Sarasota Memorial Hospital (SMH) at Sumter
Development Master Plan
(Petition No. DMP-24-080)

STAFF REPORT

From: Hank Flores, AICP, CFM, Planning & Zoning Manager

Thru: Gabriel Quintas, AICP, CFM, Development Services Assistant Director

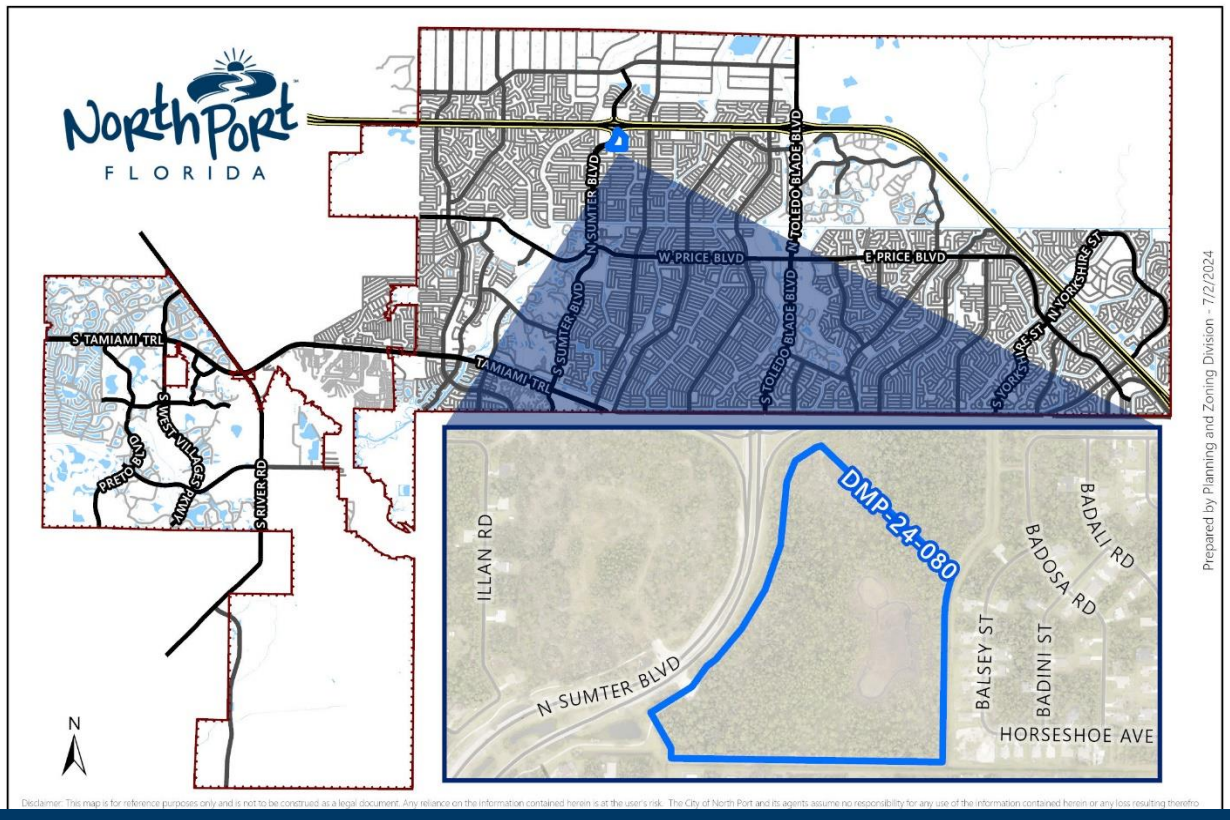
Thru: Lori Barnes, AICP, CPM, Development Services Assistant Director

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: September 5, 2024



PROJECT:	DMP-24-080, Sarasota Memorial Hospital (SMH) at Sumter
REQUEST:	Development Master Plan approval for the development of medical facility consisting of a 150-bed Hospital and 60,000 square feet of medical office space in Phase I.
APPLICANT:	Jackson R. Boone, Esq **(Exhibit A—Affidavit)**
OWNERS:	Sarasota County Public Hospital District **(Exhibit B—Deed)**
LOCATION:	4900 North Sumter Boulevard - Southeast corner (quadrant) of Sumter Boulevard and Interstate 75
ZONING:	Planned Community Development (PCD)
FUTURE LAND USE:	Activity Center 3
PID NUMBER:	0956-14-3522
PROPERTY SIZE:	± 32.00 acres (1,393,920 square feet)

I. BACKGROUND

Jackson R. Boone, Esq., representing the Sarasota County Public Hospital District (Owner), filed a Development Master Plan (DMP) **(Exhibit C)** application to develop the subject property for a multi-phased, Acute Care Hospital with an emergency care center, parking garage, and associated medical buildings and services, including, but not limited to: landscaping, parking, and stormwater management facilities. The Site Plan provided is a conceptual plan and does not provide detailed information on these various requirements. As a part of the application, the applicant has requested 23 Modifications/Waivers from the Unified Land Development Code (ULDC).

It is expected that the project will be completed over an extended period of time with Phase I proposed to consist of a 150-bed hospital and 60,000 square feet of medical office space. The site is located at the southeast corner (quadrant) of Sumter Boulevard and I-75 (PID 0956-14-3522). The property contains 32 acres of land.

On May 28, 2024, the City Commission endorsed the City of North Port Gateway Activity Center Master Plan, a study of Activity Center 3, which contains the subject property. This study integrated strategic land use scenarios with effective stormwater solutions to allow the area to become both a commercial and environmental asset for the City. The subject property was designated as a medical facility in the Master Plan.

The property has three (3) wetlands. One of the wetlands is approximately 6.73 acres, the second wetland is 1.40 acres, and the third wetland is 1.08 acres. The applicant has applied for and received approval for an Environmental Resources Permit (ERP) from the Southwest Florida Water Management District (SWFWMD). As a part of that permit, the two (2) wetlands totaling 7.81 acres will be mitigated through a wetlands mitigation bank. The other wetland shall be incorporated into the design of the project for stormwater detention.

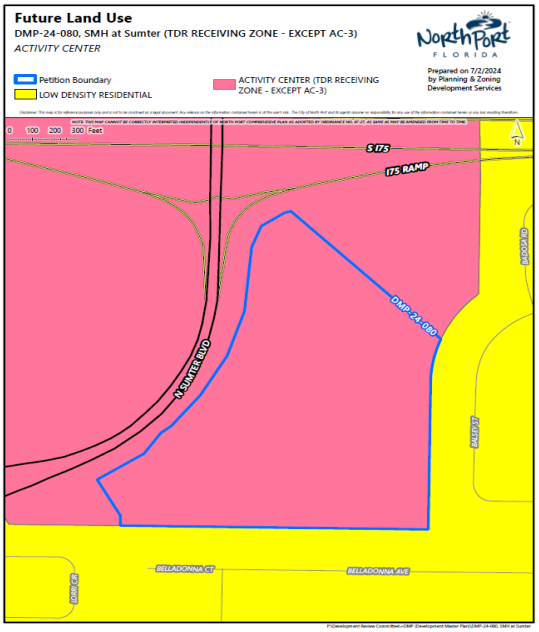
The applicant provided a Wildlife, Vegetation, and Wetland Study, which details the environmental conditions of the property. Future development will required to meet all environmental regulations as required in the ULDC.

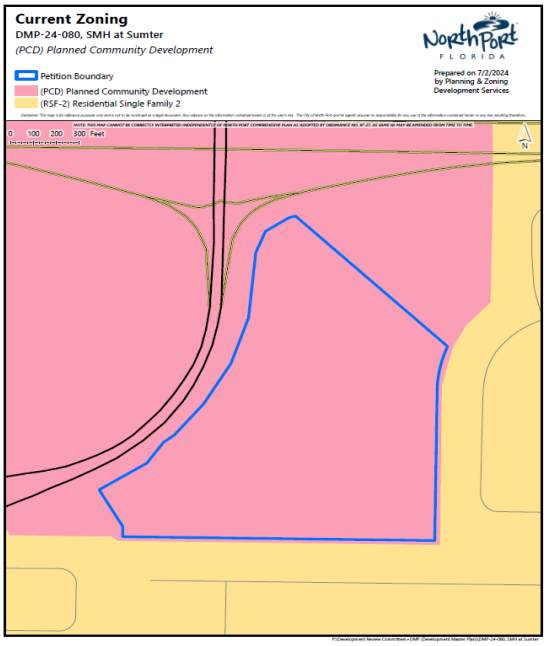
The applicant has provided a Traffic Impact Study **(Exhibit D)** for Phase I of the project. This report was reviewed by Anthony Friedland, P.E., Infrastructure Engineer with Public Works. The applicant shall be required to meet all transporation requirements to include, at a minimum, turn lanes and a traffic signal at the project entrance. These improvements, as well as any other identified improvements will be incorporated as a part of the review of the Major Site and Development Plan (PMAS).

SITE INFORMATION:

CURRENT LAND USE	
Future Land Use Map Designation:	Activity Center 3 (AC-3)
Zoning Map Designation:	Planned Community Development
Existing Land Uses:	Vacant/Undeveloped

SURROUNDING LAND USES:			
Direction	**Existing Land Uses**	**Future Land Use Map Designation**	**Zoning Map Designation**
North	Vacant/Undeveloped	Activity Center 3	PCD
South	Single-Family Residential	Low Density Residential	RSF2
East	Single-Family Residential	Low Density Residential	RSF2
West	Vacant/Undeveloped	Activity Center 3	PCD





II. MODIFICATION OF REGULATIONS

Through the Development Master Plan process, the applicant may request modifications/waivers of regulations in accordance with ULDC Sec. 53-118. The applicant has requested the 23 modifications. As a part of the review of this esecton, staff took into consideration that the site plan provided by the applicant, which is conceptual in nature. Prior to any construction commencing on the property, an application for a Major Site and Development Plan must be submitted, reviewed, and approved.

1. Chapter 21 Landscape Regulations

   It is the intent of the City Commission of the City of North Port to promote the health, safety and welfare of existing and future residents of and visitors to the City by establishing minimum standards for the installation and continued maintenance of landscaping within the City of North Port.

   Applicant's Request & Justification:

   Relief is requested from the Chapter 21 Landscape regulations to allow SMH to utilize its experience across its various facilities to design and implement a landscape plan which meets the unique needs and layout of a medical campus facility. Further, because this medical campus facility will be master planned and developed in phases, this will help facilitate an integrated design throughout the development of the site. A Type C 10' wide

landscape buffer is provided around the perimeter of the property to enhance compatibility with adjacent properties.

Staff Analysis & Recommendation:
Staff has no objection to this request. SMH will provide landscaping consistent with their other facilities.

2. Chapter 25 - Parking and Loading Regulations

The standards in this chapter are intended and shall be interpreted to assure that all developments provide for adequate and safe storage and movement of vehicles in a manner consistent with good engineering and site design principles. It is the intent of these regulations that all uses provide off-street parking on the premises for which it is intended to serve. Where a use has not been specifically listed in this chapter, the department responsible for land development services shall assign the parking requirements in accordance with the most similar use to the proposed development.

Applicant's Request & Justification:
Relief is requested from the Chapter 25 Parking regulations to allow SMH to utilize its experience across its various facilities to design and implement a parking layout, design, and space totals which meets the unique needs and layout of a medical campus facility which will be master planned and developed in phases.

Staff's Analysis & Recommendation:
Staff has no objection to this request. Minimum parking calculations will be required at the time of the Major Site and Development Review. These calculations will establish the minimum number of off- street parking spaces necessary. This can be determined by referencing standard parking resources from the Institute for Transportation Engineers (ITE), Urban Land Institute (ULI), National Parking Association, or the American Planning Association (APA). Alternatively, a parking demand study can be conducted to demonstrate theappropriate minimum off-street parking space standard.

3. Chapter 29 - Signage Regulations

The intent of this chapter is to establish sign standards that will promote safety, protect and preserve the aesthetic and visual environment, character and quality of the City and the value of property; to create a more attractive economic and business climate; to reduce urban clutter; and to eliminate nuisance forms of advertising by ensuring that signs are compatible with surrounding land uses and, will not, by their type, size, location, construction or manner of display, endanger the public safety of individuals, confuse or mislead or obstruct the vision necessary for traffic safety of North Port.

Applicant's Request & Justification:
Relief is requested from the Chapter 29 Signage regulations to allow SMH maximum flexibility for final design of the various signages to be implemented on the site as part of the medical campus. The proposed medical campus facility use is unique and distinctive from other potential uses in the ULDC, and this request is also consistent with the Signage

regulations for Government Use proposed by the new ULDC which is up for adoption this summer.

Staff's Analysis & Recommendation:
Staff has no objection to this request. Pursuant to the recently rewrite of the Unified Land Development Code (ULDC) approved on August 6, 2024, property located within a Government/Civil Use may excluded from the requirements for signage.

4. Sec. 53-3(G) - Dumpsters. Solid masonry walls shall be placed around all dumpster pads. The wall shall be solid on three (3) sides with a gate to allow proper access. The dumpster pad shall be constructed in accordance with the City of North Port's Department of Public Works specifications.

Applicant's Request & Justification:
Relief is requested from Sec. 53-3(G) to allow SMH maximum flexibility in incorporating the onsite dumpsters into the phased development of the site. There is no request for relief from the construction standards of the dumpster pads; relief is merely requested from the wall, gate, and associated wall height standards.

Staff's Analysis & Recommendation:
Staff has reviewed the request and has no objections. The applicant will be required to coordinate with the Solid Waste Division on the location of dumpsters for the project.

5. Sec. 53-3(H) – Mechanical Equipment
   (1) To improve aesthetic and visual impact, mechanical equipment areas in non-residential zones, including air conditioning units, shall be enclosed by a masonry wall and with a hedge to improve aesthetic quality.
      (a) The wall shall be a minimum of six (6) feet in height or to the highest point of the equipment, whichever is lower.
      (b) No wall shall be greater than eight (8) feet.
   (2) For mechanical equipment placed on top of buildings, there shall be no part of the unit visible from any ground level point and the wall shall be painted the same color as the roof.
   (3) All covers for mechanical equipment shall be built to sustain one hundred thirty (130) mph winds.

Applicant's Request & Justification:
Relief is requested from the Sec. 53-3(H) wall and design standards for mechanical equipment to allow SMH maximum flexibility for incorporating onsite mechanical equipment into the phased development of the site. SMH is confident it will design an aesthetically pleasing site that protects adjacent properties from potential negative impacts.

Staff's Analysis & Recommendation:

Staff has reviewed this request and has no objection to the items # 1 and 2. However, staff would not support a modification of the minimum wind load requirements for mechanical equipment. This is a requirement of the Florida Building Code and may not be waivered.

6. Sec. 53-3(I) – Lift Stations

(1) Lift stations shall be placed to the rear of any non-residential property and in compliance with the City of North Port Utilities Department standards and provide easement and access to the lift station in accordance with the Utilities Department.
(2) All lift stations shall be enclosed with a wall which reflects the architecture of the area and landscaped to improve aesthetic quality.
(3) Walls shall be built to the City of North Port Utility Department standards and shall have open areas for ventilation and access.
(4) All lift stations and walls shall be permitted separately from any other structure through the Building Department.

Applicant's Request & Justification:
Relief is requested from the Sec. 53-3(I) location and wall standards to allow SMH maximum flexibility to work with staff on incorporating lift stations into the phased development of the site. The separate permitting process for the lift station construction is acknowledged, and easements and access will be provided to the easements in accordance with the Utilities Department.

Staff's Analysis & Recommendation:
Staff has reviewed the request and has no objections. The applicant will be required to coordinate with the Utilities Department regarding this request as a part of the MAS.

7. Sec. 53-3(M) - Connectivity

All developments or redevelopment projects within Activity Centers 2, 3, 4, 5 and 6 or any future activity center or commercial zoning district, shall be connected to the adjacent neighborhoods with a two (2) lane vehicular bridge with sidewalks on both sides as approved by the City Manager or designee.

Applicant's Request & Justification:
Relief is requested from the Sec. 53-3(M) connectivity standards as SMH does not believe potential connectivity from its property to nearby Balsey Street or Belladonna Avenue and the introduction of the associated daily vehicle trips on those local roadways would be compatible nor within the public interest.

Staff's Analysis & Recommendation:
Staff has reviewed this request and has no objection. The ULDC does not contemplate a connection between the subject property and the adjacent single-family neighborhood. The regulations for connectivity in this area is contemplated to be imposed on the property located to the north of the subject property, which is not a party to the application.

8. Sec. 53-3(O) - Lighting

Street lighting and pedestrian lighting shall be installed at the developer's expense and shall maintain the levels indicated in lighting tables I and II below for all pedestrian and vehicular areas. A signed and sealed photometric shall be submitted with all lighting plans showing placement and lighting levels as required.

Applicant's Request & Justification:

Relief is requested from the Sec. 53-3(O) lighting standards to allow SMH flexibility to replicate a site lighting design consistent with its other medical facility properties in compliance with applicable regulations and in a manner that will not create a nuisance for surrounding properties.

Staff's Analysis & Recommendation:

Staff has no objection to this request. The applicant will still be required to provide a photometric plan and comply with minimum requirements for lighting. This modification will allow the application some flexibility in design consistent with other SMH campuses.

9. Sec. 53-7(H) - Time limit on Development Master Plan

Approved Development Master Plans shall be voided two (2) years following the approval if commencement of development procedures and evidence of applications to pursue development is not satisfactory as determined by the designated City Engineer and the Director responsible for land development services.

Applicant's Request & Justification:

Relief is requested from Sec. 53-7(H) to remove the two-year expiration of approval if site development and other associated activities have not occurred within this timeframe. SMH not foresee this being an issue with which it cannot comply for initial development on the site; however, it cannot accurately predict the timing of the various multiple medical services which will be provided at the property. Removing the potential for an inadvertent expiration of the DMP will allow for increased speed to market of medical services at the property during the phased course of development.

Staff's Analysis & Recommendation:

Staff has no objection to this request. The development is proposed to be developed in phases. As such, the applicant will be required to provide a schedule of the expected duration of when each phase is expected to be commenced and completed. Phasing may also be incorporated within any required Development Agreement.

10. Sec. 53-106(A)(1 & 2) - Minimum Lot Requirements

A. Each lot or parcel of land proposed for use as nonresidential within the PCD District shall have a minimum land area of at least one-half (½) acre as proposed in the Development Master Plan.
   (1) All nonresidential uses permitted by right or by special exception within any residential district shall have a minimum land area of fifteen thousand (15,000) square feet.

(2) Each lot or parcel of land within a Planned Community Development (PCD) District proposed for use as nonresidential shall have a minimum frontage of one hundred (100) feet on an approved public or private street.

Applicant's Request & Justification:
Relief is requested from Sec. 53-106(A)(1 & 2) to allow SMH to efficiently master plan the property and potential facilities and services. The property could be subdivided in the future in a manner that could create a conflict with these minimum lot requirements, and therefore relief is requested.

Staff's Analysis & Recommendation:
Staff has no objection to this request. Staff would like to note that the property currently meets the minimum lot requirements if the property were to be developed as one site.

11. Sec. 53-107(A) – Maximum Lot Coverage

A. The maximum lot coverage of each lot by principal buildings and other structures shall not exceed the following percentages of the lot area for each land use group, provided that the development meets all buffer yards, open space, setback and density requirements:
(5) Group 5, Government Use (GU): Fifty percent (50%).

Applicant's Request & Justification:
Relief is requested from Sec. 53-107(A) to allow SMH to efficiently master plan the property and potential facilities and services. It is anticipated the lot coverage needed to accommodate the phased development of the medical campus facilities will exceed this standard.

Staff's Analysis & Recommendation:
Staff has no objection to this request. Due to the scope of the proposed project, relief may be needed in order to accomplish the construction of the project as desired by the applicant.

12. Sec. 53-107(B)(1 & 2) – Maximum Lot Coverage

B. Maximum lot coverage by principal buildings and other structures may be modified in the Development Master Plan in accordance with Sec. 53-118 of these regulations and the following criteria:
(1) Under no circumstances should these standards be varied to increase lot coverage by principal buildings and other structures more than fifty percent (50%) of the lot area.
(2) All uses which have lot coverage standards increased must meet all other lot, parcel and open space requirements.

Applicant's Request & Justification:

Relief is requested from Sec. 53-107(B)(1 & 2) to allow SMH to efficiently master plan the property and potential facilities and services. It is anticipated the lot coverage needed to accommodate the phased development of the medical campus facilities will exceed these standards.

Staff's Analysis & Recommendation:
Staff has no objection to this request. Due to the scope of the proposed project, relief may be needed in order to accomplish the construction of the project as desired by the applicant.

13. Sec. 53-109(A & B) – Minimum Setback Requirements

A. Minimum setback requirements shall be as follows, unless otherwise modified in the Development Master Plan:

Land Use Groups	**Front Yards (feet)**	**Side Yards (feet)**	**Rear Yards (feet)**
Group 5 - Government Use (GU)	0	0	20

B. Minimum setback for yards may be modified in accordance with Sec. 53-118 these regulations and the following criteria:
(1) Reduction of front and side yards may be allowed in all land use groups up to fifty percent (50%), subject to; the reduction does not infringe upon a City right-of-way or easement and is shown on the Development Master Plan and justified.
(2) No reduction shall be allowed in rear yard setbacks.

Applicant's Request & Justification:
Relief is requested from Sec. 53-109(A & B) to allow SMH the flexibility necessary to efficiently master plan the property and potential facilities and services. It is unknown if relief is absolutely necessary at this time; however, in the abundance of caution and to accommodate the phased development to occur on the property, relief is hereby requested.

Staff's Analysis & Recommendation:
Staff has no objection to this request. However, in reviewing the required setbacks, staff believe that the proposed project will be able to meet these requirements.

14. Sec. 53-110(A & C) – Maximum Building Height

A. No buildings or structures in any land use group within a PCD District shall exceed a maximum height of seventy (70) feet, unless otherwise modified in the Development Master Plan.

C. Whenever a building or structure is allowed to exceed the maximum height requirements, additional side and rear yards or usable open space shall be provided at a ratio of one (1) foot for each four (4) feet of additional building height.

Applicant's Request & Justification:
Relief is requested from Sec. 53-110(A & C) to allow for the maximum building height (150') necessary to accommodate full buildout of a medical campus facility on the property and to prevent restrictions associated with the increased setback or open space standards provided in subsection C.

Staff's Analysis & Recommendation:
Staff has no objection to this request. Due to the size of the project site (32 acres) it is not expected that any proposed structure would result in negative effects on light and air to adjacent properties.

15. Sec. 53-113(A) – Perimeter Buffer Area

A. Perimeter buffer area. The primary purpose of the perimeter buffer area is to assist in assuring that potentially adverse impacts associated with internal development are mitigated. Areas to be classified as Planned Community Development shall maintain a minimum buffer area of forty (40) feet measured from the property line, unless modified by the Development Master Plan. This buffer shall only apply to the perimeter which abuts existing single-family recorded lots or drainage area.

(1) Buffer areas listed in Sec. 21-9 shall apply to all property lines within the Planned Community Development unless modified by the Development Master Plan.

(2) Restricted use. No buildings, accessory buildings, parking and loading areas, storage areas or other principal uses shall be permitted within the perimeter buffer areas.

(a) These areas shall contain passive recreational facilities, such as picnic areas, nature trails, areas of native habitat and water resources.

(b) Golf courses may be permitted, provided that no storage and maintenance yards, club houses or pro shops are located within the buffer areas.

(c) Certain transportation facilities, for the purpose of ingress and egress to the Planned Community Development District, and utility lines and appurtenances may cross the perimeter buffer areas, provided that they minimize the amount of buffer area devoted to this use.

(i)Uses may include road pedestrian rights-of-way.

(ii)In native habitats, these uses shall only be allowed in a manner consistent with the Comprehensive Plan and with approval of the appropriate State agency.

(3) Landscaping. Land designated as a buffer area shall be landscaped and screened in accordance with the provisions of Chapter 21, Landscaping Regulations, of this Unified Land Development Code or as modified by the Development Master Plan.

Applicant's Request & Justification:
Relief is requested from Sec. 53-113(A) to allow SMH the maximum flexibility to efficiently master plan the property and potential facilities and services. It is unknown at this time if relief is needed from the 40' width area, however, this could arise during the continued

phased development of the property. Relief is also needed from the requirement to place passive recreational facilities within the perimeter buffer area. Cognizant of the residential neighborhood bordering the property, SMH has initially planned for stormwater to encompass a larger portion of its eastern and southern border to enhance compatibility.

Staff's Analysis & Recommendation:
Staff has no objection to this request. Staff believes that the proposed project will provide more than adequate landscaping consistent with their other hospital operations.

16. Sec. 53-113(B) – Open Space

The primary purposes of open space is to assist in conserving or preserving native habitats and to assure internal buffering among otherwise incompatible land uses. A minimum of thirty percent (30%) open space shall be required for the entire area unless modified by the DMP. All landscaped buffer areas may be included as part of the calculation of open space area.

(1) Restricted use. The minimum open space shall not be improved with buildings, structures, driveways, roads, parking or loading areas, outdoor storage or similar uses.

(a) Minimum open space areas shall include active and passive recreation areas, golf courses, waterways, retention/detention facilities, floodplains, nature trails, picnic areas, landscaped areas and open space in native habitat.

(2) Landscaping. Land designated as minimum open space shall be landscaped and screened in accordance with Chapter 21, Landscaping Regulations, of this Unified Land Development Code.

(3) Street trees shall be placed pursuant to Chapter 45.

Applicant's Request & Justification:
Relief is requested from Sec. 53-113(B) to allow SMH the maximum flexibility to efficiently master plan the property and potential facilities and services. A modification is requested to establish a minimum open space of 2.5%, replicating the minimum open space required for the SMH property in Wellen Park. It is desired to avoid potential issues with required minimum open space that could arise during the long term continued phased development of the property.

