



## Ordinance No. 2026-23

### Village E District Pattern Plan Amendment

Petition No. PMCPA-24-00000083 (Formerly VPA-24-083)  
(QUASI-JUDICIAL)

#### STAFF REPORT

From: Sherry Willette-Grondin, Planner III

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

Thru: Alaina Ray, AICP, Development Services Director

Thru: A. Jerome Fletcher II, ICMA-CM, MPA, City Manager

Date: July 16, 2026



|                |                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PROJECT:       | PMCPA-24-00000083 (Formerly VPA-24-083) Amending the Village E Village District Pattern Plan                                                                                                                                                                                                                                                                                                   |
| REQUEST:       | The request seeks to expand the Village E boundary, defer non-residential signage and mixed-use parking standards to the Unified Land Development Code (ULDC), adjust land-use entitlements, and amend the ULDC to reference the updated pattern plan. It also establishes standards for deemed compliance and legal nonconforming status for signage prior to the ordinance's effective date. |
| APPLICANT:     | Katie M. LaBarr, AICP, of Stantec Consulting Services, Inc. ( <b>Exhibit A, Affidavit</b> )                                                                                                                                                                                                                                                                                                    |
| OWNER:         | Manasota Beach Ranchlands, LLLP ( <b>Exhibit B, Corporate Documents</b> )                                                                                                                                                                                                                                                                                                                      |
| LOCATION:      | Northeast corner of the intersection of Playmore Road and West Villages Parkway, (Section 10, Township 40 South, Range 20 East)                                                                                                                                                                                                                                                                |
| PROPERTY SIZE: | ± 415 acres total Village E; (Includes 60-acre expansion area and 21 acres for the Playmore Road alignment adjustment.                                                                                                                                                                                                                                                                         |

## I. BACKGROUND

Katie M. LaBarr, AICP, of Stantec Consulting Services, Inc. (“Applicant”), on behalf of Manasota Beach Ranchlands, LLLP (“Property Owner”), has filed an application, Petition No. PMCPA-24-00000083 (formerly VPA-24-083) requesting amendments to the Wellen Park Village E District Pattern Plan.

Per the applicant's narrative, the purpose of this amendment is to incorporate the former 60-acre school site into the existing Village E District and designate it as Mixed-Use Area – 5 (MU-5). The amendment also includes an additional 21 acres to accommodate the alignment of Playmore Road, resulting in a total area increase of 81 acres. This involves updating several figures and dimensional standards within the Village E Village District Pattern Plan (VDPP) to reflect the inclusion of the additional land. Specifically, Figure 3.2.A (Village District Plan), Figure 3.2.B (Conceptual Sketch), Figure 3.3.A (Village E Development Standards), Figure 3.4.2 (Roadways and Pathways), Figure 3.5.1.A (Water System Plan), Figure 3.5.1.B (Wastewater Systems Plan), Figure 3.6.1 (Wetland Impact Area), and Figure 3.9.4.A (Conceptual Free Standing Sign Plans) have been revised to reflect these requested changes. Additionally, the language for environmental, water, wastewater, school, and public facilities has been updated to reflect current conditions and ensure internal consistency.

Should this application receive approval, the entitlement mix for Village E will be modified to comprise 900 residential units and 550,000 square feet of non-residential space. This adjustment reflects a net increase of 150,000 square feet in non-residential uses and a reduction of 100 residential units.

The proposed amendment also updates signage, parking, and loading standards for Village E to align future development directly with current Unified Land Development Code (ULDC) regulations—specifically, Chapter 5 (Signage) and Article X (Parking and Loading Regulations).

## PROJECT HISTORY

Since its annexation in 2000, the Village E District Pattern Plan has undergone the following legislative actions:

- Original Adoption: July 23, 2019, via Ordinance No. 2019-25 (Petition No. VDC-17-159), establishing the original District Pattern Plan.
- First Amendment: August 6, 2024, via Ordinance No. 2024-26 (Petition No. VPA-24-78), incorporating the 28-acre Sarasota Memorial Hospital site and renaming the master plan community from West Villages to Wellen Park.



