



City of North Port

ORDINANCE NO. 2022-07

AN ORDINANCE OF THE CITY OF NORTH PORT, FLORIDA, ADOPTING THE VILLAGE I VILLAGE DISTRICT PATTERN PLAN (WEST VILLAGES) FOR A ±898.00 ACRE AREA LOCATED TO THE WEST OF PRETO BOULEVARD, TO THE SOUTH OF FUTURE MANASOTA BEACH ROAD, AND TO THE NORTH AND EAST OF THE CITY OF NORTH PORT CITY LIMITS; AMENDING THE UNIFIED LAND DEVELOPMENT CODE, CHAPTER 53, ARTICLE XVIII-V VILLAGE, SECTION 53-214 TO INCORPORATE THE PATTERN PLAN BY REFERENCE; PROVIDING FOR FINDINGS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

1 **WHEREAS**, the City of North Port is committed to planning and managing the future growth and
2 development of the City by adhering to its Comprehensive Plan and Unified Land Development Code
3 (“ULDC”); and
4

5 **WHEREAS**, between the years of 2000 and 2015, the City annexed the lands that are now part of the
6 future Village I; and
7

8 **WHEREAS**, in 2004, the Florida Legislature established the West Villages Improvement District; and
9

10 **WHEREAS**, Chapter 53, Article XVIII of the ULDC establishes the Village Zoning District and the underlying
11 criteria for establishing a Village, including a Village District Pattern Book to govern the process of overall
12 development of the West Villages and a Village District Pattern Plan to do the same for each underlying
13 village; and
14

15 **WHEREAS**, the City Commission has adopted the West Villages Index Map and amendments as identified
16 and incorporated in ULDC Section 53-213.A(2); and
17

18 **WHEREAS**, the West Villages Index Map identifies village boundaries, future park locations, and future
19 public facilities; and
20

21 **WHEREAS**, the City Commission has adopted the West Villages Village District Pattern Book and
22 amendments as identified and incorporated in ULDC Section 53-213.B(2); and
23

24 **WHEREAS**, ULDC section 53-214 sets forth the Village District Pattern Plan process; and
25

26 **WHEREAS**, Applicant Wellen Park, LLLP (“Applicant”) filed Petition No. VDC-21-318, requesting the
27 adoption of the Village I Village District Pattern Plan; and

WHEREAS, on November 30, 2021, Applicant held noticed neighborhood meeting(s) related to this pattern plan; and

WHEREAS, the Planning and Zoning Advisory Board, designated as the City's local planning agency, held a properly noticed public hearing on March 7, 2022, at which time all interested parties had an opportunity to appear and be heard and the public had an opportunity to provide comment; considered all relevant evidence; and made its recommendation to the City Commission; and

WHEREAS, the City Commission held properly-noticed public hearings at first and second reading of this ordinance to receive public comment on the subject matter of this ordinance; and

WHEREAS, the City Commission conducted the public hearing at first reading in accordance with the quasi-judicial proceedings in Chapter 2, Article III of the Code of the City of North Port, and all interested parties had an opportunity to appear and be heard and the public had an opportunity to provide comment; and

WHEREAS, the City Commission considered all relevant evidence presented, as well as the Planning and Zoning Advisory Board's recommendation; and

WHEREAS, the City Commission determined that its action serves the public health, safety, and welfare of the citizens of the City of North Port, Florida.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF NORTH PORT, FLORIDA:

SECTION 1 – FINDINGS

- 1.01 The above recitals are true and correct and are incorporated in this ordinance by reference.
- 1.02 The City Commission finds the regulations in this ordinance to be consistent with the North Port Comprehensive Plan.
- 1.03 The City Commission makes the following additional findings:
 - a. This Village District Pattern Plan is consistent with the ULDC, including Chapter 53, which provides the minimum requirements of the Village zoning district.
 - b. This Village District Pattern Plan meets all requirements of ULDC Section 53-214, which provides the minimum requirements of a Village District Pattern Plan.
 - c. This Village District Pattern Plan is consistent with the West Villages Village District Pattern Book and the West Villages Index Map.
- 1.05 The City Commission finds that competent substantial evidence supports its findings and actions in this ordinance.
- 1.06 All identified exhibits are incorporated in this ordinance by reference.

SECTION 2 – ADOPTION

2.01 The City Commission hereby approves and adopts the Village I Village District Pattern Plan attached as “Exhibit A.”

2.02 Chapter 53 of the Unified Land Development Code is hereby amended as follows:

“Chapter 53 – ZONING REGULATIONS

...

PART 2. – SCHEDULE OF DISTRICT REGULATIONS

...

ARTICLE XVIII. – V VILLAGE

...

Sec. 53-214. –Village District Pattern Plan (VDPP) process.

...

F. Incorporation into the Unified Land Development Code. The following VDPPs have been approved by the City Commission and are incorporated by reference as if fully set forth herein.

...

(8) Village I Village District Pattern Plan (West Villages).

(89) Village J Village District Pattern Plan (West Villages)."

SECTION 3– CONFLICTS

3.01 In the event of any conflict between the provisions of this ordinance and any other ordinance, in whole or in part, the provisions of this ordinance will prevail to the extent of the conflict.

SECTION 4 – SEVERABILITY

4.01 If a court of competent jurisdiction finds that any section, subsection, sentence, clause, phrase, or provision of this ordinance is for any reason invalid or unconstitutional, that provision will be deemed a separate, distinct, and independent provision and will not affect the validity of the remaining portions of the ordinance.

SECTION 5 – CODIFICATION

5.01 In this ordinance, additions are shown as underlined and deletions as ~~striketrough~~. Any additional codification information and notations appear in *italics*. These editorial notations shall not appear in the codified text.

SECTION 6 – EFFECTIVE DATE

6.01 This ordinance takes effect immediately upon adoption.

READ BY TITLE ONLY at first reading by the City Commission of the City of North Port, Florida in public session on _____, 2022.

ADOPTED by the City Commission of the City of North Port, Florida on the second and final reading in public session on _____, 2022.

125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147

CITY OF NORTH PORT, FLORIDA

PETE EMRICH
MAYOR

ATTEST

HEATHER TAYLOR, MMC
CITY CLERK

APPROVED AS TO FORM AND CORRECTNESS

AMBER L. SLAYTON
CITY ATTORNEY



WELLEN PARK VILLAGE I

FINAL VDPP

MARCH 2022

Prepared By:

Kimley»»Horn

ECT Environmental
Consulting &
Technology, Inc.



VILLAGE I

CONTENTS

1.1	Introduction	1
1.2	Village District Plan	3
1.3	Neighborhood Plan	5
1.4	Roadways and Pathways	17
1.5	Infrastructure Plan	27
1.6	Environmental Management Plan	29
1.7	Public Facilities Plan	34
1.8	Miscellaneous Performance Standards	42
1.9	Mixed Use Design Standards	43
1.10	Definitions	66

Village I District Pattern Plan (VDPP) – Wellen Park

Owner:

Mr. John Luczynski
Manasota Beach Ranchlands, LLLP
19503 West Villages Parkway #14
Venice, Florida 34293

Prepared By:

Kimley-Horn and Associates, Inc.
1777 Main Street
Suite 200
Sarasota, FL 34236

Environmental Consultant

Environmental Consultanting & Technology, Inc.
1191 Sarasota Center Boulevard
Sarasota, FL 34240

COMMUNITY GOALS

Wellen Park proposes to take a unique approach to the Village District Pattern Plan (VDPP) process by consolidating certain steps of the process into a more cohesive, uniform approach for Village I. The required Site Analysis and Preliminary/Proposed VDPP have been previously prepared and serve as the basis for this Final VDPP.

Village I builds off of the previously approved Villages within Wellen Park (fka West Villages) by adhering to the established community goals. The City of North Port's Comprehensive Plan Future Land Use Element's Goal 5 for the Village Land Use Classification states the following long-range goals for the Wellen Park:

- Promote a pattern of development that will overcome the problems associated with urban sprawl;
- Encourage a better jobs/housing balance;
- Promote a pattern of development that will reduce reliance on the personal automobile by allowing a greater variety of land uses closer to work and home;
- Protect and enhance environmental assets; and
- Provide for an orderly transition from rural to urban land uses through a planning process that couples a build out vision with the proper timing and location of adequate public facilities.



1 INTRODUCTION

1.1. INTRODUCTION TO VDPP

Village I is a proposed residentially-based mixed use community within the greater Wellen Park community. This Final VDPP for Village I ("VDPP") is the combined process that has been designed in accordance with the Village District Performance standards contained in the City of North Port's Comprehensive Plan specifically Village Land Use Goal 5 and the City of North Port's Unified Land Development Code (ULDC) Article XVIII. Pursuant to ULDC Section 53-214, a Site Analysis was previously prepared and presented to City of North Port staff for review. The Site Analysis, including information and analysis prepared by Environmental Consulting & Technology (ECT), identified the extent and location of natural features and provided baseline environmental mapping including habitats, species, wetlands, and soils which forms the basis of the development framework.

The Site Analysis also identified those public facilities and services available to Village I, surrounding land uses, existing and proposed, and potential opportunities and limitations to development. The Site Analysis, as well as broader plans and concepts provided in the adopted Village District Pattern Book (VDPB) (adopted 2020) and the Village Index Map (adopted 2021) (See Figure 1), have been relied upon for the development of this VDPP.

The VDPB is intended to:

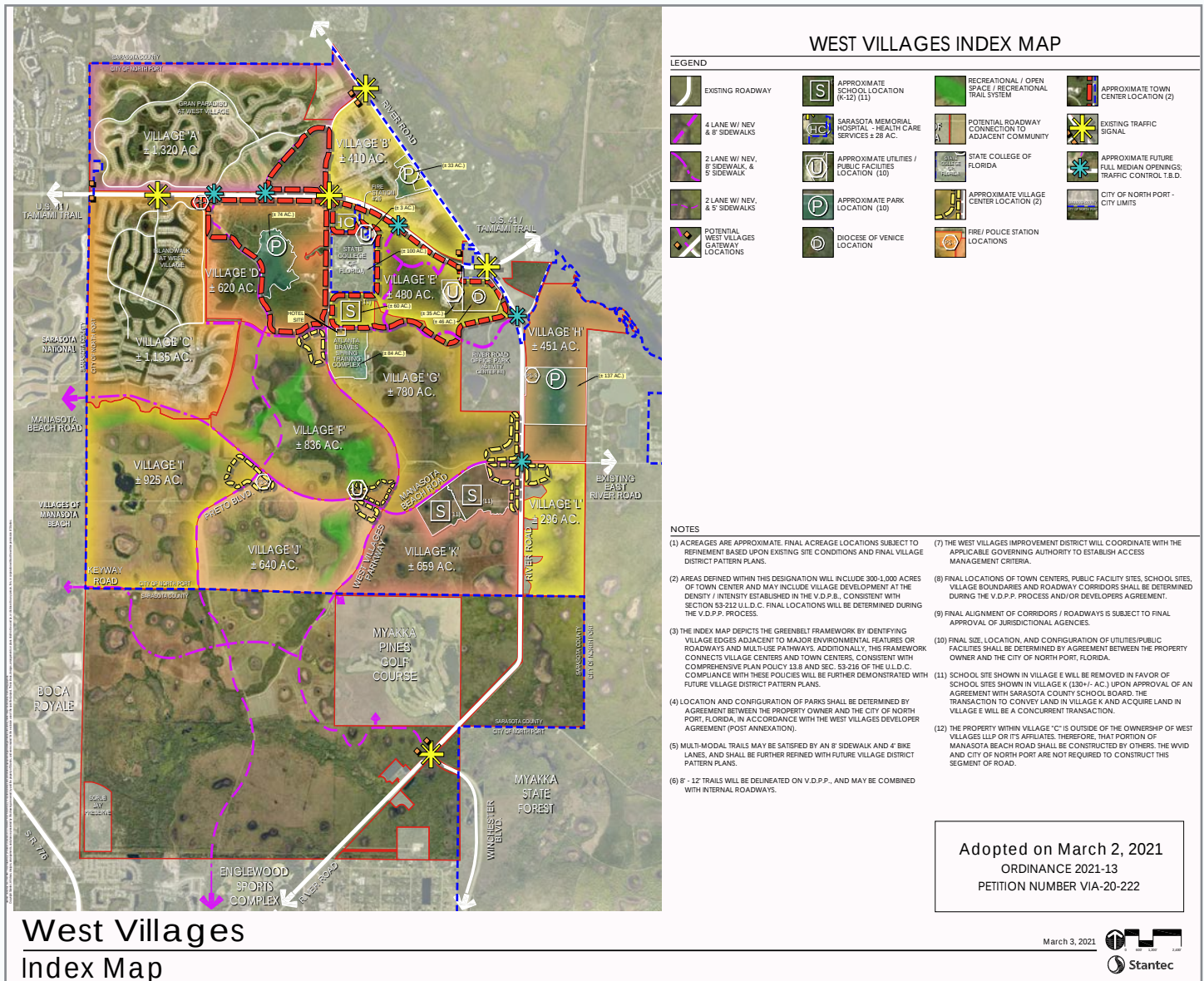
1. Establish a community framework that encourages innovative design and sound planning principles in an area that has been identified as an appropriate location for growth and development; and
2. Enable development interests the flexibility to express themselves through the development of Villages without restrictive regulations that hamper creativity or adaptability to changing market conditions.

To further the intent of the VDPB, the West Villages Review Committee (WVRC) was created in 2017. The WVRC includes one individual who represents the Master Developer, one individual advisory or non-voting member appointed by the City Manager, and two individuals appointed by the West Villages Improvement District (WVID). They are responsible for reviewing architectural features, design components, and landscape plans of retail/commercial, mixed use, and residential buildings and sites within Village I.

The WVRC utilizes Section 13 Design Standards of the VDPB, the design standards established for Village I contained in this Final VDPP, and the ULDC for guidance in making approval decisions. Unless otherwise indicated, the specifications relating to landscaping contained in the ULDC, Chapter 21, are the minimum standards the Design Review Committee is able to approve.

Upon approval of this VDPP, future application submittals are required to include evidence of approval from the WVRC with submittals to the City.

Figure 1 – Index Map



1.2. VILLAGE DISTRICT PLAN

Village I will primarily consist of residential neighborhoods (See Figures 2 and 3) with four residential neighborhoods planned that will allow for a range of residential unit types supported by two mixed use areas. This Final VDPP for Village I identifies one Mixed Use (MU-1) area located primarily along the Manasota Beach Road corridor and Preto Boulevard corridor, which serve a variety of non-residential uses focused commercial uses. Another Mixed Use Residential Neighborhood (MURN-1) area is located within Village I. The MURN-1 contains uses that serve residential needs such as community amenities, services, and daily recreation activities. These Mixed Use areas are intended to serve as activity centers and transitional areas. The Mixed Use areas are located at appropriate locations and major intersections to provide transitions from Island Walk (Village C) to the north, Village F to the northeast, and Village J, to the east, while also accommodating the retail, commercial, and office needs of residents and other visitors of Wellen Park.

Figure 2 – Village I Layout



NOTE:

DESIGNS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO BE REGULATORY OR LIMITING TO LAYOUT, ROADWAY NETWORKS, PARKING LOTS, OPEN SPACE, BUFFERS, DEVELOPMENT PLANS, USES, OR OTHER DESIGN FEATURES.

Neighborhood Centers shall be required in individual neighborhoods as amenity centers to serve the residents. Recreational open space areas may also be identified during the development process, to augment the multimodal trail system.

Consistent with ULDC Section 53-219 which outlines the regulatory hierarchy between documents, where conflicts between regulating documents arise, the approved VDPB and VDPP shall control. In places where these documents do not address an area, then the ULDC shall control. This section states:

VDPP shall meet the requirements of all applicable City, State, and Federal requirements.

1. Where there are conflicts between VDPP, ULDC provisions, the general land use, subdivision or other applicable regulations, those adopted and shown on the approved Pattern Book and VDPP shall apply.
2. Where the VDPP does not address an area, the ULDC shall apply.
3. Deviations may be requested by the applicant but shall be specified on the VDPP and approved by the City.
4. The proposed Pattern Book and VDPP shall be consistent with the intent of the comprehensive plan, and the future land use designation of the site which is currently in effect.
5. All VDPPs shall be consistent with the criteria and standards of the District Pattern Book and Village Index Map as applicable.

Village characteristics including land uses, development styles, and other community features will be explained in later sections of this Final VDPP. The standards contained in this Final VDPP are reflective of and will be consistent with the standards in the current VDPB.

Figure 3 – Village I Design



1.3. NEIGHBORHOOD PLAN

1.3.1. NEIGHBORHOOD CHARACTER

Village I is intended to primarily serve as a residential development with Mixed Use areas at a major intersection as well as a centrally located area internal to the Village. Village I is framed by a proposed two lane boulevard (Manasota Beach Road) along the northern border which will extend off of the existing River Road, a proposed 4 lane roadway along the eastern border (Preto Blvd) which will extend off of the existing U.S. 41, and a proposed 2 lane roadway along the south border (Key Way Road). Village I is designed to be an area that offers a variety of development opportunities, which may be mixed vertically or horizontally providing residential uses, residential support uses, retail uses, and commercial/service uses. Consistent with the Village Index Map, an area at the intersection of Preto Boulevard and Manasota Beach Road in the northeast portion of Village I is primarily envisioned for village center mixed use developments, with a focus on retail and commercial/service uses including potential for governmental uses; the second Mixed Use area is located internal to the Village accessed from Preto Boulevard and will include a range of amenity uses and residential support uses (recreational and civic spaces). These areas are identified as MU-1 and MURN-1 on this Final VDPP. The vision is to create a compact and walkable urban form in MU-1 and MURN-1 which meets the daily needs of the residents of Wellen Park. The Mixed Use areas will primarily serve the commercial/retail and office needs of Village I and serve as community focal points at the major intersections while providing meaningful transitions between villages.

The development standards outlined within this Final VDPP are envisioned to permit a broad range of residential and non-residential uses that will support the long-term economic sustainability of Wellen Park. There are four moderate density Residential Neighborhoods within Village I and are identified as RN-1, RN-2, RN-3, and RN-4 in this Final VDPP. This Village offers a variety of residential and mixed use development, which will further the goals of the Village Land Use by encouraging a balance of jobs and housing. The residential unit types, recreational amenities, and conservation of natural and environmental features will enhance the character of Village I.

1.3.2. STRUCTURE TYPES

Village I is planned to include a range of housing types, which may include single-family detached, accessory apartments, single-family semi-detached or paired villas, single-family attached townhouses, stacked townhouses, multi-family, and residential units within mixed-use buildings. These housing types are defined below.

- **Single-family detached:** A standalone house, not attached to any other dwelling by any means, and surrounded by open space or yards. Lot sizes vary, to allow a variety of private yard space.
- **Accessory apartment:** A permitted use on single-family detached lots, which would allow an accessory dwelling unit with a separate means of ingress and egress containing a separate kitchen, bathroom and sleeping facilities that is either physically attached to or contained within an existing single-family house or occupies the second story of an existing garage or accessory building on the same lot as the principal dwelling. The minimum area of an accessory apartment will be 200 square feet. Accessory apartments will not count as a dwelling unit for density calculation purposes.
- **Single-family semidetached or paired villa:** A one-family dwelling attached to one other one-family dwelling by a common vertical wall, with each dwelling located on a separate lot. Lots contain one side yard on the opposite side of the common wall and a front and rear yard.
- **Single-family attached townhouse:** A one-family dwelling in a row of at least two such units in which each unit has access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. Neighborhoods may include single-family attached units with front or side-loaded garages, or rear-loaded garages where an alley exists.
- **Stacked townhouse:** Typically has two units stacked vertically, with each having an entrance from the street or side of the building.
- **Multi-family:** Contains three or more dwelling units, which is typically two or more stories tall.
- **Mixed use dwelling:** One that is located within a mixed-use building, which contains a variety of complementary uses in a single building.