Staff's Analysis & Recommendation:
Staff has no objection to this request. Consistent with the proposed SMH project in Wellen Park, staff can support the requested 2.5 percent minimum open space.

17. Sec. 53-113(C) – Public Land Dedication

C. Public land dedications. Dedication for public utilization of a portion of gross project land area shall be required where such dedication is in conformity with the City Comprehensive Plan for the areas involved and a finding is made by the appropriate public body (City Planning and Zoning Advisory Board, City Commission, School Board and Sarasota County, etc.) that a demonstrated need exists (for schools, parks, police and fire stations, etc.).

Applicant's Request & Justification:
As SMH is a public hospital district, this section may not be applicable; however, relief is requested from Sec. 53-113(C) to allow SMH to utilize all of the property for master planning the phased medical campus facilities.

Staff's Analysis & Recommendation:
Staff has no objection to this request. The proposed project is expected to encompass most of the subject property and relief from this provisions would allow for flexibility.

18. Sec. 55-4(B)(2 & 4) – Architectural and Art

B.(2) All new construction, renovation, or redevelopment shall incorporate the architectural style designated in the approved architectural guidelines for the development and the elevations shall be submitted along with the major site and development plan (MAS), subdivision plan or Development Master Plan (DMP) for review and approval by the City or required boards.

(4) It is the responsibility of the developer of parcels abutting lower intensity land uses or unlike land uses to provide a ten (10) foot wide landscape buffer and an eight (8) foot solid masonry wall or a landscaped berm with plantings to maintain an eight (8) foot height along the perimeter of the Activity Center zone, to reduce adverse impacts.

Applicant's Request & Justification:
Relief is requested from Sec. 55-4(B)(2 & 4) to remove the architectural requirement for the property to allow SMH to design the structures consistent with their branded architectural theme, as well as to remove the perimeter buffering requirement to as specified by subsection 4. SMH will utilize its experience with designing medical campus facilities adjacent to residential property in order to provide perimeter buffering which incorporates a design SMH deems best for aesthetic and compatibility purposes.

Staff's Analysis & Recommendation:
Staff has no objection to this request. SMH facilities have been designed in their architectural style. Relief from this provision would allow the proposed facility to be consistent with this style.

19. Sec. 55-4(C) LEED Designation

C. All new construction, renovations, or redevelopment within Activity Centers shall incorporate fifty percent (50%) of the building with Leadership in Energy and Environmental Design (LEED) or Florida Green Building standards and the site shall be Low Impact Development (LID) designed.

Applicant's Request & Justification:
Relief is requested from Sec. 55-4(C) to remove the new construction, renovation, and redevelopment 50% LEED or Florida Green Building and LID design requirements. This will allow SMH maximum flexibility to master plan the property and design the medical

campus facilities consistent with applicable AHCA, Fire Code, and Building Code requirements.

Staff's Analysis & Recommendation:
Staff has no objection to this request. As a part of the construction of the project, SMH will be required to adhere to the Florida Building Code.

20. Sec. 55-5(A) – Architectural Design and Public Art
    A. All development architectural design and public art shall be submitted with the major site and development plan, subdivision plan, or Development Master plan for review and approval by the City staff and/or City Commission. The design shall adhere to the applicable design standards set forth in the Urban Design Standards Pattern Book (UDSPB) and this Unified Land Development Code.
        (1) Public art shall be approved by City Staff and/or City Commission prior to the issuance of a development order.

Applicant's Request & Justification:
Relief is requested from Sec. 55-5(A) to remove the associated regulations concerning architectural design and public art. SMH intends to provide its own unique design and provision of visitor amenities via the facilities to be constructed on the property. Art and other aesthetically pleasing design elements will be incorporated in plans for the facilities to the benefit of the public. While no specific guarantee of public art is provided, SMH implements art in a number of its facilities as part of its brand.

Staff's Analysis & Recommendation:
Staff has no objection to this request. It is expected that public art will be provided consistent with other SMH projects.

21. Sec. 55-6 – Bicycle Racks and Benches
    Bicycle and pedestrian amenities shall be provided as determined by the square footage of the building(s) on the site as indicated in the table below and may be located in any zoning district.

Applicant's Request & Justification:
Relief is requested from Sec. 55-6 to allow SMH to provide its own unique design and provision of visitor amenities via the facilities to be constructed on the property in a manner it deems best during the phased development of the property.

Staff's Analysis & Recommendation:
Staff has no objection to this request. It is expected that bicycle racks and benches will be provided consistent with other SMH projects.

22. Sec. 55-9 – Public Art
    A. Public art is required in all Activity Centers. Public art shall be regulated and placed in accordance to the specifications in Chapter 59 of these regulations and shall adhere

to the goals and vision of the City. Public art shall be approved by City Staff and/or City Commission.

B Public art shall be provided as part of pedestrian amenities. It shall be the responsibility of the developer to submit plans for public art for approval by the City Commission.

C. Public art shall be regulated by Chapter 59.

Applicant's Request & Justification:
Relief is requested from Sec. 55-9 to remove the public art regulations. Art and other aesthetically pleasing design elements will be incorporated in plans for the facilities to the benefit of the public. While no specific guarantee of public art is provided, SMH implements art in a number of its facilities as part of its brand.

Staff's Analysis & Recommendation:
Staff has no objection to this request. It is expected that public art will be provided consistent with other SMH projects.

23. Chapter 59 - Public Art Regulations
The City of North Port intends to promote aesthetic enrichment of the community by supporting the private acquisition, installation, and maintenance of public art on private property accessible to the public for citizens' and visitors' appreciation and enjoyment and to encourage the preservation and protection of existing works of art.

Applicant's Request & Justification:
Relief is requested from the Chapter 59 Public Art Regulations. SMH is requesting relief from all applicable Urban Design Pattern Book regulations to provide the ability to have complete control over all design considerations associated with all contemplated phases of development for the property. SMH believes this approach will allow for superior design to the benefit of the public which keeps within its carefully curated aesthetic brand.

Staff's Analysis & Recommendation:
Staff has no objection to this request. It is expected that public art will be provided consistent with other SMH projects.

Notes (Provided by Applicant)

1. All structures, signs, parking, and other design standards for the property shall meet or exceed all applicable AHCA requirements.

2. Relief is granted from all applicable Urban Design Pattern Book Regulations. Sarasota County Public Hospital District facilities are required to comply with all applicable AHCA requirements and architectural and design features for the facilities are provided within the parameters of the distinct "SMH" brand.

3. This DMP is to allow for phased development of a medical campus. At full buildout, the campus could include all necessary services to support an acute care hospital including an

emergency care center, medical office building, central energy plant, parking deck/garage, etc.

III. NEIGHBORHOOD MEETING

Pursuant to Section 53-5.E. of the Unified Land Development Code, the applicant held a Neighborhood Meeting on July 1, 2024, at 5:30 PM, at the Morgan Family Center located at 6207 West Price Boulevard, North Port, Florida 34291. The meeting documents, including the public notice, are attached as **Exhibit E.**

IV. REVIEW PROCESS

The following staff reviews were completed before hearings held by the Planning and Zoning Advisory Board and the City Commission:

1. Pre-Application meeting with the Staff Development Review ("SDR") team (held on April 3, 2024).
2. Formal submittal (and any requisite Resubmittals) and approval with conditions by Staff Development Review (SDR).
3. Review for consistency with the City's Comprehensive Plan. See Section V.
4. Compliance with the City's Unified Land Development Code (ULDC). See Section V.

All reviews by Staff verify consistency with the Comprehensive Plan and the Unified Land Development Code, as well as any other applicable regulatory documents. The following table details all relevant reviewers and any required conditions for future submittals.

Staff Development Review	
Finance	No Objection
Fire/Rescue	Meets Requirements with Conditions[1]
DS/Planning & Zoning	No Objection
DS/Natural Resources-Arborist	No Objection
DS/Natural Resources-Environmental	No Objection
DS/Building-Structural	No Objection
Parks & Recreation	No Objection
PW/Engineering-Infrastructure	Meets Requirements with Conditions[2]
PW/Engineering-Stormwater	Meets Requirements with Conditions[3]
PW/Solid Waste	No Objection
Utilities	No Objection

1. All proposed projects or developments shall comply with the Florida Fire Prevention Code (FFPC), 8th Edition (NFPA 1 – Fire Code, 2021 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.

   Travel lanes to have not less than twenty feet (20′) of unobstructed width and an unobstructed vertical clearance of thirteen feet six inches (13′6″) to allow for unimpeded access by fire apparatus in accordance with the Florida Fire Prevention Code, 8th edition (NFPA-1 Fire Code, 2021 Edition), § 1:18:2.3.5.1.1 & 18:2.3.5.1.2 and § 60-11(B) of the ULDC.

   Per § 60-12 of the ULDC, required fire lanes must be provided, with the inner edge of the roadway not less than ten feet (10′) and not more than thirty feet (30′) from the building, and must extend not less than thirty feet (30′) on each side of the major public entrance to a building, or unit of a building.

   Based upon the Risk and Life Safety factors to be considered for this type of project, it is recommended that Fire Department Access be provided for 360° of the elevations for the proposed Sarasota Memorial Hospital. Be advised that the City of North Port Fire Rescue District's largest ladder truck is approximately 75′ in length. This recommendation shall be in combination with impervious and pervious surfaces and meet the requirement set forth in the Florida Fire Prevention Code (FFPC), 8th Edition (NFPA-1 Fire Code, 2021 Edition), § 1:18.2.3, § 60-12 of the ULDC and accommodate fire apparatus.

   Referencing the proposed Medical Office Building and Central Energy Plant. Per ULDC § 60-12. - Fire lanes and fire department accessibility to buildings:

   E. In buildings up to two (2) stories, with fire sprinklers and alarms installed, at least one (1) elevation (side) of each building shall be accessible to the fire department.

   (1) In buildings two (2) stories to four (4) stories, up to a maximum height of fifty (50) feet, with fire sprinklers and alarms installed, at least two (2) elevations (sides) of each building shall be accessible to the fire department.

   (2) In buildings greater than four (4) stories, over fifty (50) feet in height, with fire sprinklers and alarms installed, at least three (3) elevations (sides) of each building shall be accessible to the fire department.

   Dead-end roads more than one hundred fifty feet (150′) must provide turning radii capabilities for fire apparatus as outlined in Florida Fire Prevention Code, 8th edition (NFPA-1 Fire Code, 2021 Edition), § 1:18.2.3.5.4, and § 37-32 and § 60-11(B) of the ULDC.

2. The following comments were sent with PRE-24-052 and must be evaluated and addressed at the MAS stage:
   1. Traffic impact study, along with all information and analyses requested in the comments sent with PRE-24-052, are missing from this submittal. See below for a copy of these previously sent comments. Please resubmit this package and include the information requested below:
      1. Please submit a Traffic Impact Statement (TIS) that contains the following:
         i. Proposed Daily Trips generated by the proposed development.
         ii. Peak AM Hour Trips generated by the proposed development.
         iii. Peak PM Hour Trips generated by the proposed development.
         iv. Trip generation rates shall follow the criteria shown in the Institute of Transportations Engineers (ITE) Trip Generation Manual, Latest Edition.
         v. A graphic distribution of trips from the proposed development to the roadway network.
         vi. Perform a left turn lane warrant analysis in compliance with the National Cooperative Research Program (NCHRP) Publication 745.
         vii. Perform a right turn lane warrant analysis in compliance with NCHRP Publication 279.

viii. The TIS should be signed and sealed by a professional engineer licensed by the State of Florida and qualified to prepare the TIS.

2. Perform traffic signal warrant analysis for driveway. A traffic signal is recommended to be able to stop traffic for entering/exit ambulances.
3. Evaluate compacity of Eldron Avenue and its intersection with Sumter (via La France Ave.) and Salford Boulevard. Eldron Avenue is an east-west roadway that lays just wouth of the future hospital site. It is possible that this will take on additional traffic due to the hospital and additional improvements such as stop signs, turn lanes, etc. nay need to be completed prior to the hospital's opening.

3. The future detailed design of the stormwater management system must meet all requirements in the City of North Port Unified Land Development Code (ULDC) Stormwater Regulations. Detailed stormwater quality treatment calculations and water quantity attenuation analysis must be provided in the later detailed design applications. If the later detailed design includes hydraulic modeling that shows additional pond footprint will be needed, changes may be needed to the DMP for reapproval.
4. Minimum parking calculations be provided and supported with data for each phase of development (at the time of MAS or site development).

V. STAFF ANALYSIS AND FINDINGS

Staff has reviewed the proposed application for consistency with the Florida Statutes, the City's Comprehensive Plan, and the City's Unified Land Development Code (ULDC).

Comprehensive Plan

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

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

The area currently under consideration for the DMP is planned as the future site of Sarasota Memorial Hospital (SMH) and will be developed as a significant healthcare facility. The primary access to the site is through Sumter Boulevard.

A facility of this type will provide for the healthcare needs of the residents of northern North Port by offering a wide range of medical services, including

Comprehensive Plan

24-hour inpatient care, surgical procedures, and advanced medical treatments.

Public hospitals have tax-exempt status due to their vital role in providing community benefits and essential services. The economic benefit of such services, especially those offered by non-profit major healthcare facilities, cannot be solely measured in monetary terms, and extends beyond quantifiable metrics. As of now, the City hosts only one emergency room on Toledo Blade Boulevard and one proposed hospital in Wellen Park. The Toledo Blade Boulevard location is not equipped to handle major medical emergencies such as surgeries, transfusions, or prolonged critical care. Patients requiring such services are typically transported via ambulance to Sarasota Memorial Hospital (Sarasota Campus), located approximately 13 miles from the central city, with a travel time of about 30 minutes via I-75. The intangible benefit of advanced healthcare accessibility within the city limits is that comprehensive care is provided to meet individuals' health needs, enhancing the preservation of residents' lives, well-being, and safety, outweighing any direct financial benefits.

Staff concludes that the proposed DMP is consistent with Future Land Use Element Goal 1 and Objective 1.

Future Land Use Element, 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.

The proposed project creates temporary construction jobs upon development of the property and at development completion, induced employment opportunities for the targeted workforce in areas near employment centers and transportation corridors consistent with Economic Development Element goals, objectives, and policies. The development would also produce direct jobs for administration, medical, technological, onsite management, and operations personnel. Therefore, granting the petition would result in a net gain for job creation.

Staff concludes that the proposed DMP is consistent with Future Land Use Element Objective 3, Policy 3.3.

Transportation Element

Comprehensive Plan

Policy 4.4: The City shall continue to implement its Unified Land Development Code to provide adequate access management controls to limit the proliferation of commercial and residential driveways along arterial and collector roadways. Current platted lots with direct access to arterial and collector roadways may continue to develop.

The proposed DMP will be implemented through a Major Site and Development Plan (MAS) petition, through which access management best practices will be applied to control access onto Sumter Boulevard, which is a major arterial roadway within the City.

Staff concludes that the proposed DMP is consistent with the Transportation Element, Policy 4.4.

Economic Development Element, Goal 5: Achieve an Economically Stable Community with a Superior Quality of Life

Objective 5.1: The City encourages the full utilization by businesses and industries of the economic development enhancement programs implemented by the Legislature for the purpose of the development and expansion of permanent job opportunities, especially for the economically disadvantaged, brownfield designations, tax incentives, community development corporations, and other programs designed to enhance economic and employment opportunities.

Comprehensive Plan

The future healthcare facility will offer diverse career opportunities, promote a lifestyle that integrates living, working, and recreational activities, and keep tax dollars within the city limits. Historically, the healthcare sector has been a source of stability and job growth in communities, significantly contributing to the local economy and job market. According to the American Hospital Association website, hospitals serve as an economic anchor in communities, with each hospital job supporting about two additional jobs and every dollar spent by a hospital generating roughly $2.30 of additional business activity. Additionally, hospitals are among the leading sources of private-sector jobs (Figure 1).

Staff concludes that the proposed DMP is consistent with the Economic Development Element Goal 5, Objective 5.1.

Title	New Employer Demand	Empl (Place of Residence)[1]	Regional Avg Wage	National Avg Wage	Potential Candidates per Opening
Registered Nurses	131	8,269	$85,400	$95,300	64
Personal Care Aides	127	4,638	$32,300	$32,700	38
Nursing Assistants	60	4,109	$35,800	$38,700	71
Home Health Aides	45	1,552	$32,300	$32,700	36
Medical Assistants	35	2,413	$43,000	$43,400	70
Medical Secretaries and Administrative Assistants	30	2,615	$41,600	$44,300	88
Licensed Practical and Licensed Vocational	27	1,644	$56,600	$60,400	62
Receptionists and Information Clerks	23	3,254	$35,700	$37,100	146
Medical and Health Services Managers	19	1,357	$122,100	$134,500	73
Physicians, All Other	13	961	$373,000	$266,500	74
Nurse Practitioners	12	802	$126,400	$134,600	67
Physical Therapists	11	742	$102,600	$105,500	68

Figure 1 – Potential new jobs - a snapshot in time (North Port-Bradenton-Sarasota, FL MSA, NAICS 62 - Health Care)

Fiscal Analysis

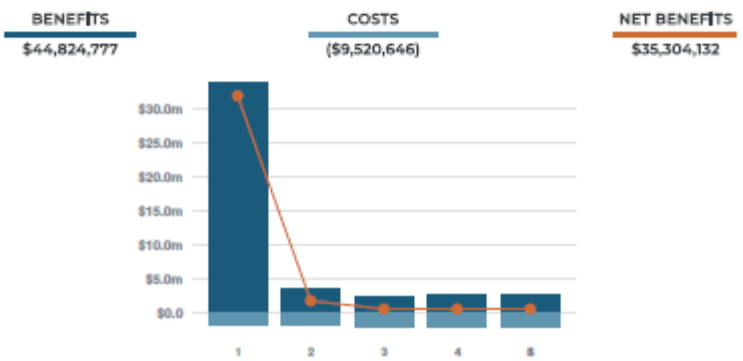
City staff has conducted a Fiscal Analysis of the proposed project. According to the analysis, the City of North Port can expect a Net Benefit of $35,304,132 for Phase I of the project.

City of North Port Fiscal Impact

The table below displays the estimated additional benefits, costs, and net benefits to be received by City of North Port over the next 5 Project.

NET BENEFITS OVER 5 YEARS: CITY OF NORTH PORT		
BENEFITS	PROJECT	HOUSEHOLDS
Sales Taxes	$0	$63,957
Real Property Taxes	$0	$0
FF&E Property Taxes	$0	$0
New Residential Property Taxes	$0	$0
Building Permits and Fees	$0	$0
Impact Fees	$32,501,980	$0
Utility Revenue	$4,008,958	$0
Utility Franchise Fees	$398,374	$0
Miscellaneous Taxes and User Fees	$7,533,816	$0
Communications Services Taxes	$206,751	$0
Utility Service Taxes	$110,940	$0
State Shared Revenue	$0	$0
Benefits Subtotal	**$44,760,820**	**$63,957**
COSTS	PROJECT	HOUSEHOLDS
Cost of Government Services	($5,168,783)	$0
Cost of Utility Services	($4,351,863)	$0
Costs Subtotal	**($9,520,646)**	**$0**
Net Benefits	**$35,240,174**	**$63,957**

Annual Fiscal Net Benefits for City of North Port



Unified Land Development Code

Chapter 53-Zoning Regulations, Part 1.-General Provisions, Section 53-102.-Intent.

The purpose of the PCD Planned Community Development District is to provide an area for coordinated development of industrial, commercial, service, residential and government uses within a park-like setting. The establishment of this district provides a mechanism to attract major employers to the City, which can contribute to the diversification of the economic base in a manner consistent with the City's adopted Comprehensive Plan. The PCD District provides for a variety of uses where project components and land use relationships are physically and functionally integrated. This concept incorporates a wide range of traditional industrial uses with a variety of non-industrial activities which may support or otherwise relate to the commerce/industrial activities which may support or otherwise relate to the commerce/industrial economic base of the City. Generally, PCD land uses include manufacturing, wholesaling and warehousing, construction services, transportation activities, retail trade and service, residential and government uses. It is the intent of these regulations to facilitate the harmonious interaction of land uses not individually provided for in other industrial, commercial, service, residential or government use districts through grouping of similar uses. These regulations are designed to protect adjacent properties from the potentially adverse impacts associated with mixed-use development and to promote efficient and economic land use among functionally integrated activities. This intent is achieved through coordinated application of standards, which regulate location, open space, ground coverage, height, lighting, signage, landscape, buffer and other physical design elements.

Unified Land Development Code

Staff Findings: The proposed project is a proposed multi-phase medical facility. Phase I consist of a 150-bed hospital and 60,000 square feet of medical office space.

PCD allows a variety of land uses, including manufacturing, wholesaling and warehousing, construction services, transportation activities, retail trade and service, residential, and government uses. The proposed development is considered as a government use.

It is the intent of the PCD zoning district to facilitate the harmonious interaction of land uses not individually provided for in other industrial, commercial, service, residential or government use districts through grouping of similar uses. The proposed project would increase the variety of the services currently provided within the area.

Staff concludes that the proposed Development Master Plan is consistent with this section.

VI. PUBLIC NOTICE AND HEARING SCHEDULE

Notice of Public Hearings were mailed to the owner and property owners within a 1,320 feet radius of the subject property on August 21, 2024. The petition was also advertised in a newspaper of general circulation within the City of North Port on August 21, 2024 in accordance with the provisions of Section 166.041(3)(a), Florida Statutes and Section 7.01(c) of the Charter of the City of North Port, and Chapter 1, Article II, Section 1-12 of the City's Unified Land Development Code (ULDC) as amended (**Exhibit F**).

PUBLIC HEARING SCHEDULE	**Planning & Zoning Advisory Board Public Hearing**	**September 5, 2024 9:00 AM** or as soon thereafter
	City Commission Public Hearing	**September 10, 2024 10:00 AM** or as soon thereafter

VII. STAFF RECOMMENDATION

Staff Recommendation: Staff recommends approval of the proposed Development Master Plan, Petition DMP-24-080 – Sarasota Memorial Hospital (SMH) at Sumter Boulevard, subject to the requested 23 Modifications/Waivers delineated in Section II and the Conditions of Approval delineated in Section IV.

VIII. RECOMMENDED MOTION

PLANNING & ZONING ADVISORY BOARD

MOTION TO APPROVE: I move to recommend approval of Petition No. DMP-24-080 as presented and find that based on the competent substantial evidence, the development master plan complies with the Unified Land Development Code.

CITY COMMISSION

MOTION TO APPROVE: I move to approve Petition No. DMP-24-080 as presented and find that based on the competent substantial evidence, the development master plan complies with the Unified Land Development Code.

MOTION TO APPROVE WITH MODIFICATIONS AND/OR CONDITIONS (only Commission): I move to approve Petition No. DMP-24-080 with condition numbers 1 - 4 as identified in Section IV of the staff report, with Modification/Waivers Numbers 1 - 23 as identified in Section II of the Staff Report; and find that, based on competent substantial evidence, the Development Master Plan and the modifications comply and are consistent with the intent of the Unified Land Development Code and the Comprehensive Plan, and do not adversely affect the public interest.

IX. ALTERNATIVE MOTION

PLANNING & ZONING ADVISORY BOARD

MOTION TO DENY: I move to recommend denial of Petition No. DMP-24-080 and find that, based on the competent substantial evidence:

[Select one or more WITH SUPPORTING REASONS:]

1. The proposed Development Master Plan **IS NOT** specifically adapted and designed for the uses anticipated, including but not limited to lot configuration, access, and internal circulation.

2. The proposed Development Master Plan **DOES NOT COMPLY** with the City of North Port Comprehensive Plan, the zoning regulations, and other sections of the Unified Land Development Code and other laws, ordinances, and regulations. **[Include the section references, as applicable]**

CITY COMMISSION

MOTION TO DENY: I move to deny Petition No. DMP-24-080 and find that, based on the competent substantial evidence:

[Select one or more WITH SUPPORTING REASONS:]

1. The proposed Development Master Plan **IS NOT** specifically adapted and designed for the uses anticipated, including but not limited to lot configuration, access, and internal circulation.

2. The proposed Development Master Plan **DOES NOT COMPLY** with the City of North Port Comprehensive Plan, the zoning regulations, and other sections of the Unified Land Development Code and other laws, ordinances, and regulations. **[Include the section references, as applicable]**

X. EXHIBITS

A.	Affidavit
B.	Warranty Deed
C.	Proposed Development Master Plan
D.	Traffic Impact Study
E	Neighborhood Meeting Documents
F.	Public Notices

AFFIDAVIT

I (the undersigned), Jackson R. Boone, Esq. (Agent) 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 19th day of March, 2024.

Signature of Applicant or Authorized Agent

Jackson R. Boone, Esq.
Print Name and Title

STATE OF FLORIDA COUNTY OF SARASOTA

The foregoing instrument was acknowledged by me this 19th day of MARCH, 2024, by JACKSON R. BOONE, ESQ who is personally known to me or has produced N/A as identification.

Signature - Notary Public

(Place Notary Seal Below)
MARGARET R. WILLIAMSON
MY COMMISSION # HH 464883
EXPIRES: January 22, 2028

AFFIDAVIT
AUTHORIZATION FOR AGENT/APPLICANT

I, Sarasota County Public Hospital District, property owner, hereby authorize Jackson R. Boone, Esq. and Jeffery A. Boone, Esq. to act as Agent on our behalf to apply for this application on the property described as (legal description) please see attached.

Owner

3/18/24
Date

STATE OF Florida COUNTY OF Sarasota

The foregoing instrument was acknowledged by me this 18th day of March, 2024, by David Verinder who is personally known to me or has produced as identification.

