

CITY OF NORTH PORT
COMPRHENSIVE PLAN TEXT
AMENDMENT CPAL-24-057

SUPPLEMENTAL DATA & ANALYSIS

MAY 2024

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INTRODUCTION

The purpose of this report is to provide data and analysis to support the City of North Port's proposed Comprehensive Plan Amendment CPAL-24-057 including:

- Analysis of the need for non-residential development using population, employment, and future land use. This analysis will determine the planning level estimates of future non-residential development in the City of North Port. This analysis was completed with a horizon year of 2050.
- Impact on transportation.
- Impact on the environment and utility systems.

POPULATION

EXISTING

As of the 2020 United States census, there were 74,793 people, 25,592 households, and 19,716 families residing in the City of North Port. Of the 25,592 households in 2020, 4.8% of the population were under 5 years old, 18.6% were under 18 years old, and 26.7% were 65 years and older. The median age in North Port at the time of the 2020 Census was 48.8 compared to Sarasota County's at 56.6.

With a population of 57,357 at the time of the 2010 Census, and the Census estimated population of 85,099 in 2022, North Port has experienced significant population growth over the past 10 years. Current Bureau of Economic and Business Research (BEBR) estimates show the City's permanent resident population at 86,552 as of April 1, 2023.

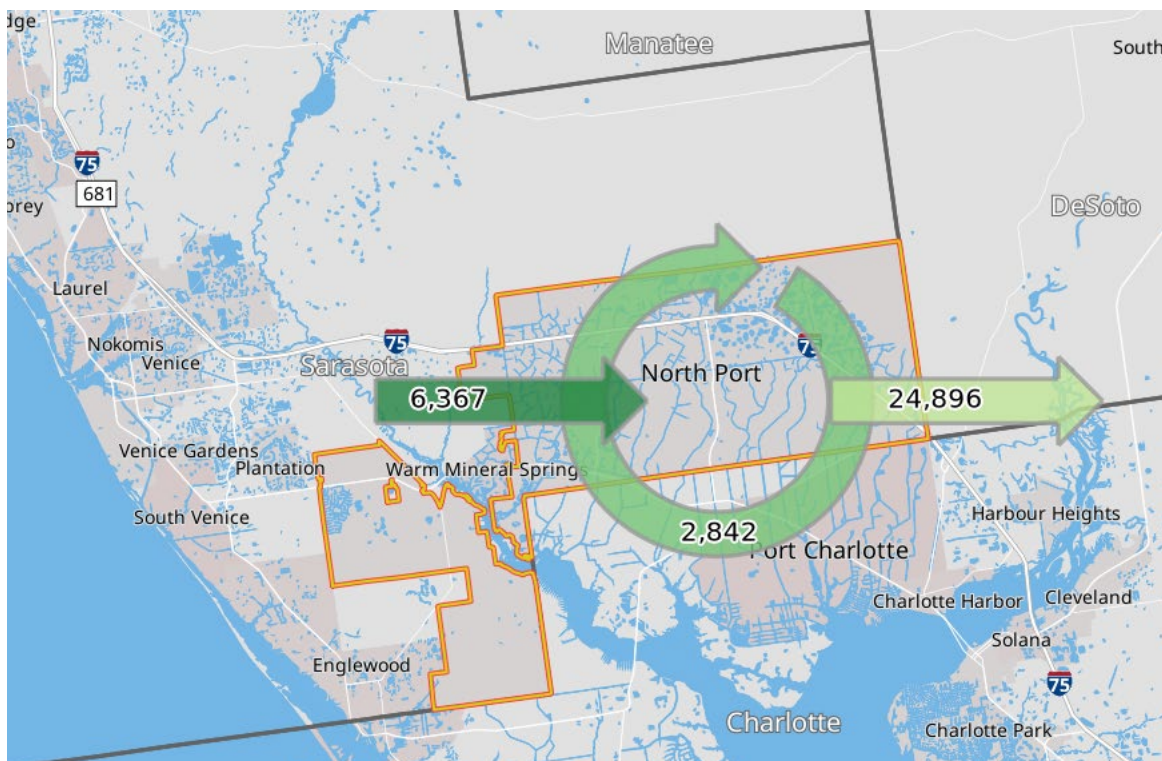
PROJECTED

The City of North Port population increased by 13.8% between April 1, 2020, and July 1, 2022. Between 2013 and 2023, the number of residents doubled. The 2020 annual population increase was 6.73%, the increase over the past five years was 5.4%, and the ten-year average was 4.21%. Conservatively applying a 4% growth rate over the next 26-year period would result in a population of 249,561 in 2050.

