



LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENTS SARASOTA COUNTY

The Council staff has reviewed the proposed evaluation and appraisal based amendments to the Sarasota County Comprehensive Plan (DEO 18-1ESR). These amendments were developed under the Local Government Comprehensive Planning and Land Development Regulation Act. A synopsis of the requirements of the Act and Council responsibilities is provided as Attachment I. Comments are provided in Attachment II. Site location maps can be reviewed in Attachment III.

Staff review of the proposed amendments was based on whether they were likely to be of regional concern. This was determined through assessment of the following factors:

1. Location--in or near a regional resource or regional activity center, such that it impacts the regional resource or facility; on or within one mile of a county boundary; generally applied to sites of five acres or more; size alone is not necessarily a determinant of regional significance;
2. Magnitude--equal to or greater than the threshold for a Development of Regional Impact of the same type (a DRI-related amendment is considered regionally significant); and
3. Character--of a unique type or use, a use of regional significance, or a change in the local comprehensive plan that could be applied throughout the local jurisdiction; updates, editorial revisions, etc. are not regionally significant.

A summary of the results of the review follows:

Factors of Regional Significance				
<u>Proposed</u> <u>Amendment</u>	<u>Location</u>	<u>Magnitude</u>	<u>Character</u>	<u>Consistent</u>
DEO 18-1ESR	No	No	No	(1) Not Regionally Significant (2) Consistent with SRPP

RECOMMENDED ACTION:

Approve staff comments. Authorize staff to forward comments to the Department of Economic Opportunity and Sarasota County

03/2018

COMMUNITY PLANNING ACT

Local Government Comprehensive Plans

The Act requires each municipal and county government to prepare a comprehensive plan that must include at least the following nine elements:

1. Future Land Use Element;
2. Traffic Circulation Element;
A local government with all or part of its jurisdiction within the urbanized area of a Metropolitan Planning Organization shall prepare and adopt a transportation element to replace the traffic circulation; mass transit; and ports, aviation, and related facilities elements. [9J-5.019(1), FAC]
3. General Sanitary Sewer, Solid Waste, Drainage, and Potable Water and Natural Groundwater Aquifer Recharge Element;
4. Conservation Element;
5. Recreation and Open Space Element;
6. Housing Element;
7. Coastal Management Element for coastal jurisdictions;
8. Intergovernmental Coordination Element; and
9. Capital Improvements Element.

The local government may add optional elements (e. g., community design, redevelopment, safety, historical and scenic preservation, and economic).

All local governments in Southwest Florida have adopted revised plans:

Charlotte County, Punta Gorda

Collier County, Everglades City, Marco Island, Naples

Glades County, Moore Haven

Hendry County, Clewiston, LaBelle

Lee County, Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach, Sanibel

Sarasota County, Longboat Key, North Port, Sarasota, Venice

COMPREHENSIVE PLAN AMENDMENTS

A local government may amend its plan at any time during the calendar year. Six copies of the amendment are sent to the Department of Economic Opportunity (DEO) for review. A copy is also sent to the Regional Planning Council, the Water Management District, the Florida Department of Transportation, and the Florida Department of Environmental Protection.

The proposed amendments will be reviewed by DEO in two situations. In the first, there must be a written request to DEO. The request for review must be received within forty-five days after transmittal of the proposed amendment. Reviews can be requested by one of the following:

- the local government that transmits the amendment,
- the regional planning council, or
- an affected person.

In the second situation, DEO can decide to review the proposed amendment without a request. In that case, DEO must give notice within thirty days of transmittal.

Within five working days after deciding to conduct a review, DEO may forward copies to various reviewing agencies, including the Regional Planning Council.

Regional Planning Council Review

The Regional Planning Council must submit its comments in writing within thirty days of receipt of the proposed amendment from DEO. It must specify any objections and may make recommendations for changes. The review of the proposed amendment by the Regional Planning Council must be limited to "effects on regional resources or facilities identified in the Strategic Regional Policy Plan and extra-jurisdictional impacts which would be inconsistent with the comprehensive plan of the affected local government".