Maximum density for Wellen Park has been established. Comprehensive Plan Future Land Use Policy 13.1.n establishes that 16,400 dwelling units is the maximum number of units that may be developed in areas of Wellen Park that lie within the City of North Port, consistent with Figure 13.1.n of the Comprehensive Plan Future Land Use Element. To demonstrate compliance with this requirement, future Site and Development Plans and/or Plat applications will include a tracking chart, prepared by the Master Developer, to indicate the allocation of units to individual developments within Wellen Park. Residential density will be calculated for the land areas identified on the Final VDPP (Mixed Use and Residential Neighborhood). The maximum density shown on the Development Standards Table (See Table 1) may be exceeded for an individual project, as long as the overall density for the area (MU, MURN, RN) remains at or below the established density for that area. Public, nonprofit, and institutional uses are permitted in all areas and shall count toward non-residential or residential intensity or density.

If, during development, it is found that transportation impacts in Village I are more than what was contemplated in the Traffic Impact Analysis, additional analysis will be conducted.

Table 1 – Village I Development Standards

	MIXED USE	MIXED USE RESIDENTIAL NEIGHBORHOOD	RESIDENTIAL NEIGHBORHOOD
(+/-) ACRES	80	52	765
(+/-) ADJUSTED GROSS ACRES	56	37	525
OPEN SPACE (+/-) ACRES	24	15	240
FLOOR AREA RATIO (3)	3.0 FAR	2.0 FAR	0.25 FAR
DENSITY LIMITATIONS (4)	24 Dwelling units per Acre	16 Dwelling units per Acre	6 Dwelling units per Acre
PERMITTED USES(1)(6)(7)	Residential: Model homes/ Sales Center, Community Center, Gatehouse, Single- Family Detached Type A&B, Accessory Apartment, Single-Family Semi- Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses	Residential: Model Homes/ Sales Center, Community Center, Gatehouse, Single- Family Detached Type A&B, Accessory Apartment, Single-Family Semi- Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses	Residential: Model Homes/ Sales Center, Community Center, Gatehouse, Single Family Detached - Type A and Type B, Accessory Apartment, Single Family Attached, Townhouses, Stacked Townhouses, Multi-Family, Residential Support Uses
	Non-Residential: Commercial/Service, Retail, Parking/Utility/ Communication/ Governmental	Non-Residential: Commercial/Service, Retail, Parking/Utility, Clubhouse / Amenity Center	Non-Residential: Parking/ Utility
MINIMUM LOT SIZE	Residential: See Typical Configurations for Structures;	Residential: See Typical Configurations for Structures;	Residential: See Typical Configurations for Structures;
	Non-residential: No min. lot area	Non-residential: No min. lot area	Non-residential: No min. lot area
MAXIMUM STRUCTURE HEIGHT	50 Feet (s.f.) 60 feet (community center, gatehouse, townhouse), 120 Feet (multi-family, hotel/ motel, non-residential)	42 Feet (s.f.), 80 Feet (townhouses, community center, gatehouse), 120 feet (hotel/motel, multifamily, non-residential)	42 Feet (s.f.), 72 Feet (townhouses, multi- family, community center, gatehouse, non- residential)
SETBACKS(2)(5)	Residential: See Typical Configurations for Structures	Residential: See Typical Configurations for Structures	Residential: See Typical Configurations for Structures
	Non-residential: Meet State Building and Fire Code	Non-residential: Meet State Building and Fire Code	Non-residential: Meet State Building and Fire Code

Notes:

- (1) Aboveground utility structures shall be allowed anywhere within the Village provided that such facilities incorporate adequate levels of buffers to appropriately protect enjoyment on adjacent uses.
- (2) Fences, walls, columns, entry monumentation, decorative features, and utility facilities such as lift stations, storage tanks, ground-mounted transformers, and wells shall be exempt from any setback standards. A berm up to 8' in height may be constructed as part of a buffer. Up to 8' in height of wall or fence may be constructed with or without a berm as part of the landscape or buffering plans.
- (3) Floor-to-area ratio (FAR) standards shall be calculated for the land areas identified on the Village District Plan (MU, MURN) (Sec. 53-209 in the ULDC). With each Site & Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the required Land Use Mix (Sec. 53-209 in the ULDC). The Tracking Chart shall also demonstrate that the total FAR does not exceed 1.0, pursuant to Comprehensive Plan Future Land Use Policy 13.2 and ULDC Section 53-212.C.
- (4) Residential density shall be calculated for the land areas identified on the Village District Plan (MU, MURN, RN) (Sec. 53-209 in the ULDC). With each Site & Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the overall maximum density of Wellen Park and to ensure compliance with the required Land Use Mix (Sec. 53-209 in the ULDC). The Tracking Chart shall also demonstrate that the total density does not exceed 4 DU/Adjusted Gross Acre without Transfer of Development Rights, pursuant to Comprehensive Plan Future Land Use Policy 13.2 and ULDC Section 53-212.C. If total density exceeds 4 DU/Adjusted Gross Acre, Transfer of Development Rights must be demonstrated through the identification of Sending and Receiving Areas, consistent with Comprehensive Plan Future Land Use Policy 13.10 and ULDC Chapter 41.
- (5) Setbacks may be reduced to 0 feet when the subject parcel is adjacent to public/private right-of-way, easement, open space tract or water body that is at least 10 ft in width. Air conditioning units, pool pumps, and other mechanical equipment shall be permitted in side yard setbacks.
- (6) Utility structures may be located in easements or in rights-of-way as indicated in roadway cross sections.
- (7) Lakes and ponds may be used for irrigation and/or storage of reclaimed water.

Typical Configuration For Structures

The specific notes referenced below apply to the development standards outlined on the following pages for the structure types listed below.

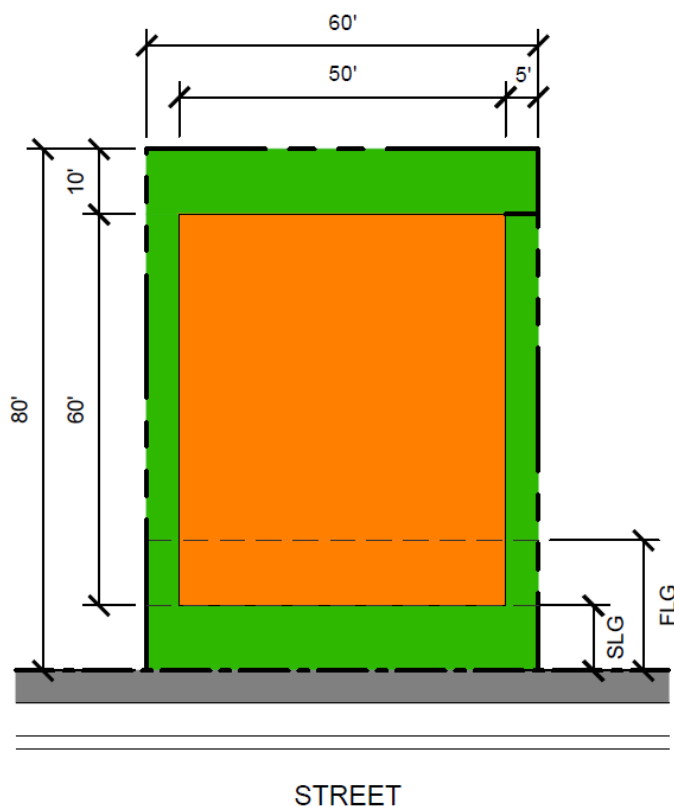
- Single-Family - Detached Type A
- Single -Family - Detached Type B
- Single-Family - Semi-detached Paired Villa
- Single-Family -Attached Townhome (Front Loaded) Single-Family -Attached Townhome (Rear Loaded)
- Multi-Family
- Mixed-Use

Development Standards

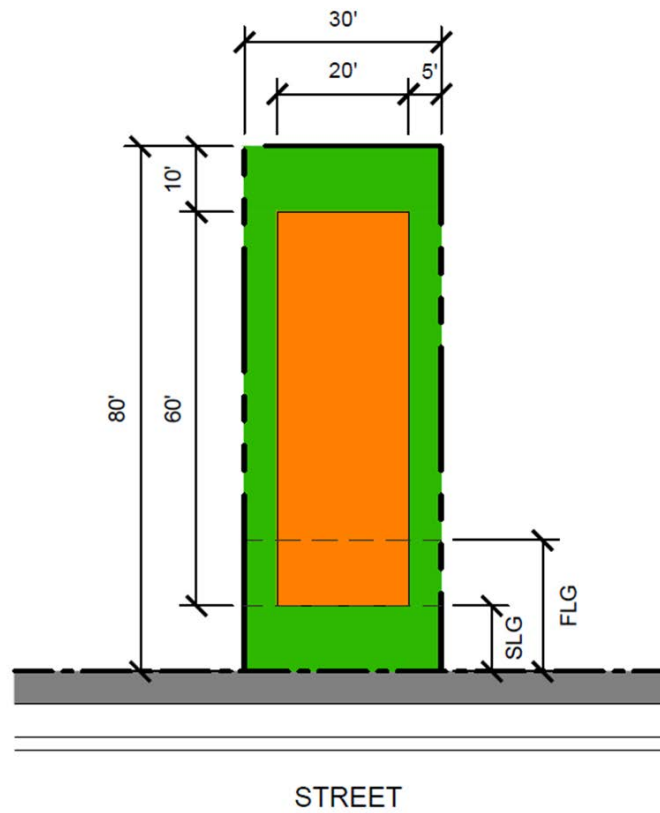
- Lot Area Min. (9)
- Lot Width Min. (8,9)
- Lot Depth Min.
- Lot Coverage Max. (10)
- Front Setback Min. (Measured to sidewalk) (1)
- Side Setback Min. (Principal Structure) (3,4,7,8,11)
- Side Setback Min. (Pool Deck, Screen Enclosure) (2,3,7,8,11)
- Rear Setback Min. (Principal Structure) (5,7)
- Side Setback Min. (Pool Deck, Screen Enclosure) (5,7)

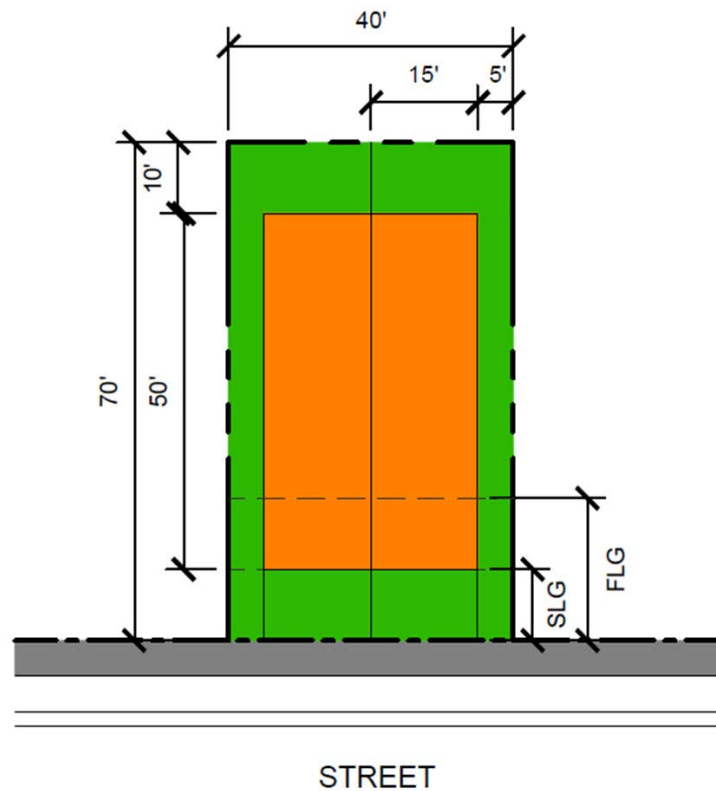
Notes

- 1 Front Loading Garage (FLG), Side Loading Garage (SLG), Recessed Garage Option (RGO)
- 2 Screen enclosures for Townhomes and Single-Family Attached (SFA) units will have a 5 FT side setback without a privacy wall, or a 0 FT side setback with a min. 6 FT high privacy wall, provided that the screen is located atop the wall.
- 3 Patios and pool decks for Townhomes and SFA units may have a 0 FT side setback provided units abut a shared privacy wall.
- 4 Corner setbacks do not apply when the side property line is adjacent to a platted open space tract of at least 5 FT in width.
- 5 The rear setback may be reduced to 0 FT when the rear property line abuts an easement, water body, or open space tract of at least 30 FT in dimension.
- 6 Townhome units may include two or more attached units.
- 7 Cornices, veneers, or other non-structural projections shall not count towards setbacks and shall be treated similar to roof overhangs.
- 8 Side yard setbacks for Single-Family Detached units are a combined 10 FT.
- 9 Minimum lot area and width for curvilinear lots may be less than required provided that all min. setback requirements are met and the average lot width (front lot line and rear lot line) is equal to or greater than the min. lot width required. Irregular lot dimensions that meet minimum lot size are permitted.
- 10 Lot coverage is defined as the percent of lot area under fixed roof. Lot coverage does not include pools, decks, driveways, patios, sidewalk, etc.
- 11 Air-conditioning units and mechanical equipment shall be allowed in side yard setbacks no closer than 1.5' from lot line.
- 12 For Single-Family Detached type A and B, A is provided for illustrative purposes. B reflects the minimum dimensional standards.
- 13 FLG setback is to the garage face. SLG and RGO setback minimum shall apply to the non-garage portion of the structure.

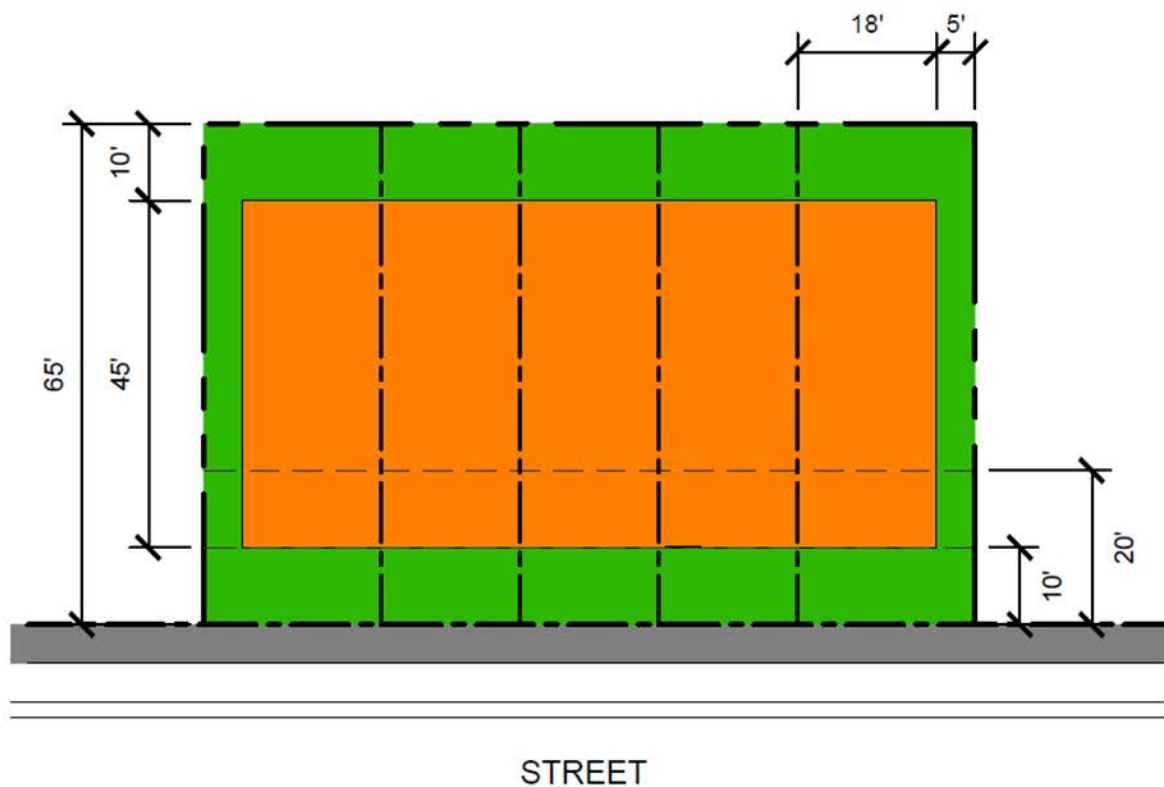


SINGLE-FAMILY – TYPE B	
DEVELOPMENT STANDARDS	SINGLE-FAMILY DETACHED (TYPE B)
Lot Area Min.	2,400 SF
Lot Width Min.	30 FT
Lot Depth Min.	80 Ft
Lot Coverage Max.	65%
Front Setbacks Min. (Measured to sidewalk)	20 FT (FLG) / 10 FT (SLG)(RGO)
Side Setback Min. (Principal Structure)	10 FT Between Structures, 5 FT Corner Lot
Side Setback Min. (Pool Deck, Screen Enclosure)	3 FT Pool; 0' Pool Deck / Screen
Rear Setback Min. (Principal Structure)	10 / 5 FT (RGO)
Rear Setback Min. (Pool Deck, Screen Enclosure)	0 FT (Deck / Screen) / 3 FT (Pool Edge)

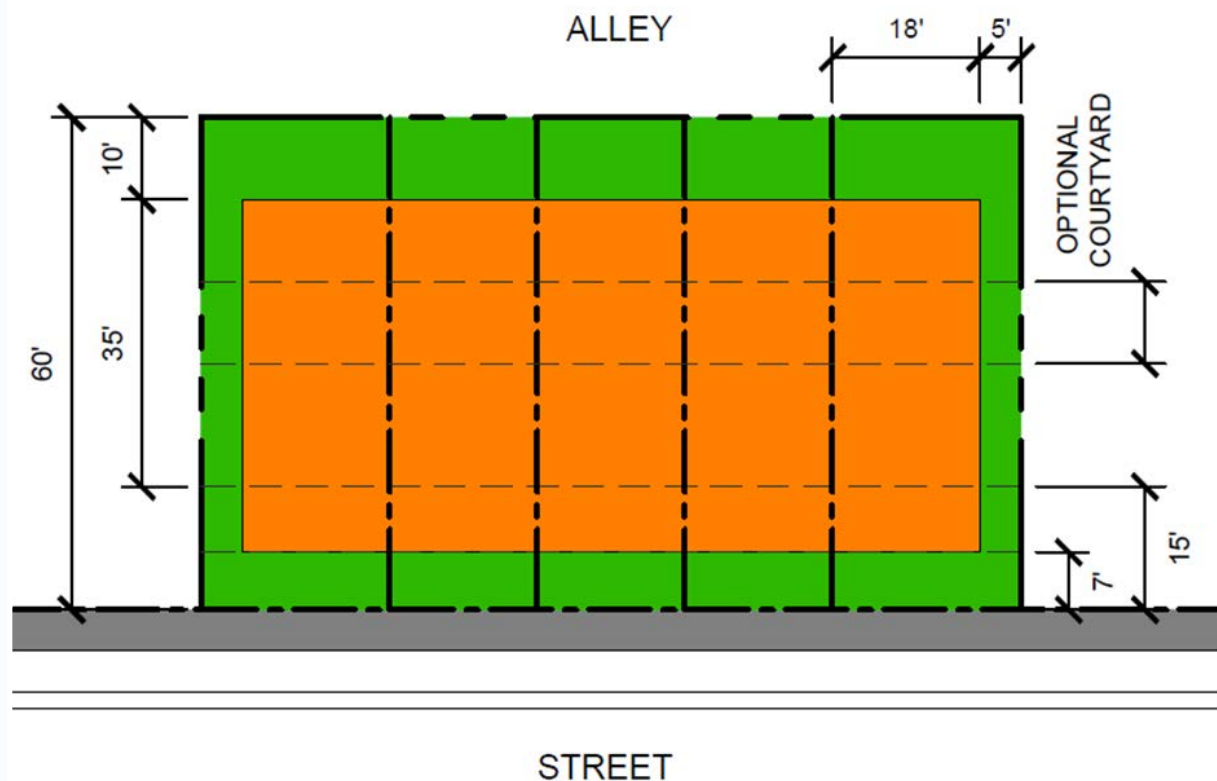




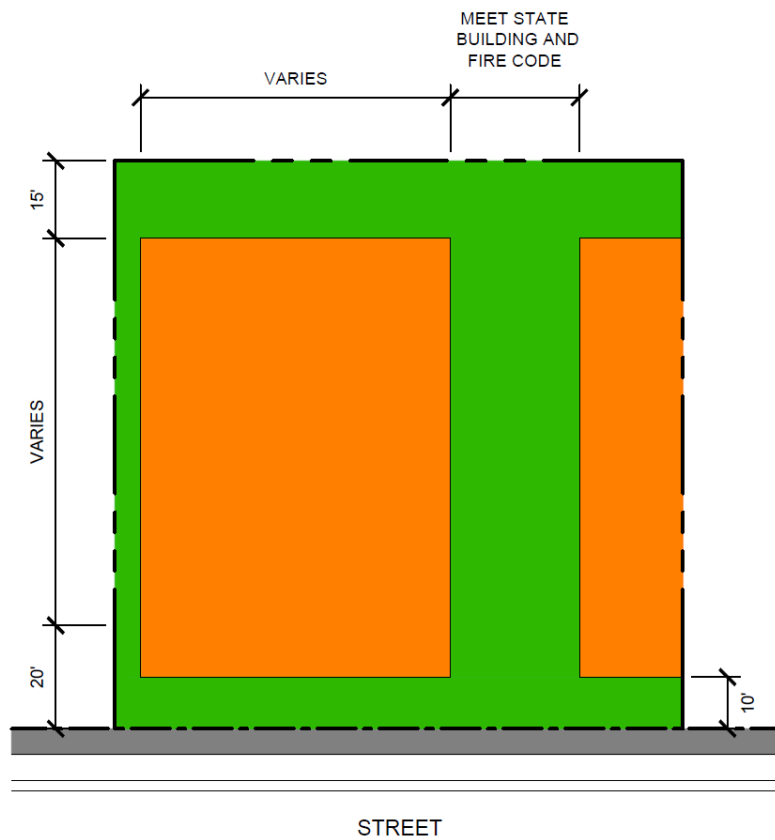
SINGLE-FAMILY – ATTACHED – TOWNHOME (FRONT-LOADED)	
DEVELOPMENT STANDARDS	SINGLE-FAMILY – ATTACHED – TOWNHOME (FRONT LOADED)
Lot Area Min.	1,170 SF
Lot Width Min.	18 FT
Lot Depth Min.	65 Ft
Lot Coverage Max.	80%
Front Setbacks Min. (Measured to sidewalk)	20 FT / 10 FT (Porch/Stoop) (SLG)(RGO)
Side Setback Min. (Principal Structure)	10 FT Between Structures (0 FT Common Wall/Shared Lot Line) / 5 FT Corner Lot
Side Setback Min. (Pool Deck, Screen Enclosure)	3 FT Pool (0 FT Common Wall/Shared Lot Line) / 3 FT (Side Yard Pool Edge/Screen)
Rear Setback Min. (Principal Structure)	10 FT
Rear Setback Min. (Pool Deck, Screen Enclosure)	N/A



