Florida Relay Service at 711).

/s/
Heather Faust, MMC
City Clerk



City of North Port
Development Services
Planning & Zoning Division
4970 City Hall Boulevard
North Port, FL 34286

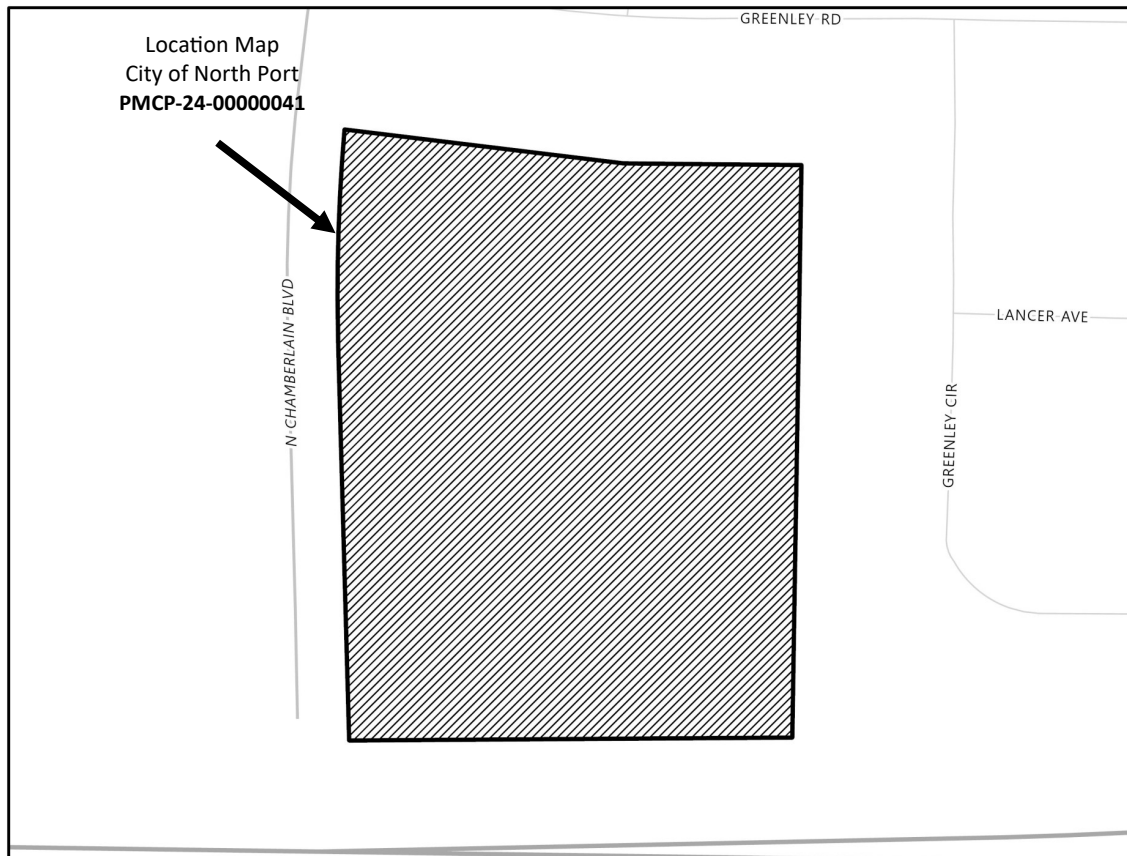
PUBLIC NOTICE - CITY OF NORTH PORT
NOTICE OF PUBLIC HEARINGS
PETITION NO. PMCP-24-00000041

NOTICE IS HEREBY GIVEN, Pursuant to Chapters 166 and 163 of the Florida Statutes, Section 7.01 (c) of the Charter of the City of North Port, Florida, that the City of North Port will consider PMCP-24-00000041, approval of a Personal Storage Establishment. The Property is zoned Commercial General. Located Southeast of the intersection of N Chamberlain Boulevard and Greenley Road - (Parcel ID #: 0959-11-5475).

A Public Hearing will be held before the Planning and Zoning Advisory Board designated as the Local Planning Agency (LPA) on **Thursday, March 5, 2026 , 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 PMCP-24-00000041 will be held before the North Port City Commission on **Tuesday, March 10, 2026 , at 6:00 p.m., in the City Hall Commission Chambers, 4970 City Hall Boulevard, North Port, Florida 34286.**

«NAME1»
«NAME_ADD2»
«NAME_ADD3»
«NAME_ADD4»
«NAME_ADD5»
«CITY», «STATE» «ZIP»
«COUNTRY»



PRE-APPLICATION COMMENTS

Department: Building – Arborist Review

Staff Reviewer: George Murphy 941-356-6533

Today's Date: April 29, 2022

- | | |
|--|---|
| ☐ Meets Requirements | ☐ Meets Requirements with Conditions |
| ☒ See Comments | ☐ Does Not Meet Requirements |
| ☐ No Objection | ☐ Please call to schedule a meeting with Review
before Formal Submittal |
-

Sec. 45.5 E

Mitigation Form. A mitigation form signed by the property owner or duly authorized representative shall be submitted with a tree removal permit application. The mitigation form shall show a calculation of mitigation fees with mitigation points and conservation credits identified.

Sec. 45-7. – Tree removal mitigation. / Find Mitigation forms at cityofnorthport.com /search mitigation forms.

A.

When trees are removed as part of a tree removal permit, mitigation shall be required to restore and biologically enhance existing green space and assure no net canopy loss. The following provides tree mitigation as a basis for offsetting the loss of values (aesthetic, ecological, monetary, etc.) from taking down a tree based upon its species and size.

(1) Mitigation Fees. Mitigation fees shall be paid as follows:

- (a) Removal of a tree classified as “heritage” shall require a mitigation fee as established in the City fee structure.
- (b) Removal of a tree classified as “protected” shall be based on mitigation points. The cost per mitigation point is established in the City fee structure.

- (c) Conservation credits can be deducted from mitigation points for the balance on which the mitigation fee is paid. Conservation credits allow applicants to lower their mitigation points to zero. A negative balance can only be used to off-set a heritage tree mitigation fee on a residential lot when the tree is located within the footprint of the residential unit and there is not an alternative to re-position the residential unit location on the lot to avoid removal of the tree. At no time will a negative balance result in payment to the applicant. Balances with decimals will be rounded up when the decimal is 5 or greater and rounded down if the decimal is less than 5.

Example:

Mitigation Points – Conservation Credits = Balance (negative balance only to offset residential lot heritage tree mitigation as outlined above).

- (2) Mitigation Points. Mitigation points are assessed for those native trees classified as “protected” and removed at the time of development, excluding those classified as heritage trees.

 - (a) Protected Slash Pines, Longleaf Pines, and Sabal Palms shall have mitigation points equal to their DBH divided by 3.
 - (b) Protected Scrub Oaks, Live Oaks, and Laurel Oaks shall have mitigation points equal to their DBH.
- (3) Conservation Credits. Conservation credits are available as follows:

 - (a) Heritage trees remaining on site have conservation credits equal to three times their DBH.
 - (b) Protected pines and oaks and native trees remaining on site have conservation credits equal to two times their DBH.
 - (c) Master tree list trees remaining on site have conservation credits equal to their DBH.
 - (d) Protected Sabal Palms remaining on site have conservation credits equal to their DBH.
 - (e) Trees from the master tree list planted on site have conservation credits equal to their DBH at planting.
 - (f) Sabal Palms planted on site have conservation credits equal to their DBH at planting up to 20% of the total mitigation points.

Sec. 45.5 Permitting criteria and procedures

- C** Tree Location Surveys. A tree location survey is required for all proposed activities involving trees eligible for mitigation and/or conservation on undeveloped lots as described in this section. A tree location survey is not required when tree removal is proposed on a developed lot, unless the tree(s) proposed for removal is located within a CRZ. Due to site-specific conditions, the City Manager or designee may require a tree location survey on developed lots. On all developed lots, a written statement or a sketch shall be provided with the application identifying the tree(s) proposed for removal and their location.
- D.** Information Required on the Tree Location Survey. When a tree location survey is required, it shall depict the following information when applicable. All surveys shall be at a scale sufficient to enable the City Manager or designee to determine if an application meets the requirements of this article.
- (1) The shape and dimensions of the lot together with the existing and proposed locations of structures, utilities (e.g., power lines, water, sewer), and other improvements, if any.
 - (2) The location of all on-site native habitats and buffers as defined in the City's Comprehensive Plan.
 - (3) The location of all trees eligible for mitigation and/or conservation on undeveloped lots, identified by common or botanical name and DBH. Trees proposed to remain, to be transplanted, or to be removed shall be identified. Where clearing is occurring on part of a lot, only the trees in the area to be cleared and an additional 50 feet need to be located. Heritage trees shall be identified by DBH, height, the size of the drip line (in feet) and the proposed location of tree protection barricades. Groups of trees in close proximity (five feet spacing or closer) may be designated as a "clump" of trees, with the predominant species, estimated number and average size listed. Limited clearing may be approved by the City Manager or designee to provide proper preparation of the tree location survey.
 - (4) If existing trees are to be relocated, the proposed relocation for such trees, together with a statement as to how the trees will be protected during land clearing and construction and maintained after construction.
 - (5) If existing trees are relocated within the same property, the applicant will not be required to pay mitigation fees.