After receipt of comments from the Regional Planning Council and other reviewing agencies, DEO has thirty days to conduct its own review and determine compliance with state law. Within that thirty-day period, DEO transmits its written comments to the local government.

NOTE: THE ABOVE IS A SIMPLIFIED VERSION OF THE LAW. REFER TO THE STATUTE (CH. 163, FS) FOR DETAILS.

SARASOTA COUNTY COMPREHENSIVE PLAN AMENDMENT (DEO 18-1ESR)

DATE RECEIVED: MARCH 8, 2018

Summary of Proposed Amendment

Sarasota County DEO 18-1ESR is a privately-initiated Comprehensive Plan Amendment (CPA) relating to the incorporation of Ibis Street, from State Road 72 (Clark Road) to Future North-South Roadway A into Sarasota County's Future Thoroughfare Plan Maps and Tables.

The intent of CPA No. 2017-F is to provide for the roadway network needed to support future development within the Sarasota 2050 South Village, as delineated on Map 8-7: RMA-3 Village/Open Space.

Table 1 shows the level of congestion summary using the Sarasota/Manatee Metropolitan Planning Organization (MPO) congestion criteria. The congestion condition is computed using the ratio of Annual Average Daily Traffic (AADT) of the roadway segment and the level of service standard capacity. This ratio is called the volume to capacity (v/c) ratio.

Table 1: Ibis Street Level of Congestion Summary

Traffic Congestion	v/c Ratio	Typical Improvements	Number of Segments	
			Scenario 1 No Build	Scenario 2 Build
Not Congested	Less than 0.85	None	11	11
Borderline Congested	0.85 – 1.04	None	4	6
Congested	1.05 – 1.20	Operational and minor improvements	5	6
Severely Congested	Greater than 1.20	Major capacity improvements	4	2
Total			24	25

Source of Data: Kimley-Horn Traffic Impact Analysis, October 2017, Table 3, page 9

The addition of Ibis Street from Clark Road to North-South Roadway A will result in two fewer severely congested roadway segments within the study area. The congested roadway segments will increase from five (5) to six (6) and the borderline congested roadway segments will increase from four (4) to six (6). The number of roadway segments not congested remain unchanged.

The total vehicle miles traveled (VMT) in the entire study area is reduced by 2,520, a decrease of only 0.12%. However, the connectivity being provided allows for volume shifts within the study area, which helps alleviate some of the severely congested roadway segments.

In summary, County staff recommends approval of the Comprehensive Plan Amendment to add Ibis Street to Sarasota County's Future Thoroughfare Plan based on the following from the review of the submitted traffic impact study:

- The addition of proposed Ibis Street is expected to reduce the projected capacity deficient roadways in the area;
- The addition of proposed Ibis Street provides significant connectivity to the County's roadway network east of I-75;
- With upcoming development south of Clark Road and east of I-75, the addition of proposed Ibis Street provides a needed additional north-south roadway to the Thoroughfare Plan; and
- The addition of the proposed Ibis Street allows for funding for roadway and mobility improvements along Ibis Street.

Regional Impacts

Council staff has reviewed the requested changes and finds that the requested Comprehensive Plan amendments do not directly produce any significant regional impacts that would be inconsistent with the Comprehensive Plan of any other local government within the region.

Extra-Jurisdictional Impacts

Council staff has reviewed the requested changes and finds that the requested Comprehensive Plan amendments do not directly produce any significant extra-jurisdictional impacts that would be inconsistent with the Comprehensive Plan of any other local government within the region.

Conclusion

No adverse effects on regional resources or facilities and no extra-jurisdictional impacts have been identified. Staff finds that the amendment is not regionally significant.