WORKFORCE

EXISTING

The 2022 American Community Survey (ACS) estimates nearly 52% (2018-2022) of North Port residents are in the labor force; a total of 37,554. U.S. Census data (2020) similarly reflects 51.9% of the population in the workforce; based on the 2022 Census estimated population, roughly 44,166 persons were in the workforce. Conversely, 2021 data from the Center for Economic Studies at the U.S. Census Bureau, Longitudinal Employer-Household Dynamics, On the Map, reflects only 27,738 employed persons in the workforce. While the variation in data from the latter source is significant, the Center for Economic Studies offers job inflow/outflow data that is consistent with past indicators reflecting a high out-of-city commuter population (“Nearly 90% of the city’s workforce commutes to other locations in the region for work.” March 2021 Camoin Associates Economic Development Market Feasibility Study) and supports the needs assessment segment of this report.



Selection Areas

Selection Area

Inflow/Outflow

- Employed and Live in Selection Area
 - Employed in Selection Area, Live Outside
 - Live in Selection Area, Employed Outside
- Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

PROJECTED

In 2010, 18.1% of North Port's population was 65 and older. By 2022, the American Community Survey estimates 23.5% of North Port residents were 65 and older. Despite this increase in the aging population, an estimated 52% of residents are in the workforce. As housing costs are lower in North Port than Sarasota County (median owner-occupied home value \$283,400 versus \$338,500 and median rents \$1,547 versus \$1,590), the affordability factor will continue to make North Port attractive to the workforce. In consideration of the projected population growth through 2050, North Port's low but gradually increasing median age (40 in 2010, 44 in 2022), and aging population increase (expected 30% of Florida population by 2045), a conservative estimate of workforce 2050 would be 45.5% of the population, totaling approximately 113,550 workers.

LAND USE ANALYSIS

EXISTING CONDITIONS

FUTURE LAND USE

North Port's current future land use map (FLUM) provides for less than 1% of commercial and industrial land. While the FLUM does provide for two land use districts (Activity Center and Village) that allow for a mix of uses, substantial residential development has occurred, and continues to grow in those districts. Overall, in consideration of the allowances for residential development in the Activity Centers and Villages as well as vested Developments of Regional Impacts (in Activity Centers) land dedicated to non-residential uses throughout the City is an estimated 14.9%, with 60.9% residential land use.

Description	Acres	Sq. Miles	Percentage
ACTIVITY CENTER	5307.67	8.29	8.0%
AGRICULTURAL, ESTATES	9603.64	15.01	14.4%
COMMERCIAL	355.70	0.56	0.5%
CONSERVATION	10081.42	15.75	15.1%
HIGH DENSITY RESIDENTIAL	447.92	0.70	0.7%
INDUSTRIAL	35.64	0.06	0.1%
LOW DENSITY RESIDENTIAL	24907.28	38.92	37.4%
MEDIUM DENSITY RESIDENTIAL	1386.31	2.17	2.1%
PROFESSIONAL OFFICE / INSTITUTIONAL	37.16	0.06	0.1%
PUBLIC	882.36	1.38	1.3%
RECREATION OPEN SPACE	2691.92	4.21	4.0%
UTILITY INDUSTRIAL CORRIDOR	347.60	0.54	0.5%
VILLAGE	10561.83	16.50	15.8%
TOTAL	66646.45	104.14	100%

EMPLOYMENT

2022 INDUSTRY SNAPSHOT EXCERPT FROM JOBSEQ

NAICS	INDUSTRY	EMPLOYED
44	Retail Trade	1,837
23	Construction	1,567
61	Educational Services	1,148
72	Accommodations	1,144
62	Health Care	1,006
92	Public Administration	692
56	Waste Management	690
81	Other Services	538
54	Professional Scientific	382
31	Manufacturing	369
		9,373

Data Retrieved from the JobsEQ (Chmura) Industry Snapshot Tool in JobsEQ for Workforce.