## II. SITE INFORMATION

### CURRENT LAND USE & ZONING

Adopted Future Land Use Map Designation: Village (V)

Adopted Zoning Map Designation: Village (V)

Existing Land Uses: Vacant property

### SURROUNDING LAND USES:

| Direction | Existing Land Uses                       | Future Land Use Map Designation | Zoning Map Designation |
|-----------|------------------------------------------|---------------------------------|------------------------|
| North     | Vacant / Commercial (Tamiami Trail)      | Village (V)                     | Village (V)            |
| South     | Playmore District / CoolToday Park       | Village (V)                     | Village (V)            |
| East      | Vacant / River Road Corridor             | Village (V)                     | Village (V)            |
| West      | State College of Florida / Institutional | Village (V)                     | Village (V)            |

[THIS SECTION INTENTIONALLY LEFT BLANK]

### **III. PETITION**

The applicant submitted a formal request to amend the Village E District Pattern Plan on May 10, 2024. Due to the filing date, this application is procedurally processed under the prior 2010 Unified Land Development Code (ULDC) and the 2017 Comprehensive Plan. The applicant has voluntarily elected to incorporate the City's current 2024 ULDC standards specifically for non-residential signage and mixed-use parking, which became effective on October 28, 2024.

As the Village E District Pattern Plan (VDPP) is integrated into the ULDC, this request is processed via Ordinance to ensure statutory consistency. Specifically, this amendment proposes to:

- **Boundary Adjustments:** Expand Village E by approximately 81 acres (60-acres (former school site) with a Mixed-Use 5 (MU-5) designation, and 21- acres for the Playmore Road alignment).
- **Entitlement Revisions:** Restructure development caps to allow 900 residential units and 550,000 square feet of non-residential intensity, resulting in a net increase of 150,000 square feet of non-residential space and a 100-unit decrease in housing capacity.
- **Standardize Signage:** Adopt 2024 ULDC Chapter 5 (Signs) as the regulatory baseline for Village E to ensure all future development adheres to content-neutral standards.
- **Align Parking Standards:** Defer mixed-use parking requirements to the 2024 ULDC Article X (Parking and Loading Regulations) for both the new 60-acre parcel and future developments within Village E.
- **Protect Existing Signage:** Establish “deemed compliance” or legal nonconforming status for all signage permitted, under an active permit, or legally installed prior to the effective date of the ordinance.
- **Revise all VDPP figures, maps, and text** to integrate the MU-5 parcel and remove redundant or outdated language.

### **IV. CHART OF PROPOSED VDPP AMENDMENTS**

Please refer to Exhibit C for a comprehensive strikethrough/underline version of the proposed changes. Beyond the substantive amendments noted above, various minor administrative edits have been made to update the VDPP's overall language.

### **V. WAIVER REQUESTS**

No waivers are being requested in connection with this application.

## VI. STAFF REVIEW

Following a multi-departmental review of the Village E Pattern Plan Amendment, the findings are summarized in the table below.

| Staff Review Summary |                                                 |
|----------------------|-------------------------------------------------|
| Natural Resources    | Meets Requirements                              |
| Fire                 | Meets Requirements                              |
| Parks and Rec        | No Response <sup>1</sup>                        |
| Solid Waste          | Not Applicable                                  |
| Police               | No Response                                     |
| Transportation       | Meets Requirements                              |
| Utilities            | No Objection                                    |
| Stormwater           | Meets Requirements with Conditions <sup>2</sup> |
| Planning             | Meets Requirements                              |

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<sup>1</sup> If no response is received during the review period, it will be assumed that the reviewer has no comments, issues, or concerns.

<sup>2</sup> The amendment is acceptable as long as the amount of revised impervious areas does not exceed the maximum allowable amount in the previously approved stormwater analysis. Compliance with these conditions is required at the time of site development and infrastructure.



## VII. STAFF ANALYSIS

### CONSISTENCY WITH THE COMPREHENSIVE PLAN

The application has been reviewed under the Comprehensive Plan in effect at the time of application.

### COMPREHENSIVE PLAN – CHAPTER 2 – FUTURE LAND USE

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

Staff Analysis: The proposed integration of the 60-acre parcel into Village E directly advances Future Land Use Goal 1 of the Comprehensive Plan, which mandates that the City "ensure that the character and location of land uses maximize the potential for economic benefit."

The subject property was acquired from the School Board in 2021 and returned to the City's tax rolls, removing it from its previous exempt status. While the vacant site currently generates approximately \$28,000 in annual revenue, transitioning it to a mixed-use development offers significantly greater potential for long-term fiscal growth. Upon development of the parcel to its highest and best use, the City will capture a substantial increase in tax revenues and generate significant workforce capacity, estimated at one job<sup>3</sup> per 300 to 500 square feet, depending on the specific use. As detailed in Table 1, this transition to a mixed-use development will provide additional access to professional services and retail, significantly expand the City's tax base, and generate sustainable, long-term revenue for the community.