Recommended Action

Approve staff comments. Authorize staff to forward comments to the Department of Economic Opportunity and Sarasota County.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 N. Broadway Avenue
Bartow, FL 33830

MIKE DEW
SECRETARY

March 22, 2018

Vivian Roe
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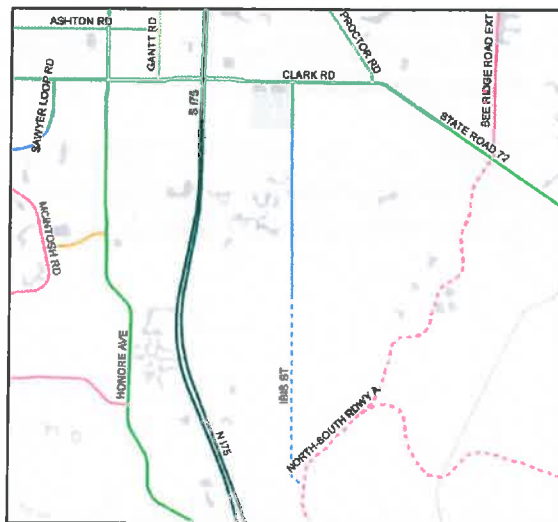
RE: Sarasota County 18-1ESR Proposed Comprehensive Plan Amendment (Expedited State Review Process) – FDOT Technical Assistance Comments

Dear Ms. Roe:

The Florida Department of Transportation (FDOT), District One, has reviewed the Sarasota County 18-1ESR Proposed Comprehensive Plan Amendment (CPA), locally known as CPA No. 2017-F. The CPA proposal package was transmitted under the Expedited State Review process by the Board of County Commissioners, in accordance with the requirements of Florida Statutes Chapter 163. FDOT offers the following technical assistance comments.

CPA No. 2017-F/Resolution No. 2018-034:

CPA No. 2017-F is a proposed text amendment to the Sarasota County Comprehensive Plan to add Ibis Street (from SR 72/ Clark Road to Future North-South Roadway A) to the Future Thoroughfare Plan Maps and Tables. The intent of the proposed CPA is to provide for the roadway network needed to support future development within the Sarasota 2050 South Village. The South Village is generally located east of I-75 and south of Clark Road, and is also delineated on Map 8-7 of the Future Land Use (FLU) Element. The amendment includes revising the following maps and table in the County Comprehensive Plan:



- **FLU Element:**
 - Map 10-8: 2040 Future Thoroughfare Plan (Class Descriptions)
 - Map 10-9: 2040 Future Thoroughfare Plan (Number of Lanes)
- **Mobility Element:**
 - Map 10-3a: Mobility Plan Corridor – North County
 - Map 10-3b: Mobility Plan Corridor – Central County

- Table 10-5, 2040 Future Thoroughfare Plan Roads

According to the information provided in the staff report, and based on the review of the "Traffic Impact Analysis" included in Appendix C (dated October 2017), the analysis provided in Table "3", and the County transportation models for the 2040 "No-Build" and "Build" conditions, the proposed extension of Ibis Street from SR 72/Clark Road to Future North-South Roadway A is expected to:

- Reduce the number of projected capacity deficient roadways in the area;
- Provide significant connectivity to the County's roadway network east of I-75; and
- Provide a needed additional north-south roadway to the Thoroughfare Plan with upcoming development south of Clark Road and east of I-75.

Additionally, adding the roadway to the Thoroughfare Plan allows for funding for roadway and mobility improvements along Ibis Street.

FDOT Technical Assistance Comment #1:

Based on the information provided in the staff report, the addition of Ibis Street from SR 72/Clark Road to Future North-South Roadway A is expected to improve the overall traffic operations of the area, and provide a gridded transportation network to the nearby State and Strategic Intermodal System (SIS) facilities. FDOT supports a connected transportation network, and looks forward to working with the County as this project moves forward into the design and construction stages.

As the proposed extension project advances, FDOT requests to be included as a review agency in future traffic studies and discussions, to ensure that the future traffic diversions do not adversely impact the traffic operations along nearby State and SIS transportation facilities, including I-75, SR 72/Clark Road, SR 758/Bee Ridge Road and SR 681.

Thank you for providing FDOT with the opportunity to review and comment on the proposed amendment. If you have any questions or need to discuss these comments further, please contact me at (863) 519 - 2562 or Deborah.Chesna@dot.state.fl.us.