- (6) A statement from the applicant indicating how any trees that are not proposed for removal or relocation will be protected during land clearing, construction, or other proposed activity.
- (7) Locations and dimensions of all setbacks and easements required by the ULDC, as amended.
- (8) Statements and plans clearly depicting grade changes proposed for the lot and/or right-of-way and how such changes will affect trees. Statement as to the form of root protection to be used, such as tree wells or retaining walls. State the distance from tree trunk to change in grade with the required elevations certified by the project engineer.
- (9) The applicant shall include a statement about any proposed tree plantings.

Sec. 45-6. – Best management practices.

- A. Standard best management practices. The following best management practices shall be applicable to all tree removal permits unless specified otherwise herein. These standard Best Management Practices shall also be applicable to all activities that affect heritage trees, trees located within a CRZ, and trees located within public rights-of-way, regardless of whether a tree removal permit is required for the proposed activity.
 - (1) Prior to commencing work and throughout the duration of the authorized activity, the applicant shall clearly mark (with red flagging) all trees proposed to be removed and shall erect barricades around all trees to be protected. The barricades must remain in place and be in good condition throughout the duration of the authorized activity. Barricades may be removed for the final grading. Removal of other vegetation within the protected zone may be accomplished only if authorized by the City Manager or designee and only by mowing or hand clearing. Where unauthorized removal of native vegetation within the protected root zone occurs, the City Manager or designee may require the replanting of understory vegetation. If improvements are to be located within the protected zone of trees, clearing by machinery will be allowed, but only in the area and to the extent necessary to install the improvements. The applicant shall not cause or permit the movement of equipment, or the storage of equipment, material, debris, or the placement or grading of fill to be placed within the required protective barrier.
 - (2) Throughout the duration of the authorized activity, the applicant shall not cause or permit the cleaning of equipment or material or the storage or disposal of debris, fill, waste materials such as paints, oils, solvents, asphalt, concrete, mortar or any other material within the drip line of any tree or clump of trees or within any native habitat or buffer.

- (3) No damaging attachment ropes or wires (other than supportive measures for a tree), signs, posters, handbills, tree removal permits or other things may be fastened to any tree. No gaseous, liquid, or solid substance which may be harmful to trees shall come into contact with any portion of the tree except pursuant to authorization under the provisions of this article or other City regulations.
- (4) Protective barricades for trees other than heritage trees shall be installed no closer than the drip line of the tree. Barricades may be placed three feet from the trunk of palms. Barricades shall be constructed in a post and rail configuration. The upright posts shall be a minimum of a two-by-two inch (common industry standard) wooden stake, four feet long. Posts shall be implanted deep enough into the ground to be stable and extend a minimum height of three feet above the ground. A minimum of a one by four inch (common industry standard) wooden board shall be used to connect the upright posts. Silt barriers or snow fencing may be substituted upon approval by the City Manager or designee. The maximum distance allowed between upright posts is eight feet. More protective barricades may be substituted with the approval of the City Manager or designee.
- (5) Silt barriers, hay bales, or similarly effective erosion control barriers will be required in any area where erosion or siltation may cause damage to trees.
- (6) Where elevation changes are proposed within the protected zone of trees, the applicant will be required to justify the need for the elevation change and install retaining walls or drain tiles unless the applicant demonstrates that such protection would be impractical. The applicant shall have the choice of the type or design. These root protection measures shall be in place prior to the deposition of fill, or excavation of soil from the protected zone.

Applicant shall place all trees and landscaping per code. Applicant shall adhere to the “right tree, right place” policy. No medium or large canopy trees shall be placed within the setback of 20’ and 30’ respectively of overhead utilities. Trees categorized as small may be planted adjacent to power lines (a six foot setback is recommended). Palms that will attain more than 10’ of vertical height shall be placed with a setback equal to the maximum frond length plus 3’.

The applicant has some desirable species of trees on the development property it would be advised that applicant design a way to preserve native vegetation. Every effort shall be made to accommodate existing heritage trees on site, where you are unable to preserve existing heritage trees a mitigation fee will apply pursuant to Chapter 45 in the U.L.D.C.

At the time of development the individual parcels will need to provide an accurate tree survey

identifying tree species and diameter. The survey will also need to show trees to be preserved, if any. Applicant shall submit 4 copies of an accurate tree survey with land clear permit before commencement of land clearing. A pre-construction meeting will be held prior to the issuance of a land clear permit.

If roads are to be turned over to the city in the future, all street trees and their maintenance shall continue to be the responsibility of the developer or their successors.

All streets public and private will be required to landscape with trees from the Priority Street Tree List Ch. 45-20 ULDC. All planting locations must meet approval of City Manager or Designee prior to planting and be clearly shown on final landscape plans.

The landscape plan needs to identify each type of tree to be planted with a tree legend. In addition to the legend, a list of each tree and the quantity shall be stated to calculate canopy coverage. A minimum 35 % canopy coverage is required per the U.L.D.C. chap 45. Perimeter buffer trees or required street trees are not to account for the required 35% canopy coverage.

Resubmit the tree location survey. Pursuant to Unified Land Development Code (ULDC) Section 45-6, E. (1)-(8), this survey must clearly identify which trees are proposed to be saved and which trees are proposed to be removed. Also provide a table that lists the number, size and species of trees that are proposed to be removed and the number, size and species of trees that will be preserved

Per U.L.D.C. chap 21-8 B(1) Minimum interior landscape requirements. A minimum of 10 sqft of landscaping for each parking space shall be provided within the interior of an off street parking area. Where there are rows of parking, every fourth row of the parking area shall be designed with a solid landscape strip at least ten (10) feet in width where all spaces abut. Wheel stops be used on all parking spaces that abut landscaped areas. The landscape strip shall include islands placed every 15 parking spaces and have one canopy tree in each island. The landscape strip shall be stabilized with ground cover. A pedestrian walkway shall be required to ensure walkability of the site.

Per U.L.D.C. chap 21-8 B (2) Interspersing of landscaped areas with parking spaces. Enhanced landscaped areas shall be distributed so as to limit unbroken rows of parking spaces to a maximum of 10 parking spaces per row, on parking rows that do not have the ten foot landscape strip between abutting parking spaces.

- (a) The developer may have the option of constructing 15 unbroken rows of parking spaces, if the landscape island is increased to 75 square feet. There will be no decrease in open space and canopy coverage requirements if this option is used.

Tree replacement standards U.L.D.C. chap 45-10: Replacement trees must be a minimum 8' tall with a 3" caliper measured 6" above the root flair. Must be nursery grade #1 or better and have the potential to meet tree canopy requirements. Must be an approved tree from the priority tree list and be placed so that they will develop freely with no competition, or crowd utility lines, or

structures. The root ball must be planted at a proper height in accordance with accepted nursery standards (Please plant level to or higher than grade, DO NOT PLANT DEEPER THAN GRADE). Mulch must be at least 3' in diameter and 3" deep, pulled at least 3" away from the tree's trunk to prevent decay. Also be staked when necessary in a way that will not injure the tree, use broad straps of soft material around the trunk tied loosely enough to allow the trunk to move in the wind.

Per U.L.D.C. chapter 45-20 For all new developments being processed as a major site and development plan, preliminary or final subdivision plan, or development concept plan, the owner shall install street trees along all adjacent streets and streets that are internal to the development tract.

A Type C landscape buffer is required for this project. A type C landscape buffer is a ten foot wide area of land which is required to be set aside along the perimeter of a lot in which landscaping is used to provide a transition between and to reduce the environmental, aesthetic and other impacts of one type of land use upon another. One canopy tree every forty feet is required along with a hedge planted every thirty six inches on center and thirty six inches in height at the time of planting.

Per U.L.D.C. chap 21-14(b) All required landscape areas shall be equipped with permanent irrigation systems. Where appropriate, it is strongly encouraged that micro irrigation be used and bubblers for each tree. This provision shall not apply to existing plant or tree communities or to parcels for single family and two family dwellings. Please submit copies of purposed irrigation specs.

All areas disturbed by construction activities shall be restored with sod for erosion control purposes.

Per U.L.D.C. 21-9(F) 2. When a parking area in any commercial or industrially zoned district is intended to be used at night, such area shall be so designed and planted as to be 80% or more opaque when viewed horizontally. Shrubs are required every two feet on center in order to meet this eighty percent opaque requirement.

Per U.L.D.C. Chapter 21-10 Landscape design standards A. (4)

Tree species mix. When more than three trees are required to be planted to meet the requirements of this chapter, a mix of species shall be provided. The number of species to be planted shall vary according to the overall number of trees required to be planted. The minimum number of species to be planted are indicated in table 3 in chapter 21-10. Species shall be planted in proportion to the required mix. The species mix shall not apply to areas of vegetation to be preserved by law

Where a tree(s) is planted closer than 5 feet (measured from center of the tree) from a street, sidewalk, driveway, or structure a root barrier shall be installed. Root barriers for trees shall be installed along the edge of the structure or paving or curb. The root barrier shall be a minimum of 24 inches deep, but depending on the size, location, and species of the tree to be planted, a larger barrier may be required. Please provide a detailed spec in the landscape plan.

