



2018-2019 Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed. If additional space is needed, attach a word document with your entire answer.

Governmental Entity Information

Name of Governmental Entity: City of North Port

Government Federal Employer Identification Number [REDACTED]

Primary Contact Name: Ben Newman, P.E.

Title: Projects Engineer

Mailing Address: Public Works Department

1100 North Chamberlain Boulevard, North Port, FL. 34286

Phone Number: 941-240-8320

Email: bnewman@cityofnorthport.com

Secondary Contact Name: Gerado Traverso, P.E., PMP

Title: Engineering Division Manager

Phone Number: 941-240-8091

Public Infrastructure Grant Eligibility

Pursuant to section 228.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry ([View Florida's Targeted Industries here](#)).
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.

1. Program Requirements:

(If additional space is needed, attach a word document with your entire answer.)

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

A. Provide a detailed description of the public infrastructure improvements.

Reference Attachment 1, Item 1A for a detailed description of the project.

B. Provide location of public infrastructure, including physical address and county of project.

Along the north access road of US41, between North Port Boulevard and Espanola Avenue.

C. Is this infrastructure currently owned by the public? Yes No

If no, is there a current option to purchase or right of way provided to the County?

D. Provide current property owner.

City of North Port

E. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

Yes, it is for public parking adjacent to businesses along the US41 access road in the 14000 block of US41. A growing retail and small business corridor in North Port.

F. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

It is intended to accommodate the customer parking needs for all companies, corporations and business entities along the US41 access road in this location. Various industry sectors are represented along this thriving corridor - retail, insurance, finance, medical, lawyers, and other personal services firms, such as health and wellness, barbers and similar businesses.

G. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry ([View Florida's Targeted Industries here](#)).
 - o Describe how the project will promote specific job growth. Include the number of jobs that will be retained or created, and in which industry(ies) the new net jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.
 - o Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

2. Additional Information:

(If additional space is needed, attach a word document with your entire answer.)

A. Is this an expansion of an existing training program? Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

Proposals for the design and permitting phase will be requested within two weeks of grant award. The design and permitting of this project is expected to be completed within 120 calendar days.

C. What permits are necessary for the public infrastructure project?

An Environmental Resource Permit is anticipated for the project.

- D. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

An Environmental Resource Permit application will be prepared and submitted at the 60% design phase.

- E. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

The existing land use category is "Activity Center" and the proposed linear parking is accessory to and compliments the mixed professional and commercial uses permitted in this land use designation.

- F. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

- G. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

A Request for Proposals for design and permitting will be processed at the beginning of the fiscal year (10/2018) for design and permitting.

- H. Does this project have a local match amount? Yes No

If yes, please describe the entity providing the match and the amount.

The City of North Port in the amount of \$82,950 for design and permitting of the project.

- I. Provide any additional information or attachments to be considered for this proposal. Maps and other supporting documents are encouraged.

Additional information is included in Attachment 1. A visual of the City of North Port's Facade Improvements Program is attached.

3. Program Budget

(If additional space is needed, attach a word document with your entire answer.)

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

1.) **Total Amount Requested** \$ 1,078,950
 Florida Job Growth Grant Fund

A. Other Workforce Training Project Funding Sources:

City/County \$ 82,950

Private Sources \$ 0

Other (grants, etc.) \$ 0

Please Specify: _____

Total Other Funding \$ 82,850 0

B. Public Infrastructure Project Funding Sources:

Construction \$ 996,000

Reconstruction \$

Design & Engineering \$ 82,850

Land Acquisition \$ 0

Land Improvement \$ 0

Other \$ 0

Please Specify: _____

Total Project Costs \$ 1,078,950

Note: The total amount requested must equal the difference between the workforce training project costs in 3. and the other Public infrastructure project funding sources in 2.

- C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

The design and permitting phase funding by the City of North Port will be available beginning October 1, 2018. The construction funding is solely dependent upon award of the requested amount from the Florida Job Growth Grant Fund.

4. Approvals and Authority

(If additional space is needed, attach a word document with your entire answer.)

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

Approval by the North Port City Commission

If board authorization is not required, who is authorized to sign?

N/A

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.
 - ii. State whether entity is willing and able to hold special meetings, and if so, upon how many days' notice.
 - i The North Port City Commission meets the second and fourth Tuesdays of each month, excluding August.
 - ii Yes - Advance public notice of forty-eight hours for a special meeting is required.
-

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.

Reference attached 12/12/2017 City Commission of North Port meeting minutes authorizing the City Manager to sign the fund application and accept funding for a similar project. Reference attached 06/04/2018 City Commission of North Port Workshop directing staff to submit the fund application.

I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described entity and to the best of my knowledge, that all data and information submitted in proposal is truthful and accurate and no material fact has been omitted.

Name of Governmental Entity: City of North Port

Name and Title of Authorized Representative: Peter D. Lear, CPA, CGMA, City Manager

Representative Signature: 

Signature Date: 8-28-18

ATTACHMENT 1

FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY
FLORIDA JOB GROWTH GRANT FUND
PUBLIC INFORMATION GRANT PROPOSAL

1A. Project Title - US 41 Linear Parking Project North

Construct paved angled parking including landscaping and stormwater modifications along the US41 access road. Parking layout will maximize the number of spaces between North Port Boulevard and Espanola Avenue to meet the needs of adjacent businesses. This proposed infrastructure improvement will not only alleviate the parking situation; with the landscaping and beautification, the project will create an atmosphere of a gathering place – an amenity that is still lacking in our new and growing city.

1G. Prior to its incorporation in 1959, the City of North Port was part of a larger General Development Corporation platted residential community known as "North Port Charlotte" which encompassed lands in both Sarasota and Charlotte Counties. The initial platting focused retail/commercial uses primarily in Charlotte County population center. That portion of the plat, that was to become the City of North Port, relied on existing retail, commercial uses found along the US-41 corridor.