SINGLE-FAMILY – ATTACHED – TOWNHOME (ALLEY-LOADED)	
DEVELOPMENT STANDARDS	SINGLE-FAMILY – ATTACHED – TOWNHOME (ALLEY-LOADED)
Lot Area Min.	1,080 SF
Lot Width Min.	18 FT
Lot Depth Min.	60 Ft
Lot Coverage Max.	80%
Front Setbacks Min. (Measured to sidewalk)	7 FT / 0 FT (Porch/Stoop)
Side Setback Min. (Principal Structure)	5 FT (0 FT Common Wall/Shared Lot Line) / 10 FT Corner Lot
Side Setback Min. (Pool Deck, Screen Enclosure)	4 FT (0 FT Common Wall/Shared Lot Line) / 5 FT (Side Yard Pool Edge)
Rear Setback Min. (Principal Structure)	5 FT
Rear Setback Min. (Pool Deck, Screen Enclosure)	N/A

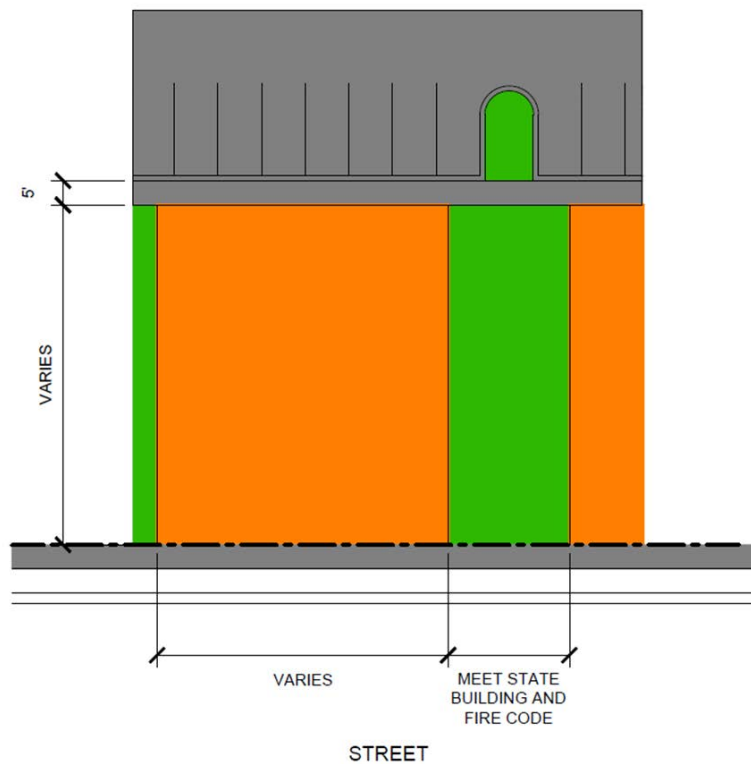


MULTI-FAMILY / STACKED TOWNHOUSE	
DEVELOPMENT STANDARDS	MULTI-FAMILY
Lot Area Min.	N/A
Lot Width Min.	N/A
Lot Depth Min.	N/A
Lot Coverage Max.	N/A
Front Setbacks Min. (Measured to sidewalk)	0 FT / 20 FT (FLG) / 10 FT (SLG)(RGO)
Side Setback Min. (Principal Structure)	Meet State Building and Fire Code
Side Setback Min. (Pool Deck, Screen Enclosure)	N/A
Rear Setback Min. (Principal Structure)	15 FT
Rear Setback Min. (Pool Deck, Screen Enclosure)	N/A



MIXED-USE RESIDENTIAL / NON-RESIDENTIAL	
DEVELOPMENT STANDARDS	MIXED-USE
Lot Area Min.	N/A
Lot Width Min.	N/A
Lot Depth Min.	N/A
Lot Coverage Max.	N/A
Front Setbacks Min. (Measured to sidewalk)	0 FT
Side Setback Min. (Principal Structure)	Meet State Building and Fire Code
Side Setback Min. (Pool Deck, Screen Enclosure)	N/A
Rear Setback Min. (Principal Structure)	N/A
Rear Setback Min. (Pool Deck, Screen Enclosure)	N/A

PARKING AREA



1.3.3. NEIGHBORHOOD CHARACTER

Consistent with the VDPB, Neighborhood Center areas are intended to serve residential neighborhoods as a focal point and as a community center providing a concentration of activities. These Neighborhood Centers may serve as community centers for residential neighborhoods, passive or active parks, neighborhood greens, or civic nodes. Neighborhood Centers may also include commercial uses. These spaces will be shown at the subdivision plan stage.

Neighborhood Center areas located in RN-1, RN-2, RN-3, and RN-4 may be designed as amenity centers, passive or active parks, neighborhood greens, or civic nodes. Neighborhoods will be designed so that homes are generally within a ½ mile walking radius of the Neighborhood Center.

1.4. ROADWAYS AND PATHWAYS

1.4.1. ROADWAYS AND PATHWAYS

Roadways within Village I will comfortably accommodate vehicular, pedestrian, Neighborhood Electric Vehicles, and bicycle traffic. Through design and development of Village I, the maximum posted speed will be up to 35-miles per hour, to encourage the use of Neighborhood Electric Vehicles as an alternative mode of transportation for trips within Wellen Park. A sidewalk system will be constructed to facilitate pedestrian circulation. In addition, roadways will be landscaped and lit to enhance the community appearance and contribute to pedestrian comfort. Described below are five types of roadways and pathways that may be implemented for the village development: Boulevards, Mixed-Use Streets, Avenues, Residential Neighborhood Streets, and Alleys. Typical cross sections are depicted in the subsequent section (See Figures 4-11).

The Roadways and Pathways depict improvements that may be impact fee and mobility fee creditable and are to be constructed and maintained by the WVID and/or the Master Developer. The phasing of roadways within Village I will be consistent with Village I development phasing to provide sufficient and safe access, as well as bicycle and pedestrian connectivity, concurrent with the development, as determined by the Master Developer.

Figure 4 – Boulevard Example

Boulevards are generally two- to four-lane divided thoroughfares.

- Typically, a two- to four-lane divided thoroughfare.
- May be designed for up to 35-mile-per-hour speed limit.
- May include trees and landscaping in median and public frontages.
- Designed to accommodate pedestrian, bicycle, and small electric-powered vehicles.

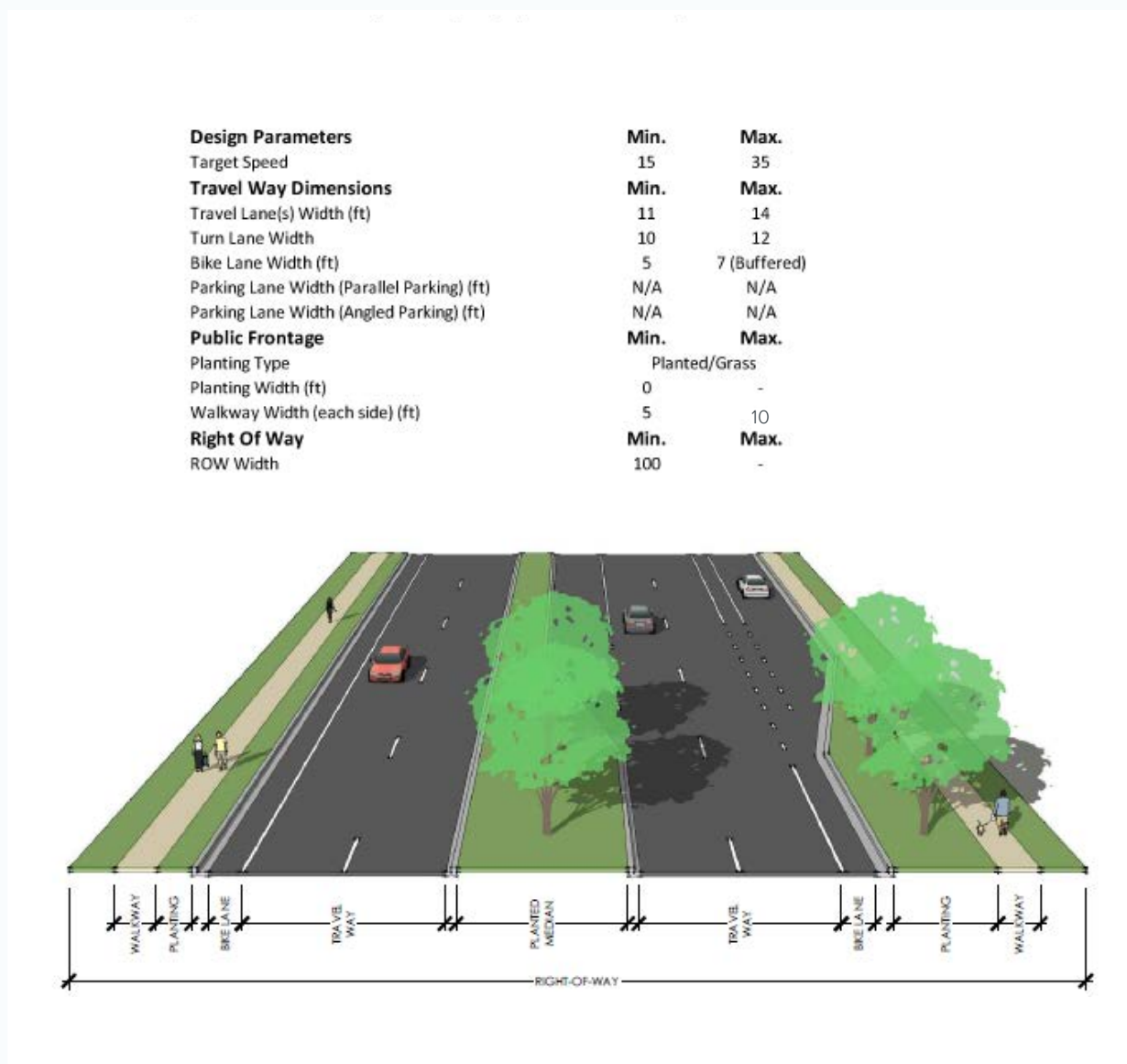


Figure 5 – Additional Boulevard Example

Boulevards are generally two- to four-lane divided thoroughfares.

- Typically, a two- to four-lane divided thoroughfare.
- May be designed for up to 35-mile-per-hour speed limit.
- May include trees and landscaping in median and public frontages.
- Designed to accommodate pedestrian, bicycle, and small electric-powered vehicles.

Design Parameters	Min.	Max.
Target Speed	15	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	14
Turn Lane Width	10	12
Bike Lane Width (ft)	5	7 (Buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted/Grass	
Planting Width (ft)	0	-
Walkway Width (each side) (ft)	5	10
Right Of Way	Min.	Max.
ROW Width	100	-

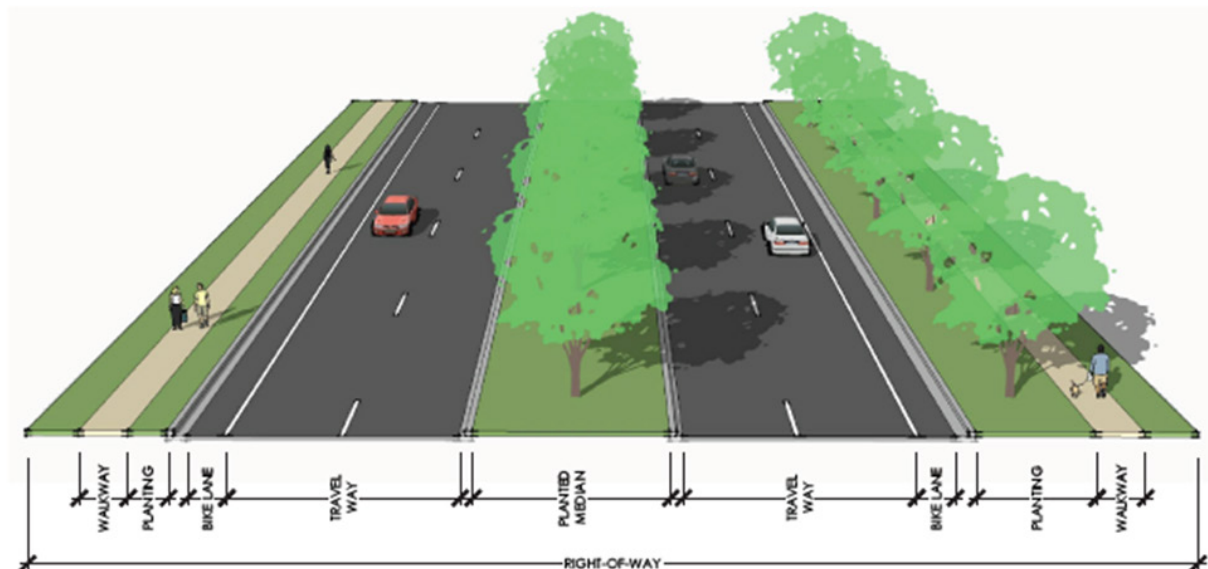


Figure 6 – Mixed Use Street Example

Mixed Use Streets are generally free-movement local roadways that provide on-street parking for higher density areas, including shops, offices, multi-family buildings, and townhouses.

- Free-movement local roadway providing on-street parking for higher intensity uses including shops, offices, multi-family buildings, and townhouses.
- Typically, a two-lane undivided roadway.
- May be designed for 25-mile-per-hour speed limit.
- Designed for on-street parking (angled or parallel).
- Public frontages may include landscaped planters with vegetation.
- Designed to accommodate pedestrian, bicycle connectivity, and Neighborhood Electric Vehicles.

Design Parameters	Min.	Max.
Target Speed	15	25
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Bike Lane Width (ft)	5	7 (Buffered)
Optional Parking Lane Width (Parallel Parking) (ft)	8	9
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Intermittent	
Planting Width (ft)	-	6
Walkway Width (ft)	5	10
Right Of Way	Min.	Max.
ROW Width	60	90

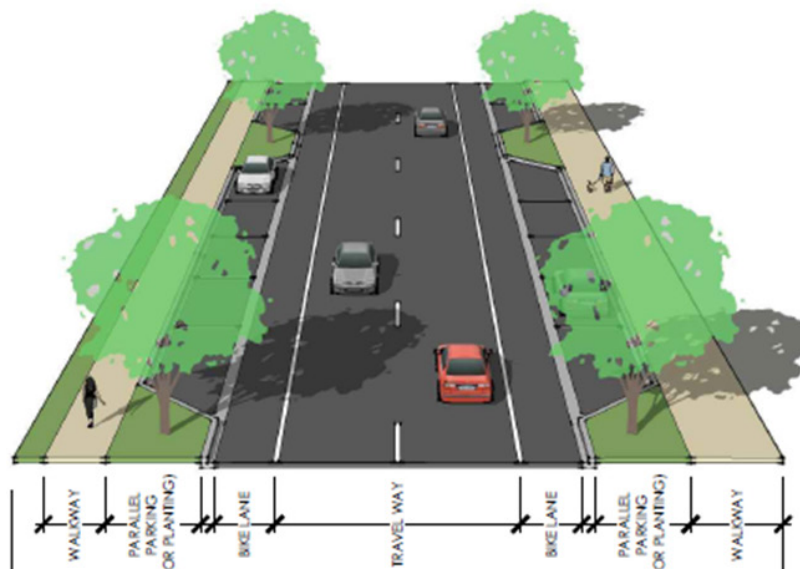


Figure 7 – Additional Mixed Use Street Example

Mixed Use Streets are generally free-movement local roadways that provide on-street parking for higher density areas, including shops, offices, multi-family buildings, and townhouses.

- Free-movement local roadway.
- May provide on-street parking for higher intensity uses including shops, offices, multi-family buildings, and townhouses.
- Typically, a two-lane undivided roadway.
- May accommodate parallel parking.
- May be designed for 25-mile-per-hour speed limit.
- Designed to accommodate pedestrian connectivity with sidewalks, separated from vehicular traffic with landscaping, as well as bicycles and Neighborhood Electric Vehicles.

Design Parameters	Min.	Max.
Target Speed	15	25
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Bike Lane Width (ft)	N/A	N/A
Optional Parking Lane Width (Parallel Parking) (ft)	8	9
Optional Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Intermittent	
Planting Width (ft)	4	-
Walkway Width (ft)	5	-
Right Of Way	Min.	Max.
ROW Width	54	80

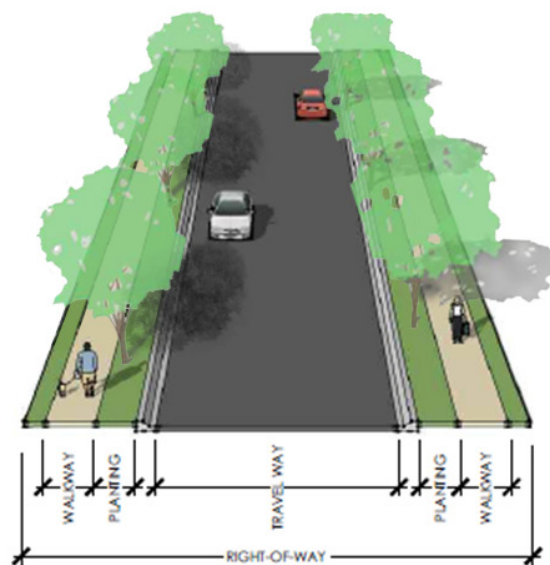


Figure 8 – Avenue Example

Avenues are frequently used roadways, intended to connect neighborhoods to one another. They are typically free movement local roadways that provide circulation and connectivity to other areas of the community. Avenues are intended to divert higher traffic volumes away from residential neighborhoods while allowing for interconnectivity within the Village.

