

SARASOTA COUNTY GOVERNMENT

Planning and Development Services

TO: Sarasota County Commission

THROUGH: Thomas A. Harmer, County Administrator

FROM: Matthew R. Osterhoudt, Director, Planning and Development Services
Steve Kirk, Planner, Planning and Development Services

DATE: October 31, 2017

SUBJECT: **Comprehensive Plan Amendment 2017-A, Addition to the Future Thoroughfare Plan**

RECOMMENDED MOTION(S) OR ACTION(S):

(NOTE: Staff requests this item be continued to January 17, 2018) (Public hearing) To consider a resolution transmitting Comprehensive Plan Amendment No. 2017-A amending Maps 10-8 and 10-9 of the Year 2040 Future Thoroughfare Plan of the Future Land Use Chapter, Table 10-5 of the Transportation Chapter, to the Florida Department of Economic Opportunity for review and comment. (Planning Commission recommended approval, staff recommends denial.)

BACKGROUND:

The applicant, Palmer Ranch Holdings, proposes the extension of Bay Street, as a four-lane Major Collector Roadway, eastward from Honore Avenue, across Interstate 75 (I-75) to North-South Roadway A as shown in Figure 1.

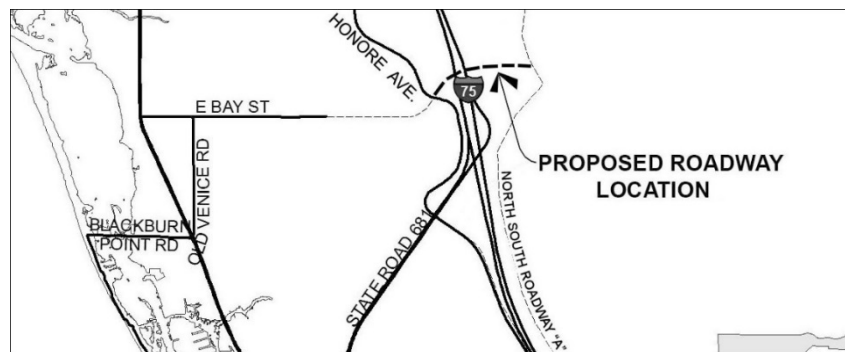


Figure 1.

The proposed roadway segment on the west side of I-75 is in the area of the Palmer Ranch DRI (Development of Regional Impact), and that portion on the east side of I-75 is located in “Village/Open Space” and “Greenway” areas of the 2050 RMA (Resource Management Area) Land Use Map. The applicant states that the intent of the proposed amendment is to provide for the roadway network needed to support future development in these areas. However, the County has not received any Palmer Ranch proposals at this time for development activities or entitlements associated with the 2050 RMA area located to the east of I-75.

RELEVANT PRIOR BOARD ACTION:

N/A

OUTREACH:

Pursuant to Resolution No. 2015-198, the Applicant conducted a Neighborhood Workshops on May 1, 2017.

In accordance with the Zoning Ordinance and Florida Statutes Staff prepared the requisite postcards for mailing to all property owners, Homeowner Associations, and any organization registered to receive the Notices.

Additionally, the Notices of Public Hearing were advertised in the newspaper on September 5, 2017, for the Planning Commission and on October 16, 2017, for the Board public hearings.

PROCUREMENT ACTION:

N/A

ANALYSIS/NEXT STEPS:

The proposed comprehensive plan amendment is related to a previously adopted comprehensive plan amendment within the Palmer Ranch DRI. That amendment (CPA No. 2012-F) removed Central Sarasota Parkway, as a four-lane minor arterial roadway with a planned full interchange at I-75, from Honore Avenue to North-South Roadway A from the county's Thoroughfare Plan. The transportation analysis concluded removing the roadway segments and the Central Sarasota Parkway/I-75 interchange from the Thoroughfare Plan would produce acceptable roadway network congestion results without the significant capital expenditure cost of constructing a new roadway and interchange. The result, however, was provided that State Road (S.R.) 681 would be reconfigured to have a full-interchange at I-75, which is located in close proximity (0.75 miles) to the proposed overpass.