From the time of its incorporation until the mid-1980's the City was basically a bedroom community that served as a workforce provider for the greater Sarasota-Manatee-Charlotte-Lee county region. As such early commercial/retail uses were limited to small 'mom and pop' operations along the US-41 corridor and located either in a disjointed strip developments or individual parcels. Consequently, this growth pattern of linear, small parcel development along the US-41 corridor has led to development problems. These problems include but are not limited to:

- 1) Existing development with insufficient area for on-site parking, stormwater retention or landscaping
- 2) Undersized or lack of potable and waste water infrastructure
- 3) Inefficient access management and on-site traffic management

Starting in the mid-1980's until the present the City of North Port has undertaken a concentrated effort to develop its economy through the diversification of its tax base from a predominately residential to a mixed base of residential, commercial, industrial and institutional land uses. Through the City's comprehensive planning effort and local, regional and state partnerships the City has balanced the ratio of land uses and has attained a basic level of infrastructure (e.g. schools, police and fire stations, water and sewer plants, roads, etc.); however, the City has an area of 104 square miles with a build out of only 28±%. The provision and retro-fitting infrastructure is still a major need and driver of its economic health.

As indicated earlier the US-41 corridor in North Port has been traditionally its retail corridor where iconic and legacy small businesses have begun and thrived. In recent years the collection of small stores and offices have been joined by regional and national retailers, professional and office-based businesses such as health care, finance, banking, and accounting, as well as personal and professional services support firms.

The Great Recession took its toll on the US-41 businesses and in fact, some of the older buildings that have been built since the 1950s to 1970s have started to exhibit visible wear and tear. The maintenance and rehabilitation of these small retail and office locations along the US-41 corridor is very important. This is evidenced by the City's Economic Development Element which acknowledges small business revitalization and retention as vital components to the City's overall economic development strategy. Moreover, the City has allocated \$300,000 of City CDBG funds into a US 41 Façade Improvement Program. With North Port's economy gaining ground from the macroeconomic recovery and benefitting from the City's other economic development initiatives, the US-41 corridor is growing and keeping pace with the City's current 3.3% annual population growth rate. The City's efforts to retain and grow our small to medium retail and professional businesses is coming to fruition as shown in the in rapidly decreasing vacancy rate (83% in 2006 to 24% in 2017) in this sector (Source: Sarasota Economic Development Corporation, Real Estate Roundtable Group).

With the tremendous growth of the City, both in number of residents (178 in 1960 to 64,274 in 2016) and number of businesses (9 in 1959 to 3,785 in 2015), it is important to maintain viable locational options for start-up and small and medium businesses. For older venues parking has become a key factor in the success of small and medium businesses. The City's push to provide the linear parking amenity to supplement the existing parking spaces is an excellent example of how local government can support a growing local economy by ensuring its long-term viability.



Comprehensive Plan

A Comprehensive Plan is a document used for envisioning the future growth of a municipality. The Comprehensive Plan can also be used to address the constant change and evolution taking place as development and conservation take place.

The Comprehensive Plan's goals are long-range and intended to set the vision of the community guiding the policy decision making within the community.

Please click on the following links to explore the different sections of the Comprehensive Plan:

[Cover Page, Acknowledgements & Table of Contents](#)

Chapter 1: Planning Framework

The Planning Framework is an instrument created for use by City citizens, City officials, and the public to help guide in the revision of the state mandated Comprehensive Plan. While not required by statute, the Citizen Advisory Committees and staff developed the Planning Framework through public input to provide a synopsis which formally establishes the focus of the newly amended Comprehensive Plan. The Goals, Objectives and Policies that are found in each element of the Comprehensive Plan have been designed to implement or better define one or more vision statements in the Planning Framework.

[Planning Framework Text](#)

[Community Concept Map](#)

Chapter 2: Future Land Use

The Future Land Use Element provides direction for managing anticipated growth in the City of North Port in an orderly and balanced manner. The Future Land Use Element, Future Land Use Map, and the other elements of the Comprehensive Plan are designed to work in concert to ensure that the distribution of land uses will meet the future economic, social, physical, and environmental needs of the City of North Port, thereby increasing the overall quality of life.

[Future Land Use Text](#)

[Goals, Objectives, and Policy](#)

[Future Land Use Maps \(set 1\)](#)

[Future Land Use Maps \(set 2\)](#)

Chapter 3: Transportation

The goal of the transportation element is to develop an effective multi-modal transportation system which optimizes safety, convenience, cost, and pollution reduction practices by establishing internal and external transportation linkages between residential neighborhoods and activity centers.

Transportation Text

Goals, Objectives, and Policy

Transportation Maps

Chapter 4: Utilities

Incorporating complex operations that keep our city running clean, healthy, and dry, the Utilities Chapter is broken into 4 subsections each highlighting an important part of city functions: Potable Water, Sanitary Sewer, Solid Waste, and Stormwater Management.