The proposed addition of 150,000 square feet of non-residential development valued at approximately \$16.5<sup>4</sup> million at an estimated cost of \$110 per square foot is projected to generate \$62,150 in new annual property tax revenue. This represents a 135.7% increase in annual fiscal yield over the site's current vacant status. These additional general fund dollars provide support for essential municipal services, including public safety and infrastructure maintenance, without increasing the tax burden on residents.

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<sup>3</sup> Job projections are calculated based on standard employment density benchmarks recognized by the Urban Land Institute (ULI) and the U.S. Energy Information Administration (EIA). These benchmarks—which align with the density ratios utilized in previous City of North Port Activity Center analyses—estimate workforce capacity based on the anticipated use: Professional Office (1 per 300 sq. ft.), Medical/Institutional (1 per 350 sq. ft.), and Retail (1 per 500 sq. ft.).

<sup>4</sup> Per the Sarasota County Property Appraiser's website methodologies, the 2026 estimated square-footage evaluation for a 150,000 sq. ft. non-residential build-out is determined by identifying the improvement value on a comparable building structure and dividing that value by the total square footage to establish an effective "cost per square foot." For estimation purposes, the building value is estimated at \$16,500,000, resulting in a cost of \$110 per square foot.

**Table 1: Fiscal Impact Comparison (City of North Port Ad Valorem)**

| Land Use Status              | Taxable Value | Millage Rate (2025) | Annual Tax Revenue |
|------------------------------|---------------|---------------------|--------------------|
| Current (Vacant)             | \$7,000,000   | 3.7667              | \$26,366           |
| Proposed (Mixed-Use Non-Res) | \$16,500,000  | 3.7667              | \$62,150           |
| Net Fiscal Gain              | +\$9,500,000  | --                  | +\$35,784          |

Further aligning with Goal 1, the project maximizes the "enjoyment of man-made resources" by utilizing existing infrastructure capacity. Because the City is not obligated to finance utility, road, or drainage expansions to serve the site, the amendment provides a significant financial benefit. This ensures that the intensification of land use provides a recurring gain to the general fund while "minimizing the threat to health, safety, and welfare" through utilization of a site already prepared for urban-level service.

**Staff concludes the proposed amendment is consistent with the Comprehensive Plan – Chapter 2 – Future Land Use, Goal 1.**

OBJECTIVE 3: The economic base shall be increased and diversified relative to the City's economic tax base through planning and development activities which attract new business and industries, while also encouraging the expansion of existing businesses and industries as indicated in the Economic Development Element.

POLICY 3.3: To promote overall sustainability and tax base diversification, the City shall pursue a goal of at least 18% non-residential development.

Staff Analysis: The proposed amendment directly aligns with the City's commitment to fiscal sustainability and tax base diversification as mandated by Policy 3.3. By adding approximately 60 acres to the Village E boundary under a Mixed-Use 5 (MU-5) designation, the City will secure an additional 150,000 square feet of non-residential capacity. The expansion of commercial entitlements is a step toward achieving the City's goal of 18% non-residential land use, while creating an environment that attracts new industries and supports the growth of existing businesses.

To further optimize the site's financial impact, this amendment reduces residential entitlements from 1,000 to 900 units, thereby minimizing long-term demand on municipal residential services while utilizing the 150,000 square feet of non-residential capacity to expand employment and service opportunities within the Town Center.

Financially, transitioning the vacant land to a fully developed mixed-use area is projected to more than double annual property tax revenue, from approximately \$28,000 to \$62,150. This change diversifies the city's tax base and creates a reliable revenue stream for the general fund, ultimately reducing the long-term tax burden on North Port residents by decreasing dependence on residential assessments.

**Staff concludes that the proposed amendment is consistent with Objective 3 and Policy 3.3.**

OBJECTIVE 5: Future growth and development will be managed through the preparation, adoption, implementation, and enforcement of land development regulations.

POLICY 5.1: Amend the land development regulations, consistent with F.S. 163.3202 (1), that shall contain specific and detailed provisions required to implement the adopted Comprehensive Plan, and which as a minimum:

- Subsection 5.1.f: Regulate signage; and
- Subsection 5.1.g: Ensure safe and convenient onsite traffic flow and vehicle parking needs.