The 2022 jobs total for North Port is 9,373. With a workforce population of 44,166 (Census), the City provides for only 21% of the workforce needs. Furthermore, as noted in the commuter population section below, many of North Port's jobs are filled by workers from outside the city.

COMMUTER POPULATION

According to the most recent data from ACS regarding commuting time (2015 ACS 5 Year Estimates) 79% of the City's workforce commuted 20 minutes or more to and from work. Over 50% of workers traveled for 30 minutes or more, compared to 39% statewide and approximately 30% in Sarasota County. Furthermore, the 2021 study prepared by Camoin Associates determined 90% of the workforce commutes to other areas of the region for work. Data from the Center for Economic Studies at the U.S. Census Bureau, Longitudinal Employer-Household Dynamics, On the Map, 2021, shows an estimated 24,896 commute to their workplace outside the city. (See Exhibit under Existing Workforce section above), however, the workforce numbers reflected are inconsistent with ACS and Census data.

Based on the Census workforce numbers and the Camoin commuter rate, almost 40,000 people depart the City daily for work. If the City fails increase local job opportunities to reduce the percentage of out-of-city commuter workforce, by 2050 over 100,000 North Port residents would travel to other areas for work.

NEEDS ASSESSMENT

FISCAL BALANCE

In 2013 Smart Growth America released, "Building Better Budgets – A National Examination of the Fiscal Benefits of Smart Growth Development," concluded that:

"Smart growth strategies can help any town or city improve its finances. The studies included in this analysis constitute more than a series of one-time successes. Other communities can use these strategies to achieve similar results.

Smart growth development costs an average of 38 percent less than conventional suburban development for upfront infrastructure. This figure is conservative, and many communities could save even more.

Smart growth development saves municipalities an average of 10 percent on ongoing delivery of services as compared to conventional suburban development. The case studies included in our analysis consistently demonstrated this reduction in costs.

And smart growth development generates 10 times more tax revenue per acre than conventional suburban development. Smart growth development's potential for lower costs and higher revenues means that many municipalities can operate smart growth development at a surplus rather than a deficit. Every community is different and not all outcomes will be the same. However, our research consistently demonstrates the financial benefit of smart growth strategies...

For example, In Sarasota, FL, a smart growth residential project required \$5.7 million in infrastructure while generating \$1.98 million in property tax revenue per year, meaning it would take three years for the project to pay back its infrastructure cost. By contrast, a comparable conventional suburban residential project required \$10 million in infrastructure while generating \$239,000 in tax revenue per year, meaning it would take 42 years to pay back the conventional suburban infrastructure cost.

...These strategies can improve public balance sheets for decades to come. With at least one-third of local government spending sensitive to the geographic patterns of development, that could amount to billions of dollars each year in savings for local governments nationwide.”

The Florida Legislature, via adoption of statutory standards for comprehensive plan amendments to avoid the proliferation of sprawl, as well as the recent exemption from certain provisions in the Live Local Act for communities with less than 20% commercial and industrial land use, also acknowledges the importance of smart growth. Yet North Port’s Comprehensive Plan provides for most of the land area in the City to be developed as low-density, single use (51.8%), with only 0.6% of the City’s land area having commercial, office, and industrial future land use designations. Based on the future land use existing conditions, the Comprehensive Plan needs to incorporate smart growth strategies to address consistency with the Florida Statutes and provide for fiscal balance.