Potable Water Text

Goals, Objectives, and Policy

Potable Water Maps

Sanitary Sewer Text

Goals, Objectives, and Policy

Sanitary Sewer Maps

Solid Waste Text

Goals, Objectives, and Policy

Stormwater Text

Goals, Objectives, and Policy

Stormwater Maps

Chapter 5: Conservation and Coastal Zone Management

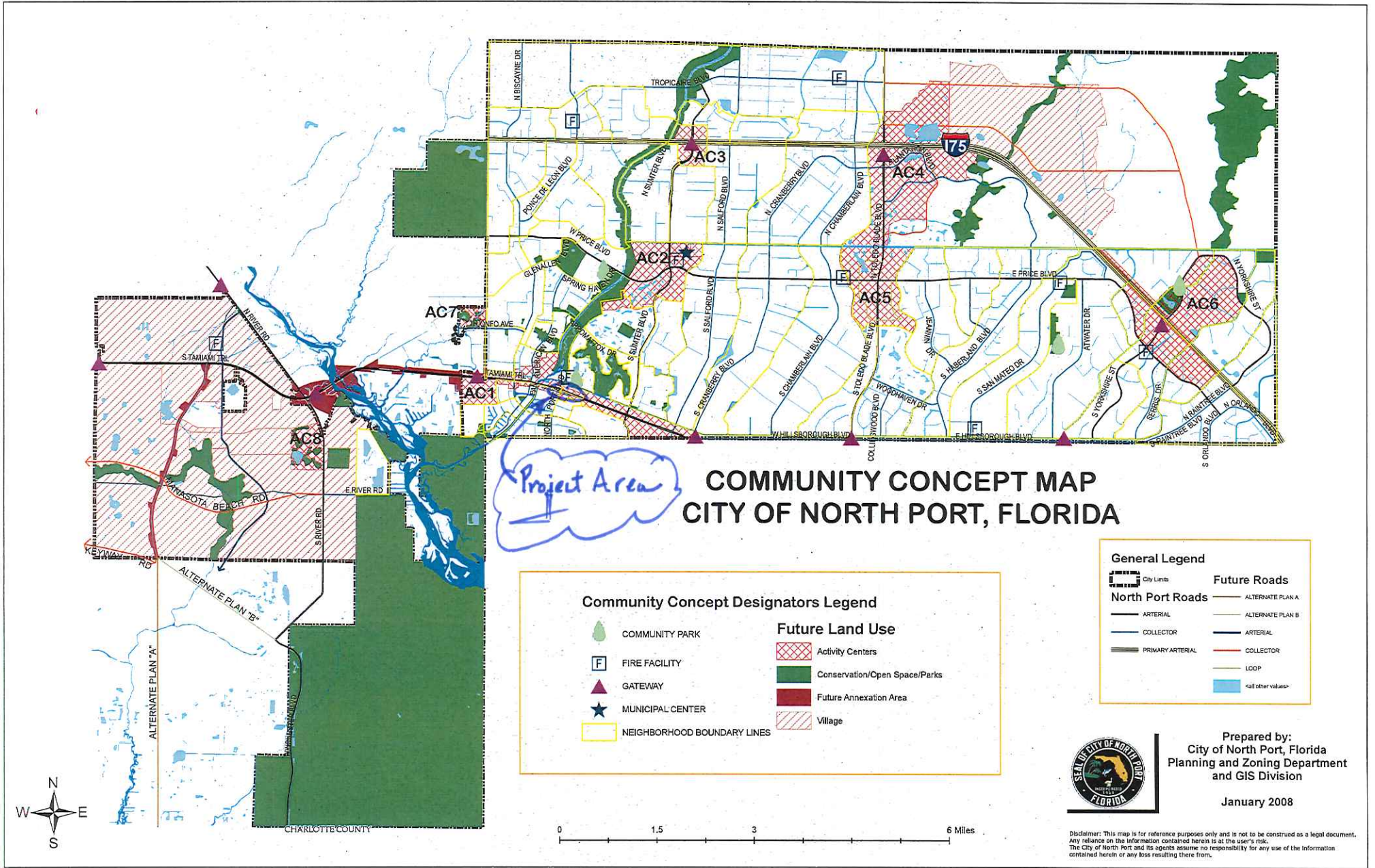
Despite development pressure unprecedented in Sarasota County, North Port and its elected officials have consistently supported measures to conserve the City's natural resources. This includes the protection of endangered species, fresh water, vegetation, and archeological sites.

Conservation and Coastal Zone Management Text

Goals, Objectives, and Policy

Conservation and Coastal Zone Management Maps (1st set)

Conservation and Coastal Zone Management Maps (2nd set)



CITY COMMISSION OF NORTH PORT

DECEMBER 12, 2017 MEETING MINUTES

AND

AGENDA ITEM 17-1448 AUTHORIZING CITY MANAGER

TO SIGN GRANT APPLICATION AND ACCEPT FUNDING

FOR THE US41 LINEAR PARKING - SOUTH



Legislation Details (With Text)

File #: 17-1448 Version: 1 Name:

Type: Action Item Status: Passed

File created: 10/26/2017 In control: City Commission Regular Meeting

On agenda: 12/12/2017 Final action: 12/12/2017

Title: Application to the Florida Job Growth Grant Fund in an amount of \$424,000 for the US41 Linear Parking Project.

Sponsors:

Indexes:

Code sections:

Attachments: 1. Florida Job Growth Grant Fund Public Infrastructure Grant Proposal, 2. PowerPoint Presentation

| Date | Ver. | Action By | Action | Result |
|------------|------|---------------------------------|----------|--------|
| 12/12/2017 | 1 | City Commission Regular Meeting | approved | Pass |

TO: Honorable Mayor & Members of the North Port Commission

FROM: Peter D. Lear, CPA, CGMA, City Manager

TITLE: Application to the Florida Job Growth Grant Fund in an amount of \$424,000 for the US41 Linear Parking Project.

Recommended Action

Approve an application to the Florida Job Growth Grant Fund in an amount of \$424,400 for the US41 Linear Parking Project and authorize the City Manager to sign the application and accept funding if awarded.

Background Information

The US 41 Linear Parking Project was developed to address a deficiency of parking for established businesses along the southerly access roads of US41, between Almonte Terrace and Landover Terrace, and between North Port Boulevard and Bolander Terrace. The US41 Linear Parking Project has not progressed to the construction phase due to funding constraints. When the project plans were near completion, a meeting with abutting businesses was held, prompting changes to the proposed landscaping. The Engineer of Record's initial estimate of construction cost was revised to account for these minor changes and economic inflation. The revised construction estimated cost then caused a review of the project design to look for possible decreases in construction costs without decreases in the integrity of the project. The associated changes were made. A budget amendment was approved to account for the increase in estimated construction cost and the project construction was competitively bid through RFB No. 2017-03. Two bids were received, with the lowest responsive and qualified bid amount significantly higher than the budgeted amount and the other significantly higher than the low bid amount. Staff believes this grant fund application is a great opportunity to acquire the funding needed to construct this project.

Strategic Plan

Maintained/Upgraded/Expanded City Infrastructure

Financial Impact

N/A

Procurement

N/A

Attachments:

1. Florida Job Growth Grant Fund Public Infrastructure Grant Proposal
2. PowerPoint Presentation

Prepared by: Benjamin Newman, P.E., Project Engineer

Department Director: Juliana B. Bellia

CITY COMMISSION OF NORTH PORT

JUNE 4, 2018 WORKSHOP MEETING MINUTES

APPLY FOR FLORIDA JOB GROWTH GRANT

FOR US41 LINEAR PARKING - NORTH



City of North Port

4970 CITY HALL BLVD
NORTH PORT, FL 34286

Meeting Minutes - Final City Commission Workshop

CITY COMMISSIONERS

Vanessa Carusone, Mayor
Linda M. Yates, Vice-Mayor
Christopher B. Hanks, Commissioner
Jill Luke, Commissioner
Debbie McDowell, Commissioner

APPOINTED OFFICIALS

Peter Lear, City Manager
Amber L. Slayton, City Attorney
Patsy Adkins, City Clerk
Kathryn Peto, Deputy City Clerk

Monday, June 4, 2018

9:00 AM

CITY HALL ROOM 244

Districts and Capital Improvement Program

MINUTES APPROVED AT THE 07-10-2018 MEETING.