Signature - Notary Public

(Place Notary Seal Below)
KATHARINE RUTH KLIMASARA
Notary Public-State of Florida
Commission # HH 367880
My Commission Expires
April 19, 2025

Reviewed by
David Evans, Esq.
Vice President of Legal Affairs
and approved for signature

\\

CONSIDERATION $2,300,000.00
DOC TAX $16,100.00
RECORD $ 44.00

PARCEL ID NO.: 078500300

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 2015141220 5 PG(S)
November 13, 2015 11:24:52 AM
KAREN E. RUSHING
CLERK OF THE CIRCUIT COURT
SARASOTA COUNTY, FL

Doc Stamp-Deed: $16,100.00

Prepared by and return to:
WILLIAMS PARKER
HARRISON DIETZ & GETZEN
200 South Orange Avenue
Sarasota, Florida 34236
(941) 366-4800
Attention: Patrick W. Ryskamp, Esq.

SPECIAL WARRANTY DEED

THIS INDENTURE, made November 12, 2015, by and between MANASOTA BEACH RANCHLANDS, LLLP, a Florida limited liability limited partnership, formerly Thomas Ranch Land Partners North Port, LLLP, a Florida limited liability limited partnership, hereinafter referred to as Grantor, whose post office address is 1900 Summit Tower Blvd., Suite 500, Orlando, FL 32810, and SARASOTA COUNTY PUBLIC HOSPITAL DISTRICT, an independent special district under the laws of the State of Florida, hereinafter referred to as Grantee, whose post office address is 1700 South Tamiami Trail, Sarasota, FL 34239.

WITNESSETH: Grantor, in consideration of the sum of ten dollars and other valuable considerations to it in hand paid by Grantee, receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey to Grantee, his heirs and assigns forever, the following described property situate in Sarasota County Florida:

See Exhibit "A" attached hereto.

Subject to restrictions, reservations, and easements of record; applicable governmental regulations; and taxes for the current year.

No water wells or surface water withdrawals shall be dug, constructed or tolerated on the property without prior written authorization from Grantor which shall not unreasonably be withheld. Grantor hereby retains an easement over the property for the installation of wells and surface water withdrawals. Grantor hereby retains an easement, for the benefit of itself and its successors and assigns, over the property for the installation of wells and surface water withdrawal points at locations reasonably satisfactory to Grantor and Grantee in order to provide water for potable or irrigation uses; said easements shall include, without

limitation, the right to install and maintain a system of pipes and pumps to transport the water. These easements shall be appurtenant to the land and shall run with the land in perpetuity. Usage of the easement shall be conducted in a manner that will not unreasonably interfere with Grantee's usage of the property and improvements thereon. The reservation of this easement is not intended to impose upon Grantee the obligation to obtain Grantor's approval for the location of improvements to be constructed upon the property by Grantee. Any damage or disruption to the property caused by usage of the easement, including but not limited to removal or disruption of soil, landscaping, roadways, or other improvements on the property, shall be corrected by Grantor so that the property is restored, as much as may reasonably be possible, to its previously existing condition.

together with all appurtenances, privileges, rights, interests, dower, reversions, remainders and easements thereunto appertaining. Grantor warrants against only the lawful claims of all persons claiming by, through or under Grantor. As used herein, the terms "Grantor" and "Grantee" shall include their respective heirs, devisees, personal representatives, successors and assigns; any gender shall include all genders, the plural number the singular and the singular, the plural.

IN WITNESS WHEREOF, Grantor has caused this deed to be executed in its name by its undersigned duly authorized partner the date above written.

MANASOTA BEACH RANCHLANDS, LLLP, a Florida limited liability limited partnership, formerly Thomas Ranch Land Partners North Port, LLLP, a Florida limited liability limited partnership

By: THOMAS RANCH VILLAGES GP, LLC, a Delaware limited liability company, as General Partner

By: THOMAS RANCH MANAGER, LLC, a Delaware limited liability company, as Manager

By: _____
JAMES LEIFERMAN, as Manager

_____
Witness Name: Dana Bolon

_____
Witness Name: _____

Leslie Candes

STATE OF FLORIDA
COUNTY OF Orange.

The foregoing instrument was acknowledged before me this 10 day of November. 2015 by JAMES LEIFERMAN as Manager of THOMAS RANCH MANAGER, LLC, a Delaware limited liability company, as Manager of THOMAS RANCH VILLAGES GP, LLC, a Delaware limited liability company, general partner of MANASOTA BEACH RANCHLANDS, LLLP, a Florida limited liability limited partnership, formerly Thomas Ranch Land Partners North Port, LLLP, a Florida limited liability limited partnership on behalf of the companies and the partnership. He/She has produced a _____ as identification. If no identification is indicated, the above-named person is personally known to me.

Dana Rolon.
Signature of Notary Public

Dana Rolon.
Print Name of Notary Public

I am a Notary Public of the State of Florida.
and my commission expires: 12-18-17.

DANA ROLON
MY COMMISSION #FF077656
EXPIRES December 18, 2017
FloridaNotaryService.com
(407) 398-0153

3475200

EXHIBIT "A"

DESCRIPTION:

A parcel of land in Sections 32 and 33, Township 39 South, Range 20 East, Sarasota County, Florida, described as follows:

Commence at the Northeast Corner of Section 32, Township 39 South, Range 20 East, the City of North Port, Sarasota County, Florida; thence N.89°41'04"W., along the North line of said Section 32, a distance of 177.57 feet; thence S.00°18'56"W., perpendicular to said North line of Section 32, a distance of 174.53 feet to a point on the Southerly Right of Way line of U.S. Highway No. 41 (State Road No. 45) per Order of taking recorded in Official Records Book 1034, at Page 762, Public Records of Sarasota County, Florida, for the POINT OF BEGINNING same being the Northeast corner of Parcel 721, a Gateway Feature Easement, per Official Records Instrument #2009155886, Public Records of Sarasota county, Florida; thence along the boundary of said Parcel 721, the following two (2) courses: (1) S.00°30'25"W., a distance of 85.70 feet; (2) thence N.82°34'07"W., a distance of 85.62 feet to the easterly Right of Way line of West Villages Parkway per Official Records Instrument #2009155882, Public Records of Sarasota County, Florida; thence along said easterly Right of Way line of West Villages Parkway, the following four (4) courses: (1) S.00°30'25"W., a distance of 29.83 feet; (2) thence S.14°00'10"W., a distance of 40.28 feet; (3) thence S.01°51'37"W., a distance of 787.66 feet; (4) thence S.00°30'25"W., a distance of 370.74 feet to the Northwest Corner of lands described in Official Records Book 1571, Page 2172, of the Public Records of Sarasota County, Florida; thence S.89°29'35"E., along the North line of said lands described in Official Records Book 1571, Page 2172, a distance of 999.99 feet to the West line of a 200-foot wide Access Easement per Official Records Book 1571, at Page 2172 and Official Records Book 2389, at Page 528, Public Records of Sarasota County, Florida; thence N.00°30'44"E., along the West line of said 200-foot wide Access easement a distance of 1109.42 feet to said Southerly Right of Way line of U.S. Highway No. 41 (State Road No. 45), same being a point on a curve to the left having a radius of 5597.58 feet, a central angle of 4°30'43", a chord bearing of N.75°11'41"W., and a chord length of 440.69 feet; thence along said Southerly Right of Way line the following three (3) courses: (1) along the arc of said curve an arc length of 440.80 feet; (2) thence N.12°32'57"E., a distance of 6.00 feet to a point on a curve to the left having a radius of 5603.58 feet, a central angle of 4°47'09", a chord bearing of N.79°50'37"W., and a chord length of 467.92 feet; (3) thence along the arc of said curve an arc length of 468.06 feet to the POINT OF BEGINNING.

3410713.v1
Tosmh

MASTER PLANNING
STRATEGIC PLANNING REGARDING EXPANDING
EXISTING FACILITIES AND HEALTH SERVICES

Exhibit C for DMP-24-080

DRAFT

INTERSTATE-75

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

N SUMTER BLVD

STORMWATER DETENTION

PROPERTY BOUNDARY

10' TYPE C LANDSCAPE BUFFER

SARASOTA MEMORIAL HOSPITAL

PARKING

CENTRAL ENERGY PLANT

MEDICAL OFFICE BUILDING

STORMWATER DETENTION

EXISTING 20' DRAINAGE AND MAINTENANCE EASEMENT

STORMWATER OUTFALL

MAIN ENTRANCE

BEGINNING OF LIMITED ACCESS RIGHT-OF-WAY

24' RIGHT-IN/RIGHT-OUT

STRATEGIC PLANNING RECORDS
EXEMPT UNDER F.S. 395.3035(2)(B)

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1800 2ND STREET, SUITE 900, SARASOTA, FL 34236
PHONE: 941-379-7600
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

KHA PROJECT 145997001
DATE MAY 2024
SCALE AS SHOWN
DESIGNED BY
DRAWN BY
CHECKED BY

DEVELOPMENT MASTER PLAN EXHIBIT

SARASOTA MEMORIAL HOSPITAL SUMTER
PREPARED FOR
SARASOTA COUTNY PUBLIC HOSPITAL DISTRICT
CITY OF NORTH PORT FLORIDA

SHEET NUMBER
DMP-1

MASTER PLANNING
STRATEGIC PLANNING REGARDING EXPANDING
EXISTING FACILITIES AND HEALTH SERVICES

DRAFT

SITE DEVELOPMENT DATA:

TOTAL SITE AREA: 32.0 AC

TOTAL WETLAND AREA: 8.82 AC

FLOOR AREA RATIO (FAR): 3.0

PERCENTAGE OF LOT COVERED BY BUILDING: 75%

TOTAL BUILDING SQUARE FOOTAGE OF COMMERCIAL USE: 4,181,760 AC

DMP WAIVERS LIST

1. CHAPTER 21 LANDSCAPE REGULATIONS
2. CHAPTER 25 PARKING AND LOADING REGULATIONS
3. CHAPTER 29 SIGNAGE REGULATIONS
4. SEC. 53-3(G)
5. SEC. 53-3(H)
6. SEC. 53-3(I)
7. SEC. 53-3(M)
8. SEC. 53-3(O)
9. SEC. 53-7(H)
10. SEC. 53-106(A)(1 & 2)
11. SEC. 53-107(A)
12. SEC. 53-107(B)(1 & 2)
13. SEC. 53-109(A & B)
14. SEC. 53-110(A & C)
15. SEC. 53-113(A)
16. SEC. 53-113(B)
17. SEC. 53-113(C)
18. SEC. 55-4(B)(2 & 4)
19. SEC. 55-4(C)
20. SEC. 55-5(A)
21. SEC. 55-6
22. SEC. 55-9
23. CHAPTER 59 PUBLIC ART REGULATIONS

NOTES

1. ALL STRUCTURES, SIGNS, PARKING AND OTHER DESIGN STANDARDS FOR THE PROPERTY SHALL MEET OR EXCEED ALL APPLICABLE AHCA REQUIREMENTS.
2. RELIEF IS GRANTED FROM ALL APPLICABLE URBAN DESIGN PATTERN BOOK REGULATIONS. SARASOTA COUNTY PUBLIC HOSPITAL DISTRICT FACILITIES ARE REQUIRED TO COMPLY WITH ALL APPLICABLE AHCA REQUIREMENTS AND ARCHITECTURAL AND DESIGN FEATURES FOR THE FACILITIES ARE PROVIDED WITHIN THE PARAMETERS OF THE DISTINCT "SMH" BRAND.
3. THIS DMP IS TO ALLOW FOR PHASED DEVELOPMENT OF A MEDICAL CAMPUS. AT FULL BUILDOUT, THE CAMPUS COULD INCLUDE ALL NECESSARY SERVICES TO SUPPORT AN ACUTE CARE HOSPITAL INCLUDING AN EMERGENCY CARE CENTER, MEDICAL OFFICE BUILDING, CENTRAL ENERGY PLANT, PARKING DECK/GARAGE, ETC.

PROPOSED SITE IMPROVEMENTS

1. POTABLE WATER WILL BE PROVIDED BY THE CITY OF NORTH PORT UTILITIES VIA CONNECTION TO THE EXISTING WATER MAIN IN SUMTER BOULEVARD. A LOOPED WATER MAIN AND FIRE MAIN WILL PROVIDED THROUGH THE PROJECT SITE.
2. SANITARY SEWER WILL BE PROVIDED BY THE CITY OF NORTH PART UTILITIES. AN ON SITE GRAVITY COLLECTION SYSTEM AND LIFT STATION WILL BE PROVIDED THAT CONNECTS TO THE EXISTING 12" FORCE MAIN IN SUMTER BOULEVARD.
3. THE PROJECT WILL BE DESIGNED AND CONSTRUCTED IN PHASES TO BE ESTABLISHED DURING THE MAJOR SITE AND DEVELOPMENT (MAS) PLAN SUBMITTAL.
4. THE HOSPITAL WILL INCLUDE A HELIPAD AND ITS LOCATION WILL BE ESTABLISHED AT THE MAJOR SITE AND DEVELOPMENT (MAS) PLAN SUBMITTAL.
5. AN 8 FOOT PUBLIC SIDEWALK WILL BE PROVIDED IN THE SUMTER BOULEVARD RIGHT-OF-WAY ALONG THE PROPERTY BOUNDARY.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

STRATEGIC PLANNING RECORDS
EXEMPT UNDER F.S. 395.3035(2)(B)

No.	REVISIONS	DATE	BY

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KHA PROJECT 145997001
DATE MAY 2024
SCALE AS SHOWN
DESIGNED BY
DRAWN BY
CHECKED BY

DEVELOPMENT MASTER PLAN WAIVERS AND NOTES

SARASOTA MEMORIAL HOSPITAL SUMTER
PREPARED FOR
SARASOTA COUTNY PUBLIC HOSPITAL DISTRICT
CITY OF NORTH PORT FLORIDA

SHEET NUMBER
DMP-2

Exhibit D for DMP-24-080

Traffic Impact Study
For Submittal to the City of North Port

Sarasota Memorial Hospital Sumter (PRE-24-052)

Prepared by:

Kimley-Horn and Associates, Inc.

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August 2024

Exhibit D for DMP-24-080

Master Planning
Strategic Planning Regarding Expanding
Existing Facilities and Health Services

Traffic Impact Study
For Submittal to the City of North Port

Sarasota Memorial Hospital Sumter (PRE-24-052)

Prepared by:

Kimley-Horn and Associates, Inc.

This item has been digitally signed and sealed by Christopher C. Hatton, P.E. on the date indicated here. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
2024.08.08 16:57:30 -04'00'

Christopher Hatton, P.E. Date
PE Number: 48905

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August 2024

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Strategic Planning Records
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INTRODUCTION

Based upon the pre-application comments issued by the City of North Port on April 16, 2024, this Traffic Impact Study (TIS) has been conducted for the proposed Sarasota Memorial Hospital – Sumter development generally located in the southeast quadrant of the intersection of Sumter Boulevard & I-75 in the City of North Port, Florida. The general site location map is provided in **Figure 1**.

The site is currently a park and ride lot, and is proposed for the following land uses:

- Up to 150 bed hospital with an emergency center
- Up to 60,000 square foot medical office building

As shown in the conceptual development plan in **Appendix A,** access to the site is to be provided through one (1) existing full-access connection along Sumter Boulevard, and one (1) proposed right-in/right-out only access along Sumter Boulevard.

This report identifies the estimated trip generation potential of the proposed land uses and includes a turn lane analysis and a signal warrant analysis at the project's main access point in accordance with the City of North Port Unified Land Development Code Section 5-8 and the pre-application comments issued by the City of North Port on April 16, 2024, and a capacity analysis of Eldron Avenue and its intersection with Sumter Boulevard (via La France Ave) and Salford Boulevard. The pre-application comments are included in **Appendix B.**

Exhibit D for DMP-24-080

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Project Location Map

SARASOTA MEMORIAL HOSPITAL - SUMTER
4900 N. SUMTER BLVD., NORTH PORT, FLORIDA

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Project No: 145997001	Scale: As Noted	August 2024	Figure 1

In general, the following procedural steps were undertaken in this Traffic Impact Study (TIS):

- Traffic volumes anticipated to be generated by the proposed development were estimated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition;
- Project traffic was distributed and assigned to the public roadway network based upon the distribution reflected from the results of a select zone analysis using the Florida Standard Urban Transportation Modeling Structure (FSUTMS) District One Regional Planning Model (D1RPM);
- A pre-application meeting was held with the City of North Port for the Sarasota Memorial Hospital – Sumter development, and the City issued comments dated April 16, 2024;
- Existing p.m. peak-hour traffic volumes in the study area were collected and adjusted to reflect peak season volumes using the Florida Department of Transportation's peak season conversion factor (PSCF), and were used as part of future background volumes;
- Background (non-project) traffic volumes consist of existing traffic grown by 2.00% to a buildout year of 2030;
- Intersection analyses within the study area for existing and future scenarios were completed using the *Synchro,* version 12, software package;
- Turn lanes were reviewed at the existing/proposed project driveways according to Report 279 and Report 745 of the *National Cooperative Highway Research Program (NCHRP);* and
- A signal warrant analysis was conducted at the main project driveway in accordance with the FDOT's *Manual on Uniform Traffic Studies* (MUTS).

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed land uses within the development. These trips were distributed and assigned to the adjacent roadway network.

Proposed Land Uses

The project site is generally located in the southeast quadrant of the intersection of Sumter Boulevard & I-75 in the City of North Port, Florida. The site is currently a park and ride lot and is proposed for the following land uses:

- Up to 150 bed hospital with an emergency center
- Up to 60,000 square foot medical office building

The buildout year is anticipated to be 2030. As shown in the conceptual development plan in **Appendix A,** access to the site is to be provided through one (1) existing full-access connection along Sumter Boulevard, and one (1) proposed right-in/right-out only access along Sumter Boulevard.

Trip Generation

Trip generation for the Sarasota Memorial Hospital – Sumter development was based upon the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*, for land use codes identified in **Table 1**.

The proposed development is anticipated to generate 431 net, new a.m. peak-hour trips (324 entering/107 exiting), and 430 net, new p.m. peak-hour trips (128 entering/302 exiting). Internal capture reductions, pass-by reductions, and reductions for existing uses were not considered in the trip generation calculation in order to provide the most conservative analysis. The anticipated trip generation potential for the a.m. peak-hour is identified in **Table** 1, and the p.m. peak-hour

is identified in **Table 2**. The a.m. peak-hour, p.m. peak-hour, and daily trip generation are documented in **Appendix C.**

Table 1: A.M. Peak-Hour Trip Generation Potential

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS TRIPS		
Land Use	ITE Code	Scale	ITE Units	Percent		In	Out	Total
				In	Out			
Hospital	610	150	BED	72%	28%	193	76	269
Medical-Dental Office	720	60	KSF	81%	19%	131	31	162
					Total Net, New Trips	**324**	**107**	**431**

Note: KSF = 1,000 square feet

Table 2: P.M. Peak-Hour Trip Generation Potential

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS TRIPS		
Land Use	ITE Code	Scale	ITE Units	Percent		In	Out	Total
				In	Out			
Hospital	610	150	BED	33%	67%	84	170	254
Medical-Dental Office	720	60	KSF	25%	75%	44	132	176
					Total Net, New Trips	**128**	**302**	**430**

Note: KSF = 1,000 square feet

Trip Distribution and Assignment

Project traffic attributed to the development was distributed to the adjacent roadway network from the project site. Trip distribution was based upon the results of a select zone analysis using the FSUTMS District One Regional Planning Model (D1RPM). The D1RPM output is documented in **Appendix C.**

The project traffic assignment at the project driveways and study intersections are identified in **Figure 2.** The a.m. and p.m. peak-hour project trips are identified in **Figure 3**.

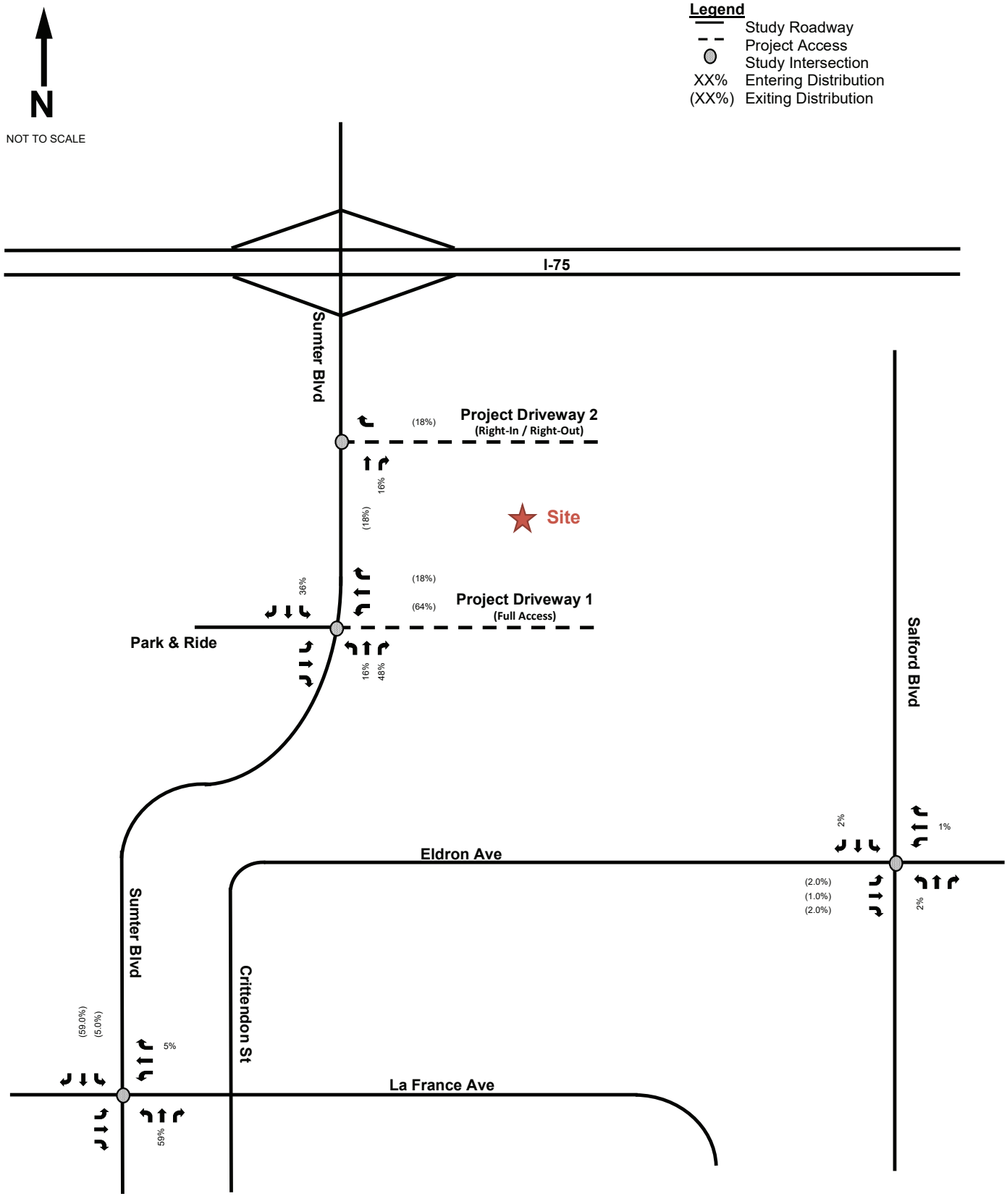

Figure 2
Project Trip Distribution
SMH Sumter Master Plan
Sarasota County, Florida

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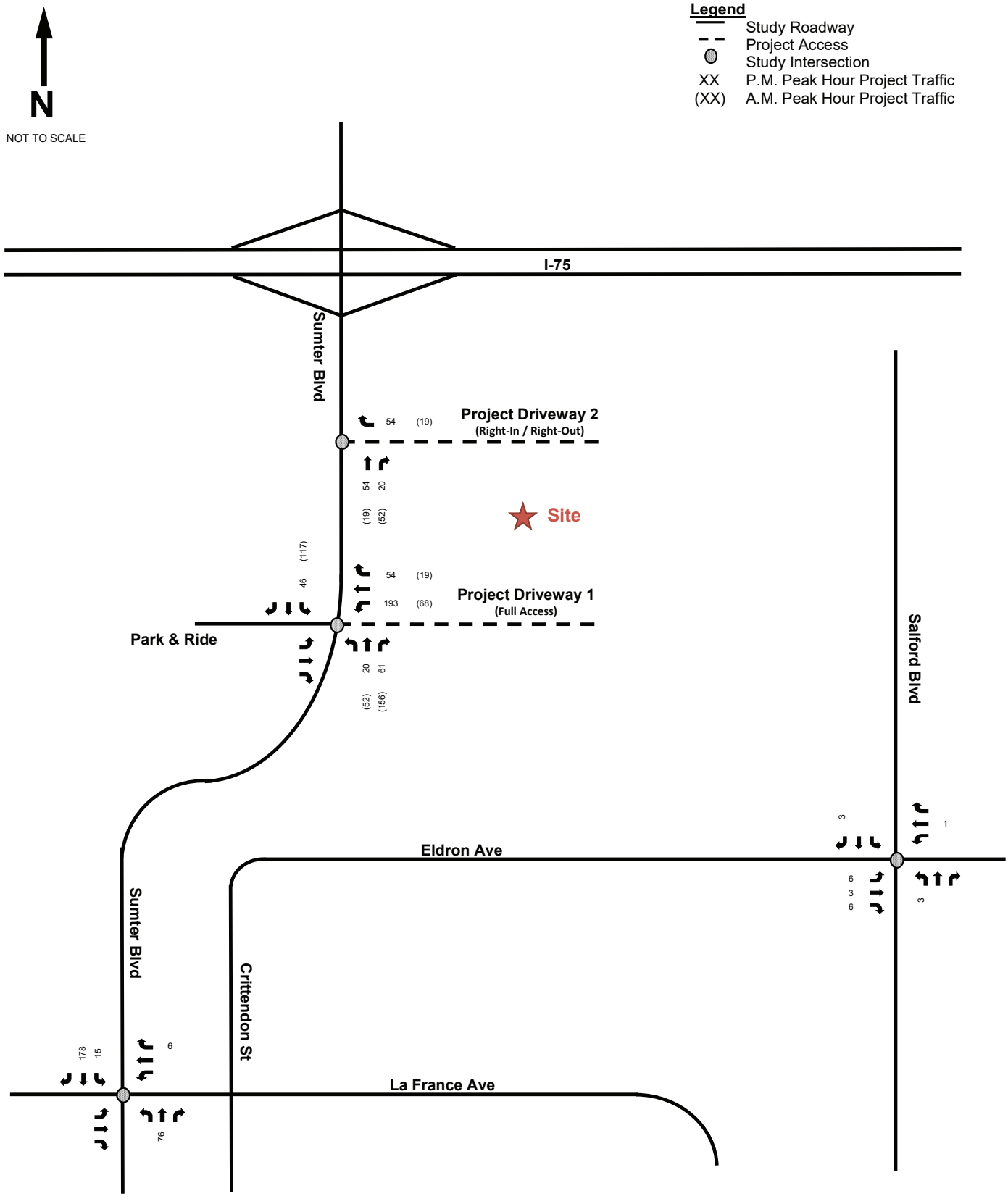

Figure 3
Peak-Hour Project Traffic
SMH Sumter Master Plan
Sarasota County, Florida

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EXISTING TRAFFIC VOLUMES

Sumter Boulevard is a major 4-lane divided City maintained arterial that generally runs north-south with a posted speed limit of 45 miles per hour, adjacent to the project site. La France Avenue is a 2-lane undivided City maintained collector road with a posted speed limit of 30 miles per hour. Salford Boulevard is a 2-lane undivided City maintained collector road with a posted speed limit of 40 miles per hour. Eldron Avenue is a 2-lane undivided City maintained collector road with a posted speed limit of 30 miles per hour.