Landscaping along waterways and Parks. If a development abuts a waterway or park, additional landscaping shall be required along the side that abuts the waterway or park. The buffer shall be ten feet wide with two rows of trees planted in a staggered pattern. Each row of trees shall be planted every forty feet on center. One row of trees shall be planted on the interior side of the buffer with small and medium shade trees found in Sec. 45-19 of the U.L.D.C.. The other row of trees shall be planted with major shade

COMMENTS:

PRE-APPLICATION COMMENTS

Department: Building - Structural/Zoning Review

Staff Reviewer: Joshua Thurmer 941-429-7038

Today's Date: April 20, 2022

- | | |
|--|--|
| ☐ Meets Requirements | ☐ Meets Requirements with Conditions |
| ☐ See Comments | ☐ Does Not Meet Requirements |
| ☒ No Objection | ☐ Please call to schedule a meeting with Review before Formal Submittal |
-

BUILDING COMMENTS:

1. Permit information shall be separated into site specific permits. Separate permits are required for each individual structure. Additional permits shall be submitted as required by Zoning Regulations. This may include Dumpster Enclosures, Signs, Shade Structures, etc. Shop drawings for special construction shall be reviewed and approved by Engineer of Record (EOR) and submitted with foundation design at time of request for permit to construct. When the proposed project is for a service station, plans for gas pumps, underground utilities, gas storage tanks, site lighting etc. shall be submitted and reviewed as a part of the main structures permit.
2. Current permit applications shall include a completed Data Summary sheet. The current Code cycle is 2020 Florida Building Codes and the 2018 Florida Fire Prevention Code 7th Edition. Provide correct Basic Wind Speed design in Miles Per Hour (MPH), Exposure C.
3. Plans shall include compliancy with the **City of North Port's Unified Land Development Code**. They are available @ www.municode.com library/Florida/North Port/Unified Land Development Code
4. For each permit, provide a side-by-side Florida Building Code (FBC) and Florida Fire Prevention Codes Analysis. Including **Chapter 60 Fire Safety Regulations, North Port ULDC**
5. These plans shall be compliant with Development Order. Update any modifications / revisions that may have occurred prior to Final Development Order. A copy of the approved Development Order with Comments shall be a part of the submittal.
6. Important Note: Fire Alarms, Fire Sprinklers, Fire Suppression permits require signed and sealed Engineering. When they are to be attached to a primary permit, they **shall not** be submitted until the primary permit has been **issued**.

PRE-APPLICATION COMMENTS

Department: Fire & Rescue Review

Staff Reviewer: Peter J. Marietti III, Fire Marshal – (941) 240-8180

Today's Date: April 27, 2022

- | | |
|--|--|
| ☐ Meets Requirements | ☐ Meets Requirements with Conditions |
| ☒ See Comments | ☐ Does Not Meet Requirements |
| ☐ No Objection | ☐ Please call to schedule a meeting with Review before Formal Submittal |
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FORMAL SUBMITTAL SHALL ADDRESS THE FOLLOWING:

All proposed projects or developments shall comply with the Florida Fire Prevention Code (FFPC), 7th Edition (NFPA 1 – Fire Code, 2018 Edition with State of Florida Amendments) and the City of North Port Unified Land Development Code (ULDC), Chapters 37 and 60 as outlined prior to formal submittal.

Commercial/Industrial Roadway turning radii must meet the requirements and points of measurement as outlined in § 37-38 (A-B) of the ULDC.

Formal submittal shall meet the following requirement as outlined in §§ 37-12.F.(4) and 60-11 of the ULDC, which states "All new subdivisions and/or developments shall have a minimum of two (2) fully functional access drives."

Per § 60-11 A(4) of the ULDC, the Engineer of Record must submit drawings clearly indicating vehicle stacking and turning radii of all roads, entrances, cul-de-sacs, and parking lots.

COMMENTS:

Please advised that § 60 – Fire Safety Buildings of the ULDC would require sprinkler, fire alarm, hydrant, and fire department connections (FDC) should the future development of the project include enclosed structures.

Per § 60-11 A(3) of the ULDC, the Engineer of Record must submit drawings to all gated entrance driveways to accommodate pre-entry vehicular stacking of not less than three (3) cars, provide a turn-around area, and be designed such that emergency vehicles do not have to leave the travel-way to negotiate any roads, turns or gates.

Per § 60-14 C(1-3) of the ULDC, all Gated subdivisions or buildings must provide emergency gate access to conform to the City of North Port Fire- Rescue District requirements (10 digit /300 mega-hertz/multi-code frequency with receiver). Please review additional requirements as outlined in § 60-14 (C 1-3) of the ULDC to meet this condition.

Florida Fire Prevention Code (FFPC), 7th Edition require the following conditions as outlined herein for Gated Access Systems:

NFPA 1 (Fire Code, 2018 Edition), Chapter 18 – Fire Department Access and Water Supply, subsection 18.2.4.2.6.1 states “Electric gate operators and systems, where provided, shall be installed, maintained, listed, and labeled in accordance with *UL 325, Door, Drapery, Gate, Louver, and Window Operators and Systems*”, 2013 Edition.

NFPA 1 (Fire Code, 2018 Edition), Chapter 18 – Fire Department Access and Water Supply, subsection 18.2.4.2.6.2 states “Gates intended for automatic operation shall be designed, constructed, installed, and maintained to comply with *ASTM F2200, Standard Specification for Automated Vehicular Gate Construction*”, 2014 Edition.

Other Conditions as outlined in Unified Land Development Code, Section 60-14:

- (1) Gated subdivisions, buildings, or communities must provide a 10-digit, 300 mega-hertz, multi-code frequency transmitter and receiver gate system, or a Knox Key Switch on a mounting plate, at 6-feet above the roadway in a location approved by the AHJ.
- (2) Coding information will be provided by the Fire Rescue District upon request by the developer and/or gate contractor for the gate.
- (3) Upon the installation of an electronic gate, the AHJ must be provided with 2 remote control units for operation of the gate.
- (4) At the time a subdivision, building, or community reaches an occupancy level that requires electronic gate access, all primary and secondary entrance and exit electronic gates must be fully operational as intended by the manufacturer. All gates must be inspected and approved by the AHJ before they can be placed into service.

If you have questions regarding these comments, please contact the City of North Port Fire Prevention Office at 941-240-8180.

PRE-APPLICATION COMMENTS

Department: Public Works - Infrastructure Review
Staff Reviewer: Anthony Friedman, P.E. (941-240-8098)

Today's Date: April 27, 2022

- | | |
|--|---|
| ☐ Meets Requirements | ☐ Meets Requirements with Conditions |
| ☒ See Comments | ☐ Does Not Meet Requirements |

☐ No Objection

☐ Please call to schedule a meeting with Review
before Formal Submittal

FORMAL SUBMITTAL TO ADDRESS THE FOLLOWING:

1. The Traffic Impact Statement (TIS) shall include the following:
 - Daily trips generated by the proposed development
 - Peak AM Hour trips generated by the proposed development
 - Peak PM Hour trips generated by the proposed development
 - Provide a graphic of trips distribution from proposed development to roadway network.
 - Trip generation rates shall be in compliance with the Institute of Transportation Engineers Trip Generation Manual, latest edition.
 - The TIS should be prepared, signed and sealed by a professional engineer licensed by the State of Florida and qualified to prepare the TIS.
2. Per ULDC 37-39B and 33-10P, a sidewalk will be required along Chamberlain Boulevard, at the perimeter of the site.
3. Per ULDC 60-11A, All new subdivisions and/or developments shall have a minimum of two (2) fully functional access drives.
4. Please include graphic depiction of a fire truck entering, traversing, and exiting the site to illustrate mobility throughout the site.

COMMENTS:

PRE-APPLICATION COMMENTS

Department: Public Works / Solid Waste Review

Staff Reviewer:

Today's Date: April 27, 2022

- | | |
|--|--|
| ☒ Meets Requirements | ☐ Meets Requirements with Conditions |
| ☐ See Comments | ☐ Does Not Meet Requirements |
| ☐ No Objection | ☐ Please call to schedule a meeting with Review before Formal Submittal |
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FORMAL SUBMITTAL TO ADDRESS THE FOLLOWING:

Dumpster/Compactor Corral Requirements

All commercial dumpsters/compactors must be placed inside of a corral. Each applicant is required to submit a plan showing solid waste and recycling collection points to ensure that they meet the City of North Port Solid Waste guidelines.

Dumpster/Compactor Corral Specifications:

- Corral pad must be constructed of concrete four inches thick
- Corral pad must be inclined from front to back to allow water to run off (one inch in twelve feet)
- A concrete corral will enclose the dumpster/compactor pad, minimum six feet high on three sides, with a gate on the front
- The front gate must be a double gate, the width of the corral frontal area, minus required structural supports on the sides
- Minimum gate opening is 20' x 10' x 6'
- The front gates must not have a center gate support that would impede access to the dumpster/compactor.
- The gates must have some sort of latch mechanism to ensure the gates remain open during entry, dumping process and exit
- The back corral wall must have a sturdy, reliable backstop to prevent damage
- Compactor must have guide rails, rails with stops or island

The most successful designs incorporate anchor or hurricane fence gates. The gate must be a material that is opaque or at least 75% translucent. Some designs employ a side gate(s) for easy tenant access. The side gate design avoids tenants having to open and close the heavier front gate doors. The front gate then is for the use of the solid waste crew to empty the dumpster

Minimum Size

Dumpster corral minimum interior dimensions must be twenty (20) feet wide by (10) ten feet deep allowing for both garbage and recycling dumpsters in the enclosure. That requires a minimum 20 feet respectively from any interior post or bumper to the closed gate. Tenants can then gain 360° access to the dumpster to fill it equally.