CALL TO ORDER/ROLL CALL

The North Port City Commission Budget Workshop was called to order at 9:06 a.m. in room 244 by Mayor Carusone.

Present: Mayor Carusone; Vice-Mayor Yates; Commissioners, Hanks, Luke and McDowell, City Manager Lear; City Attorney Slayton; City Clerk Recording Secretary Hale and Interim Police Chief Morales.

The Pledge of Allegiance was led by the Commission followed by a moment of silence.

1. PUBLIC COMMENT:

There was no public comment.

2. PRESENTATIONS

A. 18-381

2019 Districts and Capital Improvement Program Preliminary Budget.

City Manager Lear and Finance Director Lowrie provided a PowerPoint overview of the budget.

Fiscal Year 2019 Fire Rescue Capital Improvement Program (CIP)

Discussion ensued: (1) sales tax is the funding source for the Fire Rescue safety training site and does not affect ad-valorem taxes; (2) the location for the training site offered by Suncoast College is too small; (3) the driving track is a better location, it is North Port

property but Suncoast College has a lease; (4) the lease provides that the college is to maintain the property and only they can perform any construction; (5) discussions are in process to amend the lease to allow the City to make improvements and provide who would be responsible for upkeep; (6) it was suggested that the Utilities building could be considered for the training site and that it is City property; (7) the intent is to form a partnership with the college to create a public safety training complex so that the Fire Department and Police Department can utilize it, and the City not be responsible for long-term operations; (8) the partnership with the college could help create a regional training facility which could assist with certification; (9) the Utilities location is several parcels, the driving track is approximately 14-acres; (10) the current location is pie-shaped, limits the necessary use and would prohibit our facility from being an academic center; (11) it was explained that the new site offers natural barriers that would help contain noise, and that odor-less simulated smoke and wood pallets are used for fire training to lower the impact to the few surrounding houses; (12) it was explained that the \$350,000 Capital Acquisition Funding on page 892 is an accumulated amount from the last two years, and that the estimated carryover date will be corrected to 2019; (13) surtax funding was established in a prior budget for an undetermined new location, and that funding is now being allocated for the updates at Fire Station 81; (14) the Fire Station for West Villages will be paid through impact fees; (15) expansion of the Fire Station for operations and administration is necessary and is being considered in Phases; (16) it was suggested that the Emergency Operations Center (EOC) be assigned to Fire Station 81 and that EOC funding be reallocated for the Fire Station updates; (17) it was noted that the bulk of the EOC funding on page 890 is for a generator at City Hall; (18) it was previously decided that during an emergency, City Hall will be the EOC because the building would be vacant, and with the Fire Station being in full operation there wouldn't be enough space; (19) it was noted that a maintenance program for generators should include full-load testing; (20) temporary trailers may be used at the Fire Station for operations and Bayflite while construction is in process; (21) Bayflite will continue to cohabitate with Fire Station 81; (22) it was explained that the Principles of Agreement provide that the City will initially pay to build the Fire Station in West Villages and that they will reimburse with impact fees; (23) there are discussions with Sarasota County Fire Station to temporarily use their facility that is one-mile from West Villages, but it is not suitable for long-term cohabitation; (24) a design is needed for the West Villages Fire Station and it will include a satellite station for the Police Department, and the design needs to be budgeted; (25) the Principles of Agreement state West Villages would pay expenses and they would be reimbursed impact fees; (26) the Principles of Agreement were from 2006 and there have been amendments; (27) there is a Memorandum of Understanding with Sarasota County, with no funds being exchanged, that they provide services to West Villages while the City services Warm Mineral Springs; (28) West Villages is offering to pay the capital costs for the Fire Station with impact fees, and that would leave the City responsible for personnel expenses; (29) it was noted that with the number of houses in West Villages it is time to build a Fire Station there, and that the City determines when the Fire Station will be built; (30) it was stated that the services for West Villages are being provided, and because other obligations have been handled this fiscal cycle, the funding for this project in the CIP can be moved out; (31) it was explained that a grant to assist with the transition would reimburse 25% for two years, then 65% in year three; (32) the intent is to Phase in services starting with ambulance and nine personnel being there next year; (33) the grant was submitted to meet the application deadline; (34) West Villages was told that if the budget is approved, a Phased approach would begin, operating with a singular unit by the time the Braves are there; (35) West Villages would prefer they write a check and the City builds the Fire Station, and that has not been agreed to; (36) it was clarified that if the grant is awarded and the Commission accepts, there is a six-month performance requirement and 21 people would be brought in and trained.