- Frequently used roadways, intended to connect neighborhoods to one another.
- Typically, a two-lane undivided roadway.
- Designed to accommodate pedestrian, bicycle, and Neighborhood Electric Vehicles (may be a trail).
- May be designed for 35-mile-per-hour speed limit.
- May be lined with canopy trees.

Design Parameters	Min.	Max.
Target Speed	25	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Optional Bike Lane Width (ft)	5	7 (Buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted/Grass	
Planting Width (ft)	4	-
Optional Walkway Width (ft)	5	10
Multi-Modal Trail Width (ft)	8	12
Right Of Way	Min.	Max.
ROW Width	50	100

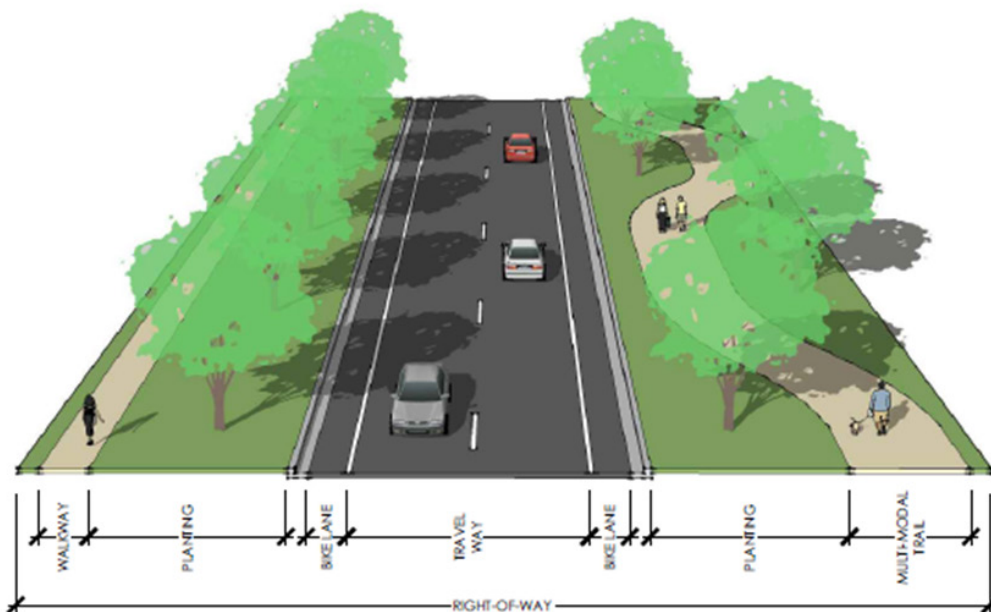


Figure 9 – Additional Avenue Example

- Frequently used roadways, intended to connect neighborhoods to one another.
- Typically, a two-lane undivided roadway.
- Designed to accommodate pedestrian, bicycle, and Neighborhood Electric Vehicles (may be a trail).
- May be designed for 35-mile-per-hour speed limit.
- May be lined with canopy trees.
- Turn lanes are included to accommodate safe turning movements.

Design Parameters	Min.	Max.
Target Speed	25	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Turn Lane Width (ft)	10	12
Optional Bike Lane Width (ft)	5	7 (buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted	
Planting Width (ft)	4	-
Optional Walkway Width (ft)	5	10
Multi-Modal Trail Width (ft)	8	12
Right Of Way	Min.	Max.
ROW Width	60	120

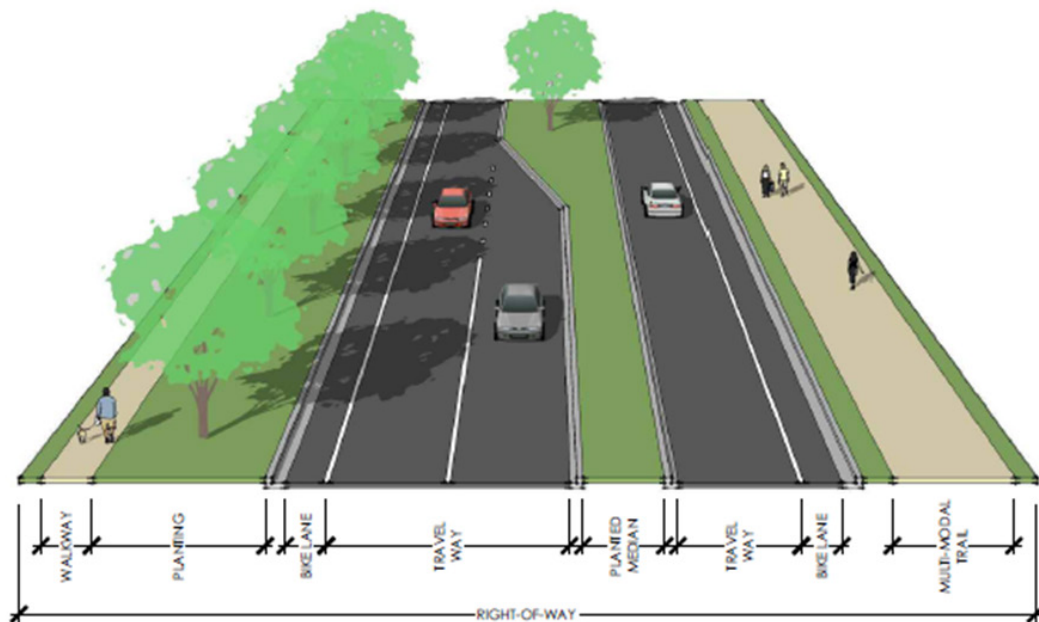
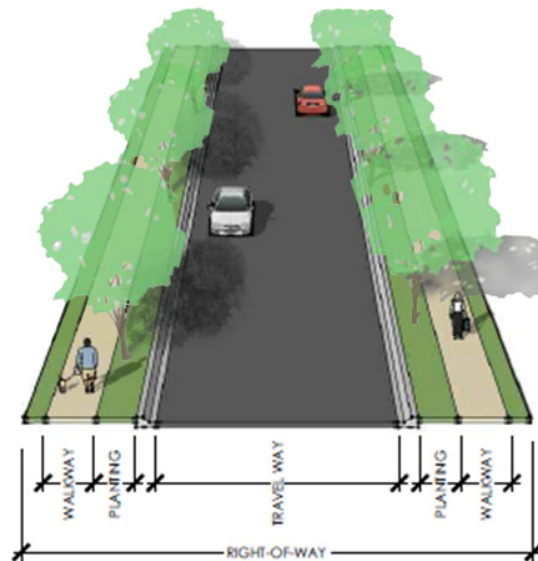


Figure 10 – Residential Neighborhood Street

Residential Neighborhood Streets are roadways intended for use in residential neighborhoods. They are intended to accommodate neighborhood vehicles, pedestrians, bicycles, and electric vehicles. They are typically two-lane, undivided roads intended to link neighborhoods and neighborhood centers to avenues. Parkway trees are to be included on all residential streets to provide safety and comfort to pedestrians.

- Small-scale, slow movement local roadways suitable for neighborhoods.
- Typically two lanes, undivided.
- Link neighborhoods and Neighborhood Centers to Avenues.
- May be designed for speed limits of up to 25-miles-per-hour, typically posted lower.
- Accommodates neighborhood vehicles, pedestrians, bicycles, and Neighborhood electric vehicles.

Design Parameters	Min.	Max.
Target Speed	15	25
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	10	12
Turn Lane Width (ft)	N/A	N/A
Bike Lane Width (ft)	N/A	N/A
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted/Grass	
Planting Width (ft)	4	-
Walkway Width (ft)	5	-
Right Of Way	Min.	Max.
ROW Width	40	60



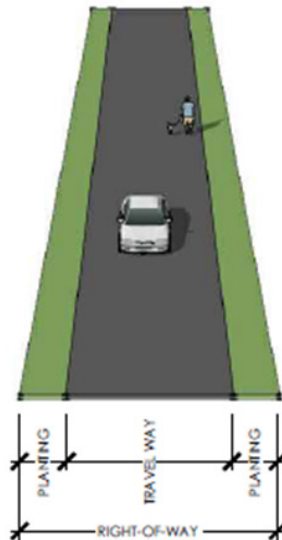
NOTE: Sidewalk only required along frontage of residential units.

Figure 11 – Residential Neighborhood Alley Example

Alleys are small-scale, slow movement drives for rear access to homes.

- Provide access to rear loading garages or parking areas.
- Designed with 10-foot travel lanes.
- Designed as one-way sections.
- Intended for “traditional neighborhood designs” in neighborhoods.
- Intended to provide access to rear of commercial/mixed use buildings in Mixed Use areas and Mixed Use Residential Neighborhood.

Design Parameters	Min.	Max.
Target Speed	N/A	N/A
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	10	16
Turn Lane Width (ft)	N/A	N/A
Bike Lane Width (ft)	N/A	N/A
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	N/A	N/A
Planting Width (ft)	N/A	N/A
Walkway Width (ft)	N/A	N/A
Right Of Way	Min.	Max.
ROW Width	15	25



1.4.2. MULTIMODAL TRAILS

Multimodal Trails are designed in designated rights-of-way (See Figure 12). They are intended to be 8-to 12-foot trails that blend with surrounding neighborhood centers with landscaping, native vegetation, and trees that are consistent with surrounding areas. Finally, the surface of the trail may vary from paved to other materials (i.e., mulch, shell, etc.).

Figure 12 – Multimodal Trails Example



MIXED-USE	ON-SITE WETLANDS
MIXED-USE RESIDENTIAL NEIGHBORHOOD	PROPOSED LAKES
RESIDENTIAL NEIGHBORHOOD	PROPOSED TRAILS
	VILLAGE BOUNDARY

NOTE:
DESIGNS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO BE REGULATORY OR LIMITING TO LAYOUT, ROADWAY NETWORKS, PARKING LOTS, OPEN SPACE, BUFFERS, DEVELOPMENT PLANS, USES, OR OTHER DESIGN FEATURES.

1.5. INFRASTRUCTURE PLAN

1.5.1. WATER AND WASTEWATER

Currently, there is no active water, wastewater, or irrigation water infrastructure available to serve Village I. The West Villages Improvement District (WVID) has master planned Wellen Park's roadway and associated utility network to serve the villages that do not have access to existing infrastructure. Based on the Utility Master Plan (2019) and the Manasota Beach Road Construction Plans (2021), Village I will have access to water, wastewater and irrigation water service from Manasota Beach Road and the future Preto Boulevard extension, south of Manasota Beach Road.

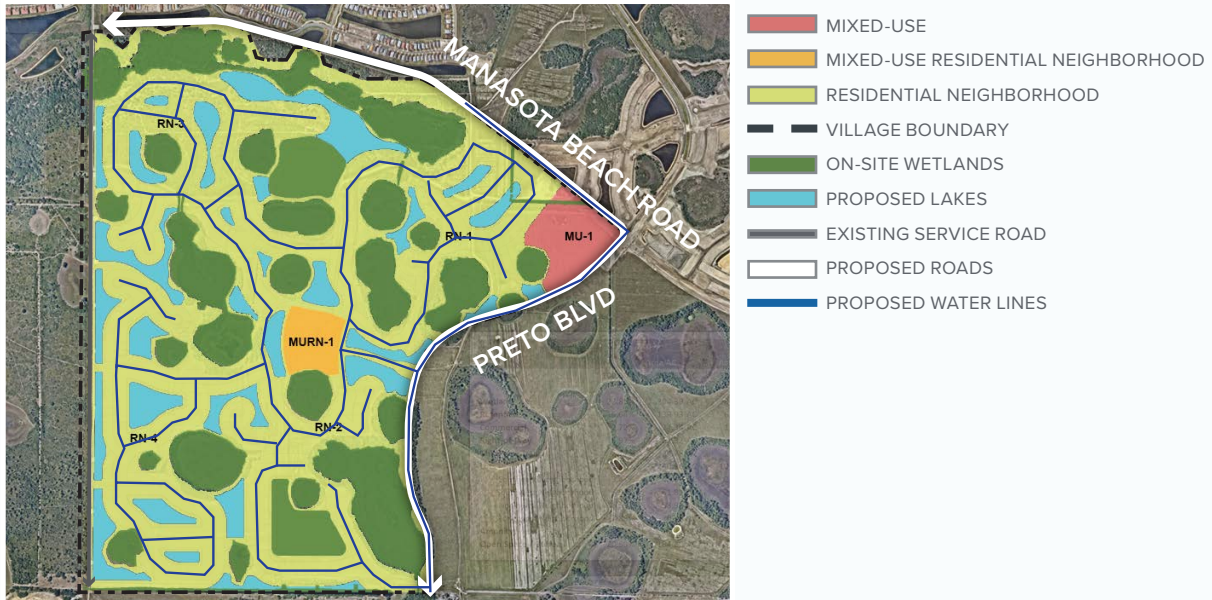
In the near-term, Manasota Beach Road, which is currently under construction and will be completed by the end of 2022, will serve Village I with a 12-inch water main, 8-inch force main and 12-inch irrigation main. In the long-term, additional water main and force main connections for Village I can be made along the programmed utilities installed with the extension of Manasota Beach Road to the west and the future Preto Boulevard extension, south of Manasota Beach Road. These additional connections will be determined by Village I's development layout and growth and can assist in maintaining pressures and required fire flow rates for Village I's internal water distribution and wastewater transmission system.

The future Water Treatment Plant is located north of Village J, at 11820 Manasota Beach Road, and is currently being constructed. Once complete, the Water Treatment Plant will be turned over to the City of North Port for operation and maintenance and will serve the majority of the Wellen Park's service area. Phase One of this facility is anticipated to be completed by Spring 2022 and will be programmed for expansion based on the potable water demands of Wellen Park.

All of the wastewater flows within Wellen Park's service area will be collected and treated at the existing wastewater facility, the Southwest Wastewater Reclamation Facility (SWWWRF). The SWWWRF is located west of the intersection of US 41 and River Road. This facility has been turned over to the City of North Port and will be expanded as development across Wellen Park increases.

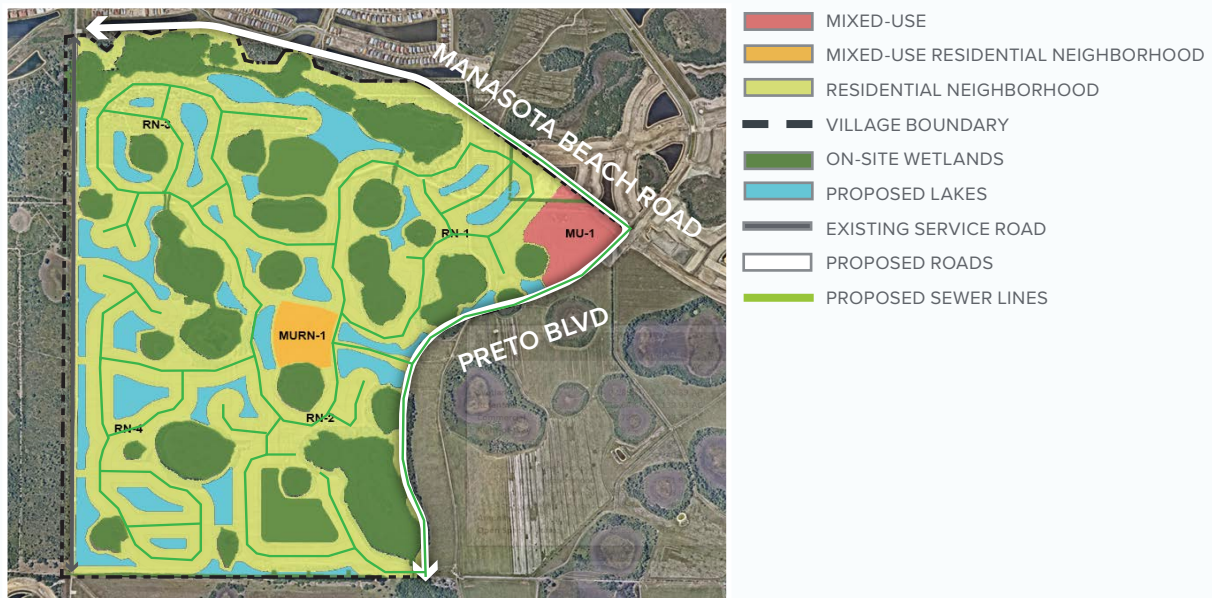
WVID will provide irrigation service to villages by using a combination of reclaimed water produced from the SWWWRF, stormwater and existing irrigation wells. Irrigation service can be provided to Village I using the 12-inch irrigation main along Manasota Beach Road. The Village I internal irrigation water system will consist of storage pond(s) and irrigation mains that will extend outward to provide irrigation service within the village.

Figure 13 – Future Water Distribution



NOTE:
DESIGNS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO BE REGULATORY OR LIMITING TO LAYOUT, ROADWAY NETWORKS, WATER R WASTEWATER SYSTEMS, PARKING LOTS, OPEN SPACE, BUFFERS, DEVELOPMENT PLANS, USES, OR OTHER DESIGN FEATURES.
FUTURE WATER SYSTEMS DESIGNS ARE TO BE IN ACCORDANCE WITH APPLICABLE CITY OF NORTH PORT UTILITIES AND STATE REQUIREMENTS.

Figure 14 – Future Wastewater Systems



NOTE:
DESIGNS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO BE REGULATORY OR LIMITING TO LAYOUT, ROADWAY NETWORKS, WATER OR WASTEWATER SYSTEMS, PARKING LOTS, OPEN SPACE, BUFFERS, DEVELOPMENT PLANS, USES, OR OTHER DESIGN FEATURES.
FUTURE WASTEWATER SYSTEMS DESIGNS ARE TO BE IN ACCORDANCE WITH APPLICABLE CITY OF NORTH PORT UTILITIES AND STATE REQUIREMENTS.

1.5.2. STORMWATER MANAGEMENT

Stormwater will be retained in a system of lakes within the village. Ideally, the lakes will serve the village as a whole, including the individual areas and neighborhoods. The stormwater lakes are being sized to effectively accommodate stormwater demand for residential and non-residential uses. These features will serve as a community amenity. Specific lake size and topographic alterations will be developed as part of the next steps of the Village District planning process and construction plan development.

Pursuant to Section 18-10 (D) of the City's ULDC, the VDPB permits the use of Low Impact Design (LID) strategies to address Stormwater management requirements and LID practices will be incorporated to the extent practicable.

1.5.3. SOLID WASTE

Solid waste and recycling will be collected by the City of North Port Solid Waste Division. Preliminary plans allow collection vehicles to enter the community and collect waste and recycling either from dumpster enclosures for non-residential or mixed use buildings, and from individual units in neighborhoods. The City of North Port has not identified any deficiencies in solid waste capacity.

1.6. ENVIRONMENTAL MANAGEMENT PLAN

1.6.1. ENVIRONMENTAL OVERVIEW

Environmental Consulting & Technology, Inc. (ECT) has identified areas of native habitats and listed species that have potential to be impacted by the Final Village District Pattern Plan (VDPP) as required under Section 53-214(C)(9)(c)(iii) of the City of North Port (CONP) Unified Land Development Code (ULDC). The site analysis portion of the VDPP characterized native habitats and listed species associated with Village I which contains a total of 656 (+/-) acres of uplands and 241 (+/-) acres of wetlands and surface waters. As noted in the site analysis, the jurisdictional extent of wetlands and surface waters was recently field verified and approved by the Southwest Florida Water Management District (SWFWMD) as part of two formal wetland determinations (SWFWMD Petition No.'s 42032522.033 and 42032522.047) issued on December 2019 and July 2020.

Most of the uplands on this site are characterized by improved pasture, but the site also contains native habitats that are primarily associated with freshwater marsh wetlands (FLUCFCS 641) that have vegetated buffers characterized by pine flatwoods (FLUCFCS 411). These vegetated buffers are the only upland areas that haven't been converted to pasture. Most of the wetlands and portions of these vegetated buffers will be preserved as part of the open space and greenways. Native habitats and listed species that have potential to be impacted by the Final VDPP are summarized below.