Vehicle turning movement volume counts were conducted on March 28, 2024, at the intersection of Sumter Boulevard & Project Driveway 1 during the a.m. peak period (7:00 a.m. to 9:00 a.m.), and at the intersections of Sumter Boulevard & Project Driveway 1, Sumter Boulevard & La France Avenue, and Salford Boulevard & Eldron Avenue during the p.m. peak period (4:00 p.m. to 6:00 p.m.) to quantify existing peak-hour volumes at the study intersections.

The vehicle counts at the intersections of Sumter Boulevard & Project Driveway 1, Sumter Boulevard & La France Avenue, and Salford Boulevard & Eldron Avenue were adjusted to reflect peak-season conditions. This modification was performed using the most recent FDOT peak season conversion factors (PSCF) for Sarasota County. The raw turning movement counts, and the peak season factors are provided in **Appendix D.** The a.m. and p.m. peak-hour peak season existing traffic volumes are illustrated in **Figure 4**.

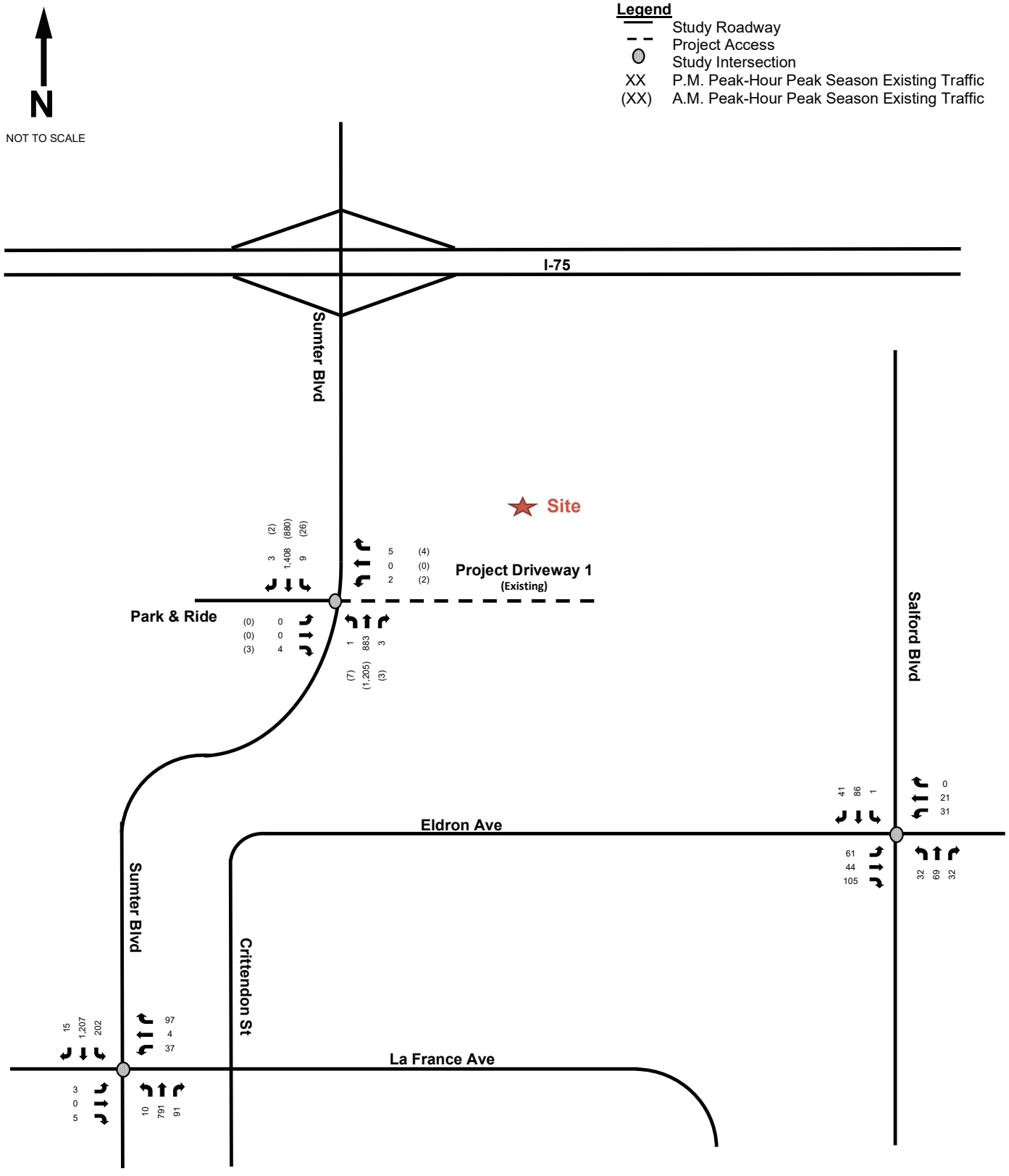

Figure 4
Peak-Hour Peak Season Existing Traffic
SMH Sumter Master Plan
Sarasota County, Florida

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FUTURE TRAFFIC VOLUMES

Future traffic volumes consist of two components: project traffic and background traffic estimates. Background traffic volumes, including the procedures used to develop these estimates, are provided below.

Future background traffic is defined as a growth of existing traffic forecasted to the buildout year of the proposed development. For the purposes of this analysis, 2030 was considered the buildout year for the development and thus, 2030 conditions were evaluated as the "future" year scenario.

A growth rate of 1.50% was calculated utilizing five (5) years of available Annual Average Daily Traffic (AADT) data from FDOT count stations along Sumter Boulevard and I-75 SB Ramps. To provide a conservative analysis, an annual growth rate of 2.00% was utilized to grow existing volumes to year 2030 to develop peak-hour future background volumes. The growth rate calculations are provided in **Appendix E.**

The a.m. and p.m. peak-hour background traffic volumes are illustrated in **Figure 5**. The project traffic was then added to these background traffic volumes to determine total traffic volumes. The a.m. and p.m. peak-hour total traffic volumes are provided in **Figure 6**.

Volume development worksheets are documented in **Appendix F**.

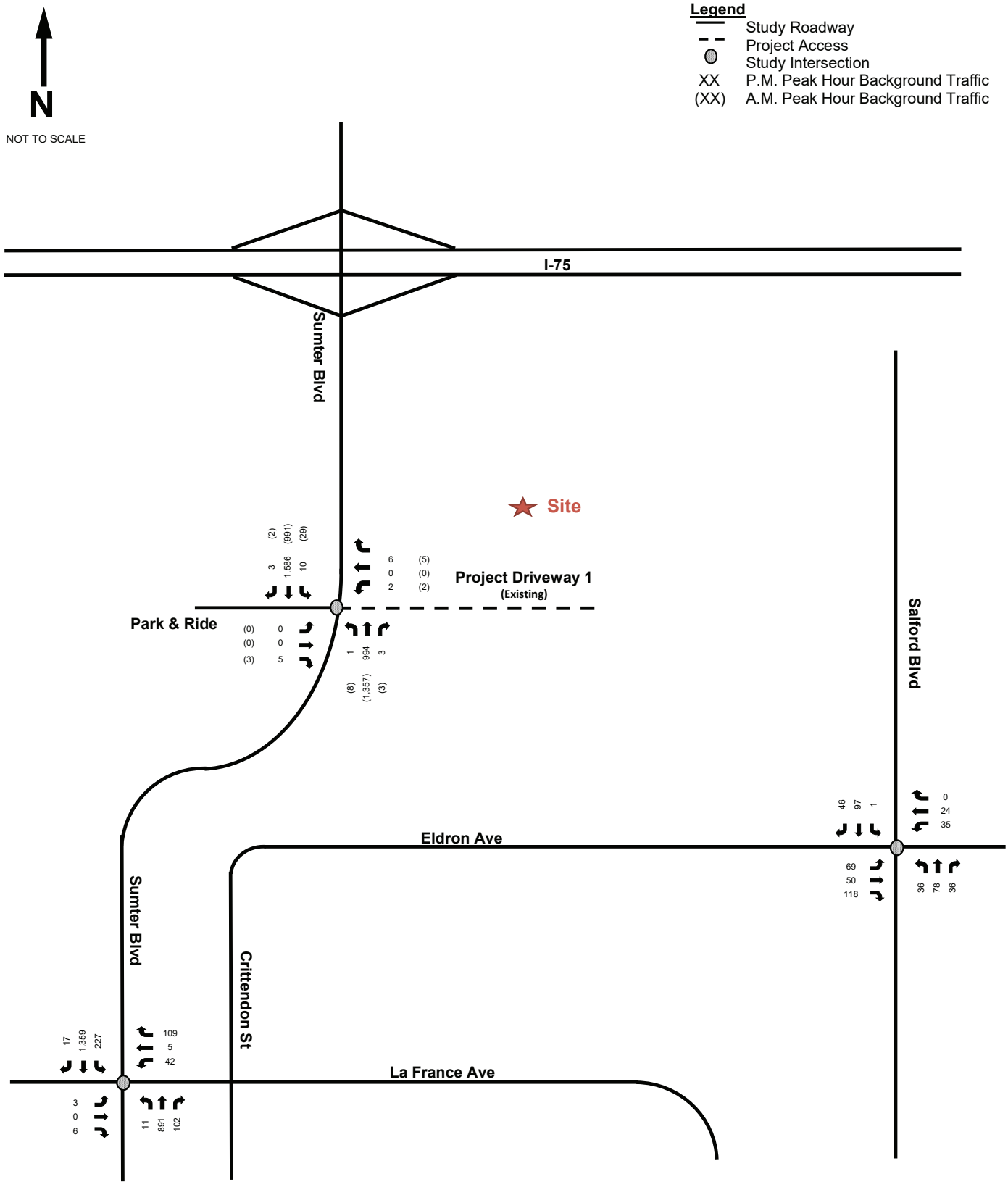

Figure 5
Peak-Hour Background Traffic
SMH Sumter Master Plan
Sarasota County, Florida

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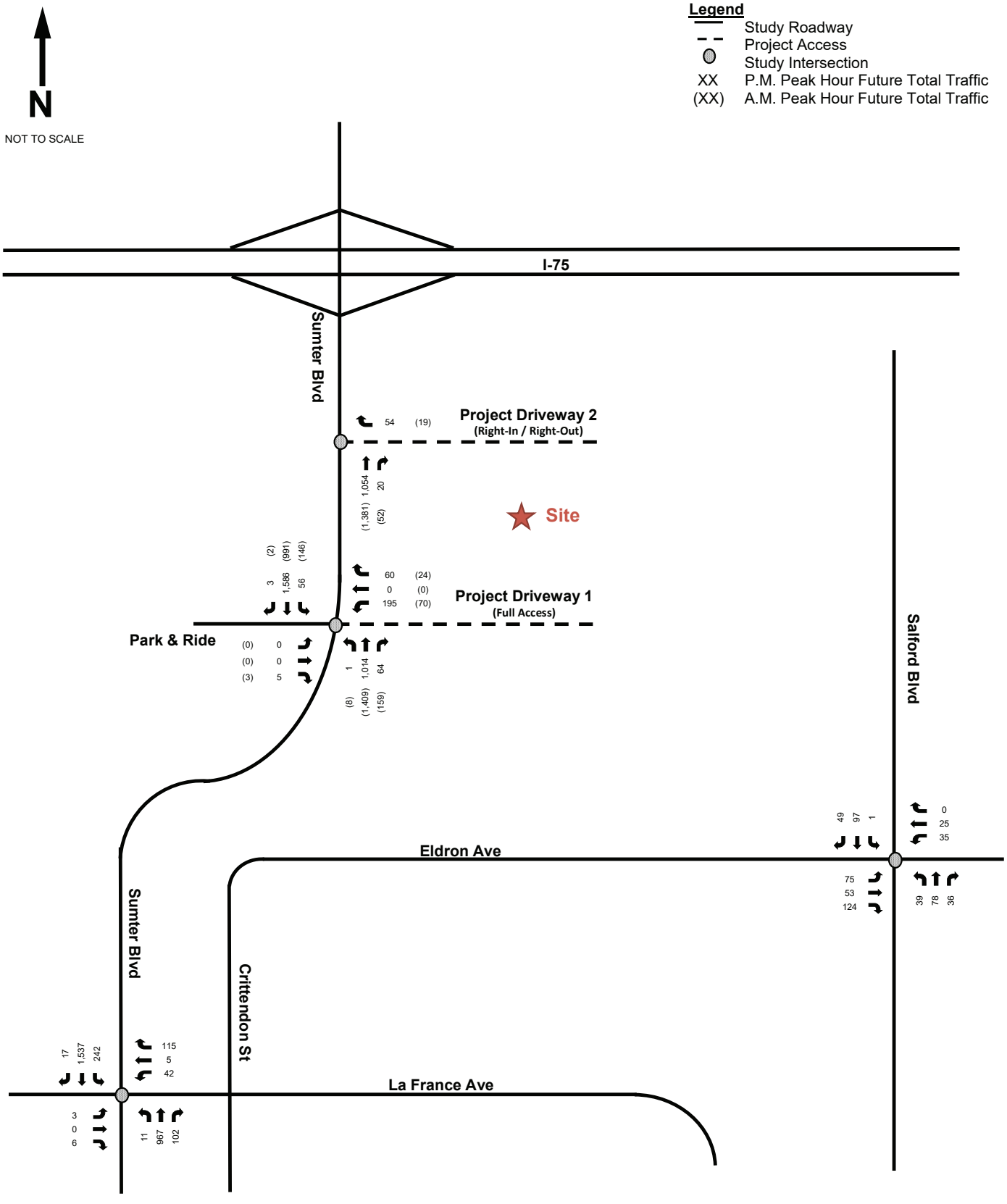

Figure 6
Peak-Hour Future Total Traffic
SMH Sumter Master Plan
Sarasota County, Florida

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OPERATIONAL ANALYSIS

Existing and background traffic conditions were evaluated at the intersections of Sumter Boulevard & Project Driveway 1, Sumter Boulevard & La France Avenue, and Salford Boulevard & Eldron Avenue during the p.m. peak-hour. Buildout traffic conditions were evaluated at the intersections of Sumter Boulevard & Project Driveway 1, Sumter Boulevard & Project Driveway 2, Sumter Boulevard & La France Avenue, and Salford Boulevard & Eldron Avenue during the p.m. peak-hour.

A determination of the impact of existing, background, and buildout traffic volumes at the study intersections was made utilizing *Synchro,* version 12.

Intersection Conditions Analysis

The p.m. peak-hour intersection conditions were evaluated for the existing, background, and buildout scenarios using the traffic volumes previously identified.

The results of the existing, background, and buildout intersection analysis are summarized in **Table 3**. For existing and background conditions all intersections are anticipated to operate with a volume-to-capacity (v/c) ratio of less than 1.0 for all lane approaches during the p.m. peak-hour except for the westbound movement at Sumter Boulevard & La France Avenue.

According to the Community Planning Act of 2011 (also known as House Bill 7207), roadway improvements that are identified to be needed for acceptable operations in the future background conditions (without project trips) may be assumed in the background with improvements scenario and are not the responsibility of the developer. Based on the future background conditions roadway analysis, the following Community Planning Act of 2011 improvement is needed to accommodate the future background traffic and is not the responsibility of the developer:

- Signalization of the intersection of Sumter Boulevard & La France Avenue

While signalization was identified as the Community Planning Act of 2011 assumed improvement, signal warrants are not anticipated to be satisfied at the intersection of Sumter Boulevard & La France Avenue. It is not uncommon for minor street approaches at stop-controlled intersections to experience elevated delay during peak hours.

With the Community Planning Act of 2011 assumed improvement, all intersections are anticipated to operate with an acceptable volume-to-capacity (v/c) ratio of less than 1.0 as identified in **Table 3**.

The future total scenario was analyzed with project improvements that are warranted (see Signal Warrant and Turn Lane sections below) and suggested by the City of North Port. These improvements include signalization of the intersection of Sumter Boulevard & Project Driveway 1, a westbound left-turn lane at the intersection of Sumter Boulevard & Project Driveway 1, and a northbound right-turn lane at Sumter Boulevard & Project Driveway 2. With improvements, all study intersections are anticipated to operate with a volume-to-capacity (v/c) ratio of less than 1.0 for all lane approaches during the p.m. peak-hour.

Synchro output worksheets of the intersections conditions analysis are provided in **Appendix G**.

Table 3: P.M. Peak-Hour Intersection Conditions Analysis

Intersection	Intersection Control	Existing Conditions v/c Ratio (Background Conditions v/c Ratio) [Background Conditions with Community Planning Act Improvement v/c Ratio] {Future Total Conditions v/c Ratio}											
		Eastbound			Westbound			Northbound			Southbound		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sumter Boulevard & Project Driveway 1	TWSC[1]		0.01 (0.02) [0.02]			0.04 (0.06) [0.06]		0.01 (0.01) [0.01]	--		0.01 (0.02) [0.02]	--	
	Signalized[2]	{0.01}	{0.01}	{0.02}	{0.45}	{0.01}	{0.20}	{0.01}	{0.50}	{0.07}	{0.15}	{0.76}	{0.01}
Sumter Boulevard & Project Driveway 2	TWSC[1]	--			--		-- -- -- {0.13}	--	-- -- -- {0.01}		--		
Sumter Boulevard & La France Avenue	TWSC[1]		0.24 (0.78)			**1.67** (**3.13**)		0.02 (0.02)	--		0.29 (0.36)	--	
	Signalized[3]	[0.02] {0.02}	[0.01] {0.01}	[0.01] {0.01}	[0.55] {0.58}	[0.01] {0.01}	[0.01] {0.01}	[0.07] {0.08}	[0.63] {0.67}	[0.16] {0.16}	[0.76] {0.78}	[0.77] {0.84}	[0.02] {0.02}
Salford Boulevard & Eldron Avenue	TWSC[1]		0.32 (0.38) [0.38] {0.41}			0.12 (0.14) [0.14] {0.15}			0.03 (0.03) [0.03] {0.03}			0.01 (0.01) [0.01] {0.01}	

[1] TWSC: Two-Way Stop Control
[2] Intersection anticipated to meet traffic signal warrants with project buildout
[3] Community Planning Act of 2011 Assumed Improvement

TURN LANE ANALYSIS

The existing northbound right-turn lane and southbound left-turn lane at the existing project driveway (Project Driveway 1) at Sumter Boulevard and the proposed right-in/right-out only connection on Sumter Boulevard were reviewed to determine the sufficiency of the existing turn lane lengths and the need for exclusive turn lanes where turn lanes do not currently exist. Turn lane warrant thresholds documented in Report 279 and Report 745 of the *National Cooperative Highway Research Program (NCHRP)* were used for right-turn and left-turn movements at the project driveways, respectively, for movements where a turn lane does not currently exist. For the existing turn-lanes, the *Florida Design Manual* (FDM) was used to determine the required deceleration length and *Synchro*, version 12, was used to determine the required storage lengths. Future total traffic volumes identified in **Figure 6** for the p.m. peak-hour, were utilized in this analysis, along with anticipated a.m. peak-hour volumes which are higher for the ingress movements.

As documented previously in this in this report, access to the site is to be provided through one (1) existing full-access connection along Sumter Boulevard, and one (1) proposed right-in/right-out only access along Sumter Boulevard.

Project Driveway 1

The existing full-access connection along Sumter Boulevard has existing northbound right-turn and southbound left-turn lanes. Therefore, the northbound right-turn movement and the southbound left-turn movement were evaluated to determine if the existing exclusive turn lanes are adequate under future buildout signalized conditions. Additionally, the westbound right-turn movement was evaluated to determine if an exclusive westbound right-turn lane is warranted, and the turn lane length was evaluated for the proposed westbound left-turn lane.

Northbound Right-Turn Movement

As identified in **Figure 6**, there are anticipated to be 159 northbound right-turns during the a.m. peak-hour and 64 northbound right-turns during the p.m. peak-hour, at the existing full-access connection along Sumter Boulevard. As shown in **Table 4**, the required turn lane length for the northbound right-turn lane at the project driveway for the future total traffic conditions is 235 feet. The existing northbound right-turn lane length is approximately 280 feet. Therefore, the existing northbound right-turn lane is anticipated to be adequate in length.

Southbound Left-Turn Movement

As identified in **Figure 6**, there are anticipated to be 146 southbound left-turns during the a.m. peak-hour and 56 southbound left-turns during the p.m. peak-hour, at the existing full-access connection along Sumter Boulevard. As shown in **Table 4**, the required turn lane length for the southbound left-turn lane at the project driveway for the future total traffic conditions is 235 feet. The existing southbound left-turn lane length is approximately 280 feet. Therefore, the existing southbound left-turn lane is anticipated to be adequate in length.

Westbound Right-Turn Movement

As identified in **Figure 6**, there are anticipated to be 24 westbound right-turns during the a.m. peak-hour and 60 westbound right-turns during the p.m. peak-hour, at the existing full-access connection along Sumter Boulevard. Based upon NCHRP *Report 279*, an exclusive westbound right-turn lane is not warranted at the project driveway.

Westbound Left-Turn Movement

As identified in **Figure 6**, there are anticipated to be 70 westbound left-turns during the a.m. peak-hour and 195 westbound left-turns during the p.m. peak-hour, at the existing full-access connection along Sumter Boulevard. As shown in **Table 4**, the required turn lane length for the westbound left-turn lane at the project driveway for the future total traffic conditions is 190 feet.

Project Driveway 2

The proposed right-in/right-out connection along Sumter Boulevard will have entering volumes only with northbound right turns. Therefore, the northbound right-turn movement was evaluated to determine if an exclusive northbound right-turn lane is warranted.

Northbound Right-Turn Movement

As identified in **Figure 6**, there are anticipated to be 52 northbound right-turns during the a.m. peak-hour and 20 northbound right-turns during the p.m. peak-hour. Based upon NCHRP *Report 279*, an exclusive northbound right-turn lane is warranted at the project driveway. As shown in **Table 4**, the required turn lane length for the warranted northbound right-turn lane at Driveway 2 in future total conditions is 185 feet.

Synchro, version 12, reports are included in **Appendix G**, and the right-turn lane warrants are included in **Appendix H**.

Table 4: Turn Lane Length Evaluation

Project Driveway	Movement	95th Percentile Queue (ft)		Required Deceleration Length[1]	Total Required Length	Existing Turn Lane Length	Turn Lane Length Modification?
		AM	PM				
Project Driveway 1 (Signalized)	Northbound Right-Turn	50'[2]	50'[2]	185'	235'	280'	No (280')
	Southbound Left-Turn	50'[2]	50'[2]	185'	235'	280'	No (280')
	Westbound Left-Turn	50'[2]	70'	120'	190'	N/A	Yes (190')
Project Driveway 2 (Right-In/Right-Out)	Northbound Right-Turn	0'	0'	185'	185'	N/A	Yes (185')

[1] Based on the 2024 Florida Design Manual (Exhibit 212-1)
[2] *Synchro,* version 12, indicated <50 feet of storage, however a minimum of 50 feet will be utilized.

SIGNAL WARRANT ANALYSIS

As requested by the City of North Port in the pre-application comments issued on April 16, 2024, a preliminary signal warrant analysis was conducted for the main project driveway (Project Driveway 1) to determine if a traffic signal may be warranted at buildout of the project. The signal warrant analysis was done using industry standard practices as described in the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (MUTCD).

In addition to the turning movement counts that were collected, additional counts were conducted for eleven (11) hours (7:00 a.m. to 6:00 p.m.) on Thursday, March 28, 2024. These turning movement counts identified the number of vehicles by approach direction, and by movement (i.e., left-turn, straight through, or right-turn), recorded in 15-minute increments and are included in **Appendix D** for reference.

The Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (MUTCD) defines nine (9) warrants, or justifying set of conditions, to determine if signalization is an option for traffic control. At least one of these warrants should be satisfied before signalization is considered as an option for traffic control.

This analysis included an evaluation of the volume warrants for the future buildout conditions. The volumes used in this analysis are the existing counts plus project trips for a conservative analysis. **Appendix I** shows the distribution of project traffic throughout the entire day using the data from the ITE *Trip Generation Manual*, and the results of the signal warrant analysis. Based upon the data collected for the existing conditions, the northbound and southbound approaches of Sumter Boulevard were considered the major street approaches, and the east leg of the project driveway (Project Driveway 1) was considered the minor street approach.