Compactor minimum corral size will depend on the size of the unit.

Compactor Minimum Size

	CORRAL SIZE		
Size of Unit (cubic yards)	Total Length	Width	Height
15	16'5"	9'	8'5"
20	18'11"	9'	8'5"
25	20'11"	9'	9'8"
30	22'5"	9'	9'8"
Plus 2 feet of clearance around a compacting unit.			





Approach Specifications:

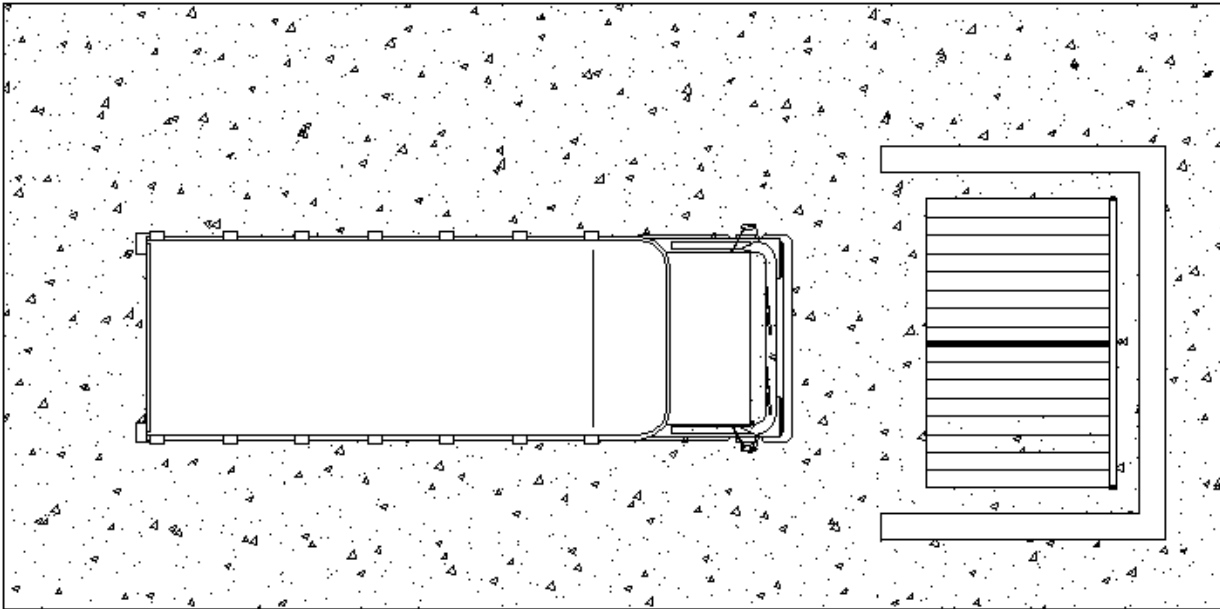
Asphalt/concrete driveways must be able to withstand trucks weighing up to 62,000 lbs gross vehicle weight. The approach elevation must be nearly level to allow alignment and meshing of the truck and the dumpster and straight for at least 50 feet.

Space in front of the corral must be sufficient to allow safe ingress and egress for the collection truck. Enclosure location must reduce or eliminate the need for the collection trucks to drive onto private property whenever possible. All collection truck access routes must have at least eighteen (18) feet vertical height drive clearance and 12 foot width clearance. Standard 209 inch wheel base, turning radius of 40 feet, curb to curb diameter is 83 feet.

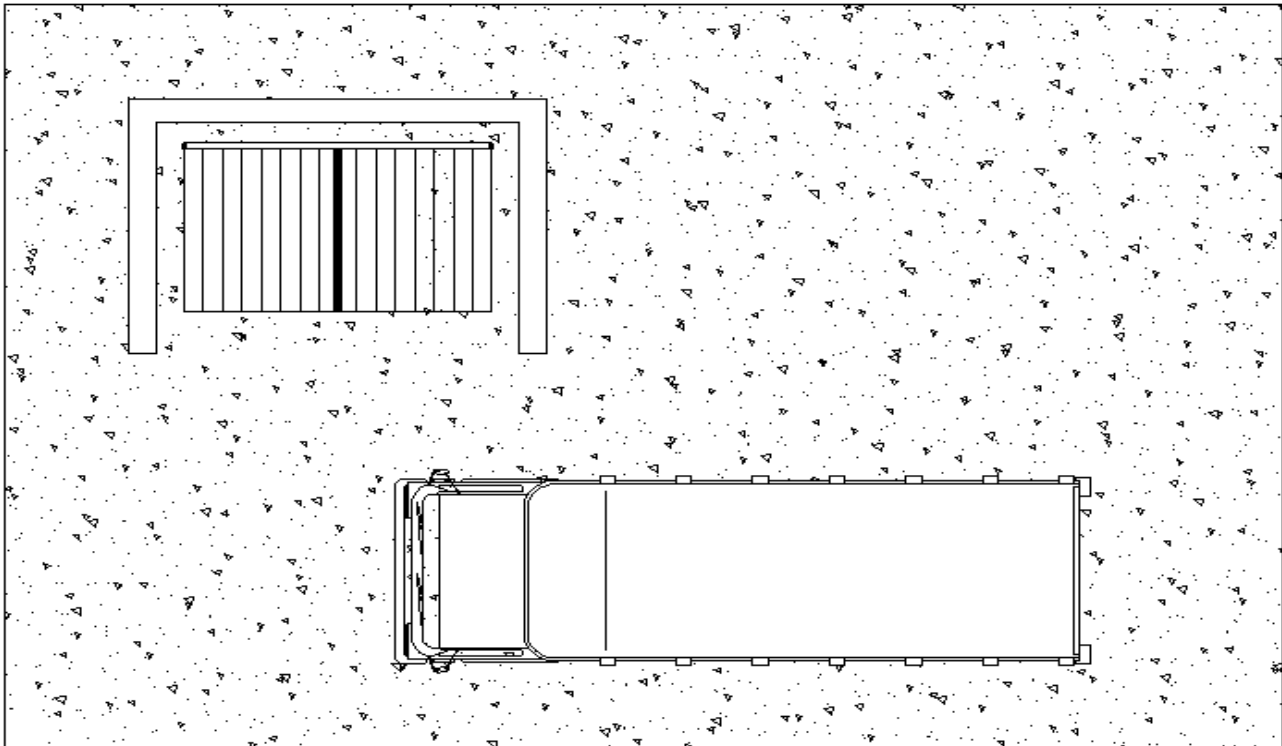
It is difficult and dangerous for a collection truck to back-up so backing up is limited to service of the container. A turnaround or separate exit that allows the truck to exit the site traveling forward once the container is serviced is required.

Opening/closing of gates and/or locking/unlocking of gates and lids is not included in the base service but performed at an additional cost.

Direct Access (Preferred)



Non-Direct Access (Not Preferred)



The Solid Waste Department reviews each application and reserves the right to modify the requirements herein or impose additional requirements in the interest of safety, aesthetics and the efficient operation of the department.

Any help or questions please call Customer Service at 941-240-8050 Monday thru Friday 8 am to 5 pm.

Solid Waste Service Information:

- All commercial solid waste customers must sign a service agreement with the City of North Port Solid Waste Division prior to service commencement.
- The Solid Waste Division will determine the level of service based on number and type of businesses using collection point but at a minimum, collection is required at least once a week.
- Nothing else shall be placed in a corral except the solid waste collection containers.
- Recycling is mandatory within the city limits. All generators of recyclable materials and yard waste within the City must separate their recyclable materials and yard waste from all other solid waste prior to disposal. Solid waste containing recyclable materials or yard waste will not be collected by the city for disposal.

COMMENTS:

Utilizing City Automated Totes will be fine

PRE-APPLICATION COMMENTS

Department: Public Works Eng – Stormwater
Staff Reviewer: Elizabeth Wong

Today's Date: April 27, 2022

- | | |
|--|---|
| ☐ Meets Requirements | ☐ Meets Requirements with Conditions |
| ☒ See Comments | ☐ Does Not Meet Requirements |
| ☐ No Objection | ☐ Please call to schedule a meeting with Review
before Formal Submittal |
-

FORMAL SUBMITTAL TO ADDRESS THE FOLLOWING:

1. Please provide a written itemized response to these preapplication comments and indicate clearly where the information can be found. The response should reference the document name and pdf page number(s).
2. Since plans are all now digitally submitted, it is not possible to verify dimensions with just a scale note eg. 1" = 40'. Please include a scale bar on all relevant Plan Sheets.
3. Please make sure that the Florida licensed professional engineer utilizing a digital signature to electronically sign and seal the final engineering plans, specifications, reports or other documents shall have their identity authenticated by a certification authority per 61G15-23.004 F.A.C.
4. Stormwater system design shall meet the ULDC Chapter 18-Stormwater Regulations. A copy of this document is available at the City website.
5. Please include a completed Stormwater Checklist available at the City website and submit all relevant items on the checklist:
<http://www.cityofnorthport.com/home/showdocument?id=17371>. This is a different checklist to the one in the SDR application form.
6. Please note that issuance of a City of North Port development order is not contingent on receipt of the approved SWFWMD Environmental Resource Permit (ERP) or other state or Federal permits. However, all State and Federal permits must be secured prior to start of construction. A copy of the SWFWMD approved Environmental Resource Permit (ERP) and approved set of plans must be submitted at the mandatory pre-construction meeting. If SWFWMD does not require a permit for the proposed work, please provide written

verification from SWFWMD. For project areas greater than 1 acre, an FDEP Notice of Intent (NOI) approval letter to use Construction General Permit (CGP) will also be required. Online digital submittal and payment for the NOI is recommended for faster processing.