1.6.2. IMPACTS TO NATIVE HABITATS

As depicted on the Wetland Impact Plan (Figure 15), most development is expected to occur in uplands; however, some wetland impacts are inevitable to accommodate future roadway alignments, and residential development. Although the wetlands will not be avoided in entirety, impacts will be minimized to ensure consistency with state (SWFWMD) and federal (USACE) criteria. Since the VDPP is an early entitlement process, this Environmental Impact Plan only attempts to identify impacts that can reasonably be expected from future development. Final details pertaining to wetland impacts will be refined during future permitting efforts when site and grading plans are being developed, in which case wetland impacts could change. Below is an overview of impacts that are anticipated for upland habitats and wetlands.

Upland Habitats

In an effort to avoid and minimize wetland impacts, the uplands will be targeted for development. Since much of the uplands have already been converted to pasture, impacts associated with native upland habitats will only occur in the pine flatwoods (FLUCFCS 411) buffering the wetland slough system on the east side of the site since most of the flatwoods buffering the isolated wetlands will be maintained as buffers. At a very minimum, buffers measuring twenty-five (25) feet will need to be maintained around all wetlands to comply with SWFWMD regulations and will encompass these pine flatwood habitats. Expanded buffers will also be provided along the greenway corridors surrounding the larger wetland systems which will provide for additional preservation of native upland habitats.

Wetlands and Surface Waters

The Wetland Impact Plan (See Figure 15) identifies approximate acres of potential impacts to onsite wetlands that can be reasonably expected as a result of roadway alignments and development associated with residential uses, particularly where the small isolated wetlands or wetland configurations are difficult to design around. In addition, the future roadway extensions for Manasota Beach Road and Preto Boulevard on the north and east side of Village I will result in impacts of approximately 5 acres for those wetlands that cannot be avoided with the road alignments. The offsite road impacts are identified on the Wetland Impact Plan since the roads are considered critical for access to Village I. The locations and/or acreages of these wetland impacts may change during future permitting efforts when detailed site plans are developed for these areas. Regardless of the extent of wetland impacts, avoidance and minimization efforts will be required before mitigation will be considered. Mitigation will need to be provided for unavoidable wetlands when no other reasonable alternative exists. On-site wetland mitigation be evaluated as the preferred alternative rather than purchase of wetland mitigation bank credits. Mitigation will be provided consistent with state and federal requirements to ensure no net loss of wetland functions and values and may consist of onsite mitigation (i.e., wetland enhancement, restoration, creation, preservation) or the use of a mitigation bank. Wildlife crossings should be provided where a proposed road bisects a wildlife corridor such as that associated with a wetland.

For all preserved wetlands, mandatory buffers will be maintained around wetlands to avoid secondary wetland impacts consistent with SWFWMD criteria. Minor buffer encroachments may be necessary in some cases to accommodate roads, stormwater infrastructure and grading of lots, but this will be revisited when detailed site plans are developed in support of future permitting.

In addition to wetlands, approximately 5 acres of surface waters will likely be impacted to accommodate future development and roadway alignments. These surface waters are associated with ditches (FLUCFCS 513) and cattle ponds (FLUCFCS 525), all of which are man-made. They are not considered native habitat because of the fact that they are man-made, nor is mitigation required for these features.

²15-foot min. width, 25-foot average width, per SWFWMD requirements

1.6.3. IMPACTS TO LISTED SPECIES

ECT conducted a preliminary listed species survey as part of the VDPP site analysis to evaluate for state and federally listed species and observed an active bald eagle (*Haliaeetus leucocephalus*) nest, Florida sandhill cranes (*Antigone canadensis pratensis*), little blue heron (*Egretta caerulea*), wood storks (*Mycteria americana*), and American kestrels (*Falco sparverius*). No other listed species were directly observed, but certain species will still need to be addressed during future state (SWFWMD) and federal (USACE) permitting to address Florida Fish and Wildlife Conservation Commission (FWC) and U.S. Fish

and Wildlife Service (USFWS) criteria. Below is a summary of listed species considerations for the Final VDPP that will need to be addressed as part of future permitting.

Gopher Tortoises

ECT conducted a preliminary gopher tortoise (*Gopherus polyphemus*) survey for the site analysis but did not find any burrows. The pasture is also heavily used by cattle and routinely harvested for sod which is not compatible with gopher tortoises. Prior to construction, a formal (100%) survey will be required by FWC to evaluate all uplands for gopher tortoises in accordance with FWC's Gopher Tortoise Permitting Guidelines (Revised January 2020). For any burrows found in the construction footprint, a relocation permit will be obtained from FWC to relocate tortoises as needed.

Eastern Indigo Snakes

No Eastern indigo snakes (*Drymarchon corais couperi*) were observed during the preliminary survey, but their cryptic nature can make them difficult to detect. Eastern indigo snakes have potential to occur onsite as they can be found in nearly any wooded habitat throughout Florida including pine flatwoods, hardwood forests and hammocks, but the majority of wooded habitat on this site was previously converted to pasture. Indigo snakes are also a commensal species commonly associated with gopher tortoise burrows, but since the site has limited gopher tortoise habitat, it's unlikely that indigo snakes occur onsite. Indigo snakes will have to be addressed during future permitting to ensure compliance with USFWS guidelines, but development of Village I is not expected to impact indigo snakes. Regardless, the Applicant will be required to follow the USFWS's Standard Protection Measures for the Eastern Indigo Snake (August 2013) to minimize potential conflicts with this species during construction.

Florida Pine Snake

No Florida pine snakes (*Pituophis melanoleucus mugitus*) were observed during the preliminary survey. No suitable xeric habitat occurs on the site, therefore, pine snakes are unlikely to occur onsite particularly given the agricultural uses and habitat fragmentation.

Florida Bonneted Bats

Village I occurs in the USFWS consultation area for the Florida bonneted bat (*Eumops floridanus*) which are federally listed. Potential roosting habitat for the bonneted bats include forested habitats and other areas with tall, mature trees or other areas with suitable roost structures. Most of the site is characterized by open pasture, but contains marginal areas of forested habitat (pine flatwoods) surrounding the wetlands, most of which will be maintained as wetland buffers. Formal bat surveys were conducted for Manasota Beach Road alignment and Village J to the east and no bonneted bats were found on either project. Given much of the roosting habitat was cleared and no bonneted bats were documented with recent surveys, there is very low potential that bonneted bats occur on this site.

Bald Eagles

While no longer listed as Threatened by USFWS or FWC, bald eagles continue to be protected by state and federal laws under the Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA). There is a known eagle nest less than one mile from the site on Village J to the west (Figure's 5 and 6) which has been documented as an active nest for the last three (3) consecutive nesting seasons. Village I is located well outside of the primary (330 ft.) and secondary (660 feet) protection zones for the nest. The next closest eagle nest occurs further north on Village D (1.5 miles from the site) adjacent to the Preto Boulevard corridor. Bald eagles can be expected to use Village I periodically for foraging but are very unlikely to nest on-site given how close the Village J nest is.

Florida Scrub Jays

No Scrub Jays (*Aphelocoma coerulescens*) were observed nor does the site contain any suitable xeric scrub habitat. However, both Sarasota County and the City of North Port maintain Scrub Jay parcel lists that identifies specific parcels that require formal Scrub Jay reviews based on old Scrub Jay territories. Village I is not identified as one of the Scrub Jay parcels, but Village J (to the east) and the parcel directly south of Village I (Winchester) is identified as a Scrub Jay parcel even though suitable scrub habitat does not exist on either site. ECT conducted a formal Scrub Jay survey for Village J in October 2020 and the south Winchester parcel in May/June 2018 and no Scrub Jays were documented on either site. Therefore, Scrub Jays are not expected to occur on Village I or the adjacent lands based the existing habitat and previous survey efforts. Florida scrub jays will be addressed as part of the federal permitting through the USACE to ensure compliance with USFWS guidelines.

Florida Sandhill Cranes

Florida sandhill cranes are state listed as Threatened and have been observed foraging in the pasture areas in Village I and Village J to the east. Sandhill cranes typically nest in shallow, freshwater marsh wetlands during peak breeding season (December – August) and also utilize open grassy areas and pasture for foraging. The site contains good foraging and nesting habitat; therefore, sandhill cranes have potential to nest onsite.

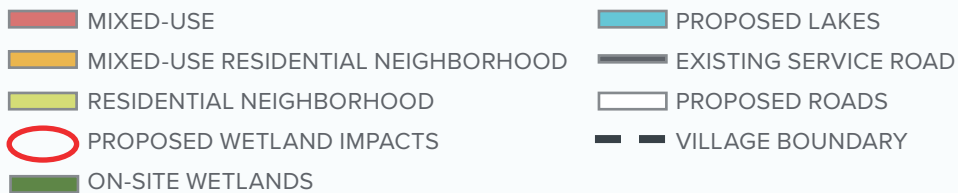
Therefore, pre-construction surveys will be required prior to development consistent with FWC's *Species Conservation Measures and Permitting Guidelines for Florida Sandhill Cranes* should construction occur during the breeding season (December – August). If sandhill cranes are actively nesting, a 400-foot buffer is required around active nests during construction and 1,500-foot buffer is required around nests with flightless young in the area (during construction) in accordance with FWC guidelines.

Listed Wading Birds

A little blue heron (state-Threatened) and wood stork (federally Threatened) were observed foraging and loafing onsite, but no nesting or roosting was observed. Given the extent of wetlands on Village I, listed wading birds can be expected to use the site for foraging, loafing, and potentially nesting.

Little blue herons and wood storks are among one of the more common listed wading birds that can be expected to use the site along with the state-Threatened tricolored heron (*Egretta tricolor*). Based on the USFWS Wood Stork database (and FWC wading bird colony database), the closest known wood stork/wading bird colonies are located in the Myakka River approximately 1.5 miles northeast of Village I. The site falls within the Core Foraging Area4 (CFA) of these colonies. Should future construction occur within the active breeding season for any listed wading bird species (February – August), pre-construction surveys may be required to evaluate for listed wading bird nesting in which case a 330-foot buffer would apply (during nesting season) in accordance with FWC's *Species Conservation Measures and Permitting Guidelines for Threatened Wading Birds* (i.e., little blue heron, reddish egret, roseate spoonbill, tricolored heron). Additionally, any impacts associated with wetlands that could result in a loss of suitable foraging habitat for wood storks will be addressed with USFWS as part of the State 404 permitting process.

Figure 15 – Wetland Impact Plan



NOTE:

DESIGNS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO BE REGULATORY OR LIMITING TO LAYOUT, ROADWAY NETWORKS, PARKING LOTS, OPEN SPACE, BUFFERS, DEVELOPMENT PLANS, USES, OR OTHER DESIGN FEATURES.

1.7. PUBLIC FACILITIES PLAN

1.7.1. ROADWAYS

Comprehensive Plan Future Land Use Policy 13.6 requires that each Village District Pattern Plan include an evaluation of the public facilities needed to support the development. Individual property owners are responsible for their own traffic studies to validate their land use. A combined Transportation Impact Analysis for Village I, J, and K has been completed to predict the impacts of the three Villages on the transportation system and to identify improvements. The traffic impacts are based on the Final village plan with an initial phase, Phase 1, to be completed in 2025 and a buildout year of 2032.

Because each Village will act as a separate project under the larger umbrella of Wellen Park, the overall study area was based on the combined study areas of each Village (i.e. Village I, J, and K). The study area was based on the total buildout of the Villages and consists of arterial and collector roads where project traffic equals or exceeds five percent of the adopted two-way peak-hour service volume, as specified by the 2012 FDOT Generalized Service Volume Tables or Sarasota County's 2016 Generalized Level of Service Tables.

Per the criteria, 15 segments meet or exceed the five percent significance threshold for at least one Village. In addition to the roadway segments evaluated in the study area, intersections of regulated roadways within the study area were evaluated. The 21 regulated roadway intersections that were studied are listed below.

- | | |
|------------------------------------|-------------------------------------|
| 1. River Rd/I-75 NB | 11. Woodmere Park Blvd/US 41 |
| 2. River Rd/I-75 SB | 12. Venice E Blvd/US 41 |
| 3. River Rd/Venice Ave | 13. Rockley Blvd/US 41 |
| 4. River Rd/Center Rd | 14. SR 776/US 41 |
| 5. River Rd/W Villages Pkwy | 15. W Villages Pkwy/US 41 |
| 6. River Rd/US 41 | 16. Ortiz Blvd/US 41 |
| 7. River Rd/East River Rd | 17. Pine St/Dearborn St |
| 8. River Rd/Winchester Rd | 18. Pine St/SR 776 |
| 9. River Rd/Pine St | 19. Rockley Blvd/Center Rd |
| 10. Jacaranda Blvd/US 41 | 20. Jackson Rd/Venice Ave |
| | 21. Venice E Blvd/Center Rd |

A transportation concurrency analysis was performed for the PM peak-hour. The transportation concurrency analysis identified roadway and intersection deficiencies for the existing, background, and total traffic conditions. Chapter 2011-139, Laws of Florida and Chapter 163.3180 of the Florida Statutes, as amended by HB 319, the necessary improvements to correct preexisting deficiencies shall be considered in place. A developer is only responsible for correcting those transportation deficiencies that are directly created by the addition of their project traffic. A summary of the background and project-related deficiencies is shown in Table 2.

Access will be provided via connections to River Road from thoroughfare roadways that will be constructed within Wellen Park. These roadways are:

West Villages Parkway:

US 41 to Sarasota County Line (4-lane divided)

Preto Boulevard:

US 41 to Southern Municipal/Wellen Park Boundary (4-lane divided)

Manasota Beach Road:

River Road to Western Municipal/Wellen Park Boundary (2-lane divided)

Table 2 – Transportation Project Deficiencies

IMPROVEMENT LOCATION	BACKGROUND IMPROVEMENTS (NOT PROJECT RELATED)		PROJECT IMPROVEMENTS		VILLAGES E, F, & G COMBINED PM PEAK-HOUR PROJECT UNIT THRESHOLD
	PHASE 1	BUILDOUT	PHASE 1	BUILDOUT	
ROADWAY SEGMENTS					
River Rd from US 41 to I-75	Widen to 4-lane roadway				
US 41 from Jacaranda Blvd to Woodmere Park Blvd		Widen to 6-lane roadway			
US 41 from Woodmere Park Blvd to National Blvd				Widen to 6-lane roadway	3,600th unit
US 41 from National Blvd to Village E Driveway					2,500th unit
US 41 from Village E Driveway to the Myakka River					2,000th unit
INTERSECTIONS					
River Rd/I-75 NB Ramps	Signalize				
River Rd/I-75 SB Ramps	Signalize			Add 2nd EB right turn lane	2,000th unit
River Rd/Venice Ave	Add 2nd NB/SB through lanes on River Road as part of roadway improvements				
River Rd/Center Rd					
River Rd/West Villages Pkwy					
River Rd/East River Rd				Signalize	3,600th unit
Jacaranda Blvd/US 41	Adjust phase splits and offset	Add 3rd EB/WB through lanes on US 41 as part of roadway improvements			

Table 2 – Transportation Project Deficiencies (Continued)

IMPROVEMENT LOCATION	BACKGROUND IMPROVEMENTS (NOT PROJECT RELATED)		PROJECT IMPROVEMENTS		VILLAGES E, F, & G COMBINED PM PEAK-HOUR PROJECT UNIT THRESHOLD
	PHASE 1	BUILDOUT	PHASE 1	BUILDOUT	
Woodmere Park Blvd/US 41	Add SB left turn phase, adjust phase splits and offset	Adjust phase splits			3,600th unit
Venice E Blvd/US 41				Add 3rd EB/WB through lanes on US 41 as part of roadway improvements	3,600th unit
Rockley Blvd/US 41					2,500th unit
Preto Blvd/US 41					2,500th unit
West Villages Pkwy/US 41					2,500th unit
River Rd/US 41					2,000th unit
Ortiz Blvd & US 41		Change cycle length to 150 seconds and update phase splits and offsets			
Biscayne Dr & US 41					
Pan American Blvd & US 41					
North Port Blvd & US 41					
Tuscola Blvd & US 41					

¹The development thresholds were based on residential units. If nonresidential is constructed, it can be traded-out using the equivalency matrix provided in Table 3.

Currently, the land uses at buildout are envisioned to consist of 2,179 dwelling units, 37,500 square feet of commercial, and 12,500 square feet of office. Future market conditions may dictate a different mix of residential, commercial, and office uses or the inclusion of a different type of use. The equivalency matrix (Table 3) shows how different development types and intensities can be exchanged without increasing the trip generation from the site.

Land use exchanges will be limited to non-residential uses, until such time that all residential units within Wellen Park have been exhausted. A tracking chart, prepared by the Master Developer, will be submitted with a request for a Land Use Exchange, to confirm entitlements for Village I. These land use exchanges will be approved administratively up to the entitled 16,400 units while maintaining the area's assigned density. The 16,400 units are for the portion of Wellen Park south of US 41, not including Island Walk.

Table 3 – Equivalency Matrix

Land Use Equivalency Matrix

		CHANGE TO:						
CHANGE FROM:		270: Residential Planned Unit Development	310: Hotel	445: Multiplex Movie Theater	492: Health/Fitness Club	495: Recreational Community Center	710: General Office Building	820: Shopping Center
	270: Residential Planned Unit Development		2,818 room/du	0.126 ksf/du	0.176 ksf/du	0.226 ksf/du	0.416 ksf/du	0.167 ksf/du
	310: Hotel	0.355 du/room		0.045 ksf/room	0.062 ksf/room	0.08 ksf/room	0.148 ksf/room	0.059 ksf/room
	445: Multiplex Movie Theater	7.919 du/ksf	22,318 room/ksf		1.391 ksf/ksf	1.792 ksf/ksf	3.295 ksf/ksf	1.323 ksf/ksf
	492: Health/Fitness Club	5.694 du/ksf	16,045 room/ksf	0.719 ksf/ksf		1.288 ksf/ksf	2.369 ksf/ksf	0.951 ksf/ksf
	495: Recreational Community Center	4.419 du/ksf	12,455 room/ksf	0.558 ksf/ksf	0.776 ksf/ksf		1.839 ksf/ksf	0.739 ksf/ksf
	710: General Office Building	2.403 du/ksf	6,773 room/ksf	0.303 ksf/ksf	0.422 ksf/ksf	0.544 ksf/ksf		0.402 ksf/ksf
	820: Shopping Center	5.984 du/ksf	16,864 room/ksf	0.756 ksf/ksf	1.051 ksf/ksf	1.354 ksf/ksf	2.49 ksf/ksf	

1. Land use changes are based on the peak-hour of adjacent street traffic, one hour between 4 and 6 PM.
2. Equivalency factors are based on the ITE Trip Generation Manual 9th Edition average rate for each land use.
3. du = dwelling unit; ksf = 1,000 square feet.

Villages I, J, and K will have internal connections to West Villages Parkway, Preto Boulevard, and Manasota Beach Road. The number and location of those connections is not known at this time. Operational analyses to determine turn lane requirements at the project access points were not evaluated as part of this analysis due to the uncertainty of the number, location, and amount of development accessing each driveway connection. The access analysis will be deferred and completed as part of each project's site plan submittal.

If intersection improvements are required to support background growth and other future developments in the general vicinity, they may be funded and constructed by public agencies or other developments in the area, or as part of private partnerships between development entities.

1.7.2. SCHOOLS

The residential development planned for Village I has the potential to add school-aged children to the population of Wellen Park. Village I is primarily located in the Taylor Ranch Elementary, Venice Middle School, and Venice High School attendance zones, among others.

The School District of Sarasota County acquired 130 acres for a K-12 School complex in May 2020. This agreement was in consideration of the long-range development of Wellen Park and the demands it may place on existing schools.

The School Board is obligated to construct Educational Facilities on the purchased land, including an elementary school, middle school, high school, or any combination of such schools as a shared campus. In exchange, the owners have received a combination of cash and Educational System Impact Fee Credits, as described in the Agreement.

School concurrency review will occur at time of plat, plan, or functional equivalent, in accordance with the requirements of the Sarasota County School Board Policy, the Interlocal Agreement for Public School Facility Planning (as amended), and Objective 1.6 and Policy 1.6.1 of the City of North Port Comprehensive Plan Public School Facility Element, as applicable.