Fiscal Year 2019 Police Department Capital Improvement Program

Discussion continued: (1) the Police Station is at capacity and needs additional space, especially evidence storage, some evidence items must be kept up to 100 years; (2) it was suggested a feasibility study be done this year and not wait until next year; (3) a suggestion was made that the study look at the entire campus and not be limited to the building; (4) accreditation standards must be met to have a holding cell: [a] a separate air unit is needed; [b] males, females and juveniles must be separate; [c] required to have medical staff on duty; (5) if Sarasota County doesn't provide a cell close by, the City should request millage back to pay for a holding cell; (6) a holding cell was intended when the building was established and should be included in the feasibility study; (7) a suggestion was made that the feasibility study for the Police Station in West Villages includes a holding cell and storage; (8) the public safety building in West Villages will house Fire Station No. 2 and the Police Department substation; (9) the intent for the West Villages public safety building is to be self-contained; (10) the Police substation will be 1,500 square feet; (11) the Principals of Agreement with West Villages includes three Fire Stations and will look at the possibility of two in the design; (12) the best practice for the chain of custody is to store evidence at the Police Department and stacking vehicles is an option; (13) it is not good practice to leave evidence vehicles outside in the elements and it was suggested to lease storage space and reinforce it; (14) the feasibility study of the Police Department will need to consider that in the next ten years there will be 200 employees not including civilian staff; (15) there will be 50 civilian staff and 117 officers in 2019; (16) the main Police Department was built as the hub with substations around the City and this will be considered in the feasibility study; (17) there is a substation off North Port Boulevard and another public safety building is being considered in the Yorkshire Street area; (18) it was noted that the Sarasota County Sheriff's Office does not plan on having a holding cell in south county; (19) the conceptual design, feasibility study and proposed construction costs are expected to be in the end of July; (20) the CIP for Fiscal Year 2019 includes 14 replacement vehicles, four new vehicles for West Villages and six vehicles to be replaced through Enterprise Leasing; (21) 12 Taurus cars will be replaced with Ford Explorer pursuit rated vehicles with ruggedized laptops, and the Tahoe will be replaced with another Tahoe; (22) the four new vehicles for West Villages will be paid for with impact fees; (23) six vehicles that were substituted with the Leasing Program will be repurposed as unmarked cars, four will be used by traffic officers and two will be used by the Security Resource Officers at Imagine School, these six vehicles will be submitted for replacement in 2019 under surtax funding rather than the general fund; (24) it was noted that the vehicles are being presented as part of the budget and purchase approval will come back to the Commission; (25) new vehicles are ordered through Ford Motor Company and they are accepting orders until October 1, they are updating the plant and will take new orders again after March 2019; (26) new vehicles ordered take 120 days to receive, an additional 30 days is needed to install equipment and decals; (27) it was explained that Ford parts are less expensive, and that the vehicles are easier to work on and maintain; (28) it was noted that this is not the final budget, this is the desire of all departments and that the City Manager will review, fine tune and present his budget; (29) it was noted that the transit van will be replaced with an armored rescue vehicle; (30) concern was expressed that the armored rescue vehicle was not articulated in the CIP; (31) the rescue vehicle will cost approximately \$280,000 and will take four months to build; (32) if a budget amendment is presented by the end of this month or July, the rescue vehicle could be received in October; (33) during Hurricane Irma, the Sarasota County Sheriff Department assisted the City by patrolling through high water with their rescue vehicle; (34) the design of the rescue vehicle has snorkeling capability and can go through water four feet or higher; (35) the vehicles being ordered from Ford are not being discontinued, Ford will no longer be making cars; (36) the new

ATV request is to replace the 2007 Suzuki that has had numerous repairs; (37) it was suggested that the Commission review the repair data for the last three years on the ATVs; (38) it was explained that two officers must be on detail when the ATVs are utilized; (38) a suggestion was made that if the Commission determines there is a need for four ATVs, they should be replaced with side-by-side units because they are more versatile.

Recess: 11:10 a.m. - 11:24 a.m.

Fiscal Year 2019 Information Technology Capital Improvement Program

Discussion continued: (1) the security access system for the buildings that was approved in last year's CIP is currently out for quotes; (2) the dark fiber for Price Boulevard listed in last year's CIP will be done when the widening project starts, the Internet Technology Department will coordinate with Public Works when it's time to install; (3) the uncompleted projects did not carryover from the 2018 CIP into the 2019 CIP and will be corrected to show the \$215,000; (4) Storage Area Network (SAN) Replacement and Network Infrastructure projects on pages 900 and 901 have been moved to 2021 because it is anticipated that the equipment will need to be changed, but for now they are still viable; (5) it was explained that in the CIP only the first year of a project is budgeted, after that it's a plan that can be changed.

Fiscal Year 2019 Parks Capital Improvement Program

Discussion continued: (1) it was suggested to remove this year's \$150,000 CIP budget for the River Road Park and have a larger conversation regarding the property; (2) the River Road Park is included in the CIP due to the Principal Agreement with West Villages; (3) the Principal Agreement was entered into before the Braves Stadium was even a thought; (4) a suggestion was made to have a discussion with West Villages regarding the property; (5) the Braves Stadium will be providing the amenities originally discussed and monies should be used for the east end for Atwater Park; (6) the River Road Park monies in the CIP are from West Villages impact fees; (7) the agreement with West Villages would need to be amended and both parties need to agree to the change; (8) a suggestion was made that at the next joint meeting there should be a discussion about affordable workforce housing on the property with an interconnection to the Myakka Forest and adding park amenities; (9) a land-lease for workforce housing could be considered, with the City keeping control of the property; (10) it was suggested the \$150,000 on page 918 be budgeted out two years in the CIP.

There was a consensus that the \$150,000 impact fees for the West Villages South River Road Park project be moved from 2018 to fiscal year 2020-2021 in the Capital Improvement Program.

Discussion continued: (1) Sarasota County should be paying for the Deer Prairie Creek project as part of the trail system listed on pages 885 and 912; (2) it was noted that the Legacy Trail is on the Agenda for discussion at the end of the month; (3) Sarasota County is concentrating on the region and North Port is not getting any distribution of their parks money; (4) Sarasota County is still collecting impact fees for parks county-wide, questions arose regarding North Port paying impact fees and not receiving services; (5) it was noted money should not be spent on this Sarasota County project because they will be raising the millage rate soon; (6) monies being paid to Sarasota County are not being spent on North Port; (7) the \$128,000 for Deer Prairie Creek will stay in the CIP for now and a discussion should be held with Sarasota County before a decision is made; (8) a suggestion was made to move the \$442,500 to 2023-2028 in the CIP to keep it there for discussion with Sarasota County; (9) it was suggested to move the full \$571,000 to 2023-2028, it will be unfunded but still in the CIP; (10) it was decided

to leave the \$128,000 where it is in the CIP and move the \$442,500 to 2023-2028 unfunded.

Recess: 12:05 p.m. - 1:12 p.m.

Mayor Carusone not present.

Discussion continued: (1) the contract for construction of the Aquatic Center is on the Agenda for June 12 to address operations; (2) it is anticipated the Aquatic Center will open July 1, 2019 and the CIP on page 911 will be adjusted to reflect this; (3) the \$12,000,000 for the Aquatic Center will be funded by surtax and there aren't any loans for the project; (4) the project estimated cost is \$13,587,500 which includes parking; (5) it was explained that the contractors needed additional time to provide accurate bids and this moved the opening from May to July; (6) the expenditures and revenue on the CIP for the Aquatic Center will be adjusted to reflect the delay in opening.