7. Please provide stormwater treatment and attenuation calculations and note that the City requires the stormwater treatment volume to be sized for a minimum of 1-inch of runoff over the entire drainage area for either wet or dry ponds pursuant to the City of North Port ULDC Chapter 18. Dry retention pond design is encouraged over wet detention as nitrogen removal for dry retention is ~80% versus <40% nitrogen removal in wet detention ponds.
8. For attenuation analysis, please provide the modeling software input and output files in addition to pdfs of input and output.
9. Flows at discharge points need to match between pre and post development conditions. For clarity, please include on the master stormwater plan, flow arrows in red, to trace the stormwater flow through the entire project to the ultimate discharge points.
10. Please include a soils report with soil borings and map of boring locations to support the proposed depth of the pond and indicate how the Seasonal High Water Elevation (SHWE) control water elevation (CWE) is established. If wet ponds are proposed deeper than the typical 8 ft below seasonal high water elevations, actual field obtained soil borings report will be required instead of the NRCS soils report data. This is to verify no aquiclude is penetrated by the pond construction.
11. Please provide sufficient cross sections on all sides of the proposed site to show how surface water runoff from the subject site is directed to the stormwater management system and the proposed grades do not adversely affect offsite flow. Cross section should show slopes not exceeding 4:1 (horizontal to vertical) per ULDC Section 18-7(D)(1)(g). Cross sections should be either to scale, or additional elevations and horizontal dimensions added so that proposed slopes can be verified.
12. Please check that the proposed slopes on the project are not steeper than 4:1 (horizontal to vertical) per ULDC Section 18-7(D)(1)(g).
13. It is recommended to avoid proposing backyard conveyance swales within the lot property lines. Historically on other existing developments, residents/home builders illegally filling in backyard swales have been a major issue and will cause backup of stormwater flow. It is recommended that backyard conveyance swales be placed in tracts/common areas outside of individual lot lines.
14. For lots that are not adjacent to a stormwater pond, please clarify in the plans how stormwater runoff from the backyards are directed to the pond.
15. For culverts proposed under driveway accesses, please provide detailed calculations supporting the proposed pipe sizes and invert elevations. Please include scaled cross sections to show slopes and connectivity to adjacent roadways.

16. It recommended for all Condos, Commercial, Industrial and Institutional developments, that all roof drains directly to a catch basin or manhole. Please indicate how the roof runoff is discharged. If surface discharge is proposed, please show locations and check that the discharge will not cause erosion or standing water situation.
17. Please provide a 25-year storm HGL analysis supporting the design of the proposed development piping system per level of service required in ULDC Chapter 18-10. Please provide backup data that supports the tailwater elevation used in the analysis. Also add on the HGL submittal the vertical datum (NGVD 1929 or NAVD 1988) used for the analysis. Please also include a sub-basin map with acreages of each sub-basin, acreage of pervious and pervious areas, catch basins and pipe numbers that match the HGL analysis nomenclature, and flow direction arrows. If a spreadsheet Storm Tabs format is used for the analysis, it will be helpful for the review if the excel file is also provided in addition to the pdf.
18. Due to the change in vertical datum from NGVD 1929 to NAVD 1988 on various projects, to avoid any construction issues, a vertical datum note should be added, typically at the bottom right corner of all sheets where elevations are provided in order to avoid any issues during construction. The note should indicate which vertical datum is used and include the datum conversion ($\text{NGVD}29\text{ft} - 1.12\text{ft} = \text{NAVD}88\text{ft}$) In particularly, please add the vertical datum note on PGD plan, cross sections, plan/profiles and control structure plans. This note should also be on the as-builts when provided together location of any associated benchmarks on the plans.
19. Since the surface water run-off from the site eventually enters the surface water conveyance system, please consider minimizing the amount of impervious area coverage proposed within the development. Not only is the peak rate of discharge of run-off important, but the additional volume of the surface water run-off generated by the proposed impervious areas can affect the capacity of the receiving waterways.
20. Please indicate what type of pond system is proposed.
 - a. Per ULDC Section 18-7, provide a concrete pad below the skimmer to prevent vegetation from growing up through the skimmer. Sufficient clearance shall be specified with dimensions between this concrete pad and the skimmer bottom to avoid flow restriction.
 - b. It is recommended that the skimmer be constructed of fiberglass material instead of aluminum, in order to deter theft of aluminum skimmers.
 - c. Please add a note for contractor to position the control structure and outfall pipe so that it can be easily accessed from the dry slope of the pond bank for inspection, i.e. there is not a large water gap between the pond bank slope and the structure that will limit access.

- d. Please provide a cross section and a tabulation of elevations and acreages (or square feet) for all stormwater ponds and floodplain compensation areas for (i) top of berm (ii) 100-year and 25-year DHWL, (iii) control elevation (NWL), (iv) grade change, (vi) pond bottom, and label the acreages (or square feet) of the littoral zone.
 - e. For dry retention design, please include the following
 - Soil borings should be provided to establish the Seasonal High Water Elevation (SHWE).
 - An infiltration drawdown analysis to show recovery of entire treatment volume within 72 hours.
 - Saturated soil vertical and horizontal permeability rates and back up documentation.
 - f. For wet detention design, please specify on the plans the following:
 - Per ULDC Section 18-7, wet ponds should include a littoral zone corresponding to 35% of the minimum pond area. Include also a planting plan listing non-invasive aquatic species and showing spacing of plants with guaranteed survival rate of at least eighty-five percent (85%). The invasive species e.g. cattails (*Typha* spp. 1) is prohibited and maintenance note added as such. Littoral zones can be placed around the pond periphery, especially near flows entering the pond, so that maximum contact time is available with the pollutants entering the pond and prior to discharge from the pond. Clearly hatch the littoral zone area and provide the acreage. The O&M plan should include routine maintenance of littoral zone to be less than 15% invasive plant. Pond banks should be mowed with a low maintenance 6 ft zone around pond as recommended by City's fertilizer ordinance.
 - Per ULDC Section 18-7 and 37-24, new wet ponds shall be equipped with fountain or an aeration device in the deep pool area to increase the oxygen content of the water to improve water quality treatment. Number and location of required fountains and aeration devices must be designed based on the size and configuration of the wet pond. Per ULDC Section 37-14 fountains and waterfall aeration features must be equipped with a timer to ensure compliance with City and State water preservation requirements.
21. If trees are proposed around the stormwater pond, need to plant evergreen varieties with the least amount of leave droppings into the pond. Cypress trees are not recommended around the pond as these trees shed its entire load of leaves annually. The leave droppings will add to the organic and nutrient mass loading into the pond and deplete the treatment and attenuation volume in the pond. If cypress trees are proposed, the tree shall be located such that the mature tree drip line is landward of the pond top of berm.
22. It is recommended to avoid locating catch basins/manhole in inverted drive aisles as much as possible, as over time, the traffic weight and water ponding over these structures can cause sinking and cracking. If catch basins/manholes are still proposed in inverted drive aisles, it is recommended that additional structural improvement such as a concrete apron

or thicker asphalt and base around catch basins/manholes be specified on the plans and a detail provided.

23. Please list the Low Impact Development (LID) designs proposed for this project. Section 18-10 (D) of the City's ULDC requires the design engineer to demonstrate in the stormwater design, that LID practices are incorporated to the maximum extent practicable. Examples of LID design practices are to minimize impervious areas, use pervious pavement, direct runoff to bioretention/biotreatment or vegetated swale areas prior to discharge to the stormwater piping system to the pond, and reuse of stormwater for irrigation.

- Since the surface water run-off from the site eventually enters the surface water conveyance system, please consider minimizing the amount of impervious area coverage proposed within the development. Not only is the peak rate of discharge of run-off important, but the additional volume of the surface water run-off generated by the proposed impervious areas can affect the capacity of the receiving waterways.
- In addition to minimizing impervious areas, please evaluate the use of pervious pavement for the less-used parking stalls and sidewalks. In particular, the parking stalls proposed over the minimum amount required, is recommended to be of pervious pavement. Please include a cross section.
- Please evaluate whether runoff from the paved areas, can be directed to grass strips/vegetated swales where catch basins can be located. This will allow runoff to first flow over vegetation for water quality treatment prior to entering the catch basin. The catch basin top elevation can be set about 2 inches higher than the top of the sod in swale to allow for percolation through the vegetation. This is a practical LID.

24. Section 18-10 (B)(12) of the City's current ULDC specifies the following *"Water reuse and conservation shall, to the maximum extent practicable, be achieved by incorporating the stormwater management system into irrigation systems serving the development. The design plans for the stormwater reuse systems shall be submitted and all necessary SWFMWD permits obtained. The development will have to show just cause of why the stormwater management system is not used for irrigation."* Please consider using the wet detention stormwater ponds for irrigation as stormwater harvesting is a highly encouraged LID. If stormwater is used for irrigation, please include the following on the plans:

- Indicate the irrigation on/off elevation settings for the water level controller that is needed to maintain sufficient water depth over the littoral shelf area to ensure survival of the littoral zone plantings.
- Provide the location of supplemental irrigation well, if proposed, to recharge the pond if proposed. Include the proposed diameter, and the proposed casing and total depth of the well and check with SWFMWD regulations to see if a water use permit is required.