1.7.3. FIRE AND POLICE PROTECTION

The Final village design will include sufficient water supply lines and infrastructure to provide the required fire flows and pressures. Fire hydrants will be appropriately located and readily available for fire protection. The West Villages Index Map depicts the alternative 2 future fire station locations necessary to serve future development (with a possibility of a 3rd based on future study). One fire station is currently under construction included in the Public Safety Complex.

The City of North Port and Sarasota County currently have an interlocal agreement for County fire services. Additionally, services are provided by Station #86. Normal protocol for Firefighters/EMTs is to respond to emergencies, regardless of municipal boundaries. The City and the County services will be moving to the new Public Safety Complex once it is complete.

Residential neighborhoods within the Village are anticipated to have gated entrances or other security features. These elements are expected to minimize demand for police presence.

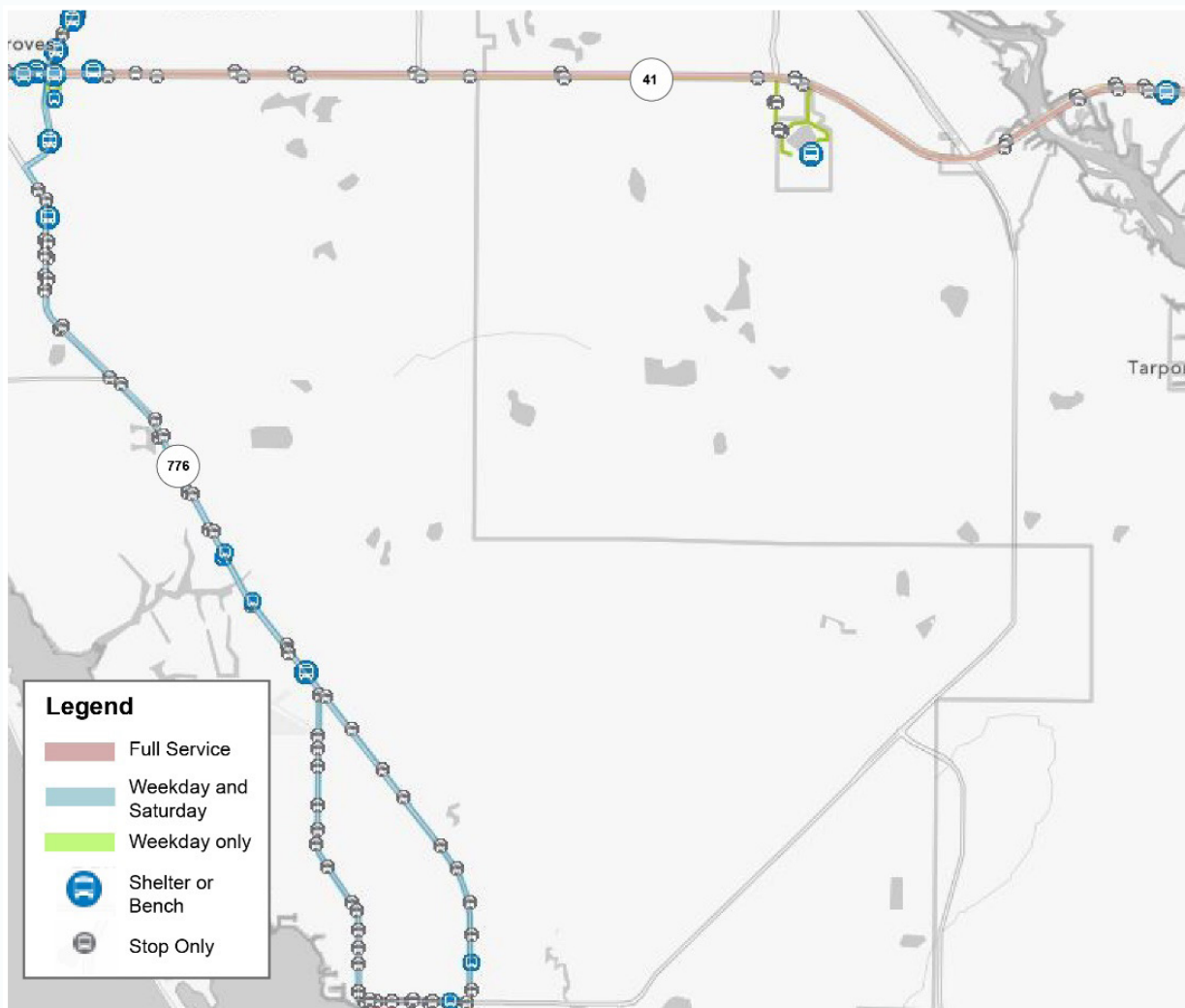
The City's Police Department is currently headquartered on City Hall Boulevard next to City Hall. A Wellen Park substation is under construction in new Public Safety Complex located at the southwest corner of US 41 and Preto Boulevard. Normal protocol for officers involves the continuous patrolling of various sections of the City while concurrently dispatched to emergency calls.

1.7.4. TRANSIT

The Sarasota County Area Transit (SCAT) public bus lines serve this area of Sarasota County; however, ridership is relatively low. Low ridership may be a result of limited population densities as well as limited pedestrian-oriented design in this area. This Final VDPP for Village I includes pedestrian linkages and multimodal trails that will encourage alternative forms of transportation. Given the design of Village I, the use of transit is expected to be more feasible; however, transit use is typically relatively low in this less urbanized area.

Figure 16 is a graphic of existing SCAT transit routes. SCAT includes route #9 which is a fixed-route that travels Tamiami Trail and links the City of North Port to the City of Venice and provides riders the opportunity to transfer to buses that reach the City of Sarasota. The State College of Florida (Venice), located south of US 41 and north of Village I, has a transit stop on route #9. Future transit routes and stops within Village I will be coordinated with SCAT during future thoroughfare roadway design. At a minimum, design for transit stops and/or bus shelters will follow the design criteria established by SCAT.

Figure 16 – SCAT Transit Routes

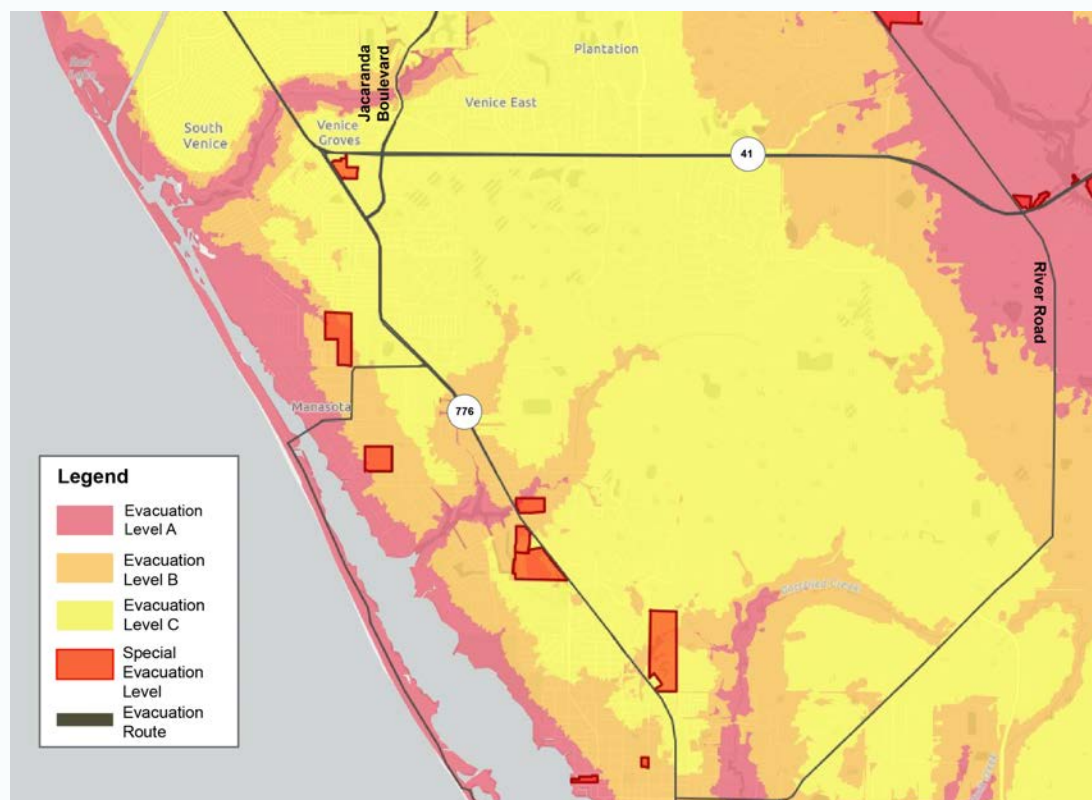


1.7.5. HURRICANE EVACUATION

Village I is located in Evacuation Level Zone C. Civic structures, schools, clubhouses and other structures are not proposed to be designed as hurricane shelters since in the event of an evacuation order for a Category three (3) storm, residents will be required to evacuate.

Figure 17 is a graphic of the evacuation levels and evacuation routes. The primary evacuation route from West Villages is I-75, from either River Road or Jacaranda Boulevard. River Road is considered the “Englewood Interstate Connector (EIC)” and serves as a major hurricane evacuation route for both Sarasota and Charlotte counties. The Florida Department of Transportation (FDOT) will improve four miles of River Road from I-75 to West Villages Parkway and Sarasota County will improve the section between West Villages Parkway and US 41. Sarasota County has designed and plans to construct a six-lane improvement project for River Road from Tamiami Trail North to Center Road and four lanes from Center Road to I-75.

Figure 17 – Evacuation Levels and Routes



1.8. MISCELLANEOUS PERFORMANCE STANDARDS

The following standards are intended to ensure land use compatibility and an attractive community within Village I. The following subsections establish additional and specific performance standards for various uses within Village I.

1.8.1. PERIMETER WALLS

Consistent with the VDPB, perimeter walls are permitted within any commonly-owned open space tract or right-of-way within Village I. Perimeter walls provide identity and definition to the different uses and spaces that they separate. In addition, perimeter walls provide separation, safety, and tranquility for various uses and outdoor spaces. Appropriate locations for perimeter walls include:

- Around the village's edges
- Within the village greenbelt
- Along neighborhood boundaries

Village perimeter walls may be permitted up to ten (10) feet in height, exclusive of any berm. Village perimeter walls shall be constructed primarily as masonry walls and may be accented with wood or wrought iron upon approval of the WVRC.

1.8.2. UTILITY FACILITIES

Utility facilities such as ground-mounted transformers, wells, storage tanks, and lift stations shall be allowed anywhere within Village I.

1.8.3. TEMPORARY MODEL HOMES/SALES CENTER

Model homes and sales centers shall be permitted anywhere within Village I. Model homes and sales centers may continue to operate until all residences have been initially sold. Model homes/sales centers shall be permitted to include all functions that may be associated with residential sales transactions. Model homes and sales centers may be constructed prior to final certification of all infrastructure in the phase, with approval of the Building Official.

Up to ten (10) model homes and twenty (20) parking spaces may be constructed in each neighborhood, upon approval of an Infrastructure Plan, identification of a water source, and provision of stabilized access. Parking spaces will be removed upon the completion of sales.

1.8.4. OPEN SPACE

Minimum open space criteria shall be established for each area within Village I, as shown on Table 1 (Village I Development Standards). Open space areas include, but are not limited to, the following:

- Buffers.
- Landscaped areas in off-street parking areas.
- Dry detention areas.
- Existing or proposed bodies of water, including stormwater management areas, consistent with the ULDC.

- Active and passive recreation areas, such as playgrounds, golf courses, multimodal trails, and other similar open spaces.
- Interior landscaped areas within commercial and mixed use areas.
- Building perimeter landscaping.
- Pedestrian oriented hardscape areas such as plazas and outdoor dining spaces where pervious materials are used.

1.8.5. LIGHTING

In addition to the lighting design standards outlined in Section 13 of the VDPB, Residential Neighborhoods (single-family and multi-family residential areas) within Village I may, as an alternative to Metal Halide Lighting, use a High-Pressure Sodium Vapor (HPSV) or LED as a softer lighting source. Village I may also utilize the standard poles and fixtures provided by FPL. Sidewalks located along roadways or multi-family driveways/parking areas are considered a part of the roadway and shall comply with the lighting requirements of the adjacent roadway. Other sidewalks shall be illuminated per the lighting standards outlined in Section 13 of the VDPB, or may be unlit.

1.9. VILLAGE I MIXED USE DESIGN STANDARDS

Wellen Park draws its architectural context from the local identity and provides a unique community experience. Consistent with the VDPB, the elements in the overall architectural arrangement for Village I are designed to encourage individuality while retaining the integrity of Wellen Park. The integrated network of multimodal trails, pedestrian paths, and roadways connect neighborhoods to nearby commercial areas and help to establish a sense of community. With the development of MU-1 and MURN-1, each developer/tenant is encouraged in its design efforts to creatively develop a community atmosphere with canopy overhangs, transoms and signage personalities that will reflect individual product presentation, while retaining the overall integrity of Village I and Wellen Park.

No prerequisites or predetermined design solutions shall be enforced, instead each design shall be evaluated on its individual merit and creativity. By the control of both the quality of materials and the range of color scheme choices, a unique community atmosphere which both enhances the individual neighborhoods, shops, and businesses and establishes a cohesive setting will be created.

Consistent with the VDPB, the objectives for the Village I Mixed Use developments include:

- Achieve harmony of development with neighboring buildings and areas of development.
- Achieve a better environment by employing superior design and planning standards.

Village I Mixed Use areas are intended to have a functional, walkable, and attractive development pattern which create destinations where people can live, work, shop, and play. The following proposed conceptual site plan graphics (See Figures 18-20) offer a general example of what may be developed in Mixed Use areas. Buildings, landscaping, and hardscape areas are intended to provide a comfortable multi-modal environment and may include outside gathering spaces such as squares, plazas, and parks. Architectural styles shall be complementary and create interest within Mixed Use areas. An integrated multi-modal network will allow for comfortable and functional pedestrian and vehicular movement throughout Mixed Use areas.

Figure 18 – Mixed Use Design Example



1.9.1. SITE DEVELOPMENT

The Site Development standards for Village I are consistent with the VDPB. Re-platting, subdividing, and establishing required utility easements within Village I will be subject to the review and approval, and the requirements of the governing agencies, utility companies, etc.

Design should be conscious of providing an open space network of walkways, open areas, and buffers throughout the village. This open space network should be designed to promote and provide pedestrian and bicycle access from the public and private streets to individual buildings.

Connections and transitions to and from adjacent and nearby properties shall be provided through the use of the multimodal transportation network, as well as appropriately located plazas, public spaces, and landscape materials both around a structure and throughout the village.

Areas within the village that are not devoted as structures, pedestrian areas, or paved vehicle use areas, must be landscaped with an acceptable material determined by the WVRC, and, where applicable, irrigated per the minimum standards outlined in Section 11 of the VDPB and/or these Standards. Where conflicts exist, these standards shall govern. A continuous concrete curb shall protect all landscaped areas adjacent to roads and parking areas unless Low Impact Development methods are being used.

No outside antennas, antenna poles, antenna masts, antenna towers, satellite dish, or electronic devices shall be permitted unless screened from view, unless otherwise permitted by state or federal law, or as approved by the WVRC. Any such devices shall comply with Federal and/or State Regulations. Freestanding communication tower sites may be approved by the WVRC and shall be subject to the design and building standards of the City, as identified in the ULDC.

Temporary construction facilities and signs are permitted during construction and shall be reviewed and approved by the WVRC and subject to applicable City Codes and Ordinances.

Garbage containers or compactors, oil tanks, bottles, gas/LP tanks, tank exchanges, and irrigation system pumps shall be located underground or placed in screened areas with landscaping. If enclosures are used for screening purposes then walls or fences, up to a height of eight feet (8'), and finished opaque screening gates shall be used.

All air-conditioning units, mechanical equipment, etc., whether roof-mounted or ground-mounted, shall be located to minimize noise impacts and contained or shielded to minimize visibility, as determined by the WVRC. The equipment shall also comply with applicable manufacturer installation and maintenance standards. All ground mounted air conditioning units shall be screened with a minimum 3' hedge.

For non-residential uses, provisions may be made through site design, to provide adequate space for service and delivery vehicles to park at the rear of buildings, where physically possible. For buildings that are within 10 feet of an interior roadway that provides on-street parking, the available on-street parking may be utilized for service and delivery vehicles where no other alternative exists.

The use of decorative paving is permitted within the project. Suggested finishes and products include colored concrete, concrete pavers, stamped concrete, brick pavers, or natural stone suitable for outdoor/pedestrian application.

Site clearing shall be permitted upon approval of appropriate development order for:

- Building Permit
- Major Site and Development Plan
- Infrastructure Plan

1.9.2. NON-RESIDENTIAL SIGNAGE STANDARDS

Except for traffic control signage in conformance with the requirements of regulatory agencies and Manual on Uniform Traffic Control Devices (MUTCD) and public purpose signage on West Villages Improvement District Property and rights- of-way; no signs, either permanent or temporary, shall be erected or displayed on the property, or any building, structure, or window, unless the placement, character, form, size, and time of placement of such sign comply with the standards or comparable standards approved by the West Villages Review Committee (WVRC) (See Figures 20-22). In case of conflicts, these Final VDPP requirements shall apply. The West Villages Improvement District shall issue approvals for any proposed signs on its roads or right-of-way.

Building wall signs, logos, and insignia will receive review of the following elements:

- Size
- Style
- Types
- Placement

National logos, flags, or insignias will be allowed, provided they are sized, executed, placed, and out of the sight triangles.

Building sign design shall be submitted in accordance with the Sign Criteria.

Signs shall be either internally illuminated or externally illuminated. No exposed fluorescent exterior illumination shall be allowed.

The WVRC shall review and approve all logos, flags, and insignia. They shall determine color palate consistency and compatibility of the architectural finishes for signs, in order to ensure overall theme, as well as compatibility between buildings and signage.

Sign types and associated permitted square footage of sign face are permitted for each lot, parcel, or building and each lot, parcel, or building shall be entitled to erect each sign type.

Figure 20 – Monument Sign Example



Figure 21 – Pylon Sign Example



Figure 22 – Signage Standards Example 2



- | | |
|---|---|
| MIXED-USE | PROPOSED LAKES |
| MIXED-USE RESIDENTIAL NEIGHBORHOOD | EXISTING SERVICE ROAD |
| RESIDENTIAL NEIGHBORHOOD | PROPOSED ROADS |
| VILLAGE BOUNDARY | PROPOSED SIGNAGE |
| ON-SITE WETLANDS | |

NOTE:
DESIGNS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT INTENDED TO BE REGULATORY OR LIMITING TO LAYOUT, ROADWAY NETWORKS, PARKING LOTS, OPEN SPACE, BUFFERS, DEVELOPMENT PLANS, USES, SIGNAGE, OR OTHER DESIGN FEATURES.

Pylon Signs: A free-standing sign permanently affixed to the ground by a support of at least thirty percent (30%) of the sign itself.

Maximum number of Pylon Signs in Residential Neighborhood 1:

- 2 Signs

Maximum number of Pylon Signs in Residential Neighborhood 2:

- 2 Signs

Maximum number of Pylon Signs in Residential Neighborhood 3:

- 2 Signs

Maximum number of Pylon Signs in Residential Neighborhood 4:

- 2 Signs

Maximum number of Pylon Signs in Mixed Use Area 1:

- 2 Signs

Maximum Height of Pylon Signs:

- 18 feet

Sign Area:

Pylon signs shall be permitted a maximum of seventy-five (75) square feet for a building up to one hundred fifty (150) feet in length. For buildings over one hundred fifty (150) linear feet, the sign area shall be 0.50 square feet of sign area per linear foot of building frontage. Maximum sign area for Pylon signs shall be one hundred twenty (120) square feet.

Monument Signs: A sign constructed on the ground with a continuous footing or foundation with the base at grade.

Monument signs in Mixed Use Residential Neighborhoods and Mixed Use areas:

- 1 monument sign (maximum height of 10 feet) per outparcel. A sign panel may be permitted on each side. 120 SF of sign area per sign face is permitted .

Sign Area:

- Monument signs shall be permitted a maximum of 120 square feet per sign face.

Changeable copy/electronic signs: A sign that utilizes computer-generated messages or some other electronic means of changing copy.