NON-RESIDENTIAL DEVELOPMENT TO SUPPORT WORKFORCE

Per the existing conditions section of this report, the 2022 jobs total for North Port is 9,373. With a workforce population of 44,166 (Census), the City currently only provides for only 21% of the workforce needs. Accommodating 113,550 workers by 2050 will require substantial non-residential growth.

Based on the Florida Building Code maximum occupant loads for the following uses, and the current ratio of jobs in each category, the needs to support the future workforce can be estimated as follows:

Industry	Occupant Load in Gross Square Feet Per Person	Current Percentage of Workforce	Estimated Workforce 2050	Non-Residential Square Footage Needs 2050
Mercantile	60	19%	21,575	1,294,470
Office	150	40%	45,420	6,813,000
Industrial	100	3%	3,407	340,650
Warehouse	500	19%	21,575	10,787,250
Other	202*	19%	21,575	4,358,049
Totals		100%	113,550	23,593,419

*Average of other uses utilized for “other” category.

This estimated non-residential building area, if realized, would provide for a sustainable balance to residential uses. With the estimated population of 250,000 in 2050, the application of average persons per household (2.55) and average residential unit square footage (1,000 SF), the estimated residential square footage is 98,039,215 reflecting an approximate 80:20 ratio of residential to non-residential square footage.

FUTURE LAND USE GOALS, OBJECTIVES, AND POLICIES

In their publication, Getting to Smart Growth II, the Smart Growth Network (under a cooperative agreement with the U.S. EPA's Development, Community and Environment Division) strategies to provide for smart growth, which per the previous section, advance a community's fiscal balance. To provide for a sustainable future, North Port's Comprehensive Plan (or Unified Land Development Code where appropriate), needs to incorporate the following selection of strategies from the Smart Growth Network recommendations:

Mix Land Uses

- Adopt comprehensive plans and sub-area plans that encourage a mix of land uses.
- Use enhanced zoning techniques to achieve a mix of land uses.
- Encourage the redevelopment of single uses into mixed-use developments.
- Provide incentives for ground-floor retail and upper-level residential uses in existing and future development.
- Locate neighborhood stores in residential areas.
- Organize a variety of land uses vertically and horizontally.

Take Advantage of Compact Building Design

- Adopt a cottage housing development zoning ordinance.
- Use compact development coupled with onsite best management practices to improve environmental outcomes.
- Ensure that big box stores locating in existing urban centers are appropriately scaled and designed.
- Create compact office parks and corporate campuses.
- Strategically reduce or remove minimum lot size requirements.
- Manage the transition between higher- and lower-density neighborhoods.

Create a Range of Housing Opportunities and Choices

- Streamline the development review process when units include affordable housing.

Create Walkable Communities

- Develop a pedestrian master plan.
- Use trees and other green infrastructure to provide shelter, beauty, urban heat reduction, and separation from automobile traffic.
- Situate parking to enhance the pedestrian environment and facilitate access between destinations.

Foster Distinctive, Attractive Communities with a Strong Sense of Place

- Create community greens (community parks)
- Make retail centers distinctive and attractive destinations.

Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas

- Support tree preservation through public-private partnerships.
- Use innovative permitting approaches to protect critical environmental areas.

Make Development Decisions Predictable, Fair, and Cost-Effective

- Direct development along corridors to create stronger districts.
- Make zoning codes and other land development regulations simple to use and easy to read.

Encourage Community and Stakeholder Collaboration in Development Decisions

- Develop community indicators to make sure that development is meeting community goals.

FUTURE LAND USE DISTRICTS/MAP AMENDMENTS

In addition to incorporating Smart Growth policies in the Comprehensive Plan, North Port's future land use map and the ratios of non-residential and residential land areas require adjustment to provide for fiscal balance, support the future workforce living in the City, and inflow commuter workforce associated with North Port's future as a distribution hub (two existing I-75 interchanges and one future interchange). The proposed future land use map amendments were intended to bring the balance of non-residential to residential as close to 80:20 as possible. However, the pre-platted nature of the City and the desire to minimize impacts to areas with substantial residential development results in a proposed future land use map with percentages to support development as follows:

Summary	Acres	%
Non-Residential	10,802.37	16.21%
Residential	32,755.27	49.15%
Other	22,984.72	34.49%
*TOTAL	66,542.36	100%

As per the employment needs assessment above, the non-residential square footage needs to support the City's future workforce is estimated at 23,593,419 square feet. Sarasota County Property Appraiser data shows North Port's non-residential buildings (less government uses, utilities, and places of worship) currently total 5,663,437 square feet (on approximately 9,718 acres (423,316,080 SF; FAR 0.0133). To realize the square footage estimated to serve the future workforce with jobs in the city, North Port would need a minimum of 17,875,982 square feet of non-residential development over the next 26 years. Additional square footage associated with future distribution facilities along I-75 long with inflow commuter workforce is also expected as the City grows. The new proposed future land use districts, maximum floor area ratios, and map amendments are designed to facilitate development to meet or exceed these needs:

Future Land Use District	Acres	Percent Non-Residential	Potential Non-Residential Land Area in Acres	Max. FAR	Potential Non-Residential Land Area in SF	Potential Non-Residential Building SF	Anticipated Non-Residential Use Land Area in SF	Estimated Build-Out FAR *	Estimated Non-Residential Building SF Build-Out
Conservation	17116								
Public Use	764								
Activity Center	9852	44.80%	4,238	1.00	184,600,777	184,600,777	55,380,233	0.35	19,383,082
Commercial	38	93.20%	35	1.00	1,427,600	1,427,600	713,800	0.35	249,830
Industrial	96	100.00%	96	1.00	4,182,631	4,182,631	2,091,316	0.35	731,960
Medium Density Corridor	1988	20.70%	411	0.35	3,709,735	1,298,407	556,460	0.15	83,469
High Density Corridor	797	54.90%	438	0.50	10,469,326	5,234,663	2,093,865	0.25	523,466
Agricultural Estates	3965		0						
Low Density Residential	18318		0						
Medium Density Residential	1323		0						
High Density Residential	766		0						
Village	11260	37.00%	4,166	0.400	181,486,267	72,594,507	54,445,880.0	0.25	13,611,470
TOTAL	66283		9,385	0.71	385,876,336	269,338,585	115,281,554	0.28	34,583,277
* Current non-residential building FAR is 0.0133 in North Port									