The nine (9) warrants defined in the current version of the MUTCD are as follows:

- **Warrant 1, Eight-Hour Vehicular Volume.** Warrant 1 requires volumes along the major and minor roads to meet or exceed a certain hourly volume for eight (8) hours during an average day. The *MUTCD* defines the volumes required for the major and minor street approaches.
    - Warrant 1 was determined to be applicable for this signal warrant analysis.
- **Warrant 2, Four-Hour Vehicular Volume.** Warrant 2 requires volumes along the major and minor roads to meet or exceed a certain hourly volume for four (4) hours during an average day. The *MUTCD* defines the volumes required for the major and minor street approaches.
    - Warrant 2 was determined to be applicable for this signal warrant analysis.
- **Warrant 3, Peak Hour.** Warrant 3 is intended for use at a location where traffic conditions are such that for a minimum of one (1) hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The *MUTCD* defines the volumes required for the major and minor street approaches.
    - Warrant 3 was determined to not be applicable since the *MUTCD* states, "this signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract of discharge large numbers of vehicles over a short time". Since the intersection of Sumter Boulevard & the project driveway is not considered to be an unusual case, Warrant 3 does not apply.
- **Warrant 4, Pedestrian Volume.** Warrant 4 is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. The pedestrian threshold is high (a minimum of 75 pedestrians per hour for at least four (4) hours or 93 pedestrians during one (1) hour).
    - Warrant 4 was determined to not be applicable for this signal warrant analysis due to the limited pedestrian volumes.

- **Warrant 5, School Crossing.** Warrant 5 is intended for application at designated school crossings where the number of adequate gaps in the traffic stream during the period when children are using the crossing is less than the number of minutes in the same period and there are a minimum of 20 students during the highest crossing hour.
    - Warrant 5 was determined to not be applicable for this signal warrant analysis due to no school locations surrounding the intersection.
- **Warrant 6, Coordinated Signal System**. Warrant 6 is intended for application within an existing coordinated signal system where a signal is necessary to maintain proper platooning of vehicles between other warranted signals.
    - Warrant 6 was determined to not be applicable for this signal warrant analysis due to no adjacent signalized intersections. This may need to be reevaluated in future conditions when the I-75 & Sumter Boulevard interchange is signalized.
- **Warrant 7, Crash Experience**. Warrant 7 is intended for application where the severity and frequency of crashes has not been reduced by adequate trial of alternatives and reported crash types are susceptible to correction by traffic signal control. If applicable, the vehicular volumes associated with Warrants 1, 2, and 3 are reduced to 80 percent of the standard levels.
    - Warrant 7 was determined to be not applicable for this signal warrant analysis.
- **Warrant 8, Roadway Network.** Warrant 8 is intended for application at the common intersection of two or more officially-designated major routes. If applicable, the warrant requires that the intersection have a total entering volume of at least 1,000 vehicles during the weekday peak hour (at least 1,000 vehicles during at least five (5) hours on a typical Saturday or Sunday).
    - Warrant 8 was determined to not be applicable for this signal warrant analysis.
- **Warrant 9, Intersection Near a Grade Crossing**. Warrant 9 is intended for application where none of the conditions described in the other eight (8) traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach

controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

- Warrant 9 was determined to not be applicable for this signal warrant analysis.

Warrant 1: Eight-Hour Vehicular Volume

Data was analyzed for the highest eight hours on both the major and minor approaches. Based on the *MUTCD* signal warrant guidelines, the 8-hour volume warrant threshold is met 100% for Condition B; therefore, Warrant 1 is satisfied.

Warrant 2: Four-Hour Vehicular Volume

Data was analyzed for the highest four hours on both the major and minor approaches. Based on the *MUTCD* signal warrant guidelines, the 4-hour volume warrant threshold is met 100%.

Table 4 indicates which warrants are applicable and which warrants are satisfied based upon the results of the future conditions (existing traffic plus project traffic) signal warrant analysis performed for the project driveway.

Table 5: Future Conditions Signal Warrant Results

MUTCD Warrant		Warrant Determination
Warrant 1	Condition A (Eight-Hour Vehicular Volume)	Applicable – 80% Satisfied
	Condition B (Eight-Hour Vehicular Volume)	Applicable – 100% Satisfied
	Condition A & B (Combination Warrant)	Applicable - Satisfied
Warrant 2 (Four-Hour Vehicular Volume)		Applicable - Satisfied
Warrant 3 (Peak Hour)		Not Applicable
Warrant 4 (Pedestrian Volume)		Not Applicable
Warrant 5 (School Crossing)		Not Applicable
Warrant 6 (Coordinated Signal System)		Not Applicable
Warrant 7 (Crash Experience)		Not Applicable
Warrant 8 (Roadway Network)		Not Applicable
Warrant 9 (Intersection Near a Grade Crossing)		Not Applicable

As indicated in **Table 5** and **Appendix I**, the main project driveway (Project Driveway 1) is anticipated to satisfy Warrant 1 and Warrant 2 at buildout of the project, and the remaining warrants are not currently applicable. Therefore, the intersection of Sumter Boulevard & Project Driveway 1 is anticipated to meet traffic signal warrants at buildout of the proposed project.

CONCLUSION

This Traffic Impact Study (TIS) provides an evaluation of the anticipated transportation impacts of the Sarasota Memorial Hospital – Sumter development in accordance with the City of North Port Unified Land Development Code Section 5-8 based upon the pre-application comments issued by the City of North Port on April 16, 2024. The project is generally located in the southeast quadrant of the intersection of Sumter Boulevard & I-75 in the City of North Port, Florida.

As illustrated in the conceptual development plan, access to the site is to be provided through one (1) existing full-access connection along Sumter Boulevard, and one (1) proposed right-in/right-out only access along Sumter Boulevard.

An operational analysis was completed for existing, background, and future total traffic conditions. In the future total conditions, with anticipated future improvements (signalization of Sumter Boulevard & Project Driveway 1 and turn-lane modifications), and the assumed Community Planning Act of 2011 improvement, all study intersections are anticipated to operate with an acceptable volume-to-capacity (v/c) ratio of less than 1.0.

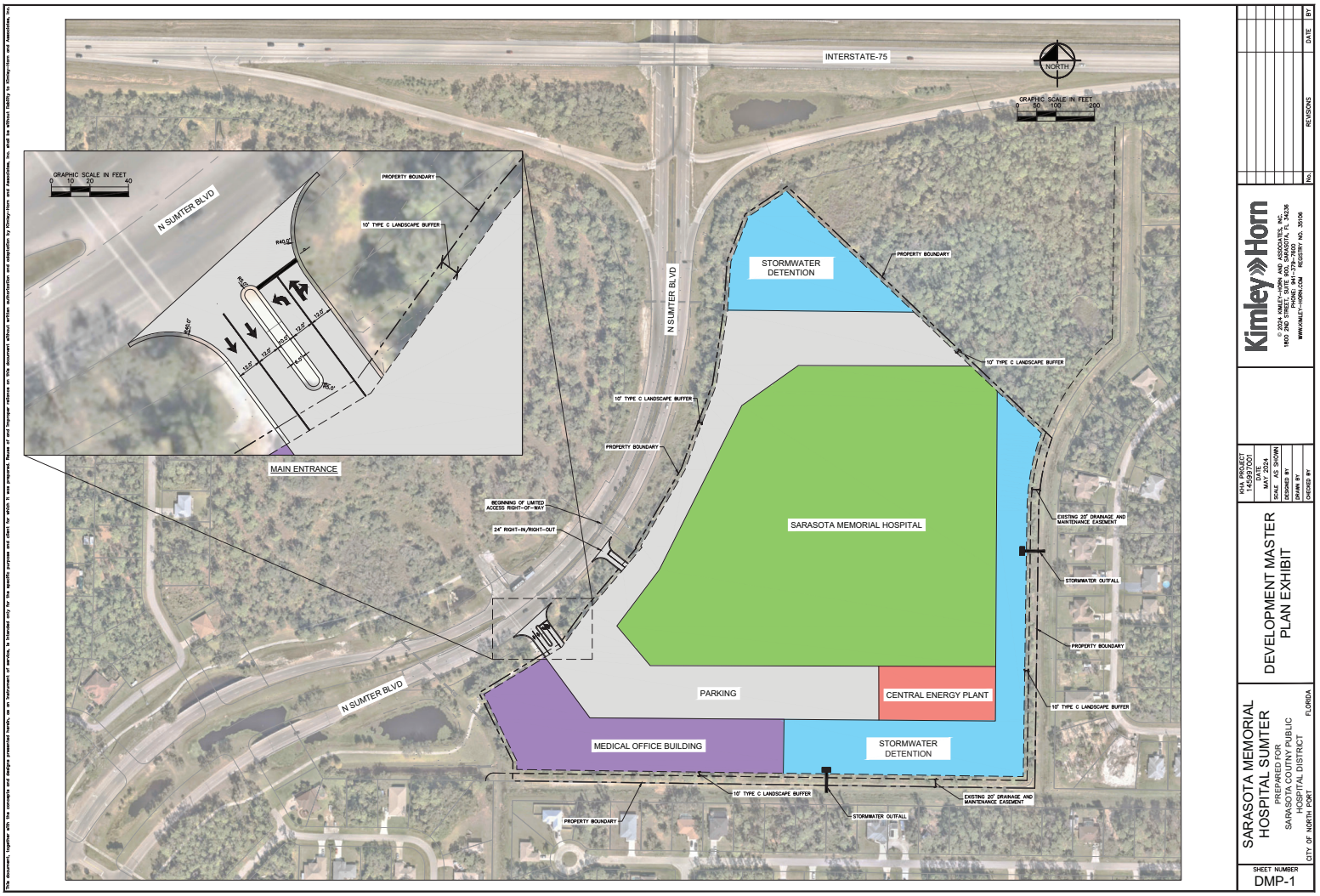
A turn lane analysis was completed at the project driveways. The analysis concluded that the currently existing northbound right-turn lane at Sumter Boulevard & Project Driveway 1 is adequate in length, the southbound left-turn lane at Sumter Boulevard & Project Driveway 1 is adequate in length, and the northbound right-turn approach at Sumter Boulevard & Project Driveway 2 needs to have an exclusive right-turn lane.

Additionally, the main project driveway (Project Driveway 1) at Sumter Boulevard is anticipated to satisfy Signal Warrant 1 and 2 with existing volumes plus anticipated project traffic at project buildout.

APPENDIX A:
Conceptual Development Plan

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080



SARASOTA MEMORIAL HOSPITAL SUMTER
PREPARED FOR
SARASOTA COUNTY PUBLIC HOSPITAL DISTRICT
CITY OF NORTH PORT FLORIDA

DEVELOPMENT MASTER PLAN EXHIBIT

KHA PROJECT 145997001
DATE MAY 2024
SCALE AS SHOWN
DESIGNED BY
DRAWN BY
CHECKED BY

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1900 2ND STREET, SUITE 600, SARASOTA, FL 34236
PHONE: 941-379-7500
WWW.KIMLEY-HORN.COM FLORIDA REGISTRY NO. 35106

No.	REVISIONS	DATE	BY

SHEET NUMBER
DMP-1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

APPENDIX B:
City of North Port Pre-Application Comments

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

PRE-APPLICATION COMMENTS

Department: Public Works - Infrastructure Review
Staff Reviewer: Anthony Friedman 941-240-8098

Today's Date: April 12, 2024

☐ **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 submit a Traffic Impact Statement (TIS) that contains the following:
    - Proposed 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
    - Trip generation rates shall follow the criteria shown in the Institute of Transportations Engineers (ITE) Trip Generation Manual, Latest Edition.
    - A graphic distribution of trips from the proposed development to the roadway network.
    - Perform a left turn lane warrant analysis in compliance with the National Cooperative Research Program (NCHRP) Publication 745
    - Perform a right turn lane warrant analysis in compliance with the National Cooperative Research Program (NCHRP) Publication 279
    - The TIS should be signed and sealed by a professional engineer licensed by the State of Florida and qualified to prepare the TIS

2. Perform traffic signal warrant analysis for driveway. A traffic signal is recommended to be able to stop traffic for entering/exit ambulances.

3. Evaluate capacity of Eldron Avenue and its intersection with Sumter (via La France Ave.) and Salford Boulevard. Eldron Avenue is an east-west roadway that lays just south of the future hospital site. It is possible that this will take on additional traffic due to the hospital and additional improvements such as stop signs, turn lanes, etc. may need to be completed prior to the hospital's opening.

4. FDOT should be notified of project plans so that appropriate interstate signage can be added to the ramps and mainline I-75. Also, to ensure that the plans mesh with proposed plans to signalize the I-75 at Sumter Boulevard interchange.

5. If a helipad is being proposed, in addition to FAA permit, FDOT will likely require additional permitting due to the proximity of I-75. This requirement was previously encountered on another project near US-41.

6. Per ULDC §33-10(P) and §37-39, a sidewalk with minimum width of 8 feet shall be constructed in the Sumter Boulevard right-of-way along property limits.

Exhibit D for DMP-24-080

FORMAL SUBMITTAL COMMENTS

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

---

1. Today's Date: June 26, 2024
2. RECOMMENDED ACTION:

☐ **Meets Requirements** ☐ **Meets Requirements with Conditions**

☒ **Resubmittal Required** ☐ **Does Not Meet Requirements**

☐ **No Objection**

PUBLIC WORKS RESUBMITTAL REQUESTED TO ADDRESS THE FOLLOWING:

1. Traffic impact study, along with all information and analyses requested in the comments sent with PRE-24-052, are missing from this submittal. See below for a copy of these previously sent comments. Please resubmit this package and include the information requested below:

    1. Please submit a Traffic Impact Statement (TIS) that contains the following:
        - Proposed 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
        - Trip generation rates shall follow the criteria shown in the Institute of Transportations Engineers (ITE) Trip Generation Manual, Latest Edition.
        - A graphic distribution of trips from the proposed development to the roadway network.
        - Perform a left turn lane warrant analysis in compliance with the National Cooperative Research Program (NCHRP) Publication 745
        - Perform a right turn lane warrant analysis in compliance with the National Cooperative Research Program (NCHRP) Publication 279
        - The TIS should be signed and sealed by a professional engineer licensed by the State of Florida and qualified to prepare the TIS

    2. Perform traffic signal warrant analysis for driveway. A traffic signal is recommended to be able to stop traffic for entering/exit ambulances.

    3. Evaluate capacity of Eldron Avenue and its intersection with Sumter (via La France Ave.) and Salford Boulevard. Eldron Avenue is an east-west roadway that lays just south of the future hospital site. It is possible that this will take on additional traffic due to the hospital and additional improvements such as stop signs, turn lanes, etc. may need to be completed prior to the hospital's opening.

APPENDIX C:
Trip Generation and Trip Distribution Output

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

TRIP GENERATION

DAILY PROJECT TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
					Percent														
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
Hospital	11	610	150	BED	50%	50%	1,674	1,674	3,348	0.0%	0	1,674	1,674	3,348	0.0%	0	1,674	1,674	3,348
Medical-Dental Office (Within/Near Hospital Campus)	11	720	60	KSF	50%	50%	1,004	1,004	2,008	0.0%	0	1,004	1,004	2,008	0.0%	0	1,004	1,004	2,008
						Total:	2,678	2,678	5,356			2,678	2,678	5,356			2,678	2,678	5,356

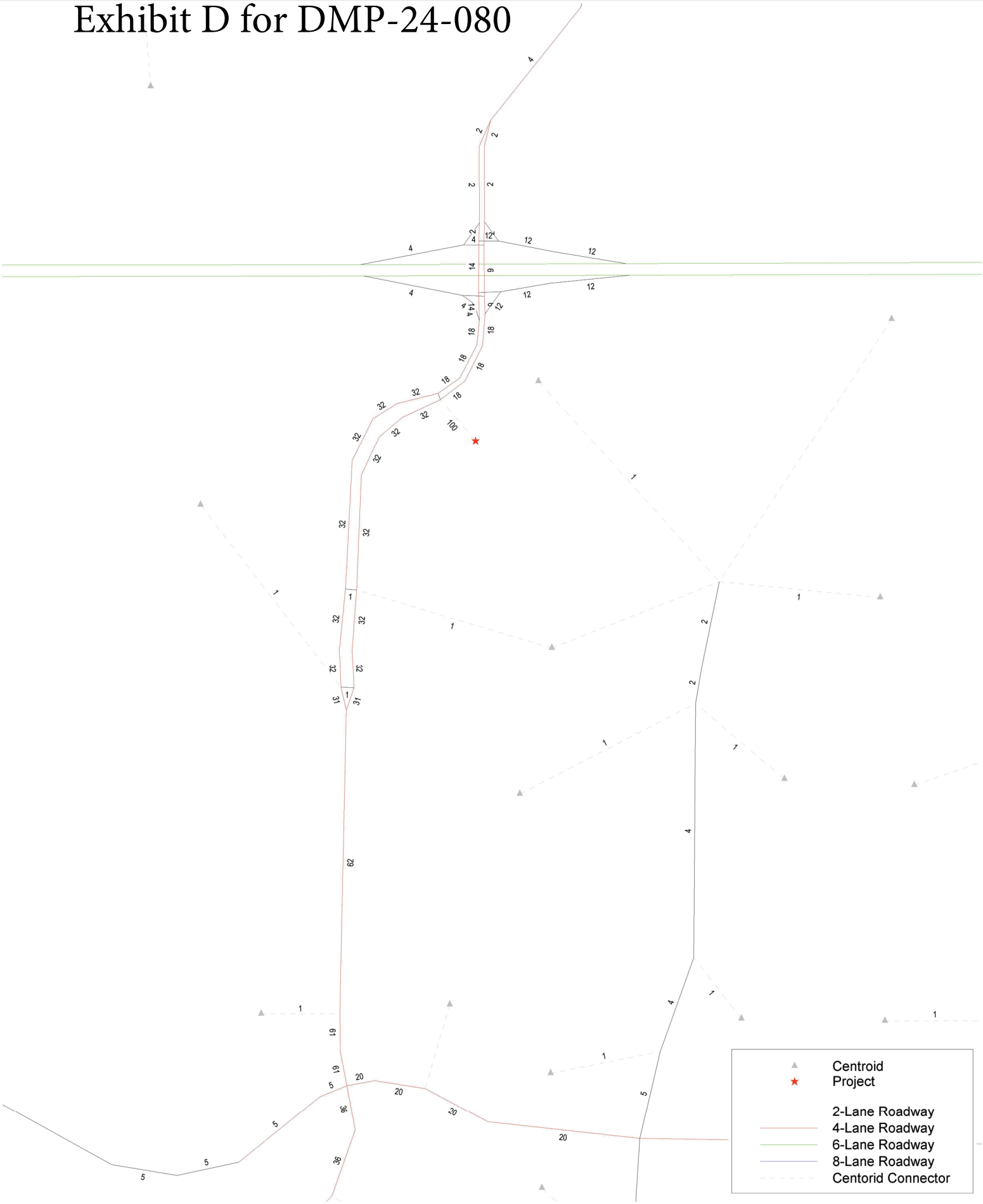
A.M. PEAK-HOUR PROJECT TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		NET NEW TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
					Percent														
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
Hospital	11	610	150	BED	72%	28%	194	75	269	0.0%	0	194	75	269	0.0%	0	194	75	269
Medical-Dental Office (Within/Near Hospital Campus)	11	720	60	KSF	81%	19%	131	31	162	0.0%	0	131	31	162	0.0%	0	131	31	162
						Total:	325	106	431			325	106	431			325	106	431

P.M. PEAK-HOUR PROJECT TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		NET NEW TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
					Percent														
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
Hospital	11	610	150	BED	33%	67%	84	170	254	0.0%	0	84	170	254	0.0%	0	84	170	254
Medical-Dental Office (Within/Near Hospital Campus)	11	720	60	KSF	25%	75%	44	132	176	0.0%	0	44	132	176	0.0%	0	44	132	176
						Total:	128	302	430			128	302	430			128	302	430

Exhibit D for DMP-24-080



DISTRICT 1 REGIONAL PLANNING MODEL 2023
SELECT ZONE DISTRIBUTION FOR SMH SUMTER
APRIL 2024

cube

(Licensed to Kimley Horn and Associates Inc)

APPENDIX D:
Raw Turning Movement Counts and Peak Season Factor Report

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

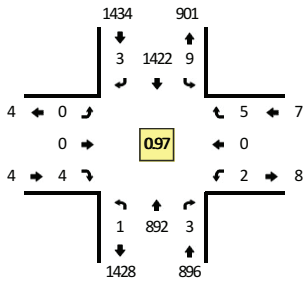
Type of peak hour being reported: Intersection Peak

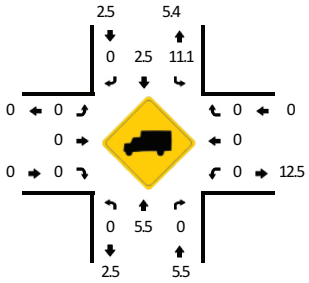
Method for determining peak hour: Total Entering Volume

LOCATION: Sumter -- Future Driveway
CITY/STATE: North Port, FL

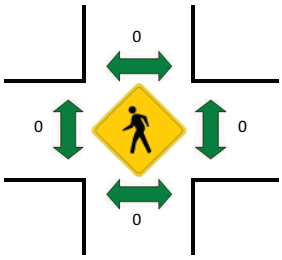
QC JOB #: 16544803
DATE: Thu, Mar 28 2024

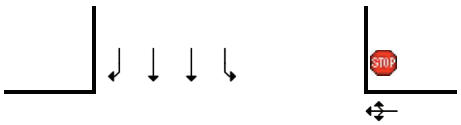
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

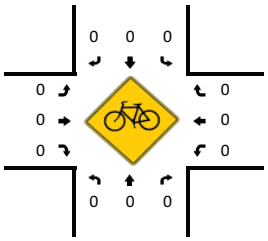


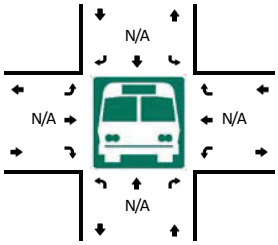


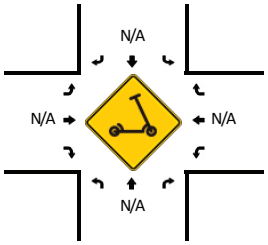
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Sumter (Northbound)				Sumter (Southbound)				Future Driveway (Eastbound)				Future Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	219	0	1	0	301	3	0	2	0	2	0	0	0	0	0	528	
4:15 PM	0	210	0	0	0	343	0	1	0	0	0	0	0	0	0	0	554	
4:30 PM	1	224	1	0	0	347	1	0	0	0	1	0	0	0	1	0	576	
4:45 PM	0	202	0	0	1	346	2	0	0	0	3	0	1	0	1	0	556	2214
5:00 PM	0	250	1	0	2	348	0	1	0	0	0	0	1	0	0	0	603	2289
5:15 PM	0	216	1	0	2	381	0	3	0	0	0	0	0	0	3	0	606	2341
5:30 PM	0	182	1	0	0	357	1	0	0	0	1	0	2	0	0	0	544	2309
5:45 PM	0	185	0	0	0	310	1	2	0	0	0	0	0	0	0	0	498	2251

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	864	4	0	8	1524	0	12	0	0	0	0	0	0	12	0	2424
Heavy Trucks	0	40	0		4	20	0		0	0	0		0	0	0		64
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments: Sumter Blvd - 45mph/Future Driveway - NP

Report generated on 4/3/2024 1:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Exhibit D for DMP-24-080

Type of peak hour being reported: Intersection Peak

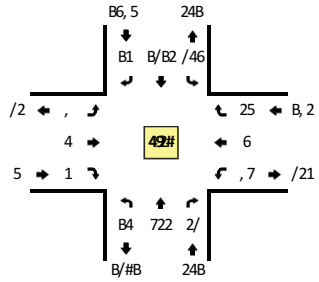
Method for determining peak hour: Total Entering Volume

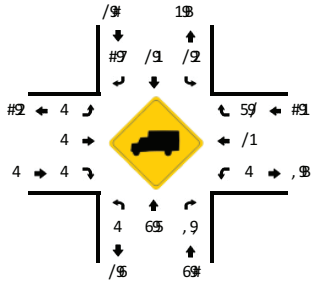
LOCATION: Sumter -- La France ADe
CIT80STATE: North Port3FL

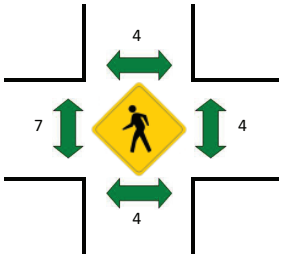
v C vØQJ : B#166546
Y ATE: Thu3Mar /5 /4/6

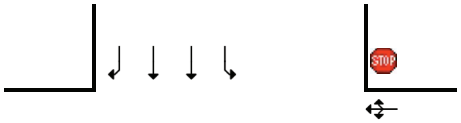
Peak-. our: 6:, 4 PM -- 1:, 4 PM
Peak B1-Min: 1:B1 PM -- 1:, 4 PM