The recharge into the pond should be located as far away as possible from the irrigation intake to avoid short circuiting and maximum reuse of the nutrient from the pond.

25. Please provide a clear boundary of the various phased area and specify on the plans, the proposed maximum allowable percent impervious area and pervious area, and corresponding curve numbers. This information on the plans will help facilitate the permitting that will be required in the future.
26. Please specify the regrading of the swale along the property's roadway frontage for positive drainage and resod all disturbed areas. All sod should be evenly rolled and top of sod must not be higher the edge of pavement or top of sidewalk.
27. Please provide a detailed operation and maintenance (O&M) plan for the stormwater system with a schedule of maintenance and list the O&M entity contact name, number and email address.
28. Please include the following on the Best Management Practices (BMP) plan:
 - As natural vegetation is a one of the best BMP methods to reduce turbidity leaving the site and control erosion, please include a note to minimize the area of disturbed vegetation and leave a strip of natural undisturbed vegetation outside of the silt fence to trap any silt not retained by the silt fence and avoid erosion issues. This strip of undisturbed vegetation should be as wide as possible and any needed grading of this strip can be done at the latest time possible when the majority of the site is stabilized.
 - Include a note that requires limit turbidity in discharge to no more than 29 NTUs above background level.
 - Please add a note to indicate all BMPs must be inspected weekly or after every 0.5-inch of rainfall event and all inspection reports must be available for inspection on site.
 - For a project area over 1 acre, Contractor or engineer will need to provide a copy of the response letter from the Department of Environmental Protection approving the Notice of Intent (NOI) to use the Construction General Permit (CGP). This can be submitted at the preconstruction meeting.
 - Please add a note that requires contractor to file for a FDEP Notice of Termination (NOT) within 14 days of construction completion.
 - If hay bales are used, a note should be added to the plans that the hay bales must be from a source that is USDA certified to be free of invasive plants and seeds.
 - It is recommended that double row of silt fence be specified around wetlands.
 - Please provide detail drawings of silt fence, inlet protection and soil tracking device and show the locations of these BMPs on the plans.

- Before any dewatering activities can begin that result in offsite discharge, a dewatering plan must be submitted to both the City Stormwater Manager and to SWFWMD for review and written approval. The plan should include the location of the dewatering sites, the dewatering pump, sediment sump and sizing calculation, methods to retain or detain discharge, methods of isolating the dewatering areas, flow path and points of discharge of the water. Include a note that requires turbidity reduction to no more than 29 NTUs above background level (indicate background level monitoring location) prior to discharge off site. Please note that flow over on-site undisturbed vegetation is an effective best management practice (BMP) to reduce turbidity. Use of well-point method of dewatering is encouraged.
29. Need to check the condition of the offsite existing pipe under Chamberlain as the attached GDC plans indicates it is 22" x 13" CMP. If this pipe is in poor condition, please coordinate with the City on how this pipe can be replaced as part of the project.
30. Survey and offsite flows:
- a. Please provide existing conditions survey with topographic elevations, benchmark and vertical datum used. Please include sufficient off-site topographic survey data on the north and east side to determine if there are offsite flow onto subject property that needs bypassing.
 - b. The limited off site topo elevation shows the possibility of the adjacent lots to flow onto subject tract and a perimeter bypass swale will be needed to divert this offsite flow.
 - c. Include calculations of the offsite flow (assume total build out) in the sizing of the perimeter bypass swale. Typically, the bypass swale should be sized to accommodate half of the adjacent lots in a built out condition.
 - d. On the south side of the site, please check the line labeled as Top of Bank (TOB) within the I-75 ROW, as several topographic spot elevations does not show this line as TOB. Please evaluate whether a bypass swale is needed also on the south side.
 - e. All bypass swales should be completely located within the subject site. If any portion of the bypass swale is proposed to be located offsite, approvals will be needed from the off-site property owners.

PRE-APPLICATION COMMENTS

Department PW/P&Z Environmental Review

Staff Reviewer: Jeremy Rogus, 941-240-8091

Today's Date: April 26, 2022

☐ Meets Requirements

☒ See Comments

☐ No Objection

☐ Meets Requirements with Conditions

☐ Does Not Meet Requirements

☐ Please call to schedule a meeting with Review before Formal Submittal

FORMAL SUBMITTAL TO ADDRESS THE FOLLOWING:

1. Per ULDC Sec. 53-7(C) (8), please provide a wetlands survey which enumerates the acreage of wetlands on the site, what alterations or disturbances to wetlands are proposed and what wetlands will be preserved in their natural existing state; site plan showing the proposed development shall be submitted. If the site does not contain wetlands please provide documentation from a competent wetland delineation entity, agency, firm, professional, or consultant which indicates the absence of wetlands, a description of methodology or historical research performed to determine absence of wetlands, and any supporting documentation.
2. Per ULDC Sec. 53-7(C) (9), please provide a wildlife survey, including a site plan, which identifies all species, including aquatic life, which nest, feed, reside on or migrate to the development tract. The Wildlife Survey Report should be completed by a qualified environmental professional to show how wildlife and other environmental resources will be protected or mitigated as a result of the proposed development. The wildlife survey shall be conducted per the Federal Fish and Wildlife Service (FWS) and Florida Fish and Wildlife Conservation Commission (FWC) criteria, to address protected wildlife species such as but not limited to scrub jays and gopher tortoise. Please include the date the wildlife survey was performed. The wildlife survey should be no older than one year from the date of formal submittal to the City. Gopher Tortoise survey has separate requirements.
3. The gopher tortoise survey must be performed per FWC requirements. Typically, an FWC Authorized Gopher Tortoise Agent will perform the survey to demonstrate how gopher tortoise will be protected or relocated as a result of the proposed project. Please include the date the Gopher Tortoise survey was performed and the name of the authorized Gopher Tortoise Agent performing the survey. Please note another Gopher Tortoise survey may be required within 90 days of start of land clearing activities. All gopher tortoise burrows found on-site must be avoided within the

required 25 ft radius. If gopher tortoises are proposed to be relocated, an FWC relocation permit for the relocation is needed, and a copy should be provided to the City. No more than 90 days prior to, and no fewer than 72 hours before (excluding weekends and 1 holidays) commencing gopher tortoise capture and relocation activities, an authorized gopher tortoise agent shall complete the 100% gopher tortoise survey. On completion of the relocation actions, submit the updated survey and summary After Action Report (AAR) to the City that identifies the total number of tortoises relocated to the designated property.

4. North Port is located within the area that Federal Fish and Wildlife Service (FWS) designated Florida Bonneted Bat (FBB) survey as an Endangered Species. Please provide a FBB survey using the FWS Consultation Guidelines dated October 22, 2019.

PRE-APPLICATION COMMENTS

Department: Utilities Review

Staff Reviewer:

Today's Date: April 20, 2022

☐ Meets Requirements

☐ Meets Requirements with Conditions

☒ See Comments

☐ Does Not Meet Requirements

☐ No Objection

☐ Please call to schedule a meeting with Review
before Formal Submittal

FORMAL SUBMITTAL TO ADDRESS THE FOLLOWING:

COMMENTS:

1. Both central water and sanitary sewer are not available to this proposed site at this time.

PRE-APPLICATION COMMENTS

Department: Finance Review

Staff Reviewer: Tiffany Fowler (941) 429-7106

Today's Date: April 18, 2022

☐ Meets Requirements

☐ Meets Requirements with Conditions

☐ See Comments

☐ Does Not Meet Requirements

☒ No Objection

☐ Please call to schedule a meeting with Review
before Formal Submittal

FORMAL SUBMITTAL TO ADDRESS THE FOLLOWING:

COMMENTS:

PRE-APPLICATION COMMENTS

Department: NDS Planning Division

Staff Reviewer: Sam Hudson (941) 429-7022

Today's Date: April 26, 2022

- | | |
|--|--|
| ☐ Meets Requirements | ☐ Meets Requirements with Conditions |
| ☒ See Comments | ☐ Does Not Meet Requirements |
| ☐ No Objection | ☐ Please call to schedule a meeting with Review before Formal Submittal |
-

FORMAL SUBMITTAL TO ADDRESS THE FOLLOWING:

This 5000 Chamberlain parcel is zoned CG Commercial General. CG requirements can be found in Sec 53-36 through 53-48. Parking lots are a permitted principal use, although warehouse and storage and Junkyard or automobile wrecking yards are prohibited.

There are no records of previous approvals for this property, so due to Sec 53-6 requires a Development Master Plan.

A Major Site and Development is required. These applications may be submitted and reviewed concurrently.

STANDARD COMMENTS:

1. If the owner is listed as a corporation, LLC or LLLC an Articles of Incorporation clearly showing the person(s) with authority to make decisions concerning the property shall be submitted with formal application.
2. Please include the setbacks of all buildings and structures including but not limited to mechanical equipment, stairways, decking, porches, and dumpster enclosures from the property lines. This includes front, rear, and side setbacks. Please include the required setbacks on the table on the site plan.
3. Please provide a shape file for the plat and address plan in the following GIS coordinates: NAD_1983_HARN_StatePlane_Florida_West_FIPS_090
4. All exhibits shall be labeled to match the application checklist on the electronic and paper submissions.