Sincerely,



Deborah Chesna
Complete Streets/Growth Management
Coordinator
FDOT District One

CC: Mr. Ray Eubanks, Florida Department of Economic Opportunity

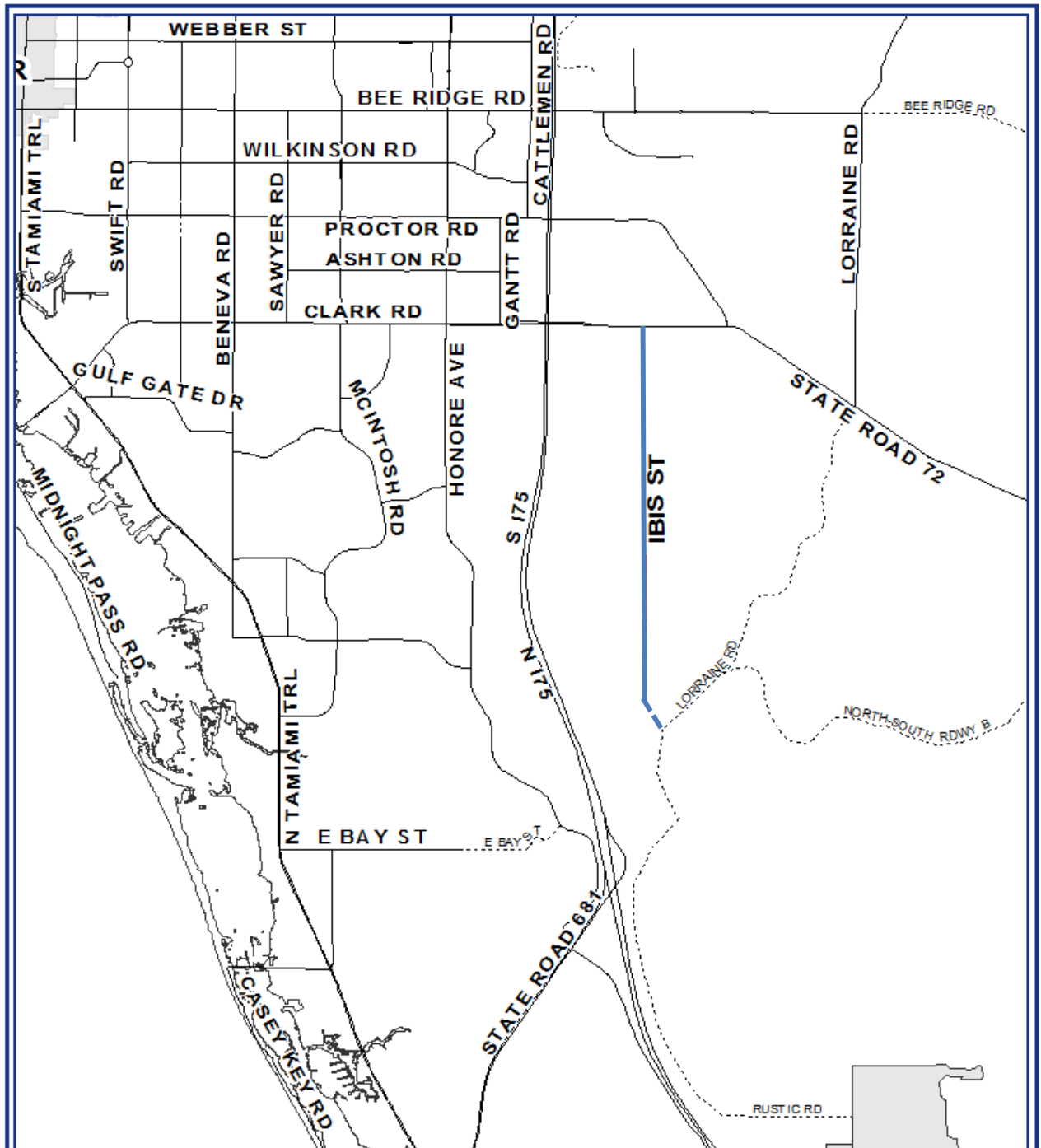
MAPS

Sarasota County

DEO 18-1ESR

Growth Management Plan

Comprehensive Plan Amendment



SARASOTA COUNTY COMMISSION PUBLIC HEARING **COMPREHENSIVE PLAN AMENDMENT NO. 2017-F** **PROPOSED ADDITIONS TO THE** **FUTURE THOROUGHFARE PLAN**