Based on the long-range transportation analysis, there will be capacity deficiencies on Central Sarasota Parkway from Potter Park Drive to Honore Avenue; Clark Road from I-75 to Ibis Street; and US 41 from Gulf Gate Drive to Central Sarasota Parkway. The capacity deficiencies for the road segments along Central Sarasota Parkway and US 41 would be alleviated if they were widened to their ultimate roadway configurations: Central Sarasota Parkway from two-lane to four-lane minor arterial roadway and the specified road segments of US 41 from four-lane to six-lane major arterial roadway. The capacity deficiency on Clark Road from I-75 to Ibis Street would be alleviated with the widening of the roadway from two-lanes to four-lanes. However, its current thoroughfare designation is a two-lane major arterial roadway and will require a comprehensive plan amendment to reclassify Clark Road from I-75 to Bee Ridge Road Extension as a four-lane major arterial roadway in the Thoroughfare Plan. These future reclassifications would reduce the need for the proposed overpass.

The transportation analysis associated with the application indicated that the proposed addition of the Bay Street Overpass, to the transportation network, would reduce the Vehicle Miles Traveled (VMT) in the study area by 2,395 which represents an insignificant decrease of 0.07% to the total VMT in the entire study area, even though it provides connectivity within the transportation network.

In summary, staff has identified several concerns with the proposed comprehensive plan amendment, including the following:

- The addition of the proposed Bay Street overpass roadway provides insignificant connectivity to the county's roadway network.
- The close proximity of the proposed overpass to the future full interchange at I-75 and S.R. 681, less than 0.75 miles.
- With the S.R. 681 full interchange and North-South Roadway A, there is sufficient connectivity to support the applicant's development on the east side of I-75.
- The future development on the east side of I-75 will have two primary means of access from North-South Roadway A, once constructed.
- The funding of the proposed Bay Street overpass could impact the availability of funds towards other planned transportation projects in the Central District of the county, including, The Legacy Trail North Extension, North-South Roadway A, interchange and multi-modal crossing at S.R. 681 and I-75 connecting to North-South Roadway A, McIntosh Road among others.

FUNDING:

The funding of the proposed Bay Street Extension/Overpass is estimated to cost \$20 to \$30 million. If this comprehensive plan amendment is approved to add these roadways to the Thoroughfare Plan, it could potentially be eligible for mobility fee credits; if it can be demonstrated the facilities add capacity and are fully funded in the first year of the five-year CIP. This could potentially impact projects identified as Board priorities (i.e. The Legacy Trail North Extension) and other projects within the Central Mobility Fee District boundaries. The county has existing unfunded infrastructure needs totaling more than \$61 million based on planning cost estimates in the Central Mobility Fee District.

Additionally, there is potential to add the project to the MPO's LRTP Needs and Financially Feasible Plans, whereby the project would compete against other projects in the bi-county region for state/federal funds. Currently the highest ranking major improvement project for the MPO is the 15th Street roadway project in Manatee County, followed by River Road in Sarasota County.

STAFF RECOMMENDATION(S):

Staff recommends denial of CPA No. 2017-A, a comprehensive plan amendment to add a Bay Street overpass to the Sarasota County's Future Thoroughfare Plan.

If the Future Thoroughfare Plan did not carry with it the potential for funding implications, staff would be supportive of the comprehensive plan application.

ATTACHMENTS:

1. Planning Commission Minutes dated September 21, 2017
2. Resolution, CPA 2017-A, Denial and Approval
3. Staff Report
4. Appendix A - Application Materials
5. Appendix B - Neighborhood Workshop
6. Appendix C - Correspondence
7. Appendix D - Planning Commission Resolution
8. Ordinance Impact Statement

9. Public Hearing Notice