Shall be permitted as part of a pylon and/or monument sign, as determined by the WVRC. The changeable copy portion of the electronic portion shall not measure greater than 60% of the permitted sign area. Signage shall be reviewed and approved by the WVRC.

Building Signs: A sign attached directly to a building wall above the entrance.

The following parameters apply to building signs. Local authority review, approval, and permitting is also required.

All storefront signage and graphics are to be reviewed and approved by the WVRC. All sign packages shall include locations, sizes, colors, style of lettering, materials, types of illumination, installation details, and logo design.

- a. No roof-mounted signs are permitted.
- b. “Box” or “can” type signs are not permitted.
- c. Store identification signs may include trade name. Any crest, shield, logo, or other established corporate insignia is permitted and shall be included within the allowable sign area.
- d. Any sign, notice, or other graphic display, particularly self-illuminated signs, located in the interior of the premises and easily legible from the exterior, except those which are required by applicable laws, codes, ordinances, or regulations, are permitted, upon approval of the WVRC.
- e. All attachment devices, wiring, clips, transformers, lamps, tubes, bulbs, lighting sources, manufacturer’s labels or plates, and other mechanisms required for signage shall be concealed from public view.
- f. Letters may be interior illuminated with lamps contained entirely within the depth of the letter.
- g. Any structure containing one (1) or more nonresidential occupants shall be allowed to display a maximum of four (4) wall signs for that portion of the building that is leased/owned by a tenant/occupant, which is visible and/or accessible to the public. Maximum cumulative sign area shall be ten percent (10%) of the surface area of the exterior wall included in an occupant’s individually leased or owned premises, up to a maximum sign area of one hundred (100) square feet. The following types of storefront signs will be permitted:
 - Individual dimensional work or metal back-lit (“halo effect”) letter. These letters must be a minimum of 6” in height.
 - Internally illuminated channel letters with opaque metal sides and translucent plastic faces. Letters must be at least 6” high; or
 - Exposed neon tubes forming letters and/or logo may be used in a decorative, as well as informative, manner.
- h. No exposed neon cross-over, raceways, ballast boxes, or transformers will be permitted for wall-mounted signs. Raceways needed to support otherwise floating letters (not mounted to a wall) shall be painted to match the adjacent building. All penetrations of the building structure required for sign installation shall be sealed in a watertight condition and shall be patched to match adjacent finish.
- i. Sign company names or stamps must be concealed.
- j. The following types of signs and sign components and devices shall not be permitted unless otherwise approved by the WVRC:
 - Boxed or cabinet type, except where totally recessed,
 - Cloth, paper, cardboard, and similar stickers or decals around or on the exterior surfaces of the storefront,
 - Exterior changeable letters or signs,
 - Signs painted directly on the storefront sign band.

Community Entry Sign: A sign constructed on the ground with a continuous footing or foundation with the base at grade that identifies the project.

Community Entry Signs shall be limited to the sizes and locations permitted in the ULDC and as approved by the WVRC (see Introduction for responsibilities of the WVRC).

Peripheral Parcel Identity Monument Sign: A sign constructed on the ground with a continuous footing or foundation with the base at grade that identifies a peripheral parcel (understood to include outparcels and parcels along the edge/periphery of the Village).

Monument signs shall be permitted. These monument signs may be internally or externally illuminated, as approved by the WVRC.

a. Entrance Features

- All entrance features shall correspond with the theming of the development, as approved by the WVRC.
- Select colors that are compatible with exterior colors, as approved by the WVRC. Keep color scheme simple, and avoid combinations of primary or Day-Glo colors.

b. Wayfinding

- Wayfinding signs shall be a maximum of twenty (20) square feet in copy/graphic area and a maximum of ten (10) feet in height.

c. Directional Signs

- Directional signs, symbols, or devices relating to traffic, parking, public services, facilities, or warnings on private property include, but are not limited to, “entrance”, “exit”, “slow”, “no trespassing”, “restrooms”, and “telephones”.
- These signs shall be a maximum of twelve (12) square feet in copy/graphic area and a maximum of four (4) feet in height.

d. Light Pole Banners

- Light pole banners shall be may be a maximum of 18" by 30" and installed in parking lot areas, along entrances to, and roadways within Mixed Use and Mixed Use Residential Neighborhoods.
- These banners shall be exempt from regulation of quantity, location, and design.
- The internal banner designs may be changed without review and approval of the City of North Port.

Signage Design and Installation Standards

Blanks

- Sign blanks must be 0.80-gauge aluminum; thicker, 0.125-gauge aluminum should be used for signs prone to vandalism, such as the ‘no motorized vehicle’ signs.
- Blanks must be covered with reflective sheeting of street transportation quality vinyl.
- There must be two, predrilled, 3/8-inch holes. The holes must be centered horizontally with the center of each hole being 1/2 inch from the top and bottom edges.
- Corners must be rounded with a 1-inch to 1 1/2-inch radius, depending on the size of the sign.

Sign Mounting Hardware

- 8-inch, vandal resistant, steel drive rivets.

Post Specification

- Posts shall be constructed of 1 3/4" x 1 3/4", 12-gauge, square steel tubing with 7/16-inch, pre-punched knockouts on 1-inch centers. Post lengths must be 6'-0" feet.
- All steel posts shall be powder coated with color to match the design theme for the development.
- Prior to fabrication, color samples shall be submitted for approval by the WVRC.

Sleeve and Anchor Specification

- Sleeves and anchors shall be used in locations where it is possible for a vehicle to come into contact with the signpost, such as adjacent to a street.
- The use of the sleeve and anchor promotes easy breaking away of the signpost in the event of a collision and increases the ease at which the sign can be replaced.

Installation

- Signposts adjacent to streets are to be installed according to the City of North Port Standard Details, and the MUTCD with style and finish as outlined in the VDPB and Final VDPP for the planned development.
- In non-roadside locations the signpost can be mounted directly into concrete. The finished height of the post should be 5'-6". Various combinations of signs can be mounted on a single post to address management needs of the particular area.

Lettering

- Font must be consistent (or similar styles).
- Point size should be relative to the size of the sign.

Colors:

- Background must be the same color, consistent with the overall theme of Wellen Park Main Street, with reflective lettering and symbols. For regulatory signs such as the 'no motorized vehicle' sign, shall be as required by the City.

1.9.3. NON-RESIDENTIAL BUILDING CRITERIA

All building construction will apply elements of the Leadership in Energy and Environmental (LEED) Green Building Rating System or Florida Green Building Coalition (FGBC) Florida Green Development, Commercial, High Rise Residential and Residential Development Standards, without the requirement to obtain certification from LEED or FGBC. These elements shall be identified as a part of the site plan, subdivision, or infrastructure approval process. See Figures 23 and 24 for non-residential building examples.

The style of the development is intended to reflect a variety of architectural forms exemplified by the original architectural styles such as, but not limited to: Neo Classical, Old World European, Florida Coastal, Craftsman, Colonial, Federal, West Indies, and Mission, or other forms, as approved by the WVRC.

- Asphalt Shingles (Dimensional)
- Hard Coat Section Stucco
- Clay Roof Tiles
- ArcusStone
- Concrete Roof Tiles
- Finish Concrete
- Cast Stone
- Cut Stone
- Marble
- Metal Roofs
- Precast Stone
- Brick (possibly painted)
- Siding
- Stone Veneer
- Natural Stone
- Decorative Shutters
- Aluminum Awnings
- Cementitious Siding

Figure 23 – Non-Residential Example



Figure 24 – Non-Residential Example 2



The following exterior standards are intended to ensure continuity of style and quality of appearance. This may be accomplished through articulated entrance(s), variegated roof lines, sloping roof planes, ordered variety of window shapes and sizes, and vertically and horizontally varied building masses.

- No single architectural style has been established for the surrounding developments .
- Materials should be selected which provide an appearance of weight, mass and permanence.
- Wood, tile, and metal may be used for accent, embellishment, or accessory detailing only. These materials should generally not exceed 15% coverage on structures. (Windows and door frames, metal roofs, and roll-up doors are excluded from the coverage limitations.)
- Entries may be articulated. The use of overhangs, covered entries and courtyard entries is encouraged in order to create interest, provide weather shelter and foster an inviting pedestrian scale.
- Color should be integral to the materials; where painted or applied finishes occur, use complementing hues.
- Awnings are permitted, but should be used as accent, accessory elements only.
- Surface printed signage is permitted as well as cast lighting onto awning surface for graphic illumination and awning accent.
- Varied and pitched roof – Roofing finishes, dimensional shape and color shall be submitted for review and approval by the WVRC. Raised seam metal, dimensional architectural asphalt shingle and concrete tiles are encouraged as approved surfaces.
- Retaining walls where required should be carefully integrated into the building form or resolved into landscape materials.

Other Considerations

Maximum building heights are established in the Development Standards of this Final VDPP (see Table 1).

Solar collectors may be permitted at locations approved by the WVRC.

Open space areas are to be landscaped in accordance with the landscape theme established by the VDPB, as may be amended from time to time. Landscaping shall also be consistent with these Standards. Modifications for individual Purchaser/ Lessee identity, will be permitted as approved by the WVRC.

Purchaser/Lessee shall be permitted to place flowerpots, window boxes, planters, and furniture within their entrance areas, subject to approval of the WVRC.

All furniture and bicycle racks should be durable and intended for exterior use.

Photograph or cut sheet on all furnishings will be submitted for review and approval by the WVRC prior to installation or placement.

1.9.4. GENERAL OFF-STREET PARKING LIGHTS

All general off-street parking lighting fixtures may be either metal halide, LED, or High-Pressure Sodium “cut-off” light with a concealed source.

Light posts shall be round, tapered metal, painted black; or integrally colored, octagonal, tapered concrete to match Wellen Park standards.

The color of the light fixture and arm (if applicable) shall be black unless otherwise approved by the WVRC.

No general parking lot illumination light shall be attached to any structure.

The total illumination caused by all property outdoor lighting, including light sources, diffraction, and reflections from on-site objects, shall be limited.

Criteria - Commercial

- (Min) Average: 5.0 foot-candle for metal halide; 3 foot-candles for LED
- (Max) Average: 10.0 foot candle; No Avg./Min
- Max/min: 10:1 foot-candle for metal halide; 5:1 for LED. No Max. foot candle
- Min. foot candle: 0.5-foot candle (priority design requirement)
- Trespass: 0.2-foot candle (max) adjacent to residential; 0.5-foot candle (max) adjacent to commercial
- Mounting Height: 35' (Max)
- Fixture Wattage: 400 (Max), Cutoff
- Source: Metal Halide (MH), LED or High-Pressure Sodium

1.9.5. LANDSCAPE AND IRRIGATION STANDARDS

Consistent with the Comprehensive Plan Future Land Use Policy 13.8 and ULDC Sec. 53-216, village greenbelts for Wellen Park are comprised of several elements that are shown on this Final VDPP and will take on more definition during site design and development. The village greenbelt may include perimeter buffers and/or perimeter walls, preserved environmental features, wetlands and wetland buffers, as well as adjacent roadways and multi-use pathways within rights-of-way. These elements are intended to discourage sprawl by providing a definable village edge. The landscape standards in this section establish requirements for non-residential development. Any landscape requirements that are not detailed below will be in compliance with the ULDC and will be reviewed and approved by the WVRC.

Landscape areas are four (4) separate zones: landscaping against major roads and parkways, against abutting properties, interior landscaping, and building perimeter landscaping.

The WVRC shall have authority to review and approve designs consistent with the Southwest Florida Water Management District (SWFWMD) Design Standards.

1.9.5.1. LANDSCAPE REQUIREMENTS FOR MAJOR ROADS AND PARKWAYS

Street trees, shrubs, and sod within the right of way will be provided and installed by the West Villages Improvement District. All landscape requirements between the right-of-way and planned development will be provided and installed by the developer, unless otherwise specified.

In order to ensure street trees are adequately protected and preserved, the developer shall provide a 15-foot landscape easement dedicated to the applicable Homeowners' Association and the City of North Port.

Berms may be used as landscape treatment. No building structures, except walls, freestanding signs, or fencing, shall be constructed on the berm. See Figure 25 for trees and screening.

- There will be a landscaped frontage yard no less than 15'- wide on the Purchaser/Lessee property between the right- of-way line and the paved ground surface area. It will be continuous along the entire right-of-way containing trees, shrubs, ground cover and turf grass (except for pedestrian and vehicular access locations).
- The frontage yard shall include two (2) canopy trees and three (3) ornamental trees planted every 100 feet, or fraction of frontage yard. No canopy tree shall be planted closer than five (5) feet to the Purchaser/Lessee curb, or closer than seven (7) feet to a sidewalk.
- The opaque screen will be entirely of living landscaped material which will be 18" in height at the time of building occupancy and must be continuous along the entire frontage yard. All shrub beds will be mulched.
- The entire frontage yard shall be irrigated. It is recommended that the main supply line be held tight to the inside Purchaser/ Lessee curb (as opposed to the right- of-way line) and to minimize soil disturbance in the natural vegetation areas.
- When the vehicular entrance/exit intersects a right-of-way or internal drive, all landscaping within the triangular areas described below shall allow unobstructed cross-visibility between 2' to 6'-0" above finished grade. Trees will have all foliage removed (clear trunk) to a height of 6'-0". Only turf or ground cover will be permitted closer than 3'-0" to the entrance/exit paved surface.

The triangular areas are:

- At interior roads, from intersection of the right-of- way line with entrance/exit road edge line to 2 points each 10'-0" along those lines and connecting those 2 points defines the first cross visibility triangle.
- At the main entrance drives to large commercial tracts, from intersection of the dedicated right-of- way line of major parkways with an access right-of- way line to 2 points each 30'-0" along those lines and connecting those 2 points defines the second cross visibility triangle.

Site visibility triangles are subject to final approval through the City of North Port's regulatory review process (See Figures 26 and 27).

Figure 25 – Trees and Screening

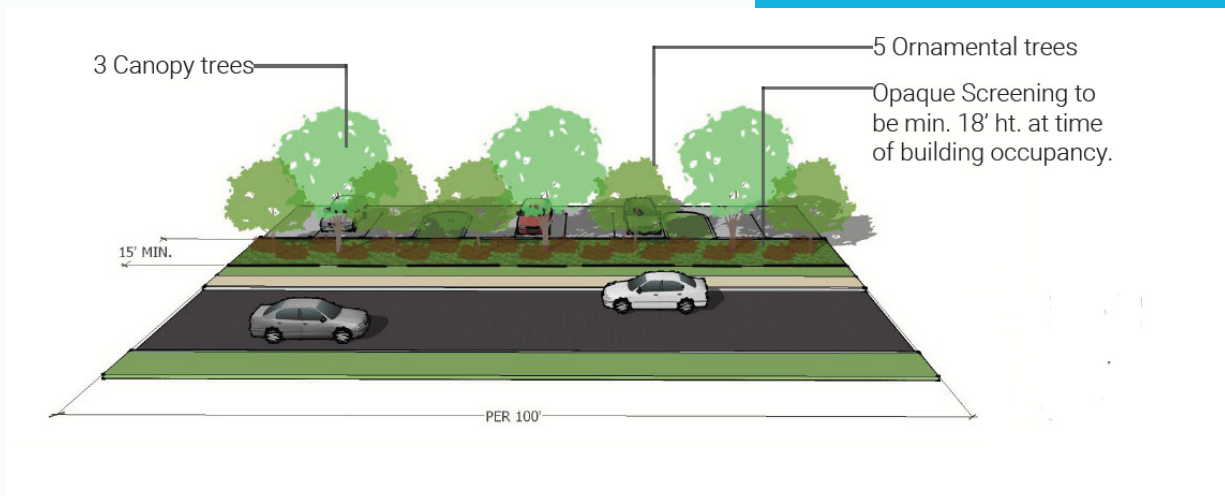


Figure 26 – 10' X 10' Sight Triangles

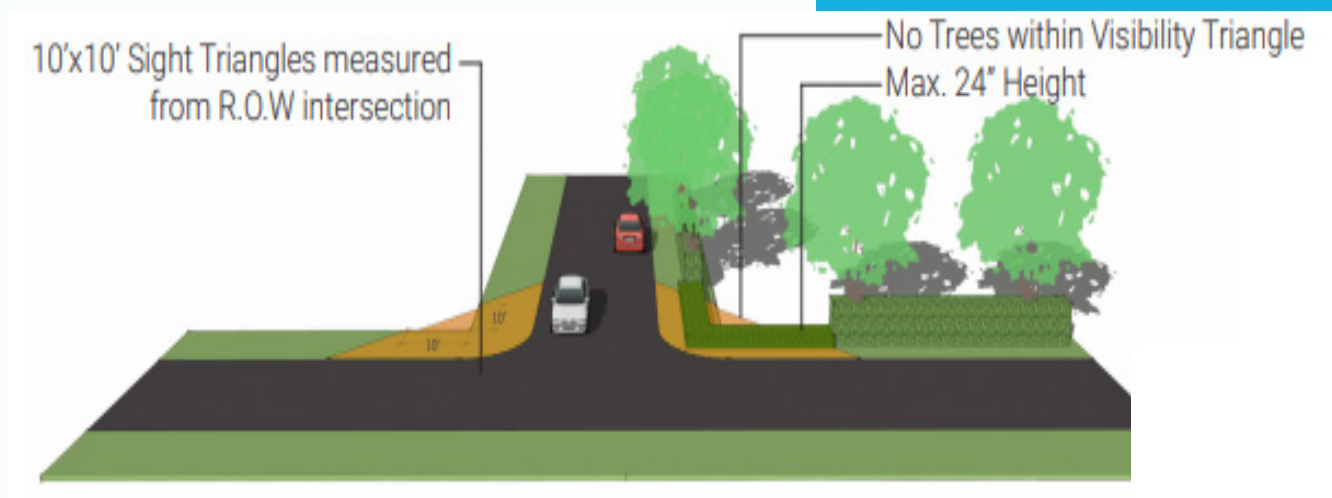
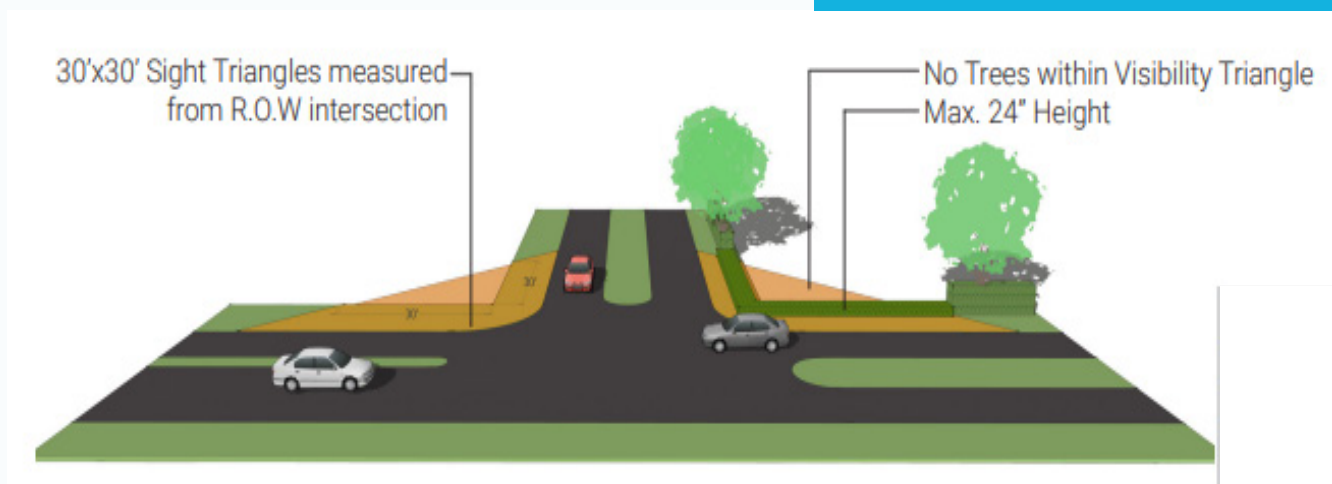


Figure 27 – 30' X 30' Sight Triangles



1.9.5.2. ABUTTING PROPERTY REQUIREMENTS

Abutting property requirements will apply between the Purchaser/Lessee and (1) common properties / drives, (2) other adjacent Purchaser/Lessee, and (3) private Wellen Park space. For all three conditions, there shall be a continuous landscape buffer yard the entire length of the common property between the property line and the Purchaser/Lessee's paved ground surface area. Entrance/exit or cross access paving width plus three feet each side will be deducted when computing the buffer yard length requirements. The buffer yard minimum width shall be as detailed below (See Figures 28-30).