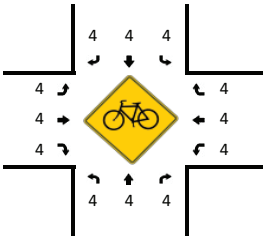
TRUE DATA TO IMPROVE MOBILITY

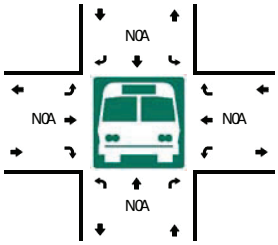


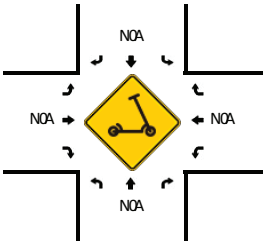












B1-Min Count Period Qeginning At	Sumter HNorthbound(				Sumter HSouthbound(				La France ADe HEastbound(				La France ADe H) estbound(				Total	. ourly Totals
	Left	Thru	Wight	R	Left	Thru	Wight	R	Left	Thru	Wight	R	Left	Thru	Wight	R		
6:44 PM	/	B5#	B2	4	/7	/#2	B	4	4	4	B	4	B4	4	//	4	1, 7	
6:B1 PM	/	B26	/,	4	, 7	, 41	1	4	,	4	B	4	1	B	/4	4	12#	
6:, 4 PM	B	/4,	/,	4	6,	/2/	6	4	4	4	B	4	5	B	/4	4	12#	
6:61 PM	#	B2B	B5	4	14	, 4B	,	4	/	4	B	4	2	B	/B	4	#4,	/, , /
1:44 PM	4	/B2	/6	4	6#	, 45	,	4	4	4	/	4	BB	B	/1	4	#, 2	/6, 6
1:B1 PM	,	B5#	/7	4	#6	, B5	1	B	B	4	B	4	2	B	, /	4	#65	/65#
1:, 4 PM	B	B#2	/2	4	6B	, B4	B	4	B	4	4	4	7	4	B1	4	176	/6#6
1:61 PM	4	B#7	//	4	1,	/#,	/	4	/	B	/	4	B4	/	B7	4	16B	/64/

Peak B1-Min FloU rates	Northbound				Southbound				Eastbound				) estbound				Total
	Left	Thru	Wight	R	Left	Thru	Wight	R	Left	Thru	Wight	R	Left	Thru	Wight	R	
All Vehicles	B/	766	B45	4	/1#	B/7/	/4	6	6	4	6	4	, #	6	B/5	4	/12/
. eaDy Trucks Quses	4	, /	6		6	/6	4		4	4	4		4	6	4		#5
Pedestrians		4				4				B#				4			B#
Qicycles Scooters	4	4	4		4	4	4		4	4	4		4	4	4		4

Comments: Sumter QlDd - 61mph

Weport generated on 60, 0/4/6 B:4# PM

SOR WCE: v uality Counts3LLC Hhttp:00UUU9quality counts9net(B-577-154-//B/

Exhibit D for DMP-24-080

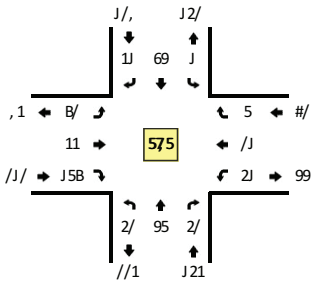
Type of peak hour being reported: Intersection Peak

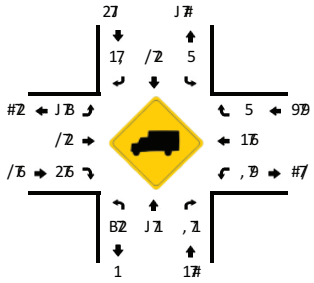
Method for determining peak hour: Total Entering Volume

LOCATION: Salford - ouleFard DD Eldron AFenue
CIT48STATE: North Port03L

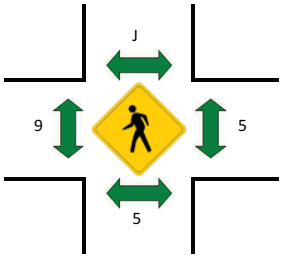
v C vO- Q; J B#1165#
Y ATE: Thu0Mar /6 /5/1

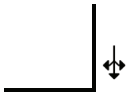
PeakD our: 1:25 PM DD#:25 PM
Peak J #DMin: #:J # PM DD#:25 PM

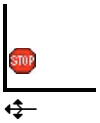


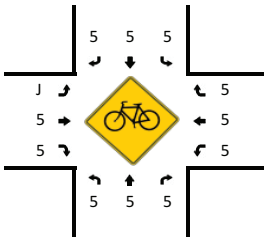


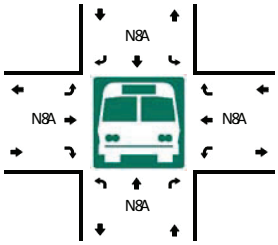
TRUE DATA TO IMPROVE MOBILITY

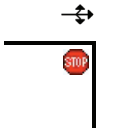


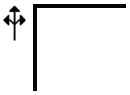


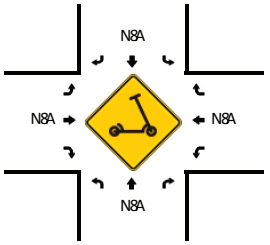












J #DMin Count Period - eginning At	Salford - ouleFard HNorthbound(				Salford - ouleFard HSouthbound(				Eldron AFenue HEastbound(				Eldron AFenue H) estbound(				Total	. ourly Totals
	Left	Thru	Wight	R	Left	Thru	Wight	R	Left	Thru	Wight	R	Left	Thru	Wight	R		
1:55 PM	J/	J,	9	5	5	/9	J/	5	J5	9	JB	5	#	/	5	5	JJ9	
1:J # PM	J/	J1	6	5	5	/,	9	5	J/	J5	//	5	1	2	J	5	J//	
1:25 PM	9	J,	6	5	5	//	9	5	J6	J2	J6	5	JJ	B	5	5	J/,	
1:1# PM	9	/5	9	5	5	/,	J1	5	J9	9	/2	5	#	/	5	5	J2J	1, ,
#:55 PM	,	J6	J5	5	5	JB	J5	5	J/	,	/,	5	#	2	5	5	J/J	#52
#:J # PM	,	J2	9	5	J	/5	J5	5	J#	J#	2B	5	J5	J5	5	5	J1B	#/9
#:25 PM	,	J#	B	5	5	/1	B	5	J6	,	2J	5	9	2	5	5	J/6	#/B
#:1# PM	6	J1	JJ	5	5	/1	2	5	9	J2	/1	5	J5	9	5	5	J/J	#JB

Peak J #DMin 3loURates	Northbound				Southbound				Eastbound				) estbound				Total
	Left	Thru	Wight	R	Left	Thru	Wight	R	Left	Thru	Wight	R	Left	Thru	Wight	R	
All Vehicles	2B	#/	/6	5	1	65	15	5	B5	B5	J11	5	15	15	5	5	#61
. eaFy Trucks - uses	5	5	5		5	5	5		5	5	1		1	1	5		J/
Pedestrians		5				1				5				5			1
- icycles	5	5	5		5	5	5		1	5	5		5	5	5		1
Scooters																	

Comments: Salford - lFd D15mph8Eldron AFe D25mph

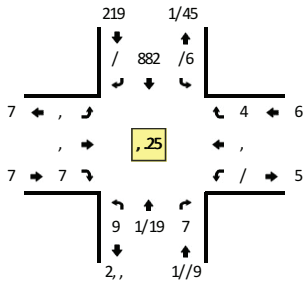
Exhibit D for DMP-24-080

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

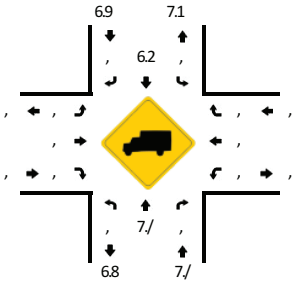
LOCATION: Sumter -- Future Driveway
CIT03STATE: North PortYFL

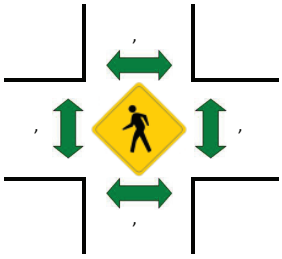
QC JOB #: 16544811
DATE: ThuYMar /8 /, /4

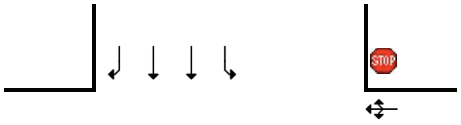


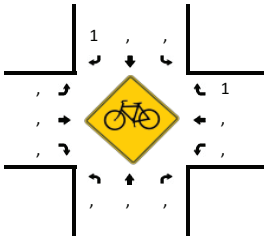
Peak-Hour: 9:, , AM -- 8:, , AM
Peak 15-Min: 9:, , AM -- 9:15 AM

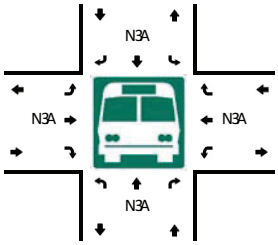
TRUE DATA TO IMPROVE MOBILITY

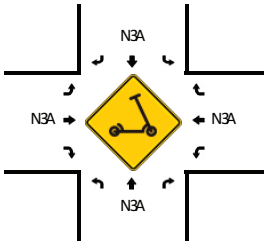












15-Min Count Period Beginning At	Sumter (Northbound)				Sumter (Southbound)				Future Driveway (Eastbound)				Future Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:, , AM	,	/87	,	7	,	/68	,	1/	,	,	,	,	,	,	,	,	566	
9:15 AM	,	/24	,	/	,	/, 7	,	8	,	,	,	,	,	,	,	,	5, 9	
9:7, AM	1	74,	,	,	,	/16	1	4	,	,	/	,	,	,	1	,	565	
9:45 AM	,	7, ,	7	1	/	/, /	1	,	,	,	1	,	/	,	7	,	515	/157
8:, , AM	,	/95	,	/	,	/, 7	,	,	,	,	,	,	,	,	,	,	48,	/, 69
8:15 AM	,	/7,	,	7	,	/, /	,	7	,	,	,	,	,	,	,	,	478	1228
8:7, AM	,	//9	,	7	/	121	1	1	,	,	1	,	,	,	,	,	4/6	1852
8:45 AM	,	/, /	1	1	1	147	,	1	,	,	,	,	1	,	1	,	751	1625
2:, , AM	,	121	,	7	1	175	,	/	,	,	,	,	/	,	,	,	774	1542
2:15 AM	,	/, 1	,	6	,	152	,	,	,	,	,	,	,	,	,	,	766	1499
2:7, AM	,	164	,	/	,	156	,	,	,	,	,	,	,	,	,	,	7//	1797
2:45 AM	,	181	,	,	/	146	,	/	,	,	,	,	,	,	1	,	77/	1754
1, :, , AM	,	/, 9	,	1	,	1/9	,	1	,	,	,	,	,	,	,	,	776	1756
1, :15 AM	,	127	,	,	1	151	,	1	,	,	,	,	,	,	,	,	746	1776
1, :7, AM	,	146	,	,	,	171	1	1	,	,	,	,	,	,	1	,	/8,	1/24
1, :45 AM	1	188	,	,	,	157	1	1	1	,	,	,	,	,	,	,	745	17, 9
11:, , AM	,	197	1	,	,	154	,	,	,	,	1	,	,	,	,	,	7/2	17, ,
11:15 AM	,	187	,	1	1	145	1	,	,	,	,	,	,	,	1	,	77/	1/86
11:7, AM	,	194	/	,	,	165	,	1	/	,	,	,	,	,	,	,	744	175,
11:45 AM	,	155	1	,	,	129	,	7	,	,	,	,	,	,	1	,	759	176/
1/:, , PM	,	198	,	,	,	162	1	,	,	,	,	,	1	,	,	,	742	178/
1/:15 PM	,	19/	,	,	,	167	/	,	1	,	/	,	,	,	,	,	74,	172,
1/:7, PM	1	/, 7	1	,	,	152	,	,	,	,	1	,	,	,	,	,	765	1411
1/:45 PM	,	157	,	,	,	168	1	1	,	,	,	,	,	,	,	,	7/7	1799
1:, , PM	,	158	1	,	1	196	,	,	,	,	,	,	,	,	7	,	772	1769
1:15 PM	,	16,	1	,	,	185	/	,	/	,	,	,	,	,	1	,	751	1798
1:7, PM	1	182	1	,	/	128	1	,	,	,	,	,	,	,	1	,	727	14, 6
1:45 PM	,	154	/	,	7	/, ,	,	1	,	,	1	,	,	,	/	,	767	1446
/:, , PM	,	16,	1	,	,	/1,	1	1	,	,	,	,	1	,	1	,	795	148/
/:15 PM	,	181	1	,	,	/72	1	1	1	,	1	,	,	,	1	,	4/6	1559
/:7, PM	,	///	,	,	1	/79	1	/	/	,	1	,	,	,	1	,	469	1671
/:45 PM	,	129	,	,	1	/66	,	,	,	,	,	,	1	,	1	,	466	1974
7:, , PM	,	/12	7	,	1	/96	,	7	,	,	1	,	1	,	1	,	5, 5	1864
7:15 PM	,	/, /	1	,	,	/95	/	,	,	,	,	,	1	,	1	,	48/	12/,
7:7, PM	1	/46	1	,	,	712	1	,	,	,	1	,	,	,	,	,	562	/, //
7:45 PM	,	126	,	,	,	7/8	1	,	1	,	,	,	,	,	,	,	5/6	/, 8/

Exhibit D for DMP-24-080

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	,	117/	,	1/	,	1, 9/	,	48	,	,	,	,	,	,	,	,	//64
Heavy Trucks	,	/8	,		,	56	,		,	,	,		,	,	,		84
Buses																	
Pedestrians		,				,				,				,			,
Bicycles	,	,	,		,	,	,		,	,	,		,	,	,		,
Scooters																	
Comments: Sumter Blvd - 45mph3Future Driveway - NP																	

Report generated on 5323/, /4 1, :46 AM SOURCE: Quality CountsYLLC (http:33www.qualitycounts.net) 1-899-58, -//1/

Exhibit D for DMP-24-080

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1700 SARASOTA COUNTYWIDE

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.13	1.26
2	01/02/2022 - 01/08/2022	1.06	1.18
3	01/09/2022 - 01/15/2022	0.98	1.09
4	01/16/2022 - 01/22/2022	0.96	1.07
* 5	01/23/2022 - 01/29/2022	0.94	1.04
* 6	01/30/2022 - 02/05/2022	0.92	1.02
* 7	02/06/2022 - 02/12/2022	0.90	1.00
* 8	02/13/2022 - 02/19/2022	0.88	0.98
* 9	02/20/2022 - 02/26/2022	0.88	0.98
*10	02/27/2022 - 03/05/2022	0.88	0.98
*11	03/06/2022 - 03/12/2022	0.87	0.97
*12	03/13/2022 - 03/19/2022	0.87	0.97
*13	03/20/2022 - 03/26/2022	0.88	0.98
*14	03/27/2022 - 04/02/2022	0.89	0.99
*15	04/03/2022 - 04/09/2022	0.91	1.01
*16	04/10/2022 - 04/16/2022	0.92	1.02
*17	04/17/2022 - 04/23/2022	0.93	1.03
18	04/24/2022 - 04/30/2022	0.95	1.06
19	05/01/2022 - 05/07/2022	0.97	1.08
20	05/08/2022 - 05/14/2022	0.98	1.09
21	05/15/2022 - 05/21/2022	1.00	1.11
22	05/22/2022 - 05/28/2022	1.01	1.12
23	05/29/2022 - 06/04/2022	1.03	1.14
24	06/05/2022 - 06/11/2022	1.04	1.16
25	06/12/2022 - 06/18/2022	1.06	1.18
26	06/19/2022 - 06/25/2022	1.06	1.18
27	06/26/2022 - 07/02/2022	1.06	1.18
28	07/03/2022 - 07/09/2022	1.06	1.18
29	07/10/2022 - 07/16/2022	1.07	1.19
30	07/17/2022 - 07/23/2022	1.07	1.19
31	07/24/2022 - 07/30/2022	1.07	1.19
32	07/31/2022 - 08/06/2022	1.08	1.20
33	08/07/2022 - 08/13/2022	1.08	1.20
34	08/14/2022 - 08/20/2022	1.09	1.21
35	08/21/2022 - 08/27/2022	1.11	1.23
36	08/28/2022 - 09/03/2022	1.12	1.24
37	09/04/2022 - 09/10/2022	1.14	1.27
38	09/11/2022 - 09/17/2022	1.16	1.29
39	09/18/2022 - 09/24/2022	1.13	1.26
40	09/25/2022 - 10/01/2022	1.10	1.22
41	10/02/2022 - 10/08/2022	1.07	1.19
42	10/09/2022 - 10/15/2022	1.04	1.16
43	10/16/2022 - 10/22/2022	1.05	1.17
44	10/23/2022 - 10/29/2022	1.05	1.17
45	10/30/2022 - 11/05/2022	1.06	1.18
46	11/06/2022 - 11/12/2022	1.07	1.19
47	11/13/2022 - 11/19/2022	1.08	1.20
48	11/20/2022 - 11/26/2022	1.09	1.21
49	11/27/2022 - 12/03/2022	1.11	1.23
50	12/04/2022 - 12/10/2022	1.12	1.24
51	12/11/2022 - 12/17/2022	1.13	1.26
52	12/18/2022 - 12/24/2022	1.06	1.18
53	12/25/2022 - 12/31/2022	0.98	1.09

* PEAK SEASON

23-FEB-2023 09:11:19 830UPD 1_1700_PKSEASON.TXT

APPENDIX E:
Growth Rate Calculations

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

Project: SMH Sumter
Location: North Port, Sarasota County
Notes: FDOT HISTORICAL AADT

Volume Source #1: N SUMTER BLVD (W PRICE BLVD - JENSLEY AVE)
Volume Source #2: I-75 SB OFF RAMP
Volume Source #3: I-75 SB ON RAMP
Volume Source #4:
Volume Source #5:

Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2018	15300	5900	2400			7866.666667
2		2019	16300	6200	2500			8333.333333
3		2020	15900	6300	2500			8233.333333
4		2021	16100	6400	2500			8333.333333
5		2022	16300	6500	2600			8466.666667
6								
7								
8								
9								
10								

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2018	7866.666667
2		2019	8333.333333
3		2020	8233.333333
4		2021	8333.333333
5		2022	8466.666667
6			
7			
8			
9			
10			

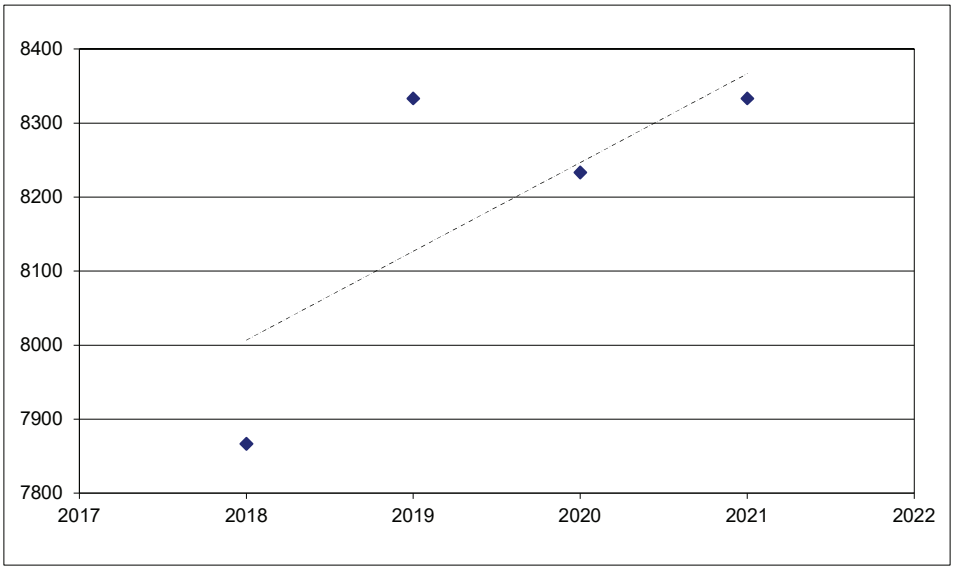
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2018	8006.666667
2		2019	8126.666667
3		2020	8246.666667
4		2021	8366.666667
5		2022	8486.666667
6			
7			
8			
9			
10			

Slope: 120
Intercept: -234153.3333
R^2: 0.692307692
Standard Error: 146.0593487

Exponential Growth Rate: 1.47%
Future = Existing (1+Growth)^N

Linear Growth Rate: 1.50%
Future = Existing (1+Growth*N)



APPENDIX F:
Volume Development Intersection Sheets

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sumter Blvd & Project Driveway 1
COUNT DATE: March 28, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	3		2	0	4		7	1,217	3		26	889	2
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
AM EXISTING CONDITIONS		**0**	**0**	**3**		**2**	**0**	**4**		**7**	**1,205**	**3**		**26**	**880**	**2**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	4		2	0	5		1	892	3		9	1,422	3
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
PM EXISTING CONDITIONS		**0**	**0**	**4**		**2**	**0**	**5**		**1**	**883**	**3**		**9**	**1,408**	**3**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	1		1	152	0		3	111	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**3**		**2**	**0**	**5**		**8**	**1,357**	**3**		**29**	**991**	**2**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	1		0	111	0		1	178	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**5**		**2**	**0**	**6**		**1**	**994**	**3**		**10**	**1,586**	**3**

"PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering											16.0%	48.0%		36.0%		
Distribution	Exiting						64.0%		18.0%								

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						68		19			52	156		117		
AM TOTAL PROJECT TRAFFIC							**68**		**19**			**52**	**156**		**117**		
AM TOTAL TRAFFIC			**0**	**0**	**3**		**70**	**0**	**24**		**8**	**1,409**	**159**		**146**	**991**	**2**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						193		54			20	61		46		
PM TOTAL PROJECT TRAFFIC							**193**		**54**			**20**	**61**		**46**		
PM TOTAL TRAFFIC			**0**	**0**	**5**		**195**	**0**	**60**		**1**	**1,014**	**64**		**56**	**1,586**	**3**

Exhibit D for DMP-24-080

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sumter Blvd & La France Ave
COUNT DATE: March 28, 2024
PM PEAK HOUR FACTOR: 0.96

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		3	0	5		37	4	98		10	799	92		204	1,219	15
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
PM EXISTING CONDITIONS		**3**	**0**	**5**		**37**	**4**	**97**		**10**	**791**	**91**		**202**	**1,207**	**15**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		5	1	12		1	100	11		25	152	2
PM NON-PROJECT TRAFFIC		**3**	**0**	**6**		**42**	**5**	**109**		**11**	**891**	**102**		**227**	**1,359**	**17**

"PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering								5.0%			59.0%					
Distribution	Exiting														5.0%	59.0%	

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								6			76			15	178	
PM TOTAL PROJECT TRAFFIC									**6**			**76**			**15**	**178**	
PM TOTAL TRAFFIC			**3**	**0**	**6**		**42**	**5**	**115**		**11**	**967**	**102**		**242**	**1,537**	**17**

Exhibit D for DMP-24-080

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Eldron Ave & Salford Blvd
COUNT DATE: March 28, 2024
PM PEAK HOUR FACTOR: 0.9

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		62	44	106		31	21	0		32	70	32		1	87	41
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
PM EXISTING CONDITIONS		**61**	**44**	**105**		**31**	**21**	**0**		**32**	**69**	**32**		**1**	**86**	**41**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH		8	6	13		4	3	0		4	9	4		0	11	5
PM NON-PROJECT TRAFFIC		**69**	**50**	**118**		**35**	**24**	**0**		**36**	**78**	**36**		**1**	**97**	**46**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering							1.0%			2.0%						2.0%
Distribution	Exiting		2.0%	1.0%	2.0%												

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		6	3	6			1			3						3
PM TOTAL PROJECT TRAFFIC			**6**	**3**	**6**			**1**			**3**						**3**
PM TOTAL TRAFFIC			**75**	**53**	**124**		**35**	**25**	**0**		**39**	**78**	**36**		**1**	**97**	**49**

Exhibit D for DMP-24-080

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sumter Blvd & Project Driveway 2
COUNT DATE: March 28, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements											1,221					
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
AM EXISTING CONDITIONS											**1,209**					

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											897					
Peak Season Correction Factor	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
PM EXISTING CONDITIONS											**888**					

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH											153					
AM NON-PROJECT TRAFFIC											**1,362**					

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH											112					
PM NON-PROJECT TRAFFIC											**1,000**					

"PROJECT DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering												16.0%				
Distribution	Exiting								18.0%			18.0%					

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								19			19	52				
AM TOTAL PROJECT TRAFFIC									**19**			**19**	**52**				
AM TOTAL TRAFFIC									**19**			**1,381**	**52**				

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								54			54	20				
PM TOTAL PROJECT TRAFFIC									**54**			**54**	**20**				
PM TOTAL TRAFFIC									**54**			**1,054**	**20**				

APPENDIX G:
Synchro Intersection Analyses Worksheets

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Existing Conditions

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	2	0	5	1	883	3	9	1408	3
Future Vol, veh/h	0	0	4	2	0	5	1	883	3	9	1408	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	260	-	240	220	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	11	3	0
Mvmt Flow	0	0	4	2	0	5	1	910	3	9	1452	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1927	2385	726	1656	2385	455	1455	0	0	913	0	0
Stage 1	1470	1470	-	912	912	-	-	-	-	-	-	-
Stage 2	457	915	-	744	1473	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.32	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.31	-	-
Pot Cap-1 Maneuver	41	35	372	66	35	558	471	-	-	688	-	-
Stage 1	136	193	-	299	355	-	-	-	-	-	-	-
Stage 2	558	354	-	377	193	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	34	372	64	34	558	471	-	-	688	-	-
Mov Cap-2 Maneuver	40	34	-	64	34	-	-	-	-	-	-	-
Stage 1	136	190	-	298	354	-	-	-	-	-	-	-
Stage 2	552	353	-	368	190	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.8	26.6	0	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	471	-	-	372	174	688	-	-
HCM Lane V/C Ratio	0.002	-	-	0.011	0.041	0.013	-	-
HCM Control Delay (s/veh)	12.7	-	-	14.8	26.6	10.3	-	-
HCM Lane LOS	B	-	-	B	D	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0.1	0	-	-