Staff Analysis:

Consistency with Policy 5.1.f (Signage):

The transition of Village E to Chapter 5 (Signs) of the 2024 Unified Land Development Code (ULDC) establishes a regulatory framework that aligns all future signage with the City's current uniform standards. This integration directly satisfies the Comprehensive Plan's directive to "regulate signage" through specific, enforceable provisions. By implementing these updated standards, the amendment ensures that signage regulations remain content-neutral and applies objective, measurable standards for "time, place, and manner," such as height, size, and location. This approach effectively mitigates visual clutter and preserves the aesthetic character of the Wellen Park community.

Furthermore, to prevent potential financial impacts on business owners, the amendment establishes "deemed compliance" or legal nonconforming status for all signage that is currently permitted, under an active permit review, or legally installed prior to the effective date of this ordinance. This mechanism allows for a fair transition by protecting existing businesses from the unexpected expense of replacing or altering their existing signs, enabling current signage to remain in place while ensuring that all future signage conforms to the updated, streamlined standards.

Consistency with Policy 5.1.g (Parking):

By deferring to Article X (Parking and Loading Regulations) of the 2024 ULDC, the proposed development guarantees that both the newly designated Mixed-Use 5 (MU-5) acreage and future residential phases comply with the City's established safety and capacity metrics. Applying the ULDC's mixed-use parking standards facilitates more efficient land use by optimizing space

allocation and reducing large parking footprints, thereby preserving land for open space or higher- intensity development. Simultaneously, it secures the 'safe and convenient onsite traffic flow' required by the Comprehensive Plan.

**Staff concludes that the proposed amendment is consistent with the City of North Port Comprehensive Plan, specifically the Future Land Use Element, Objective 5, and Policies 5.1(f) and 5.1 (g).**

## **TRANSPORTATION ELEMENT - ROADWAY LEVELS OF SERVICE**

The determination as to whether the existing roadway can adequately serve the existing and future demands is predicated on the ability to estimate the maximum amount of traffic a roadway can safely accommodate. The establishment of threshold standards for roadway types or levels of service (LOS) are used to identify needed system improvements, either by expansion of existing roadways, constructing new roadways, creating parallel roadways, or the use of alternative modes of travel.

The principal objective of capacity analysis is to estimate the amount of traffic that can be accommodated by a given roadway. However, capacity analysis is best used to estimate the traffic-carrying ability of a given roadway over a range of defined operational conditions, using level of service criteria. Roadways do not operate well at capacity because they are not designed to that optimal standard.

Staff Analysis: An updated Transportation Impact Statement (TIS) (**Exhibit D**), dated September 2025, was conducted to analyze the specific impacts of incorporating the 60-acre parcel and revising the Village E entitlements to 550,000 square feet of non-residential use and 900 residential units. The TIS findings confirm that the existing and planned transportation network can accommodate the additional impacts from the 60-acre expansion without requiring any further off-site infrastructure or facility improvements. While the revised entitlements are estimated to increase daily trip ends by 4,329 (16.5%), the engineer concluded that the expanded non-residential uses would serve to complement surrounding residential uses, thereby shortening vehicle trip lengths and reducing overall network vehicle miles traveled. Furthermore, an operational analysis was performed for the existing 2025 and future 2030 conditions at the following key intersections:

- Merlot Avenue & Mezzo Drive
- Merlot Avenue & Playmore Road
- West Villages Parkway & Playmore Road

The TIS indicates that all three intersections are currently operating within acceptable Level of Service (LOS) standards and are expected to remain compliant through 2030. Because the shift from an institutional use to a more diversified mixed-use intensity remains within the current

network's capacity, the amendment maintains the City's adopted LOS. This confirms that the proposed growth is sustainable, internally offset by shortened trip lengths, and properly aligned with available infrastructure capacity as required by roadway levels of service. Any future improvements deemed necessary will be the responsibility of the West Villages Improvement District, given that these roads are privately owned and maintained.

**Staff concludes that the proposed amendment is consistent with the Comprehensive Plan Transportation Element- Roadway Levels of Service.**

## **UNIFIED LAND DEVELOPMENT CODE**

Sec. 53-221. Amendments.

Once a Village zoning district, Pattern Book, and Village District Pattern Plan have been approved by the City Commission, and there is any cause for amendment to the plan, or any portion thereof, such amendment shall be processed in the same manner as the original Pattern Book or VDPP application(s).

Staff Analysis: Pursuant to ULDC Sec. 53-221, amendments to an approved Pattern Plan must follow the same formal adoption procedures as the original application. Because the Village D Pattern Plan is integrated into the City's regulatory framework, this single Ordinance serves a dual purpose: it adopts the text amendments within the Pattern Plan, and updates the ULDC to formally incorporate the newly amended document. This procedural approach ensures the ULDC accurately references the amended regulations.