5. If an address plan is required for this project, please note other requirements. In addition to any lots to be platted, include all proposed buildings, the locations of lift stations, fountains, monument signs, gates, entry ways, accessory structures, electrical boxes, and mail kiosks. Occupied structures will be assigned a permanent address. All others will be assigned a fictional address, and these will be noted on the address plan. The fictional address is for permits purposes only.

COMMENTS To address with DMP – Development Master Plan:

1. 53-7 outlines the materials for development master plan review.
2. Address, concept plan, modifications of code, ownership, and site data, including traffic impact review.
3. Please reach out to Public Works – Infrastructure to obtain a traffic review form
4. The City Engineer will make a determination and issue a formal letter stating if the project is found to be "de minimis" or if a transportation study is required. The analysis will be based on the most intense traffic generation use of the proposed land uses proposed by the applicant. A "de minimis" impact is an impact that would not affect more than five percent (5%) of the maximum volume at the adopted level of service of the affected transportation facilities as determined by the City, utilizing the most recent table of the generalized two (2) way peak hour volumes in the Florida Department of Transportation (FDOT), Level of Service Handbook. No impact will be de minimis if the sum of existing roadway volumes from approved projects on a transportation facility would exceed one hundred ten percent (110%) of the maximum volume at the adopted level of service of the affected transportation facility. No impact will be de minimis if it would exceed the adopted level of service standard of any affected designated hurricane evacuation routes.

COMMENTS to address with MAS – Major Site and Development:

1. (MAS) Chapter 33 Article II outlines the standards and required materials for the MAS submittal.
2. The minimum open space required for this site is 20%.
3. Per 37-18 B (5) A central sewerage system shall be provided in all new nonresidential subdivisions (commercial, industrial, etc.) where subdivision sewage flow will exceed two thousand (2,000) gallons per day, except if the provision of said central sewerage system is not economically or technically feasible as may be determined by the City Commission, in which event such nonresidential subdivisions may be serviced by individual sanitary sewerage systems if approved by the Department of Health.
4. Per Sec 37-50 Minimum 0.9 Fc in parking lots and pedestrian areas.
5. Buffers Can be found in Sec 21-9 This proposal appears to require a Type C 10' wide buffer with 1 tree every 40' and shrubs.
6. Two vehicular entrances/exits are required.

PROJECT DESCRIPTION: NORTH CHAMBERLAIN STORAGE UNIT
PRE-APPLICATION MEETING-22-00000075

PRE-APPLICATION COMMENTS

Department: Parks and Recreation – Pre-Application
Staff Reviewer:

1. **Today's Date:** April 28, 2022

2. **RECOMMENDED ACTION:**

☐ Meets Requirements

☐ Meets Requirements with Conditions

☐ See Comments

☐ Does Not Meet Requirements

☒ No Objection

☐ Please call to schedule a meeting with Review
before Formal Submittal

FORMAL SUBMITTAL TO ADDRESS THE FOLLOWING:

COMMENTS:



Engineers, Planners & Development Consultants

4301 Veronica Shoemaker Blvd. Fort Myers, FL 33916
239.936.5222 | QAINC.NET | f 239.936.7228

Neighborhood Meeting Notice

Dear Resident:

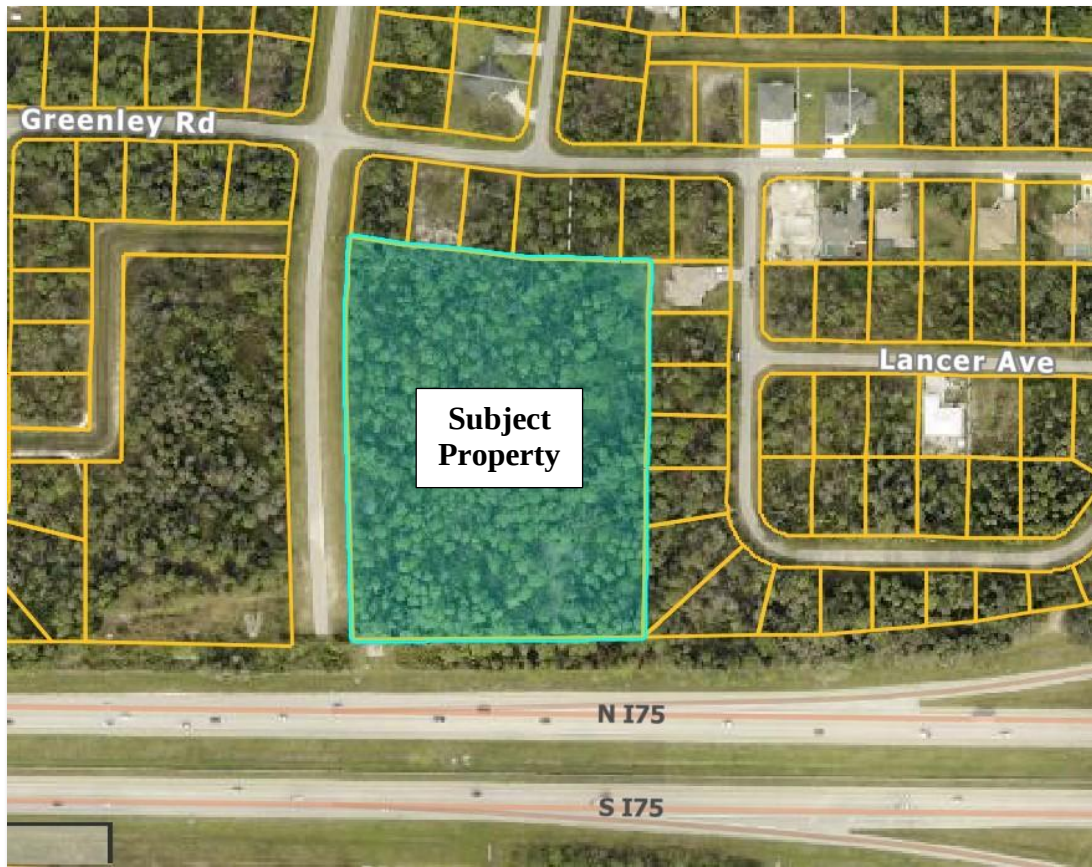
A neighborhood meeting is being held to inform the surrounding community about a proposed development project in the City of North Port, Florida.

DATE: February 11, 2025

TIME: 5:30 PM – 6:30 PM

LOCATION: Shannon Staub Library Meeting Room, 4675 Career Lane, North Port, FL

The subject property is located at 5036 North Chamberlain Boulevard adjacent to Interstate 75.



The property owner is petitioning the City of North Port for a Development Master Plan approval to construct a parking lot on the Commercial zoned property.

All residents are welcome to attend the meeting to hear further details about the petition and the proposed Development.

Meeting Minutes

Date: February 11, 2025 at 5:30 pm

In-Person Meeting

Location: Shannon Staub Library Meeting Room

4675 Career Lane, North Port, FL

Call to Order: 5:30 PM

Brief Project description and Introduction: 5:30 PM - 5:45 PM

Public Discussion: Question and Answer period: 5:45 PM - 6:30 PM

Official meeting end: 6:30 PM

Owner & Engineer stayed and answered additional questions until approximately 7:15 PM

Discussion points:

Q: How many parking stalls are proposed for the project?

A: Approximately 200.

Q: How/why did the developer come up with a parking lot for a proposed use?

A: Marketing research showed a need for this type of use within the City of North Port.

Additionally, of all the allowed uses available to the property owner within the Commercial General zoning category, it is believed that the proposed use (parking lot) is the least impactful of all allowed uses to the surrounding neighbors. Further, the design took in mind creating a commercial development that minimized transient traffic, especially those for large commercial vehicles. Finally, the City of North Port has enacted new rules about parking RV's, boats, and trailers.

Q: Would North Chamberlain Road design be reviewed to ensure proposed traffic and heavy vehicles would not further damage existing road pavement?

A: This would be reviewed as part of MAS process and would be addressed at that time.

Q: Would a sidewalk be proposed to support School bus pick up and drop off within the nearby community?

A: At this time, it is being requested that a sidewalk along N. Cham not be required as this would be a destination project for parking a vehicle and leaving via a secondary vehicle. Additionally, a proposed sidewalk in front of the proposed development would terminate at the I-75 Right of way line and would not connect into any existing surrounding sidewalk system. The need for a sidewalk and/or a bus stop facility adjacent to the proposed commercial project would be further reviewed at the time of the MAS.

Q: Has stormwater flooding and treatment been considered?

A: A SWFWMD permit has already been issued for the project. The stormwater system has been designed to account for Nitrogen and Phosphorous removal requirements, Water quality/quantity requirements, and discharges through a concrete water control system into the North Chamberlain ditch system that ultimately discharges into the City of North Ports stormwater collection system to the West.

Q: Will an oil water separation system be installed to prevent large oil/fuel spills from the patron's vehicles during maintenance and repairs?

A: As part of the operational and contractual document development for the project, no vehicle maintenance will be allowed onsite other than general washing. This language is anticipated to be carried out through the contract development for future patrons. Additionally, the existing stormwater management system is currently designed to properly treat the anticipated stormwater runoff from the parking lot and treat the runoff to meet SWFWMD standards.