Exhibit D for DMP-24-080

Intersection	
Int Delay, s/veh	25.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	5	37	4	97	10	791	91	202	1207	15
Future Vol, veh/h	3	0	5	37	4	97	10	791	91	202	1207	15
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	350	-	350	350	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	25	8	0	5	3	3	3	7
Mvmt Flow	3	0	5	39	4	101	10	824	95	210	1257	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2118	2623	636	1893	2544	412	1280	0	0	919	0	0
Stage 1	1684	1684	-	844	844	-	-	-	-	-	-	-
Stage 2	434	939	-	1049	1700	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	7	7.06	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.25	3.38	2.2	-	-	2.23	-	-
Pot Cap-1 Maneuver	29	24	425	44	19	573	549	-	-	732	-	-
Stage 1	100	152	-	328	328	-	-	-	-	-	-	-
Stage 2	576	345	-	247	116	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	14	17	423	~ 33	13	573	546	-	-	732	-	-
Mov Cap-2 Maneuver	14	17	-	~ 33	13	-	-	-	-	-	-	-
Stage 1	98	108	-	322	322	-	-	-	-	-	-	-
Stage 2	460	339	-	174	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	137.4	$ 431	0.1	1.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	546	-	-	35	86	732	-	-
HCM Lane V/C Ratio	0.019	-	-	0.238	1.672	0.287	-	-
HCM Control Delay (s/veh)	11.7	-	-	137.4	$ 431	11.9	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.8	11.8	1.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Exhibit D for DMP-24-080

Sarasota Memorial Hospital Sumter
3: N Salford Blvd & Eldron Ave

Existing 2024 PM Conditions
Timing Plan: PM Peak Hour

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	44	105	31	21	0	32	69	32	1	86	41
Future Vol, veh/h	61	44	105	31	21	0	32	69	32	1	86	41
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	10	5	0	6	1	9	0	2	5
Mvmt Flow	68	49	117	34	23	0	36	77	36	1	96	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	308	313	126	371	318	96	149	0	0	113	0	0
Stage 1	128	128	-	167	167	-	-	-	-	-	-	-
Stage 2	180	185	-	204	151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.24	7.2	6.55	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.59	4.045	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	644	602	919	571	593	966	1408	-	-	1489	-	-
Stage 1	876	790	-	817	755	-	-	-	-	-	-	-
Stage 2	822	747	-	780	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	606	581	914	456	572	965	1400	-	-	1489	-	-
Mov Cap-2 Maneuver	606	581	-	456	572	-	-	-	-	-	-	-
Stage 1	846	784	-	794	734	-	-	-	-	-	-	-
Stage 2	773	726	-	637	762	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.4	13.2	1.8	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1400	-	-	721	497	1489	-	-
HCM Lane V/C Ratio	0.025	-	-	0.324	0.116	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	12.4	13.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	1.4	0.4	0	-	-

Background Conditions

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

Sarasota Memorial Hospital Sumter
1: N Sumter Blvd & Park & Ride

Background 2030 PM Conditions
Timing Plan: PM Peak Hour

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	2	0	6	1	994	3	10	1586	3
Future Vol, veh/h	0	0	5	2	0	6	1	994	3	10	1586	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	260	-	240	220	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	11	3	0
Mvmt Flow	0	0	5	2	0	6	1	1025	3	10	1635	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2170	2685	818	1865	2685	513	1638	0	0	1028	0	0
Stage 1	1655	1655	-	1027	1027	-	-	-	-	-	-	-
Stage 2	515	1030	-	838	1658	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.32	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.31	-	-
Pot Cap-1 Maneuver	27	22	323	46	22	512	401	-	-	620	-	-
Stage 1	104	157	-	255	314	-	-	-	-	-	-	-
Stage 2	516	313	-	331	156	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	22	323	45	22	512	401	-	-	620	-	-
Mov Cap-2 Maneuver	26	22	-	45	22	-	-	-	-	-	-	-
Stage 1	104	154	-	254	313	-	-	-	-	-	-	-
Stage 2	508	312	-	320	154	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.3	31.9	0	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	401	-	-	323	142	620	-	-
HCM Lane V/C Ratio	0.003	-	-	0.016	0.058	0.017	-	-
HCM Control Delay (s/veh)	14	-	-	16.3	31.9	10.9	-	-
HCM Lane LOS	B	-	-	C	D	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0.2	0.1	-	-

Exhibit D for DMP-24-080

Sarasota Memorial Hospital Sumter
2: N Sumter Blvd & La France Ave

Background 2030 PM Conditions
Timing Plan: PM Peak Hour

Intersection	
Int Delay, s/veh	66.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	6	42	5	109	11	891	102	227	1359	17
Future Vol, veh/h	3	0	6	42	5	109	11	891	102	227	1359	17
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	350	-	350	350	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	25	8	0	5	3	3	3	7
Mvmt Flow	3	0	6	44	5	114	11	928	106	236	1416	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2384	2951	715	2130	2863	464	1441	0	0	1034	0	0
Stage 1	1895	1895	-	950	950	-	-	-	-	-	-	-
Stage 2	489	1056	-	1180	1913	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	7	7.06	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.25	3.38	2.2	-	-	2.23	-	-
Pot Cap-1 Maneuver	18	15	378	~ 29	11	529	477	-	-	662	-	-
Stage 1	74	119	-	283	289	-	-	-	-	-	-	-
Stage 2	534	305	-	205	88	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	4	9	376	~ 20	7	529	474	-	-	662	-	-
Mov Cap-2 Maneuver	4	9	-	~ 20	7	-	-	-	-	-	-	-
Stage 1	72	76	-	276	282	-	-	-	-	-	-	-
Stage 2	402	298	-	130	56	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 584.2	$ 1123.3	0.1	1.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	474	-	-	12	52	662	-	-
HCM Lane V/C Ratio	0.024	-	-	0.781	3.125	0.357	-	-
HCM Control Delay (s/veh)	12.8	-	-	$ 584.2	$ 1123.3	13.4	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.7	17.3	1.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Exhibit D for DMP-24-080

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	69	50	118	35	24	0	36	78	36	1	97	46
Future Vol, veh/h	69	50	118	35	24	0	36	78	36	1	97	46
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	10	5	0	6	1	9	0	2	5
Mvmt Flow	77	56	131	39	27	0	40	87	40	1	108	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	345	350	141	416	355	108	166	0	0	127	0	0
Stage 1	143	143	-	187	187	-	-	-	-	-	-	-
Stage 2	202	207	-	229	168	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.24	7.2	6.55	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.59	4.045	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	609	574	902	533	566	951	1388	-	-	1472	-	-
Stage 1	860	779	-	797	740	-	-	-	-	-	-	-
Stage 2	800	731	-	756	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	568	552	897	410	544	950	1380	-	-	1472	-	-
Mov Cap-2 Maneuver	568	552	-	410	544	-	-	-	-	-	-	-
Stage 1	828	774	-	772	717	-	-	-	-	-	-	-
Stage 2	746	708	-	599	749	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.4	14.2	1.8	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1380	-	-	690	456	1472	-	-
HCM Lane V/C Ratio	0.029	-	-	0.382	0.144	0.001	-	-
HCM Control Delay (s/veh)	7.7	0	-	13.4	14.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	1.8	0.5	0	-	-

Background Conditions with Community Planning Act of 2011 Improvements

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

Sarasota Memorial Hospital Sumter
1: N Sumter Blvd & Park & Ride

Background 2030 PM Conditions
Timing Plan: PM Peak Hour

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	2	0	6	1	994	3	10	1586	3
Future Vol, veh/h	0	0	5	2	0	6	1	994	3	10	1586	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	260	-	240	220	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	11	3	0
Mvmt Flow	0	0	5	2	0	6	1	1025	3	10	1635	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2170	2685	818	1865	2685	513	1638	0	0	1028	0	0
Stage 1	1655	1655	-	1027	1027	-	-	-	-	-	-	-
Stage 2	515	1030	-	838	1658	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.32	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.31	-	-
Pot Cap-1 Maneuver	27	22	323	46	22	512	401	-	-	620	-	-
Stage 1	104	157	-	255	314	-	-	-	-	-	-	-
Stage 2	516	313	-	331	156	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	22	323	45	22	512	401	-	-	620	-	-
Mov Cap-2 Maneuver	26	22	-	45	22	-	-	-	-	-	-	-
Stage 1	104	154	-	254	313	-	-	-	-	-	-	-
Stage 2	508	312	-	320	154	-	-	-	-	-	-	-

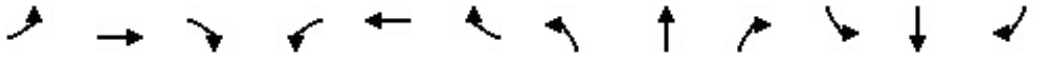
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.3	31.9	0	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	401	-	-	323	142	620	-	-
HCM Lane V/C Ratio	0.003	-	-	0.016	0.058	0.017	-	-
HCM Control Delay (s/veh)	14	-	-	16.3	31.9	10.9	-	-
HCM Lane LOS	B	-	-	C	D	B	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0.2	0.1	-	-

Exhibit D for DMP-24-080

Sarasota Memorial Hospital Sumter
2: N Sumter Blvd & La France Ave

Background 2030 PM Conditions
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	6	42	5	109	11	891	102	227	1359	17
Future Volume (veh/h)	3	0	6	42	5	109	11	891	102	227	1359	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1530	1781	1900	1826	1856	1856	1856	1796
Adj Flow Rate, veh/h	3	0	6	44	5	114	11	928	106	236	1416	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	25	8	0	5	3	3	3	7
Cap, veh/h	150	36	178	131	22	141	147	1470	661	312	1830	785
Arrive On Green	0.16	0.00	0.16	0.16	0.16	0.16	0.08	0.42	0.42	0.18	0.52	0.52
Sat Flow, veh/h	339	232	1142	246	140	900	1810	3469	1560	1767	3526	1512
Grp Volume(v), veh/h	9	0	0	163	0	0	11	928	106	236	1416	18
Grp Sat Flow(s),veh/h/ln	1714	0	0	1287	0	0	1810	1735	1560	1767	1763	1512
Q Serve(g_s), s	0.0	0.0	0.0	3.9	0.0	0.0	0.3	10.4	2.1	6.3	15.9	0.3
Cycle Q Clear(g_c), s	0.2	0.0	0.0	6.0	0.0	0.0	0.3	10.4	2.1	6.3	15.9	0.3
Prop In Lane	0.33		0.67	0.27		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	0	0	294	0	0	147	1470	661	312	1830	785
V/C Ratio(X)	0.02	0.00	0.00	0.55	0.00	0.00	0.07	0.63	0.16	0.76	0.77	0.02
Avail Cap(c_a), veh/h	616	0	0	506	0	0	588	2042	918	646	2218	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	20.0	0.0	0.0	20.9	11.2	8.8	19.3	9.5	5.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.0	0.2	0.5	0.1	3.7	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	3.1	0.0	0.0	0.2	5.1	0.9	4.4	7.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	0.0	21.7	0.0	0.0	21.1	11.6	8.9	23.0	11.0	5.8
LnGrp LOS	B			C			C	B	A	C	B	A
Approach Vol, veh/h		9			163			1045			1670	
Approach Delay, s/veh		17.7			21.7			11.4			12.6	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	29.6		11.7	12.7	24.9		11.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	31.0		16.0	18.0	29.0		16.0				
Max Q Clear Time (g_c+I1), s	2.3	17.9		8.0	8.3	12.4		2.2				
Green Ext Time (p_c), s	0.0	7.7		0.5	0.4	5.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		12.7	
HCM 6th LOS		B	

Exhibit D for DMP-24-080

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	69	50	118	35	24	0	36	78	36	1	97	46
Future Vol, veh/h	69	50	118	35	24	0	36	78	36	1	97	46
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	10	5	0	6	1	9	0	2	5
Mvmt Flow	77	56	131	39	27	0	40	87	40	1	108	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	345	350	141	416	355	108	166	0	0	127	0	0
Stage 1	143	143	-	187	187	-	-	-	-	-	-	-
Stage 2	202	207	-	229	168	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.24	7.2	6.55	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.59	4.045	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	609	574	902	533	566	951	1388	-	-	1472	-	-
Stage 1	860	779	-	797	740	-	-	-	-	-	-	-
Stage 2	800	731	-	756	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	568	552	897	410	544	950	1380	-	-	1472	-	-
Mov Cap-2 Maneuver	568	552	-	410	544	-	-	-	-	-	-	-
Stage 1	828	774	-	772	717	-	-	-	-	-	-	-
Stage 2	746	708	-	599	749	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.4	14.2	1.8	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1380	-	-	690	456	1472	-	-
HCM Lane V/C Ratio	0.029	-	-	0.382	0.144	0.001	-	-
HCM Control Delay (s/veh)	7.7	0	-	13.4	14.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	1.8	0.5	0	-	-

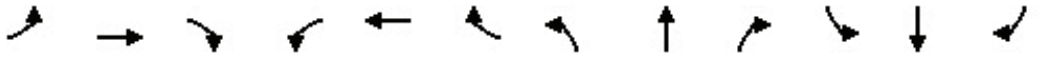
Future Total A.M. Site Access Conditions

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

Sarasota Memorial Hospital Sumter
1: N Sumter Blvd & Park & Ride/Driveway 1

Future 2030 AM Conditions
08/07/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	3	70	0	24	8	1409	159	146	991	2
Future Volume (veh/h)	0	0	3	70	0	24	8	1409	159	146	991	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1811	1900	1737	1856	1900
Adj Flow Rate, veh/h	0	0	3	72	0	25	8	1453	164	151	1022	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	6	0	11	3	0
Cap, veh/h	0	0	115	280	0	115	526	2505	1172	334	2567	1172
Arrive On Green	0.00	0.00	0.07	0.07	0.00	0.07	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	0	0	1610	1436	0	1610	559	3441	1610	290	3526	1610
Grp Volume(v), veh/h	0	0	3	72	0	25	8	1453	164	151	1022	2
Grp Sat Flow(s),veh/h/ln	0	0	1610	1436	0	1610	559	1721	1610	290	1763	1610
Q Serve(g_s), s	0.0	0.0	0.1	2.0	0.0	0.6	0.2	7.9	1.2	20.3	4.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	2.0	0.0	0.6	4.6	7.9	1.2	28.2	4.4	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	115	280	0	115	526	2505	1172	334	2567	1172
V/C Ratio(X)	0.00	0.00	0.03	0.26	0.00	0.22	0.02	0.58	0.14	0.45	0.40	0.00
Avail Cap(c_a), veh/h	0	0	728	827	0	728	526	2505	1172	334	2567	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.2	18.2	0.0	17.5	3.0	2.6	1.6	9.2	2.1	1.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.5	0.0	0.9	0.0	0.3	0.1	1.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.4	0.0	0.2	0.0	1.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	17.3	18.6	0.0	18.4	3.0	2.9	1.7	10.2	2.2	1.5
LnGrp LOS			B	B		B	A	A	A	B	A	A
Approach Vol, veh/h		3			97			1625			1175	
Approach Delay, s/veh		17.3			18.6			2.8			3.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	33.0	6.8	33.0	6.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.0	18.0	29.0	18.0
Max Q Clear Time (g_c+I1), s	30.2	4.0	9.9	2.1
Green Ext Time (p_c), s	0.0	0.2	10.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	3.5
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	19	1381	52	0	1139
Future Vol, veh/h	0	19	1381	52	0	1139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	135	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	1501	57	0	1238

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	751	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	353	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	353	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	353	-
HCM Lane V/C Ratio	-	-	0.059	-
HCM Control Delay (s/veh)	-	-	15.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q (veh)	-	-	0.2	-

Future Total P.M. Conditions

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

Sarasota Memorial Hospital Sumter
1: N Sumter Blvd & Park & Ride/Driveway 1

Future 2030 PM Conditions
08/07/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	195	0	60	1	1014	64	56	1586	3
Future Volume (veh/h)	0	0	5	195	0	60	1	1014	64	56	1586	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1811	1900	1737	1856	1900
Adj Flow Rate, veh/h	0	0	5	201	0	62	1	1045	66	58	1635	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	6	0	11	3	0
Cap, veh/h	0	0	307	446	0	307	264	2109	987	386	2160	987
Arrive On Green	0.00	0.00	0.19	0.19	0.00	0.19	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	0	0	1610	1434	0	1610	311	3441	1610	471	3526	1610
Grp Volume(v), veh/h	0	0	5	201	0	62	1	1045	66	58	1635	3
Grp Sat Flow(s),veh/h/ln	0	0	1610	1434	0	1610	311	1721	1610	471	1763	1610
Q Serve(g_s), s	0.0	0.0	0.1	5.4	0.0	1.3	0.1	6.9	0.7	3.2	13.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	5.5	0.0	1.3	13.7	6.9	0.7	10.0	13.6	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	307	446	0	307	264	2109	987	386	2160	987
V/C Ratio(X)	0.00	0.00	0.02	0.45	0.00	0.20	0.00	0.50	0.07	0.15	0.76	0.00
Avail Cap(c_a), veh/h	0	0	713	808	0	713	295	2454	1148	433	2514	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.4	15.6	0.0	13.9	10.6	4.4	3.2	7.2	5.7	3.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.3	0.0	0.2	0.0	0.2	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	2.8	0.0	0.8	0.0	1.2	0.1	0.4	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	13.4	16.3	0.0	14.2	10.6	4.6	3.2	7.3	6.8	3.1
LnGrp LOS			B	B		B	B	A	A	A	A	A
Approach Vol, veh/h		5			263			1112			1696	
Approach Delay, s/veh		13.4			15.8			4.5			6.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	28.9	11.7	28.9	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.0	18.0	29.0	18.0
Max Q Clear Time (g_c+I1), s	15.6	7.5	15.7	2.1
Green Ext Time (p_c), s	9.3	0.7	5.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	6.8
HCM 6th LOS	A

Exhibit D for DMP-24-080

Sarasota Memorial Hospital Sumter
2: N Sumter Blvd & La France Ave

Future 2030 PM Conditions
08/07/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	6	42	5	115	11	967	102	242	1537	17
Future Volume (veh/h)	3	0	6	42	5	115	11	967	102	242	1537	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1530	1781	1900	1826	1856	1856	1856	1796
Adj Flow Rate, veh/h	3	0	6	44	5	120	11	1007	106	252	1601	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	25	8	0	5	3	3	3	7
Cap, veh/h	147	35	184	123	22	147	136	1497	673	322	1898	814
Arrive On Green	0.16	0.00	0.16	0.16	0.16	0.16	0.08	0.43	0.43	0.18	0.54	0.54
Sat Flow, veh/h	355	218	1146	235	139	915	1810	3469	1560	1767	3526	1512
Grp Volume(v), veh/h	9	0	0	169	0	0	11	1007	106	252	1601	18
Grp Sat Flow(s),veh/h/ln	1720	0	0	1288	0	0	1810	1735	1560	1767	1763	1512
Q Serve(g_s), s	0.0	0.0	0.0	4.3	0.0	0.0	0.3	12.4	2.2	7.2	20.4	0.3
Cycle Q Clear(g_c), s	0.2	0.0	0.0	6.7	0.0	0.0	0.3	12.4	2.2	7.2	20.4	0.3
Prop In Lane	0.33		0.67	0.26		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	0	0	292	0	0	136	1497	673	322	1898	814
V/C Ratio(X)	0.02	0.00	0.00	0.58	0.00	0.00	0.08	0.67	0.16	0.78	0.84	0.02
Avail Cap(c_a), veh/h	575	0	0	469	0	0	545	1893	851	599	2057	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	21.5	0.0	0.0	22.9	12.1	9.2	20.7	10.4	5.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	0.3	0.7	0.1	4.2	3.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.0	3.6	0.0	0.0	0.2	6.4	1.0	5.2	9.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.8	0.0	0.0	23.3	0.0	0.0	23.1	12.8	9.3	24.9	13.6	5.7
LnGrp LOS	B			C			C	B	A	C	B	A
Approach Vol, veh/h		9			169			1124			1871	
Approach Delay, s/veh		18.8			23.3			12.5			15.0	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	32.6		12.5	13.7	26.9		12.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	31.0		16.0	18.0	29.0		16.0
Max Q Clear Time (g_c+I1), s	2.2	22.4		8.7	9.2	14.4		2.2
Green Ext Time (p_c), s	0.0	6.2		0.5	0.5	6.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	14.6
HCM 6th LOS	B

Exhibit D for DMP-24-080

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	53	124	35	25	0	39	78	36	1	97	49
Future Vol, veh/h	75	53	124	35	25	0	39	78	36	1	97	49
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	0	0	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	10	5	0	6	1	9	0	2	5
Mvmt Flow	83	59	138	39	28	0	43	87	40	1	108	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	352	357	142	429	364	108	169	0	0	127	0	0
Stage 1	144	144	-	193	193	-	-	-	-	-	-	-
Stage 2	208	213	-	236	171	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.24	7.2	6.55	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.2	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.2	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.59	4.045	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	603	569	900	523	559	951	1385	-	-	1472	-	-
Stage 1	859	778	-	791	735	-	-	-	-	-	-	-
Stage 2	794	726	-	750	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	560	546	895	395	536	950	1377	-	-	1472	-	-
Mov Cap-2 Maneuver	560	546	-	395	536	-	-	-	-	-	-	-
Stage 1	825	773	-	764	710	-	-	-	-	-	-	-
Stage 2	736	701	-	586	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.9	14.5	2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	682	444	1472	-	-
HCM Lane V/C Ratio	0.031	-	-	0.411	0.15	0.001	-	-
HCM Control Delay (s/veh)	7.7	0	-	13.9	14.5	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	2	0.5	0	-	-

Exhibit D for DMP-24-080

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	54	1054	20	0	1645
Future Vol, veh/h	0	54	1054	20	0	1645
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	135	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	59	1146	22	0	1788

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	573	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	463	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	463	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.9	0	0
HCM LOS	B		

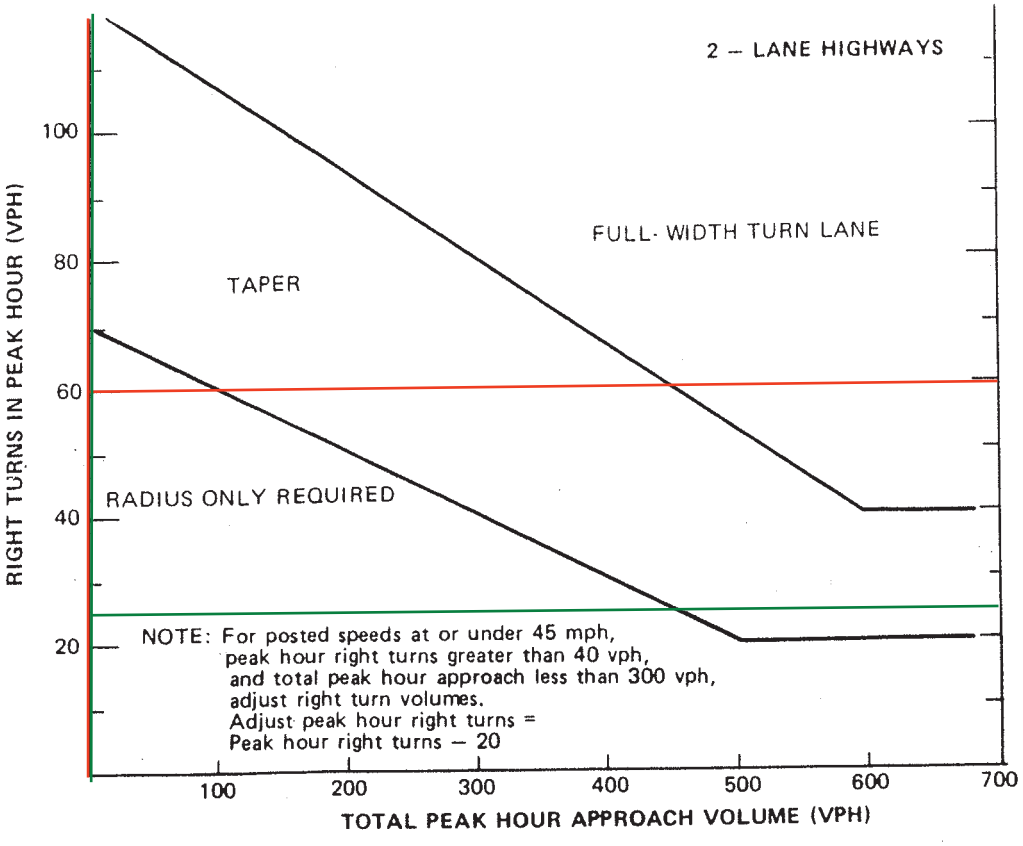
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	463	-
HCM Lane V/C Ratio	-	-	0.127	-
HCM Control Delay (s/veh)	-	-	13.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0.4	-

APPENDIX H:
Turn Lane Warrants

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

Project Driveway 1
(WB RT)
AM Peak (24)
PM Peak (60)