**Staff concludes that the procedural requirements of the proposed amendments to the VDPP meet the requirements of ULDC Sec. 53-221. Amendments.**

## **VIII. LEGAL REVIEW**

Ordinance No. 2026-23 has been reviewed by the City Attorney, and it is legally correct as to form (Exhibit E)

## IX. BUSINESS IMPACT STATEMENT

Pursuant to Florida Statutes Section 166.041(4)(c), a business impact estimate was not required because this ordinance is enacted to implement comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality.

## X. PUBLIC NOTICE AND HEARING SCHEDULE

Notice of Public Hearings was mailed to the owner and property owners within a 1,320-foot radius of the subject property on June 30, 2026. The petition was also advertised in a newspaper of general circulation within the City of North Port on June 30, 2026, in accordance with the provisions of Section 166.041(3)(a), Florida Statutes and Section 7.01(c) of the Charter of the City of North Port, and Chapter 1, Article II, Section 1-12 of the City's 2010 Unified Land Development Code (ULDC) as amended (**Exhibit F**).

| PUBLIC HEARINGS:                   |                                  |
|------------------------------------|----------------------------------|
| Planning and Zoning Advisory Board | July 16, 2026, at 9:00 a.m.      |
| City Commission First Reading      | September 8, 2026, at 10:00 a.m. |
| City Commission Adoption Hearing   | September 22, 2026, at 6:00 p.m. |

## XI. NEIGHBORHOOD WORKSHOP

On October 23, 2024, the applicant hosted a neighborhood workshop to present and discuss the proposed expansion of Village E. The session focused on the incorporation of a 60-acre parcel designated as Mixed-Use Area-5 (MU-5) and the corresponding adjustments to the village's development entitlements. A comprehensive summary of the community discussion and feedback is provided in (**Exhibit G**).

## XII. RECOMMENDED ACTION AND OPTIONS FOR COMMISSION

### Recommended Action:

Option 1: Approve Ordinance No. 2026-23, Petition No. PMCPA-24-00000083 (Formerly VPA-24-083) Amendments to the Village E Village District Pattern Plan on first reading and continue to second reading.



### Commission Options:

Option 1: Approve Ordinance No. 2026-23, Petition No. PMCPA-24-00000083 (Formerly VPA-24-083) Amendments to the Village E Village District Pattern Plan on first reading and continue to second reading.

- Pros
  - Contributes to long-term economic stability with the addition of 60 acres for mixed-use development. Furthermore, expanding the non-residential entitlements encourages commercial growth, boosts ad valorem tax revenues, and increases the City's revenue sources.
  - Aligns signage and parking regulations with the 2024 Unified Land Development Code (ULDC) to provide consistent and measurable standards for site development and content-neutral signage.
  - Ensures that city-wide code updates regarding signage and parking standards apply automatically to the Village E District, removing the need for recurring Pattern Plan amendments.
- Cons

None identified.

Option 2: Deny Ordinance No. 2026-23, Petition No. PMCPA-24-00000083 (Formerly VPA-24-083), Amendment to Village E Village District Pattern Plan.

- Pros:
  - None identified.
- Cons:
  - Postpones non-residential entitlement increases necessary to contribute to the City achieving its non-residential land use target of 18%.
  - Limits the expansion of commercial and mixed-use development required to support the local economy.
  - Prevents the Village E District from adopting updated signage and parking standards, causing ongoing inconsistency with the 2024 Unified Land Development Code (ULDC).
  - Prevents the 60-acre expansion area from receiving its Mixed-Use 5 (MU-5) designation, stalling 150,000 square feet of new non-residential entitlements and delaying development on the parcel.

## **XIII. RECOMMENDED MOTIONS**

### **PLANNING AND ZONING ADVISORY BOARD**

The Planning and Zoning Advisory Board recommends the City Commission approve Petition No. PMCPA-24-00000083 Amendments to the Village E Village District Pattern Plan.

I move to recommend approval of Petition No. PMCPA-24-00000083 and find the Amendments to the Village E Village District Pattern Plan is consistent with the City of North Port Comprehensive Plan.

## **CITY COMMISSION**

The City Commission approves Ordinance No. 2026-23, Petition No. PMCPA-24-00000083 Amendments to the Village E Village District Pattern Plan.

I move to approve Ordinance No. 2026-23, Petition No. PMCPA-24-00000083 Amendments to the Village E Village District Pattern Plan and find that the amendments comply with all regulations set forth in the City of North Port Comprehensive Plan and the Unified Land Development Code (ULDC).