FEBRUARY 27, 2018

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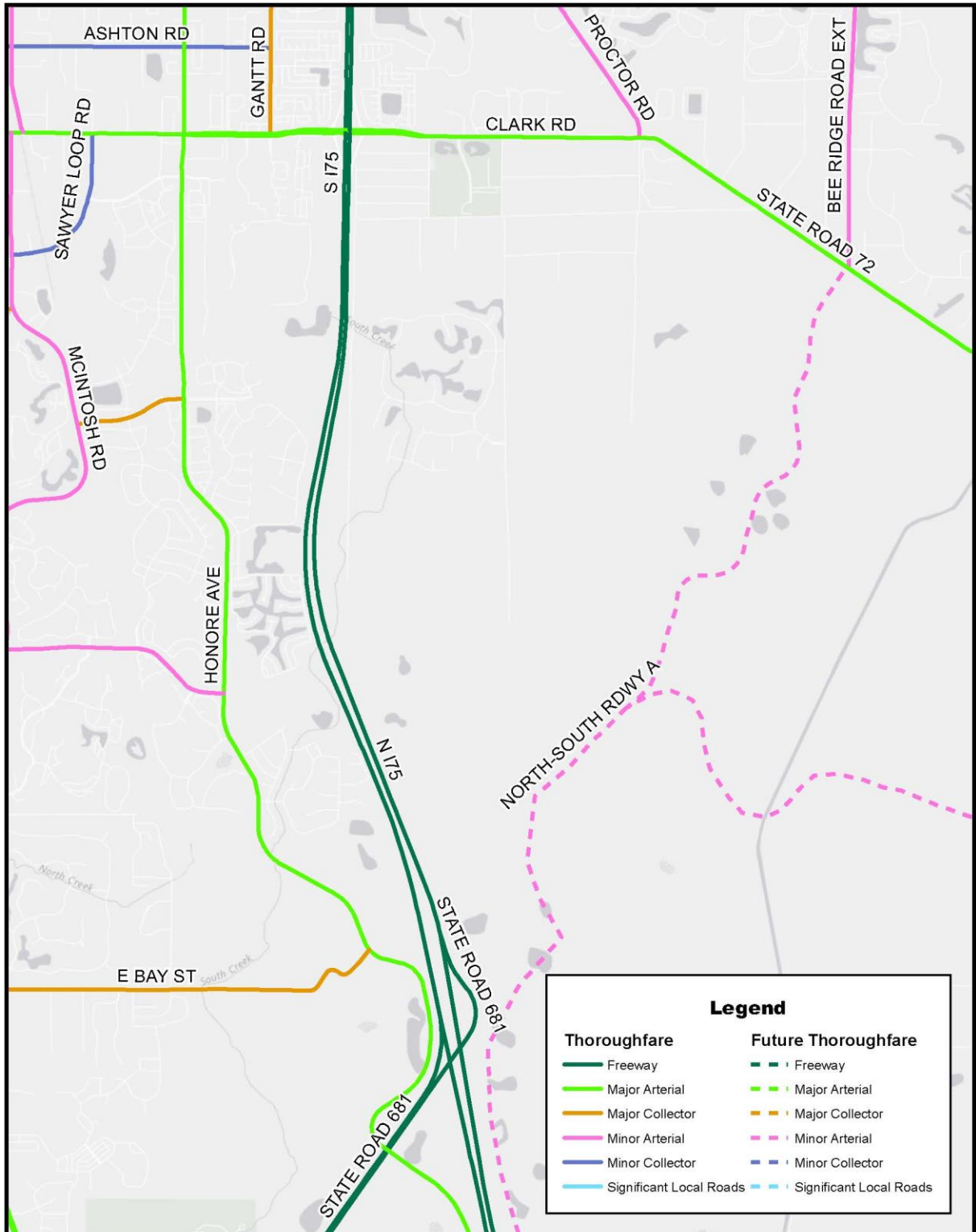
Map published using ArcGIS 10.5 by eschendon on Tuesday, January 30, 2018