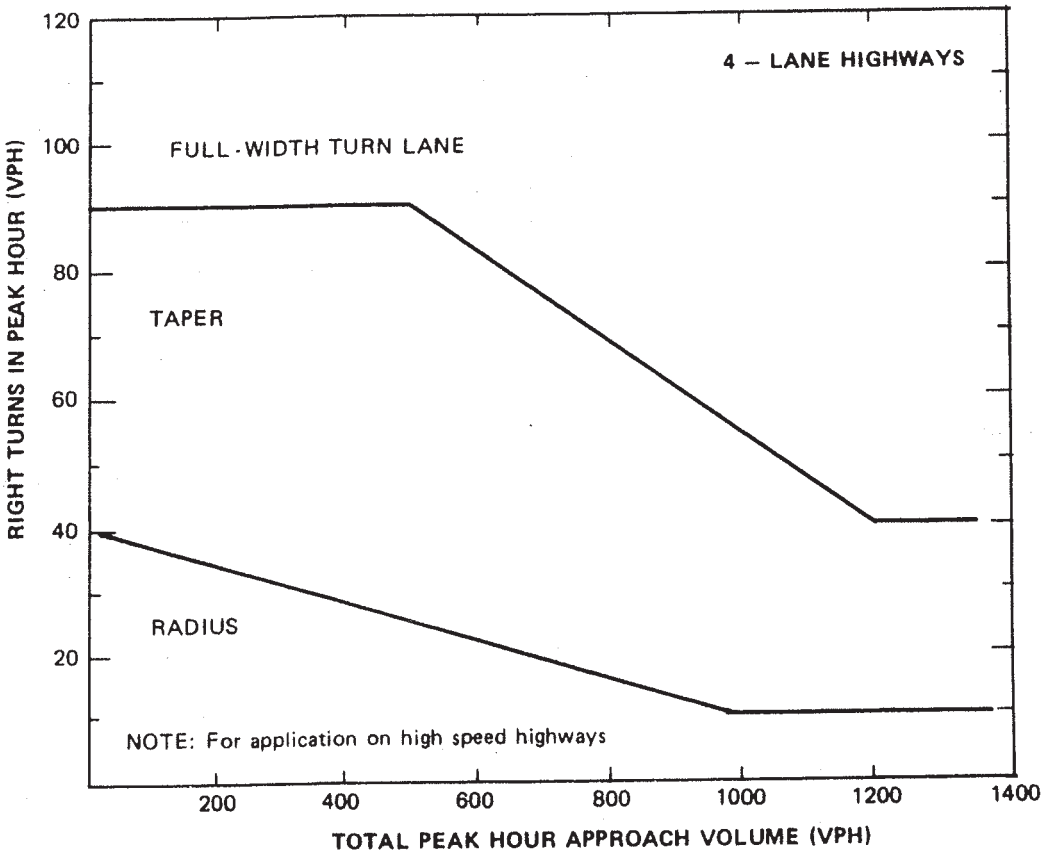
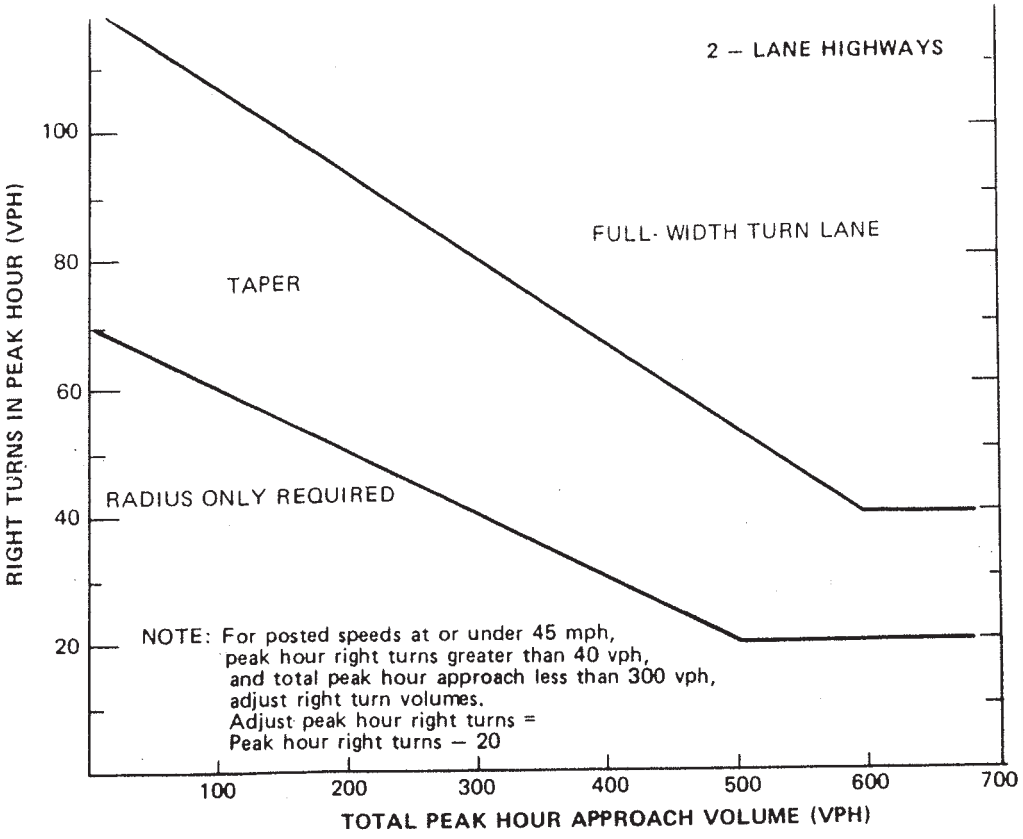


Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. *4-11*)

Exhibit D for DMP-24-080



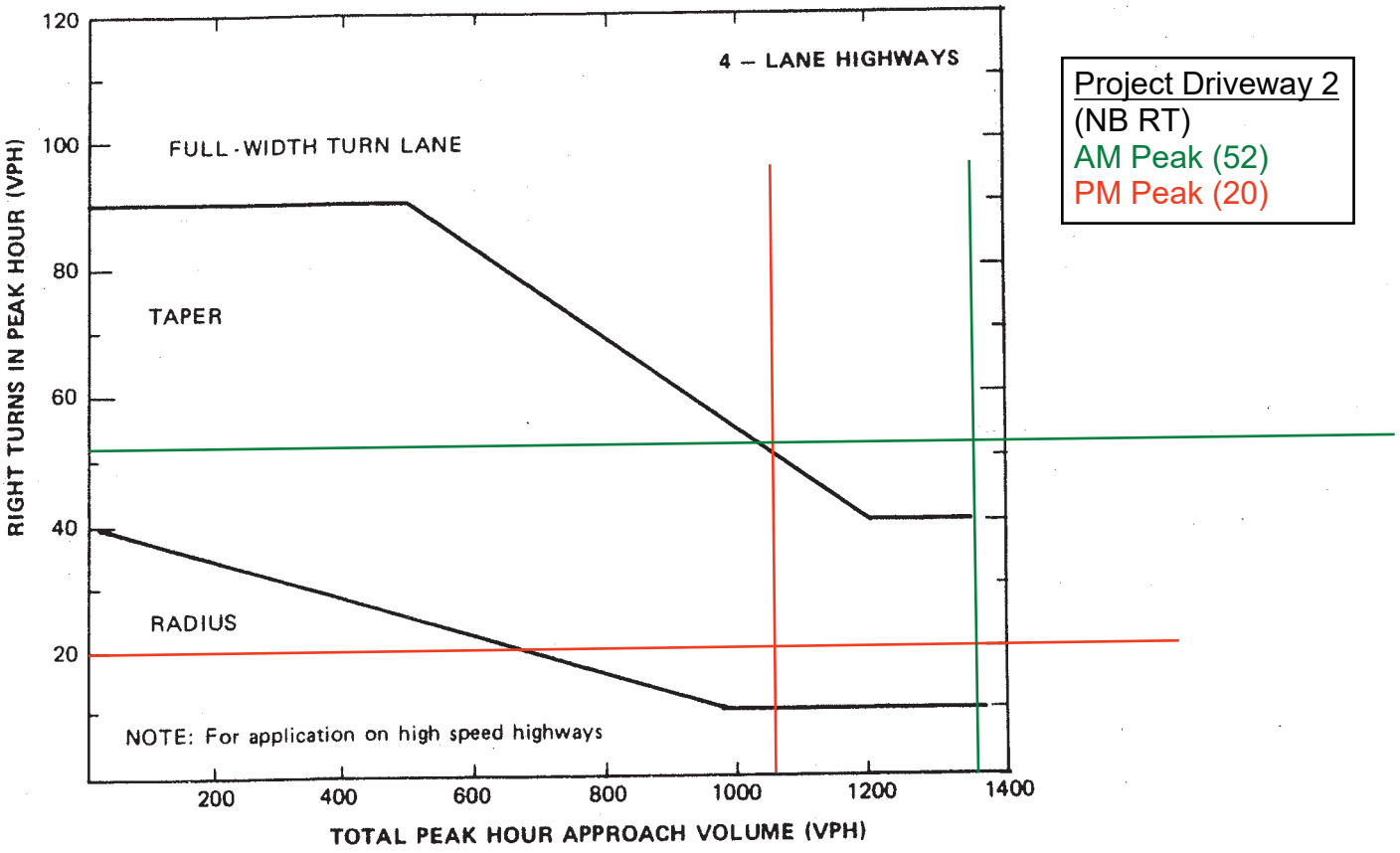


Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. *4-11*)

APPENDIX I:
Signal Warrant Analysis

Strategic Planning Records
Exempt under F.S. 395.3035(2)(b)

Exhibit D for DMP-24-080

Table 1
TRAFFIC SIGNAL WARRANT SUMMARY

City: North Port | Engineer: Kimley-Horn
County: Sarasota | Date: Wednesday, August 7, 2024

Major Street: Sumter Boulevard | Lanes: 4 | Critical Approach Speed: 45
Minor Street: Project Driveway | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ☐ Yes ■ No
80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					8:00 AM - 9:00 AM	9:00 AM - 10:00 AM	10:00 AM - 11:00 AM	11:00 AM - 12:00 PM	12:00 PM - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM
Approach Lanes	**1**		**2 or more**									
Volume Level	**100%**	**70%**	**100%**	**70%**								
Both Approaches on Major Street	500 (400)	350 (280)	600 (480)	**420 (336)**	**1,778 (1,778)**	**1,421 (1,421)**	**1,374 (1,374)**	**1,415 (1,415)**	**1,448 (1,448)**	**1,499 (1,499)**	**1,786 (1,786)**	**2,130 (2,130)**
Highest Approach on Minor Street	150 (120)	**105 (84)**	200 (160)	140 (112)	91 **(91)**	**118 (118)**	**134 (134)**	**146 (146)**	**152 (152)**	**129 (129)**	**126 (126)**	**167 (167)**

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ■ Yes ☐ No
Excessive Delay: ☐ Yes ■ No
100% Satisfied: ■ Yes ☐ No
80% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
					8:00 AM - 9:00 AM	9:00 AM - 10:00 AM	10:00 AM - 11:00 AM	11:00 AM - 12:00 PM	12:00 PM - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM
Approach Lanes	**1**		**2 or more**									
Volume Level	**100%**	**70%**	**100%**	**70%**								
Both Approaches on Major Street	750 (600)	525 (420)	900 (720)	**630 (504)**	**1,778 (1,778)**	**1,421 (1,421)**	**1,374 (1,374)**	**1,415 (1,415)**	**1,448 (1,448)**	**1,499 (1,499)**	**1,786 (1,786)**	**2,130 (2,130)**
Highest Approach on Minor Street	75 (60)	**53 (42)**	100 (80)	70 (56)	**91 (91)**	**118 (118)**	**134 (134)**	**146 (146)**	**152 (152)**	**129 (129)**	**126 (126)**	**167 (167)**

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Source: Revised from NCHRP Report 457

Exhibit D for DMP-24-080

Table 2
TRAFFIC SIGNAL WARRANT SUMMARY

City: North Port | Engineer: Kimley-Horn
County: Sarasota | Date: Wednesday, August 7, 2024

Major Street: Sumter Boulevard | Lanes: 4 | Critical Approach Speed: 45
Minor Street: Project Driveway | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

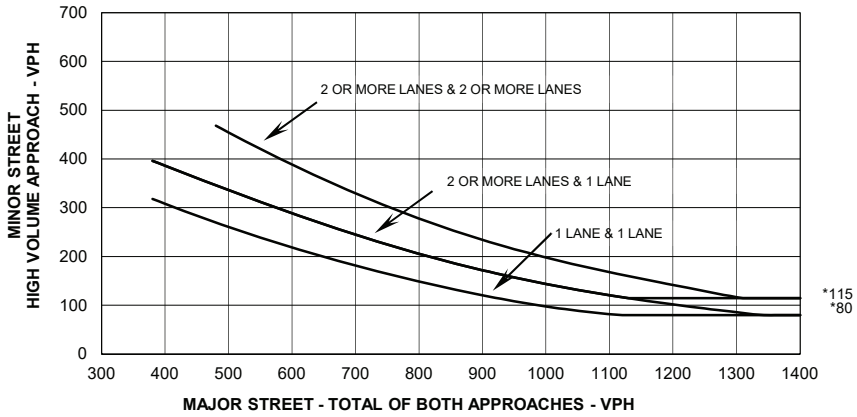
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Plot four volume combinations on the applicable figure below.

Four Highest Hours	Volumes	
	Major Street	Minor Street
9:00 AM - 10:00 AM	1,421	118
10:00 AM - 11:00 AM	1,374	134
11:00 AM - 12:00 PM	1,415	146
12:00 PM - 1:00 PM	1,448	152

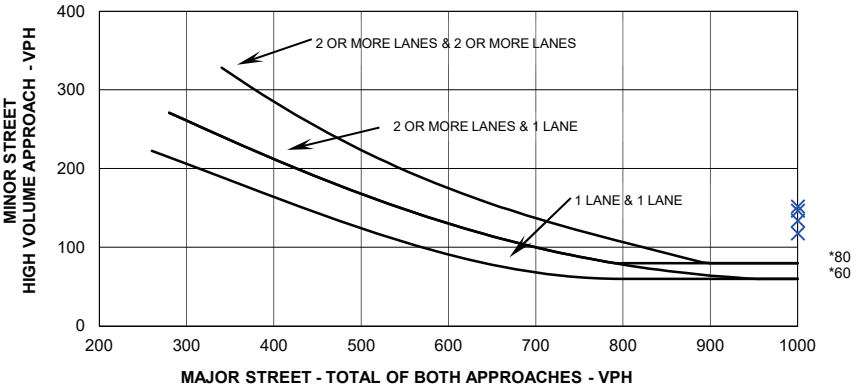
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

NEIGHBORHOOD MEETING AGENDA

1. Welcome attendees and provide introduction
2. Describe property, SMH master planning process, and city land development application process
3. Invite attendees to view presentation boards and provide questions and comments
4. Adjourn meeting

Exhibit E for DMP-24-080

NEIGHBORHOOD MEETING SUMMARY

A neighborhood meeting was held on July 1, 2024, at the Shannon Staub Library. The meeting began at approximately 5:00PM and had fourteen (14) people in attendance. Jeff Boone, Esq., agent for the applicant, Sarasota County Public Hospital District (SMH), began the meeting by welcoming those in attendance and provided an explanation of the city's land development application process, SMH's master planning process for the property, and future public hearings to be held.

After this was concluded, the attendees were invited to visit three (3) information stations covering architecture, transportation, and utilities & stormwater where questions and comments could be provided to the project consultant team.

Attendees reviewed a presentation board showing the boundary of the property and its proximity to Sumter, the interstate and surrounding residential neighborhoods. They asked about potential access points to the site and impacts of traffic in residential areas near the site. Two expressed concerns about ambulance traffic navigating the limited thru-ways in the neighborhood south of the hospital. Questions were also asked concerning the potential signalization of the interstate ramps at the Sumter/I-75 interchange, signalization and/or roundabout at the main project driveway, and possible pedestrian bridge over Sumter.

With no site plan or conceptual rendering available yet for review, attendees reviewed a presentation board featuring photos and renderings of a range of SMH facilities. Attendees expressed excitement about SMH's expansion into North Port and positive comments about the health system's architectural brand standards. Two neighbors who own lots adjacent to the SMH site expressed a desire for landscape buffering to help maintain a residential feel in their backyards.

Attendees also viewed a presentation board providing an aerial of the property and information regarding existing utility infrastructure. Once attendees understood the existing infrastructure network, they asked questions concerning flooding experienced during Hurricane Ian and how stormwater will be handled on the property. Questions were also asked concerning potential upsizing of the city's utilities infrastructure and lift stations, if any impact to the drainage canal will be proposed, if fill will be brought onsite, if any Army Core of Engineers jurisdictional waters are located onsite, and the status of the wetlands.

The attendees were thanked for their attendance and those last remaining left at approximately 6:15PM, concluding the meeting.

SMH - SUMTER BLVD.
Community Meeting
Sign In -
Monday, July 1, 2024

NAME:* Rod W Zeigler
COMPANY: SVN Commercial Partners
ADDRESS
EMAIL ADDRESS: Rod.Zeigler@SVN.com

NAME: Nora Simpson
COMPANY: Sarasota Memorial Hospital
ADDRESS 1700 S. Tamiami Trl.
EMAIL ADDRESS: nora-simpson@smh.com

NAME: Frank Wagner
COMPANY:
ADDRESS 4965 Hansard Ave
EMAIL ADDRESS: swagner36@aol.com

NAME Stacy White
COMPANY Flad Architects
ADDRESS
EMAIL ADDRESS: swhite@flad.com.

NAME: Mark Steagall
COMPANY: Resident
ADDRESS 4745 Flint Drive, 34288
EMAIL ADDRESS: m-steagall@msn.com

SMH - SUMTER BLVD.
Community Meeting
Sign In -
Monday, July 1, 2024

NAME: CARRIE & BOB GARRETT (KINTIGH)

COMPANY: —

ADDRESS 4437 BAILEY ST

EMAIL ADDRESS: CARRIELYNN571@GMAIL.COM

NAME: STEVE JACKSON

COMPANY: FEND ARCHITECTS

ADDRESS

EMAIL ADDRESS: SJACKSON@FEND.COM

NAME: MACKENZIE JONES

COMPANY: SMH

ADDRESS 1700 S TAMIAMI TR., 34239

EMAIL ADDRESS:

NAME Patricia Seales

COMPANY

ADDRESS 4671 ELDRON AVE North Port

EMAIL ADDRESS: PSeales28@Gmail.Com.

NAME: TARA OLIVER

COMPANY:

ADDRESS 4393 BAILEY ST, North Port, FL. 34286

EMAIL ADDRESS: TARALYN79@gmail.com

SMH - SUMTER BLVD.
Community Meeting
Sign In -
Monday, July 1, 2024

NAME: Natalie Gibbons
COMPANY: Kimley-Horn
ADDRESS 1800 2nd Street, Suite 900 Sarasota, FL
EMAIL ADDRESS: natalie.gibbons@kimley-horn.com

NAME: JOHN THRUN
COMPANY:
ADDRESS 4579 ELDRON AVENUE
EMAIL ADDRESS: JTHRUN36@GMAIL.COM

NAME: SANDY SIMPSON
COMPANY:
ADDRESS 4524 ELDRON AVE NP
EMAIL ADDRESS: sandy4524@hotmail.com

NAME Alicia Harrington
COMPANY
ADDRESS 4581 Jaslo Ave North Port, FL 34286
EMAIL ADDRESS: johnandalicia harr@msn.com

NAME: DORIN GIURGIU
COMPANY:
ADDRESS
EMAIL ADDRESS:

SMH - SUMTER BLVD.
Community Meeting
Sign In -
Monday, July 1, 2024

* NAME: NELSON DROUIN

COMPANY:

ADDRESS 4950 ELDRON AVE NORTH PORT

EMAIL ADDRESS: NELSONDROUIN@YAHOO.COM Copy Please.

NAME: Donald Woodford

COMPANY:

ADDRESS 4610 Bella Donna Ave Northport 34286

EMAIL ADDRESS:

NAME: MATT GILBERT

COMPANY: BARR AND BARR

ADDRESS 825 STEWART ST ENGLEWOOD, FL 34223

EMAIL ADDRESS: MGILBERT@BARRANDBARR.COM

NAME

COMPANY

ADDRESS

EMAIL ADDRESS:

NAME:

COMPANY:

ADDRESS

EMAIL ADDRESS:

Exhibit E for DMP-24-080

Neighborhood Meeting Notice

FOR: Proposed Development Master Plan (DMP) – 4900 N Sumter Boulevard, North Port, FL, 34286

DATE: July 1, 2024

TIME: 5:00 PM

LOCATION: Meeting Room, Shannon Staub Library, 4675 Career Lane, North Port, FL, 34289

CONTACT: Boone, Boone & Boone, P.A. – (941) 488-6716

A neighborhood meeting will be held to discuss a proposed Development Master Plan (DMP) for the 32 +/- acre Sarasota County Public Hospital District (SMH) property located at the southeast quadrant of the Interstate 75 and Sumter Boulevard interchange. This proposed Development Master Plan to allow for phased development of a medical campus and associated services on the property. This is not a public hearing. The purpose of the workshop is to inform the neighboring residents of the nature of the proposal, to solicit suggestions and concerns, and discuss the potential phased development of the property.

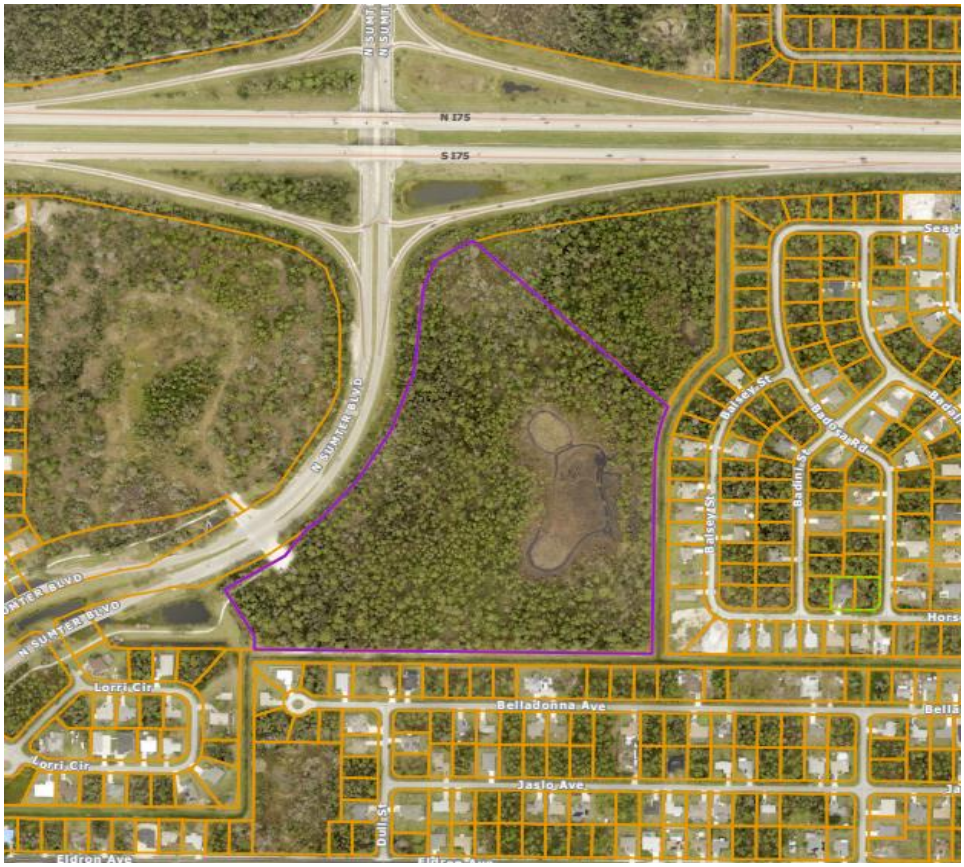


Exhibit F for DMP-24-080

PUBLIC HEARING
NOTICE OF INTENT TO CONSIDER
PETITION NO. DMP-24-080

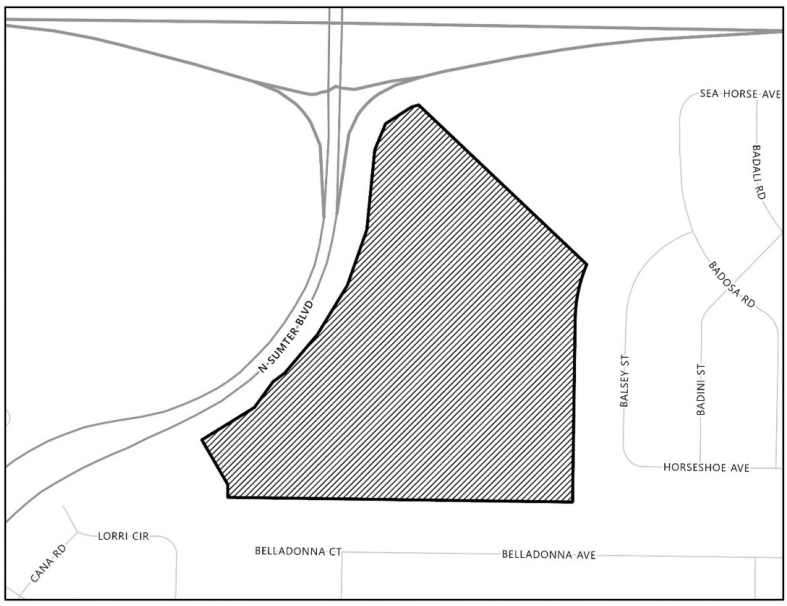
NOTICE IS HEREBY GIVEN, that the Planning and Zoning Advisory Board designated as the Local Planning Agency (LPA) will hold a public hearing at **9:00 a.m.** or shortly thereafter, on **Thursday, September 5, 2024**, in the City Chambers located at 4970 City Hall Boulevard, North Port, Florida to consider and act upon Petition No. DMP-24-080.

NOTICE IS HEREBY GIVEN, that the City Commission of the City of North Port will hold a public hearing at **10:00 a.m.** or shortly thereafter, on **Tuesday, September 10, 2024**, in the City Chambers located at 4970 City Hall Boulevard, North Port, Florida to consider and act upon Petition No. DMP-24-080.

DEVELOPMENT MASTER PLAN PETITION NO. DMP-24-080

Development Master Plan approval for an Acute Care Hospital with an emergency care center, parking garage, and associated medical buildings and services. Located on the Southeast corner of Sumter Boulevard and Interstate 75, (PID # 0956-14-3522) Portion of Tract A, 29th ADD to Port Charlotte, Section 10, Township 39 South, Range 21 East, containing +/- 32 acres, Planned Community Development (PCD), Activity Center 3.

Site Location Map



Note: Proposed DMP-24-080 (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 Variance.

If a quorum of the board is not available, this hearing may be conducted by the Hearing Officer.

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

_____

Publish in legal section: Wednesday, August 21, 2024

adno=3936639-1