There shall be no ground surface left uncovered (shrubs, ground cover or turf) and it shall be irrigated. All plant materials shall be from Appendix A of the VDPB.

Site improvements shall include coordination and construction of a concrete sidewalk to the adjacent parcel(s) property line to promote positive pedestrian circulation throughout the development parcels.

a. Against common internal street/entry drives:

- For all buildings that are not built to within 10 feet of internal roadways (West Villages Parkway, Preto Boulevard, Playmore Road, and Manasota Beach Road are considered Major Roads), there shall be one canopy tree planted for every 50 lineal feet or fraction thereof in a 15' minimum (20' at required sidewalks) width buffer yard. Tree species shall be per Appendix A of the VDPB. For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in this Final VDPP.

b. Against other adjacent Purchaser/Lessee properties:

- The buffer yard shall be a minimum of 8' wide. The Purchaser/ Lessee who causes initial construction (1st Purchaser/Lessee) shall install canopy trees for every 30 linear feet or fraction thereof, an opaque screen of living landscape material (minimum 24" in height), groundcover, and sod.
- The second Purchaser/Lessee will not be required to provide or install a landscape buffer yard against the common property line.
- Where Purchasers/Lessees abut one another in a common access drive, the required landscape buffer may be deleted.
- Internal street/drive buffers shall not be required for Mixed Use Street A.

c. Against private Wellen Park property:

- The buffer yard shall be a minimum of 15'-0" wide. Within the buffer yard, three (3) canopy trees, five (5) ornamental trees and 33 shrubs shall be planted for every 100 linear feet or fraction thereof of the buffer yard, and shall comprise a minimum 5 to 7 feet of the plantable area. A maximum of 50% of groundcover and sod shall fill the remainder of the planting buffer. New trees shall be planted to match the species of Wellen Park existing trees. Purchaser/Lessee shall plant and irrigate to the right of way line or back of sidewalk within private Wellen Park property as required.
- Where adjacent property is to be developed as a continuation of commercial development and/or parking area, the buffer yard shall not be required. Where future development of adjacent property is residential or unknown, the buffer yard shall be required.
- If the adjacent property has provided a buffer which meets or exceeds the buffer width and plant quantities identified, the buffer yard and plantings shall not be required.

Figure 28 – Buffer Example

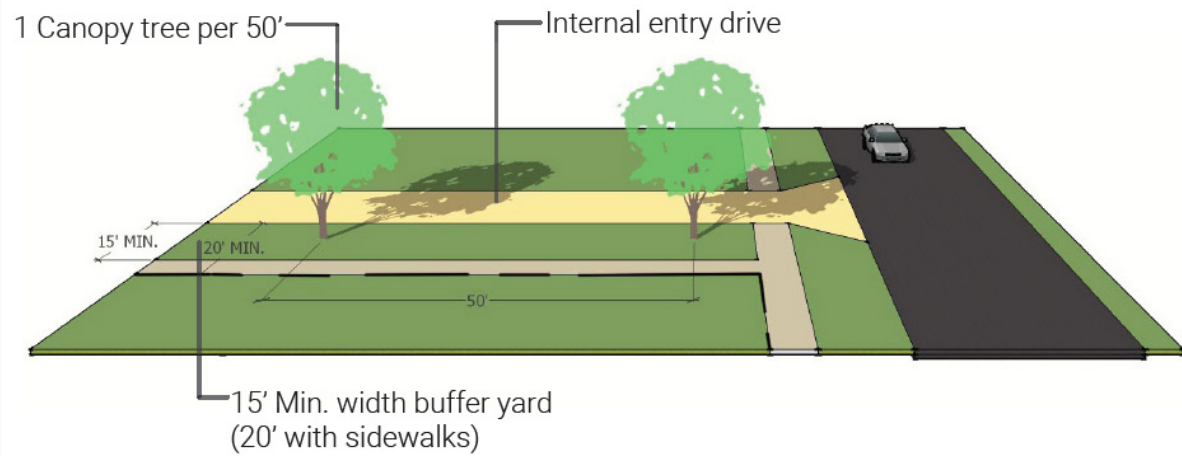


Figure 29 – Buffer Responsibility

1st Purchaser:

- Install 1 canopy tree every 30 linear ft. or fraction thereof.
- Maintain 8' min. buffer yard.
- Install Opaque screen of living landscape material, ground cover, and sod

2nd Purchaser:

- Is not required to install a landscape buffer yard against the common property line



Figure 30 – Buffer and Trees Example



1.9.5.3. INTERIOR LANDSCAPE REQUIREMENTS FOR NON-RESIDENTIAL AND MIXED-USE DEVELOPMENT

Interior landscape areas are in the parking field between the building perimeter curb and the outer parking lot edge. Interior landscape area requirements are in addition to roadway or abutting property requirements, unless otherwise approved. Interior landscape areas shall conform to the requirements for vehicular use areas in the City of North Port's ULDC and any additional requirements stated herein.

Sidewalks should provide direct and clear connection from all public rights-of-way to the façade of all development/buildings, as determined by the WVRC. At a minimum, one coordinated pedestrian sidewalk, interior to the development, connecting across and through parking lots to serve buildings and/or sites should be provided. Parking spaces shall not disrupt sidewalk connections to building entries.

A maximum of 10 continuous parking spaces may be provided. Parking islands shall be provided at each end of a row of parking spaces. Each island shall be no less than 8'-0" back of curb to back of curb. Each island shall have a minimum of one canopy tree, 6 shrubs, and the remaining area shall be planted with ground cover.

Landscaped divider strips shall be planted at an average of every fourth row of parking and may be designed with a minimum 10-foot wide strip containing a minimum five-foot sidewalk. Wheel stops shall not be used adjacent to these walkways. Landscaped divider strips, not exceeding a 4:1 slope, may be utilized for stormwater retention purposes.

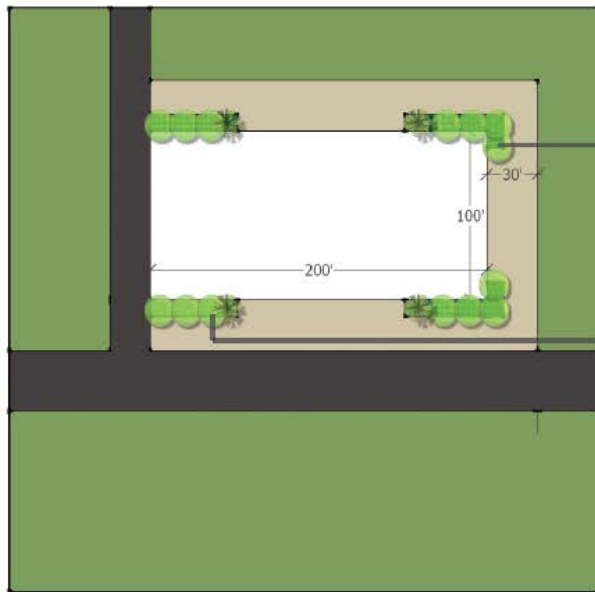
Where interior landscape areas abut the roadway, the roadway buffer may serve as the perimeter parking lot buffer. However, where the vehicle-use area does not abut a roadway, the perimeter landscaping requirements shall be a minimum width of eight (8) feet containing two (2) canopy trees per one hundred (100) linear feet or substantial fraction thereof, and either shrubs, hedges, berms, or fences or any combination thereof.

All landscaped buffer areas and sidewalks adjacent to off-street parking areas shall be protected from encroachment of vehicles with curbs and/or wheel stops. Wheel stops and/or curbs shall have a minimum height of six (6) inches above finished grade of the parking area. Wheel stops shall be properly anchored. Where wheel stops are located two (2) feet from the front of a parking space, that two (2) feet is not required to be paved. However, the area between the wheel stop and the landscaped area shall receive appropriate landscape treatment, including planting of grass or ground cover.

Where wheel stops are not used, all landscape material, excluding sod/ground cover, shall be installed a minimum of two feet from the face of curb. All parking spaces, except parallel parking spaces, that abut landscaped areas or sidewalks within a parking lot shall have wheel stops or curb to prevent obstruction within the landscaped areas, unless otherwise approved by the WVRC.

Prepared planting soil shall provide for drainage and percolation prior to installation of all plant material. Soil shall be free of debris, rubbish, and any plant/root material. See Figures 31 and 32 for landscaping and buffer examples.

Figure 31 – Landscape Buffer Example 1



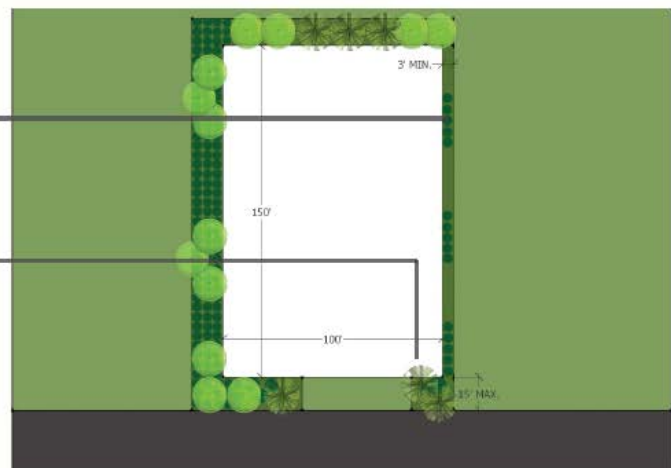
Building Perimeter Requirements-
Commercial/Mixed Use 5' min. width
for foundation landscaping areas

Clustered Planting locations shall occupy
30% of publicly visible building facade
and be located within 30' of facade

Figure 32 – Landscape Buffer Example 2

3' min. and 15' max. width for
foundation landscaping areas

Clustered Planting locations shall occupy
50% of publicly visible building facade
and be located within 15' of facade



1.9.5.4. BUILDING PERIMETER LANDSCAPE REQUIREMENTS

Foundation plantings shall provide visual breaks along monotonous building façades, provide direction to and enhance entrances, and be used or installed to screen mechanical equipment that is attached to or adjacent to the building.

The Purchaser/Lessee is encouraged to employ creative design and include such amenities as earth mounding, water features, landscape lighting, various sidewalk materials and patterns, boulders, sculpture, etc. The design intent should be toward an entranceway that enhances and complements the building's architecture.

Minimum Planting Requirements (Commercial/Mixed Use):

- Calculation: One foundation plant or shrub shall be required for every 3 linear feet and one ornamental tree or palm shall be required for every 30 linear feet of publicly visible façade (i.e. excluding alley/internal drive or loading area).
- Location: Foundation landscaped areas shall be a minimum of 2' in width. Clustered planting locations shall occupy a minimum of 20% and be located within 30 feet of publicly visible façade.

For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in this Final VDPP.

Minimum Planting Requirements (Single-use Residential within Mixed Use areas):

- Calculation: One foundation plant or shrub shall be required for every 3 linear feet and one ornamental tree or palm shall be required for every 30 linear feet of all buildings.
- Location (Single-use Residential within Mixed Use areas):
- Foundation landscaped areas shall be located no less than 3' and no more than 5' from the face of the building.
- If plantings are clustered, they shall occupy a minimum of 50% of building facade and be located within 15 feet of the building.
- For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in this Final VDPP.

The transitional space between public and private space offers an opportunity to establish a "sense of arrival" through the use of specialty paving, plazas, decorative lighting, and site furnishings. The use of such elements shall be encouraged throughout Mixed Use areas of Village I.

Screening:

All structures and facilities for trash, storage, loading and outdoor equipment must be screened so as not to be visible from the street or pedestrian circulation areas. At a minimum, screening shall be either an opaque screen of evergreen shrubs and/or evergreen trees or by solid walls at least 6' in height. Shrubs must be at least 4' in height with a minimum 2' spread and trees at least 6' in height with a 4' minimum spread at the time of building occupancy. Shrubs shall be spaced no farther apart than 3' and trees spaced at the most appropriate spacing for the species; but no farther than 12' on center. Walls should be designed to express the appropriate Wellen Park theme and be coordinated with the building architecture.

To the extent possible, expanses of solid building wall area without architectural detail should be minimized. Where solid building wall areas are without architectural detail, they may not exceed 50' in length without being covered by landscape treatment unless the building wall faces an alley, the rear of another building or a loading/service area that is not facing a street or driveway and is not visible to the public.

Fifty percent of a blank wall that exceeds 50' linear feet and is visible to the public shall either be covered or accentuated with planting areas near the foundation of the building that contain large maturing trees and shrubs/vines. Planting requirements shall be calculated as follows:

For every 10 feet beyond 50 feet of blank wall, one maturing canopy tree or palm cluster and 3 shrubs or vine shall be provided, and such materials should be planted within 30' of the façade. As an alternative, the required materials may be incorporated into the required foundation landscaping planting areas in those areas where the blank wall exists.

1.9.6. MIXED USE PARKING REQUIREMENTS

Required off-street parking facilities shall be located on the same lot or parcel of land that they are intended to serve, except where parking facilities are built to serve the general public and are not intended to serve a single or group of primary businesses or entities.

Spaces shall be a minimum of 9 feet in width by 18 feet in length.

Commercial establishments providing drive-up service windows or service lanes shall provide stacking lanes to accommodate 4 cars for each window. Restaurants shall provide stacking lanes to accommodate 5 cars per service lane, measured from the pick-up window. Drive-up service windows or service lanes shall be located to minimize, to the greatest extent possible, visibility from internal and external roadways.

Minimum Parking Standards:

- Parking for Mixed Use Buildings may be the sum of the requirements of the various uses computed separately. The total parking requirements for such permitted uses shall be reduced by twenty-five percent (25%) for combined off-street parking facilities, as approved by the WVRC.
- The minimum parking requirement for single-use residential buildings in Town Center/Mixed Use areas shall be 2 spaces per unit. Parking for residential buildings may be provided through the provision of structured parking on the lower levels of the building, in an adjacent parking structure, or in parking lots adjacent to the buildings. If the residential building is less than 1/4 mile from commercial parking areas, the parking ratio may be reduced to 1.5 spaces per unit.

Minimum Parking Requirements for Non-Residential Uses within Town Center/Mixed Use areas shall be calculated as shown below in Table 4. Definitions are provided in Table 5.

Table 4 – Minimum Parking Requirements

COMMERCIAL/SERVICE USES	
Office	1 per 500 s.f. of floor area
Services	1 per 500 s.f. of floor area
Finance, Insurance, and Real Estate (FIRE)	1 per 500 s.f. of floor area
Financial Service Center	1 per 500 s.f. of floor area
Assisted Living Facility	1 for every 4 beds
Health-Care Facility	1 for each bed, plus 1 for every 3 employees on the largest shift
Health-Care Services	1 per 500 s.f. of floor area
Intermediate Care Facility (ICF)	1 for every 4 beds
Health Club	1 per 500 s.f. of floor area
Veterinary Hospital	1 per 500 s.f. of floor area
Artist's Studio	1 per 500 s.f. of floor area
Funeral Home	1 per 500 s.f. of floor area
Research Laboratory	1 per 500 s.f. of floor area
Research Park	1 per 500 s.f. of floor area
Child-Care Center	1 per employee plus adequate and safe provisions for loading and unloading children away from streets and rights-of- way

Table 4 – Minimum Parking Requirements (Continued)

RETAIL USES	
Commercial Use	1 per 500 s.f. of floor area
Retail Services	1 per 500 s.f. of floor area
Big-Box Store	1 per 500 s.f. of floor area
Retail Store, Convenience	1 per 500 s.f. of floor area
Gasoline Station and Convenience Center	1 per 700 s.f. plus stacking lanes to accommodate 2 cars for each gas pump island
Retail Store, Express	1 per 500 s.f. of floor area
Hotel/Motel	0.5 per guest room, plus one for every 6 employees
Theater	1 for every 6 seats, plus one for every 6 employees
PARKING/COMMUNITY USES	
Utility Box	N/A
Parking Area	As necessary to accommodate use(s) being served
Wireless Telecommunications Towers and Facilities	N/A
Essential Services	N/A

1.10. DEFINITIONS

Table 5 – Definitions

THE FOLLOWING ARE INCLUDED AND PERMITTED UNDER RESIDENTIAL USES:	
Community Center	Concentration of activities, services, and land uses that serve, and are focal points for, the immediate neighborhoods and used for recreational, social, educational, and cultural activities.
Gatehouse	Guardhouse and/or electronic barrier limiting access to a neighborhood.
Single-Family Detached	A building containing one dwelling unit and that is not attached to any other dwelling by any means and is surrounded by open space or yards.
Single-Family Semidetached	A one-family dwelling attached to one other one-family dwelling by a common vertical wall, with each dwelling located on a separate lot.
Townhouse Dwelling	A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls.
Stacked Townhouse Dwelling	Townhouses that have multiple units vertically, typically two in number, each unit having its own private entrance from the street or at least from the outside.
Multi-Family Dwelling	A building containing three or more dwelling units, including units that are located over another.
Mixed-Use Development	The development of a neighborhood, tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, and recreation, in a compact urban form.

THE FOLLOWING ARE INCLUDED AND PERMITTED UNDER RESIDENTIAL SUPPORT USES:	
Park/Recreation Facilities	A tract of land owned or controlled and used by government or specific and designated entities or persons for active and/or passive recreational purposes.
Active Recreation	Leisure-time activities, usually of a formal nature and often performed with others, requiring equipment, and taking place at prescribed places, sites, or fields.
Passive Recreation	Activities that involve relatively inactive or less energetic activities, such as walking, sitting, picnicking, and board and table games.
Religious Use	A structure or place in which worship, ceremonies, rituals, and education pertaining to a particular system of beliefs are held.

Table 5 – Definitions (Continued)

THE FOLLOWING ARE INCLUDED AND PERMITTED UNDER COMMERCIAL/SERVICE USES:	
Office	A room or group of rooms used for conducting the affairs of a business, profession, service, industry, or government and generally furnished with desks, tables, files, and communication equipment.
Services	Establishments primarily engaged in providing assistance, as opposed to products, to individuals, business, industry, government, and other enterprises.
Finance, Insurance, and Real Estate (FIRE)	Establishments such as banks and financial institutions, credit agencies, investment companies, brokers of and dealers in securities and commodities, security and commodity exchanges, insurance agents, lessors, lessees, buyers, sellers, agents, and developers of real estate (including drive through facilities).
Financial Service Center	A non-bank entity that does not accept deposits or make loans like traditional banks or financial institutions but that provides monetary services that include the sale or redemption of traveler's checks or money orders, money wire transfers, check cashing, and currency exchange.
Assisted Living Facility	Residences for the frail elderly that provide rooms, meals, personal care, and supervision of self-administered medication. They may provide other services, such as recreational activities, financial services, and transportation.
Health-Care Facility	A facility or institution, whether public or private, principally engaged in providing services for health maintenance and the treatment of mental or physical conditions.
Health-Care Services	Establishments providing support to medical professionals and their patients, such as medical and dental laboratories, blood banks, oxygen, and miscellaneous types of medical supplies and services.
Intermediate Care Facility (ICF)	A facility that provides health-related and personal care services to the chronically ill, disabled, or elderly people, including assistance with dressing and eating.

Table 5 – Definitions (Continued)

THE FOLLOWING ARE INCLUDED AND PERMITTED UNDER COMMERCIAL/SERVICE USES:	
Artist's Studio	A place of work for an artist, artisan, or craftsman, including persons engaged in the application, teaching, or performance of fine arts such as, but not limited to, drawing, vocal or instrumental music, painting, sculpture, and writing.
Funeral Home	A building used for the preparation of the deceased for burial and the display of the deceased and rituals connected therewith before burial or cremation.
Research Laboratory	A facility for the investigation into the natural, physical, or social sciences, which may include engineering and product development.
Research Park	A research facility or group of buildings dedicated to scientific research or business purposes, often linked to a major research facility.





WELLEN
PARK
VILLAGE I