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Existing Thoroughfare Map



Ibis Street Future Thoroughfare Map
Existing

October 2017

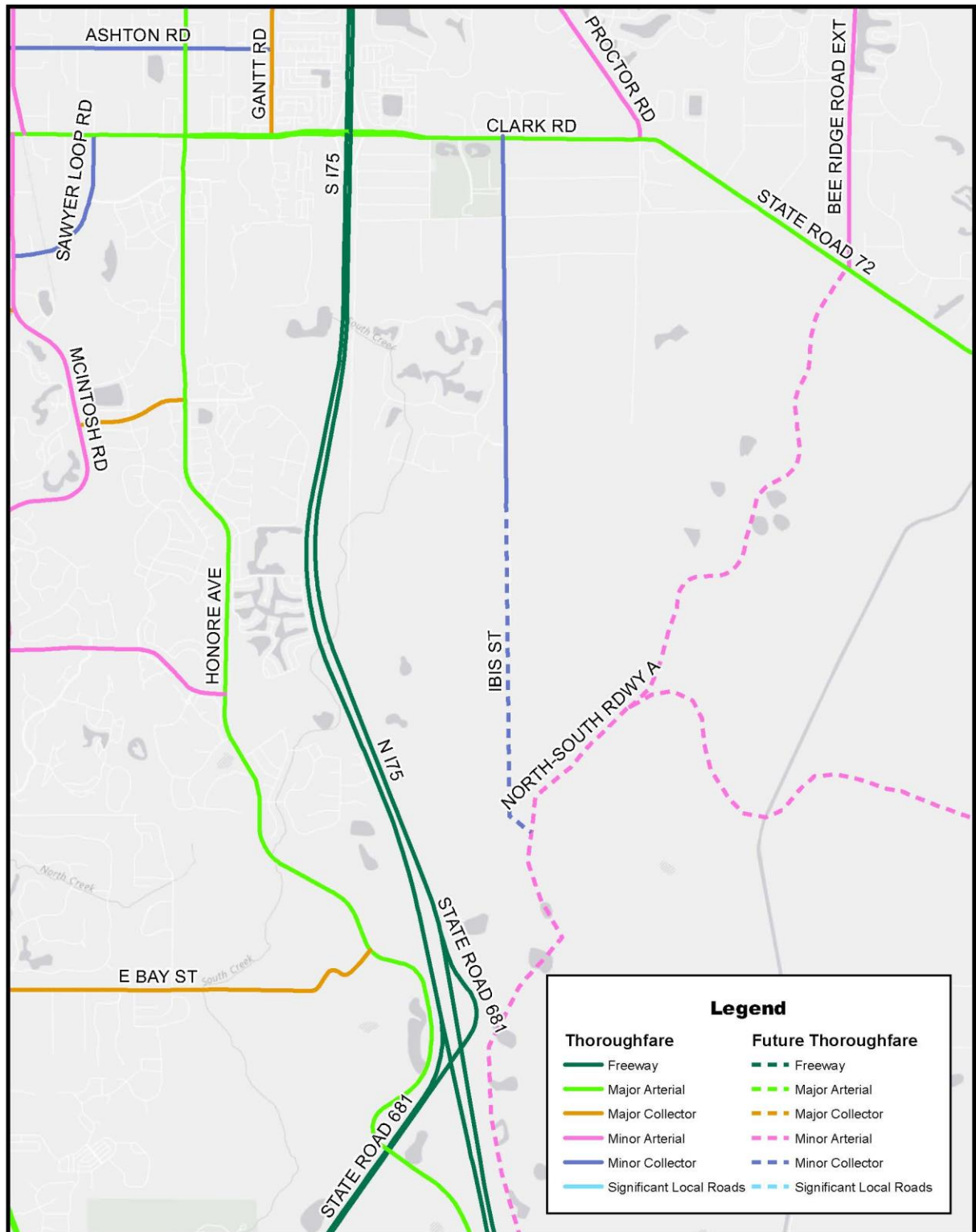
Sarasota County

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Kimley»Horn
AERIAL DATA: © NEARMAP
CONTACT: KELLEY KLEPPER 941.379.7600

Proposed Thoroughfare Map



Ibis Street Future Thoroughfare Map
Proposed

October 2017

Sarasota County

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