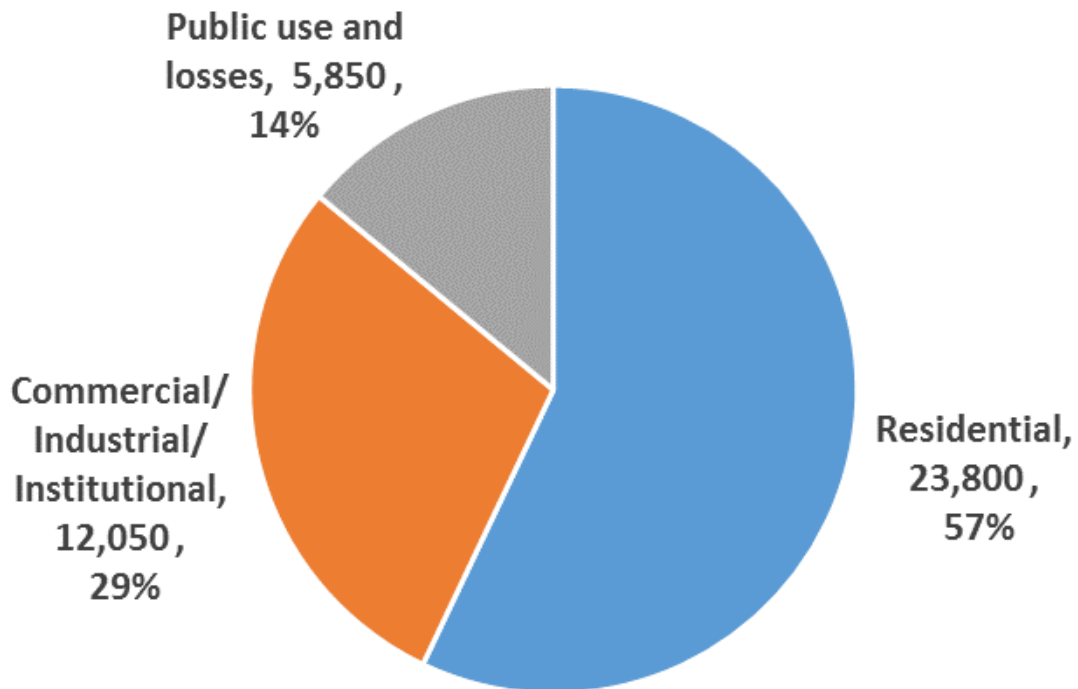
TRANSPORTATION IMPACT

The proposed comprehensive plan amendment provides for additional future land use districts and expansion of Activity Centers for which companion zoning will allow a mixture of uses and higher densities to support future transit opportunities. Incorporation of Smart Growth principles including requirements for a mix of uses and incentivizing vertically integrated mixed-use development will inevitably reduce vehicle miles traveled and provide for conveniently located employment opportunities. According to Fehr & Peers, the firm that led the development of the Environmental Protection Agency's mixed-use development trip generation tool, "Mixed-use development is widely considered an effective means of reducing traffic impacts. Ranking in the EPA Top 10 Smart Growth Planning Principles, mixing a variety of land uses is generally considered a strategy that optimizes use of transportation infrastructure, improves community quality-of-life, and reduces vehicle travel and related concerns over global warming. Therefore, it achieves higher levels of support from planners, policy makers, and elected officials and developers."

Incorporation of Transportation Element goals including development of a transportation master plan and policy direction to adopt land development regulations incorporating complete street design components to promote bicyclist and pedestrian modes of transportation will provide for a more sustainable transportation network as the City grows. Elimination of the transportation policy that state a level of service lower than a "D" is acceptable on collector roads traversing neighborhoods, and disallow expansion of those facilities will promote free-flowing traffic and incorporation of bike lanes and sidewalks.

ENVIRONMENTAL AND UTILITIES IMPACT

In proposing a significant reduction in low-density residential future land use (@6,250 acres/@25% decrease) this amendment reduces the number of potential single-family homes the City would be required to approve with wells and septic systems, thereby reducing the environmental impact of low-density single use areas. Furthermore, the inclusion of High and Medium Density Corridor districts and the expansion of Activity Center districts will trigger development review requirements through which natural resources may be preserved and flooding and other environmental impact may be addressed. Additionally, the inclusion of these Corridor districts and limitations on permissible percentages of residential in these and Activity Centers areas should provide for decreased water use in the City as growth occurs. This theory is supported by the United States, a [United States Geological Survey study](#) that concluded residential water use exceeded nonresidential use:



Finally, application of Comprehensive Plan policies within the Potable Water and Wastewater Elements and the City concurrency management review requirements will ensure adequate utilities are provided to new development.

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

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

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

Collection

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

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

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

CONCLUSION

Past comprehensive planning efforts undertaken by North Port and associated amendments fell short of the sweeping changes necessary to mitigate the unsustainable development pattern dominated by low-density residential development that was established when General Development Corporation designed this pre-platted community. The addition of Activity Center 10 and expansion of other activity centers along with planned utility expansions at Toledo Blade Boulevard and I-75 and Sumter Boulevard and I-75 provide additional opportunities for distribution centers and industrial development. A future collector-distributor interchange in Activity Center 6 (Yorkshire/Raintree) will expand upon those opportunities over the next 15 to 20 years. New Corridor future land use designations will allow for non-residential development or development with a mixture of uses along collector roads and provide for diverse housing opportunities as provided for in the Housing Element of the City's Comprehensive Plan.

The amendments proposed via CPAL-24-057 will facilitate development that will provide for employment, fiscal balance, and reduced workforce commuter outflow and transportation impacts. This will result in a more sustainable development pattern for North Port, a city disadvantaged by its design and future land use origins.