Mayor Carusone arrived at 1:20

Discussion continued: (1) it was explained that if there is a short-fall in the pool, Staff's recommendation will be to increase the millage rate or cut the budget in other areas; (2) the initial cost will be the bulk of the expenses and the Aquatic Center will be open for the high point of the season; (3) it was suggested to have a larger conversation because the numbers in the CIP do not match with what was provided by the consultant; (4) a memo was sent last week with the budget explaining how the figures were calculated based on the consultant's information; (5) the numbers for wages on pages 253 and 254 do not match; (6) lifeguards need to be broken down in personnel to explain salary and hours; (7) although the consultant has advised that 19 lifeguards will be needed, the Health Department will make the actual determination; (8) positioning and rest break coverage for the lifeguards was explained; (9) Staff is to provide the Commission where lifeguards will be positioned, the number of part-time employees anticipated, and specifics of pay; (10) once the pool is open, there will be a need for additional part-time employees to immediately fill-in for no-shows and sick call-ins; (11) pass costs were based on the user rates set by the Commission and using the consultant's 52% recovery rate; (12) the \$600,000 figure for revenue does include programming; (13) the Aquatic Center is a community asset and like the other parks, they operate at a cost to the City as an amenity for the benefit of the citizens; (14) approximately 85% of the Parks and Recreation budget is not reimbursable, and the Aquatic Center is capturing revenue to alleviate its cost; (15) Staff to provide the Commission with an explanation of overtime wages anticipated for lifeguards and make corrections within the CIP for July's meeting or sooner; (16) it was explained that overtime for new positions are recorded in the salaries and wages section and moved to the department once approved by the Commission; (17) it was suggested more detail be provided for the job classifications, budgeted hours and cost of wages; (18) specific administrative positions can be budgeted, and lifeguards are budgeted by hours, which is similar to budgeting for summer camp; (19) the Supervisor position is exempt, the Assistant Supervisor position is not exempt; (20) Lifeguard I and II pay will be \$13 and \$15 per hour plus benefits, there will be two full-time lifeguards and the rest will be part-time positions; (21) Lifeguard I positions will be filled with younger adults, aged 16-18; (22) concern was expressed with the majority of employees being part-time, it was suggested more full-time positions should be considered; (23) full-time employees should be based on the need and part-time may be necessary for positions that are seasonal; (24) it was suggested a cost analysis be completed to consider outsourcing lifeguards; (25) issues were explained with outsourcing lifeguards; (26) it was noted that the deficit is less than \$100,000; (27) the grant for the parking lot at Blueways listed on page 905 is still under review; (28) Staff is to bring the Blueways project back to

the Commission if the grant isn't approved, but it keeps getting moved out and a date is not known; (29) the parking lot is at Greenwood Avenue and North Port Boulevard, the trail is between Price Boulevard and Appomattox Drive which will connect to the existing trail; (30) Sarasota County stated the Myakkahatchee Creek corridor is in their environmentally sensitive land acquisition program; (31) if Sarasota County purchased the land in the Spring Haven Drive area, they would own it; (32) the parcels have been under review since 2016, they are deemed as sensitive but have not been purchased; (33) the City can ask Sarasota County to withdraw from purchasing the property; (34) there are about 50 parcels left and the owners are not willing to sell, though they have been contacted multiple times; (35) a suggestion was made to place this item on an upcoming Agenda for discussion regarding: [a] asking Sarasota County to pull out of the purchasing program; [b] determine which lots are left to be purchased; [c] when and how much were the last offers on the vacant lots; (36) if the City withdraws from the Sarasota County program, other grant applications can be filed to purchase the property; (37) the \$513,000 remaining on this project is a grant from Florida Department of Environmental Protection (DEP) and is earmarked for the Myakkahatchee Creek land acquisition; (38) a suggestion was made to purchase similar lots and swap properties; (39) the completion date for the Boundless Playground will be September 2018 and should be corrected in the CIP on page 906; (40) the drainage project on City Center green is in progress, the Chamber of Commerce has vacated the lease and Staff is working with Parks and Recreation to determine where the retention ponds will be located, additional funding may be necessary; (41) the Senior Center parking lot is on the Agenda for June 12, 2018; (42) Staff will be presenting two different designs for the parking lot and costs will be based on the plan selected; (43) Staff is proposing to have disc golf on the new trailhead and Blueridge Park pending a final decision on the parking lots; (44) of the two parks originally selected, one is an environmental park maintained by Sarasota County and frequently floods; (45) disc golf and the parking lots will be on the Agenda for the second meeting in June; (46) the footbridge is complete at the Myakkahatchee Environmental Park at the end of Sumter Boulevard; (47) the new entrance from Sumter Boulevard was previously proposed and is not in the masterplan, the masterplan has an entrance coming in from Salford Boulevard; (48) the intent is to provide an entrance to the park that wouldn't be under water and the project was placed on hold pending reevaluation; (49) a suggestion was made to bring this back as an Agenda item to determine the status of this project; (50) it was suggested to wait on addressing the Dallas White pool and to leave the CIP funding until after the discussion with YMCA next week; (51) the pool at Dallas White should stay open until the Aquatic Center is built; (52) the masterplan with amenities for Dallas White Park should be reviewed; (53) Sarasota County subsidized the YMCA \$150,000 annually for Dallas White Park; (54) bathroom facilities at the Parks need to be maintained and make sure they are stocked with toilet paper and paper towels, cleaned and unlocked while Parks are in use; (55) a suggestion was made to look into self-cleaning, anti-graffiti restrooms; (56) construction of new restrooms for the Parks is a "wish-list" item from the Commission and needs direction of priority; (57) Staff is collecting data of Park usage to help determine needs at the different locations; (58) a restroom at Marina Park is a high priority; (59) it was suggested to leave \$175,000 in the CIP for Marina Park, and \$175,000 for fiscal year 2019-2020 for the LaBrea softball field.

There was an agreement to leave \$175,000 in the CIP this year for the Marina Park restroom, and \$175,000 for the LaBrea Park restroom fiscal year 2019-2020, and freeing up the remainder of funding for other projects.