AT END OF MEETING, it was speculated by the Engineer of Record that a Low Impact Development design component (Catch Basin Hydro-cartridge) would be utilized to provide first flush/sediment collection and petro-chemical/heavy metal removal within the proposed catch basins prior to entering the permitted stormwater treatment area as well as potentially utilizing pervious gravel parking to facilitate groundwater recharge. These ideas would be further refined and incorporated within the City of North Port MAS site approval process. This was discussed with 2 of the audience members after the majority of the attendees had left.

Q: How will the surrounding properties be impacted by the large storms and the final project elevation?

A: The proposed project was permitted by SWFWMD to discharge into the N. Cham. ROW, flow underneath the existing drainage culvert, and enter into the existing City of North Port drainage collection system on the West side of N. Cham. The discharge rate in the Post design condition has been limited due to the Water Control Structure which will improve the overall carrying capacity of the existing stormwater collection system. The project site will maintain onsite the required treatment volume per the SWFWMD requirements.

Q: Will the project have streetlighting?

A: Yes, per the City LDC, streetlighting will be required to be provided.

Q: Several neighbors expressed concern over light pollution and having Truck Stop style/type lighting.

A: The Site Lighting is required by the City of North Port Unified Land Development Code

and will be a change from the current vegetated undeveloped state. However, with the Utilization of LED directional lights and shields, the amount of light pollution that may be experienced at the property line can be minimized. All site lighting will be designed to meet the City of North Port required light levels per the ULDC.

Q: Will there be any structures/buildings on the property?

A: At this time, it is not proposed to have any Air-Conditioned buildings/offices/structures. However, it is being considered that shade structures similar to Sun Sails and/or potential open air/non walled pole barn structures may be considered to provide Protection from the sun for patrons.

Q: Will there be any considerations for Hurricanes and how the personnel vehicles will be secured to ensure that surrounding neighbors will not have to worry about potential trailers/boats and other items floating into and damaging their property?

A: As part of the operational covenants and limitations that will be developed for the potential patrons, a hurricane plan will be developed. How Patrons will be required to respond prior to a major storm event has not been determined at this point in time. The property owner stated that he would welcome the input of the surrounding neighbors in the development of these operational limitations in order to better address their concerns.

Q: Trash blowing off of stored boats, trailers, and RV's was brought up as a concern.

A: As part of the operational covenants and limitations that will be developed for the future patrons, it was discussed that it will be the responsibility of the patrons to ensure that all trash is removed from their personal vehicle prior to utilizing the parking lot. Additionally, it was mentioned that as part of the discussions with the City of North Port, a local employee will be required to be on call as well as to review site conditions as needed to confirm that the security of the facility is still intact and to complete a site review for any potential items that may have been blown free by the elements, potential damage to patrons vehicles, site landscaping, and proposed security fence.

Q: What type of wall and size is proposed to be installed?

A: At this time, an 8' PVC Fence/Wall is proposed as part of the submitted Development Master Plan application but has not been approved and is still under review by the City of North Port staff members. Additionally, a landscape buffer will be added to fence area.

Q: Would people be allowed to live onsite within their personally owned Recreational Vehicles?

A: No. As part of the operational covenants and limitations, a clause will be incorporated into the executed agreement that states that the future patron will not be allowed to live within the parked recreational vehicle. The property owner stated that if patron is

discovered to have violated or is currently violating this requirement, then the project owner will be allowed to cancel the agreement and evict the offending patron.

Q: What steps will be taken to prevent “Riff-Raff” from entering the site, damaging and looting the parked vehicles and bringing an unacceptable element into the neighborhood?

A: The proposed project will have an 8 foot tall fence installed around all sides of the property with an electronic gate that will control access into the site. At this time, the gate design has not been completed and may incorporate a Radio Frequency Identification tag/fob or a manual code entry feature. Additionally, security cameras may be incorporated into the final design in association with periodic roving security patrols. These operational security details have not been finalized at this time but are under review and consideration.

Q: What steps will be taken to prevent vermin/rats/rodents from nesting in parked boats and RV’s, eating leftover food stuffs, and creating an unhealthy environment for the neighborhood?

A: As part of the Operational Business considerations that are under development by the property owner, a line item in the patrons contract will include the requirement to removal all food items to prevent a potential rodent problem. Additionally, an Extermination/Rodent control company could be utilized to periodically review the site to access/prevent any rodent colonies from developing.

Q: Who is the property owner and will there be any lending institutions or investors involved with the project?

A: Property owner introduced himself to the group and stated that he and his wife are the sole owners of the property and that it is their intention to develop the commercial project themselves. They purchased the property in 2007, own it outright with no mortgage, and have been holding onto the property until they could determine the best use for the existing commercial property with the least potential impact to the surrounding neighbors. The owner offered to provide personnel contact information to those that wished to discuss his project directly with him as well as to discuss/help develop the operational limiting documents that would be incorporated into the future patron contracts.

Q: Were environmental considerations taken into account concerning the vegetation and animal communities?

A: As part of the SWFWMD ERP permitting process, it was required that an Environmental Study be completed to identify the existing plant community and any potential protected species that may have been observed. As part of that environmental study, no evidence of protected species was observed on the site.

Q: Were Economic impacts to the addition of an RV Parking Lot to the surrounding property owners taken into consideration?

A: It was explained that as part of the required development processes through the Southwest Florida Water Management District and the City of North Port (DMP and MAS), that an economic impact to the surrounding residential property by the development of the existing commercial property was not required to be completed.

Q: Why was the property zoning changed from Residential to Commercial?

A: It was explained that from the time of purchase by the current owner in 2007 the property has been zoned as Commercial General and with the recently accepted ULDC is currently zoned as Corridor Transitional. Both zoning designations allow a parking lot as an approved use.

Q: Why doesn't the owner change it back to residentially zoned property?

A: At this time, it is not the owner's intention to rezone the property to residential as that would require a similar process to what is currently underway and add additional time and cost to the project.

Q: Is the property currently for sale?

A: The Owner stated that at this point in time, the property is not for sale; however, if the person were truly interested in purchasing the property he would be happy to discuss that at a later time and place. The owner offered to provide his personnel phone number and email address if someone was truly interested in purchasing the property. Finally, he suggested that if any individuals would like to discuss this further that they follow up with him after the meeting.

Q: How will the property/business advertise to attract patrons?

A: An actionable marketing plan has not been determined at this time by the property owner. The completion of the permitting process through the City of North Port has been the main focus. In reference to project signage, it is anticipated that a monument sign may be requested facing I-75.

STATEMENT FROM AUDIENCE MEMBER: You are looking to attract Interstate travelers.

CLARIFICATION: The proposed project is not looking to attract Interstate commercial trucks or Interstate traffic to the site. The project will not allow commercial overnight truck traffic, Heavy Construction Equipment, or commercial vehicles and will not be marketing to that type of patron. Additionally, the Engineer of Record and the Property Owner stated that in several different meetings and conversations with the City of North Port Staff that this type of commercial activity would not be allowed and a be incorporated/documentated within the permitting process as a stipulated condition of approval.

Q: What kind of landscape buffering is proposed for the project?

A: There is a 15-foot-wide landscape buffer for the project perimeter as well as an 8-foot-tall fence that will be installed on the project perimeter. The landscape material will be placed in front of the proposed fence facing outward towards the adjacent properties. A combination of Trees and Shrubs meeting the City of North Port requirements will be proposed during the MAS process. Additionally, it was requested by the City of North Port staff and agreed by the property owner that larger trees would be installed along the perimeter at the time of construction to provide a more mature buffer.

Q: Where are the proposed water management areas proposed for the project?

A: The proposed stormwater management areas for the project are located between the proposed parking area and the perimeter fence/landscape buffer. The designed system is not designed as a lake and would be dry detention. This detention area is currently proposed to surround the parking lot and discharge through the concrete water control structure located at the Northwest corner of the property.

Q: Would water, sewer, and fire service be extended to the property?

A: The extension of public utilities to the project site has been discussed with the City of North Port Utilities Department. It was confirmed that there are not any utilities within the immediate area of the project site. The closest utilities that could service the project are located on the South side of Interstate 75 and it was determined to not be economically feasible to construct/directionally bore under the Interstate for the parking lot use since there will not be an office building or bathroom facilities at the site. Additionally, if it was stated that if the fire department required a water source that a draft well might be considered but would need to be approved by the local Fire Department with jurisdictional responsibility as well as the associated regulatory agencies (SWFWMD Water Use permit)

Q: Why did the presented plans show a septic drain field?

A: It was anticipated that future patrons may desire this as a service. It has not been approved by the regulatory agencies at this time and may be considered in the future as not necessary as the property owner develops his operational/contractual documents for the project. Comments have been received from the City Staff concerning the proximity of the drain field and the adjacent properties. As a response to these comments, the drain field configuration was modified to meet the Florida Department of Environmental Protection requirements for separation between private potable water wells and drain fields (75 feet separation). It was speculated that the number of patrons that would utilize this potential service was very low.

An audience member did agree with this point and stated that it is not a common practice for RV owners to bring a personally owned Recreational vehicle to a similar facility with a full to partially full sewage tank.



Engineers, Planners & Development Consultants

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1. JOHN & LYNN KASPAR		
2. Pete & Barb Kelly		barbanc.kelly@stetson.edu
3. Julie & Bill Sherman		jasb315@yahoo.com
4. Cal & Pat Moore		calpatmoore@gmail.com
5. Jenny & Jeff Brown		jeffbrown.tds.net
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