Discussion continued: (1) shade structures will be added at Butler Park over the primary bleachers on each of the four fields; (2) new amenities at the Parks are either in progress or have been completed; (3) designs for Blueridge Playground are being reviewed; (4) purchase orders are in process for replacement docks at Dallas White Park; (5) the existing pavilion at Blue Ridge Park to be replaced is 20 feet x 20 feet; (6) concerns were

expressed for the cost of replacing the pavilion; (7) it was noted this is a lighted area and electricity is available; (8) the pavilion replacement is marked in the CIP for 2019 and can be discussed further next year; (9) Boca Chica Neighborhood Park had various survey responses for a passive park, a dog park and some said don't do anything; (10) development of Langlais Park has been moved out to 2020-2021; (11) the proposed use for Langlais Park doesn't reflect how it is used now and would not make a good location for a park; (12) there is a need for a park in east North Port and a regional park should be considered; (13) it was suggested to move allocation of surtax funding from removed projects to the Atwater Park expansion project for Fiscal Year 2018-2019; (14) it was noted that there are no loans for the Aquatic Center and cash flow for additional projects will need to be reviewed; (15) it was suggested to move \$200,000 from Environmental Park Improvements to Atwater Park for this fiscal year; (16) a suggestion was made to allow Staff to review the Commission's discussion of priorities and give them flexibility with allocating funding to move up projects starting 2018-2019; (17) after brief discussion there was an agreement to remove the Linear Park project listed on page 922.

There was a consensus to remove the Linear Park Exercise Equipment project from the CIP on page 922.

Discussion continued: (1) after a suggestion to move the kayak launch from the City Hall complex to a better location it was noted that Staff will review; (2) a loan could be used to fund the Warm Mineral Springs project where it indicates "other funding", and pay it back from the Warm Mineral Springs fund; (3) funding can be discussed once the Commission receives the Warm Mineral Springs Master Plan; (4) the National Registry application has not been submitted yet; (5) a grant application has been made for repairs to the Cyclorama; (6) Kimley-Horn recommends that an archaeological survey, including the 60-acres, is not needed due to prior surveys; (7) a suggestion was made that the Other Funding on page 928 for the Warm Mineral Springs project be bumped one-year in the CIP pending the Master Plan, and to review funding sources.

There was a consensus that the Other Funding for Warm Mineral Springs on page 928 will be moved to fiscal year 2019-2020.

Discussion continued: (1) it was noted that upgrading the acoustics at the Mullen and Morgan Centers isn't listed in the CIP and should be.

Recess: 3:29 p.m. - 3:49 p.m.

There was a consensus that Staff will review costs necessary to upgrade acoustics at the Mullen Center and the Morgan Center, and to be included in the CIP.

Fiscal Year 2019 Public Works Capital Improvement Program

Discussion continued: (1) the bicycle lanes on Biscayne Drive will be continued from Elyton Drive to Glenallen Boulevard; (2) Staff will review the straightness of the bicycle lines already set on Biscayne Drive; (3) the construction costs of \$1,200,000 will be reimbursed with grant funding as shown on page 940; (4) erosion corrections have been made in the swales along Toledo Blade Boulevard and flumes have been put in; (5) there was 17-inches of water from the rains since May and there was some blockage on Toledo Blade Boulevard that has been fixed; (6) the water flows down to the Hillsborough canal and water has to be higher than the sidewalk before it goes in the catch basin; (7) page 944 sidewalk project, concern was expressed about the sidewalks being ripped out later when the road is widened; (8) it was explained that sidewalks are placed where they will be used and consideration is given for road projects; (9) sidewalks along San Mateo Drive will be five-foot wide, and eight-foot wide along Price Boulevard; (10) the Tropicaire Boulevard pedestrian and bicycle shared path is currently in design and Staff will provide the Commission with an update; (11) there have been price increases with the sidewalk

construction on Eldron Avenue due to Southwest Florida Water Management District (SWFWMD) requirements, construction will begin this year and a budget amendment will be requested; (12) parking is an issue on both sides of U.S. 41, yet page 935 only addresses funding for one side; (13) a suggestion was made to have parking along both sides of U.S. 41 and that the work be done in phases; (14) the Tamiami Trail parking design is complete, waiting on the Florida Job Growth grant funding, if the \$400,000 grant comes in, both sides can be done; (15) Staff can research to see if the grant monies can be used to complete the opposite side of U.S. 41 first; (16) Staff will make sure both sides are completed, even if it has to be accomplished in phases; (17) it was suggested to use surtax funding from the San Mateo Drive sidewalk project and start the design process for parking on the other side of U.S. 41; (18) the San Mateo Drive sidewalk project was suggested by the Police for safety of the children.

There was a consensus to keep all projects regarding the Tamiami Trail project on page 935, and to add the other side.

Discussion continued: (1) there are several bridge projects and there were problems with having one contractor do all the work, projects have now been classified for similar types of work, and several contractors are being brought in to get it completed; (2) Florida Department of Transportation (FDOT) sends reports every two years with necessary repairs for the bridges; (3) some of the bridge repairs listed on page 932 have been completed and new projects will continue to be added; (4) the Pan American Boulevard bridge will be a comprehensive repair project, the design will be for a permanent fix and construction will be done in 2020; (5) the bridges have a Master Plan to track deficiencies which is used to plan work and budget accordingly; (6) the Water Control Structure 115 project is almost finished, it was noted that sometimes permitting takes longer and projects can take up to three-years to complete; (7) road maintenance from page 943 is almost finished, now going over the punch list; (8) road maintenance on page 948 is more extensive, this was changed from routine maintenance to road rehabilitation; (9) the Public Works Facility was bumped up in the CIP to start budgeting for the project so that construction can start in 2020-2021; (10) originally Phase II was to be built for administration, the Public Works building is now dilapidated, and trailers are being used by Engineering and Solid Waste; (11) administration will stay in the existing building and the new building will replace the trailer offices, the old Operations and Maintenance building and Road and Drainage; (12) Phase II is conceptual and no design work has been done; (13) it was explained that the CIP is for projects and vehicles are a purchased product; (14) vehicles have their own tracking process and it was suggested to have a replacement assets section in the CIP; (15) it was explained that pages 13-15 are regarding operating capital, pages 16 and 17 cover vehicles and equipment; (16) a new Ford F350 service truck being requested on page 847 is for roadside maintenance when other trucks break down; (17) the F350 has dual axles allowing for a bigger box to house air compressors and hoses; (18) the Ford F350s on page 849 will be replaced with an F350, two F250s and an F150; (19) it was suggested that the budget show the requested replacement vehicles next to the original vehicles, with descriptions of what they are currently used for and what the future use will be.

3. PUBLIC COMMENT:

There was no public comment.

4. COMMISSION COMMUNICATIONS:

There were no Commission Communications.

5. ADMINISTRATIVE AND LEGAL REPORTS:

There were no Administrative and Legal Reports.

6. ADJOURNMENT:

Mayor Carusone adjourned the North Port City Commission Budget Workshop at 5:01.

City of North Port, Florida

By: _____
Vanessa Carusone, Mayor

Attest: _____
Patsy C. Adkins, MMC, City Clerk

Minutes approved at the City Commission Regular Meeting this ____ day of _____, 2018.

THE CITY OF



NORTH PORT

PROUDLY CELEBRATES



YEARS OF SERVICE TO OUR COMMUNITY

A CITY WHERE YOU CAN ACHIEVE ANYTHING

AND FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

CM
R
E
C
O
M
M
E
N
D
E
D
FY
20
19
B
U
D
G
E
T

PROJECT TITLE: Tamiami Trail Parking - North

CITY VALUE(s): Encourage economic growth & community prosperity

PROJECT CODE: R19TTP

PROJECT TYPE: New X Improvement Replacement /Renovation

PRIORITY: High X Medium Low

STRATEGIC GOAL(s): Maintained/Upgraded/Expanded City Infrastructure

BID DATE:

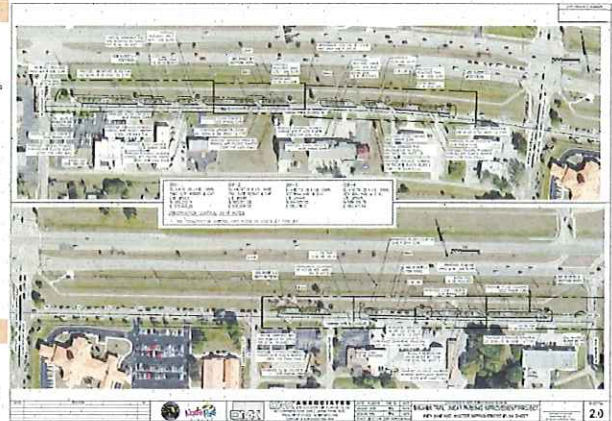
CONSTRUCTION START DATE:

EXPECTED COMPLETION DATE: TBD

CATEGORY: Public Works-Transportation

PROJECT DESCRIPTION AND JUSTIFICATION

This project is for the construction of a series of linear parking spaces along the Tamiami Trail frontage road north of US 41 between North Port Boulevard and Espanola Drive. It is anticipated to provide roughly 74 angled pervious concrete parking spaces.



For illustrative purposes only

OPERATING BUDGET IMPACT

The operating impact of this project will include litter pick up and landscape maintenance. Periodically, the parking stripes will need to be repainted and asphalt repairs made.

TOTAL ESTIMATED COST: \$ 1,078,950

Capital Improvement Element of Comprehensive Plan

Part of Capital Improvement Element (CIE) Level of Service (LOS) Restored
 Project to go to DEO Consistent with MPO long-range plan
 Proportionate Fair Share shown Meets FS 163.3164

Carryover

| | | | | |
|---------------------------------------|---------------------------------|--------------------------|---------------------------|---------------------------------|
| Cumulative Project Budget at 10/01/17 | Cumulative Project Expenditures | Current YTD Encumbrances | Current Remaining Balance | Estimated Carryover at 09/30/18 |
| \$ - | \$ - | \$ - | \$ - | \$ - |

| Funding Source | Prior Years | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | 5 Yr Total | FY 23-28 |
|----------------------|-------------|------------------|-------------------|-------------|-------------|-------------|---------------------|-------------|
| 306-Surtax | \$ - | \$ 82,950 | \$ - | \$ - | \$ - | \$ - | \$ 82,950 | \$ - |
| Grants | - | - | 996,000 | - | - | - | 996,000 | - |
| TOTAL FUNDING | \$ - | \$ 82,950 | \$ 996,000 | \$ - | \$ - | \$ - | \$ 1,078,950 | \$ - |

| Expenditure Type | Prior Years | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | 5 Yr Total | FY 23-28 |
|-------------------|-------------|------------------|-------------------|-------------|-------------|-------------|---------------------|-------------|
| Planning & Design | \$ - | \$ 82,950 | \$ - | \$ - | \$ - | \$ - | \$ 82,950 | \$ - |
| Construction | - | - | 996,000 | - | - | - | 996,000 | - |
| TOTAL COST | \$ - | \$ 82,950 | \$ 996,000 | \$ - | \$ - | \$ - | \$ 1,078,950 | \$ - |

| Operating Impacts | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | 5 Yr Total | FY 23-28 |
|--------------------------------|-------------|-------------|---------------|---------------|---------------|-----------------|-----------------|
| Repairs & Maintenance | \$ - | \$ - | \$ 580 | \$ 910 | \$ 940 | \$ 2,430 | \$ 5,200 |
| TOTAL OPERATING IMPACTS | \$ - | \$ - | \$ 580 | \$ 910 | \$ 940 | \$ 2,430 | \$ 5,200 |

Priority Ranking: High: 1 - 2 Medium: 3 - 4 Low: 5 or more

ATTACHMENT 2

PHOTOS DEPICTING NEEDED PARKING

US41 ACCESS ROAD

BETWEEN

ESPANOLA AVENUE AND NORTH PORT BOULEVARD



North Port Square

HAIR MASTERS

Blue Hills

MEXICAN RESTAURANT

El Malecon

CONDONMENT

North Port Music

Discount Sales

Instrumental



North Port Music

14525

EXIFORMS

EL MALECON

CONDONMENT

HAIR MASTERS

Blue Hills

MEXICAN RESTAURANT

El Malecon

CONDONMENT

North Port Music

Discount Sales

Instrumental



SHARKS
FISH HOUSE
RESTAURANT

Attachment 3 Project Vicinity Map



NORTH PORT BLVD

Linear Parking

ESPAÑOLA AVE

TAMAM FRL

LANOVER TER

CONSTON TER

ALLEY

MARILLO LN

ALMONTE TER

Disclaimer: This map is for informational purposes only and does not constitute a contract or agreement. The user assumes all responsibility for the accuracy and use of this information.

City of North Port

Façade Improvement Program

CDBG funded storefront program

PROPOSED RENOVATION



CityofNorthPort.com





JOE'S

Florida

CELL PHONES AND ACCESSORIES

TOW AWAY
THE ZONE
ANY VEHICLE
PARKED IN THE
ZONE WILL BE
TOWED AT
THE OWNER'S RISK
AZ
TOWING