## **XIV. ALTERNATIVE MOTIONS**

### **PLANNING AND ZONING ADVISORY BOARD**

Petition No. PMCPA-24-00000083 may be denied. In the case of denial new findings would need to be written to support that recommendation. The motion would be as follows:

Motion To Deny: I move to recommend denial of Petition No. PMCPA-24-00000083, Amendments to the Village E Village District Pattern Plan, and that the City Commission find that, based on the competent and substantial evidence, the Development Master Plan Amendment: [include all applicable factors below]

1. Is NOT consistent with the North Port Comprehensive Plan because: [include explanation of how the development master plan amendment fails to meet each specific regulation]

## **CITY COMMISSION**

Motion To Deny: I move to deny Ordinance No. 2026-23, Petition No. PMCPA-24-00000083 Amendments to the Village E Village District Pattern Plan and find that the Development Master Plan Amendment: [include all applicable factors below]

1. Is NOT consistent with the Unified Land Development Code because: [include explanation of how the development master plan amendment fails to meet each specific regulation];

2. Is NOT consistent with the North Port Comprehensive Plan because: [include explanation of how the development master plan amendment fails to meet each specific regulation].

## **XV. EXHIBITS**

|    |                                             |
|----|---------------------------------------------|
| A. | Affidavit                                   |
| B. | Corporate Documents                         |
| C. | Proposed Amendments                         |
| D. | Traffic Impact Statement                    |
| E. | Proposed Ordinance No. 2026-23 with Exhibit |
| F. | Public Notices                              |
| G. | Neighborhood Workshop                       |

# AFFIDAVIT

Exhibit A - Affidavit

I (the undersigned), Katie M. LaBarr, AICP being first duly sworn, depose and say that I am the owner, attorney, attorney-in-fact, agent, lessee or representative of the owner of the property described and which is the subject matter of the proposed application; that all answers to the questions in this application, and all sketches, data and other supplementary matter attached to and made a part of the application are honest and accurate to the best of my knowledge and belief. I understand this application must be complete and accurate before the application can be processed or hearing can be advertised, and that I am authorized to sign the application by the owner or owners. I authorize City of North Port staff and agents to visit the site as necessary for proper review of this application. *If there are any special conditions such as locked gates, restricted hours, guard dogs, etc., please provide the name and telephone number of the individual who can allow access.*

Sworn and subscribed before me this 6 day of March May, 2024

Katie LaBarr

Signature of Applicant or Authorized Agent

Katie M. LaBarr, AICP, of Stantec Consulting Services Inc.

Print Name and Title

STATE OF Florida

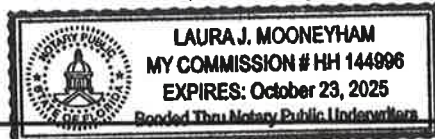
COUNTY OF Sarasota

The foregoing instrument was acknowledged by me this 6 day of May, 2024, by Katie LaBarr, AICP who is personally known to me or has produced \_\_\_\_\_ as identification.

(Place Notary Seal Below)

Laura J. Mooneyham

Signature - Notary Public



## AFFIDAVIT

### AUTHORIZATION FOR AGENT/APPLICANT

I, John E. Luczynski, Manasota Beach Ranchlands, LLLP, property owner, hereby authorize Katie M. LaBarr, AICP, of Stantec Consulting Services Inc. to act as Agent on our behalf to apply for this application on the property described as (legal description) Please see attached.

John E. Luczynski

Owner

4/26/24

Date

STATE OF Florida

COUNTY OF Sarasota

The foregoing instrument was acknowledged by me this 26<sup>th</sup> day of April, 2024, by John E. Luczynski who is personally known to me or has produced N/A as identification.

Corrie L. DiNofa

Signature - Notary Public

(Place Notary Seal Below)



Revised 8-30-19 (Reviewed by CAO)



[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Search by Entity Name](#) /

## Detail by Entity Name

Florida Limited Partnership

MANASOTA BEACH RANCHLANDS, LLLP

### Filing Information

|                             |              |
|-----------------------------|--------------|
| <b>Document Number</b>      | A14000000257 |
| <b>FEI/EIN Number</b>       | N/A          |
| <b>Date Filed</b>           | 05/14/2014   |
| <b>State</b>                | FL           |
| <b>Status</b>               | ACTIVE       |
| <b>Last Event</b>           | LP AMENDMENT |
| <b>Event Date Filed</b>     | 06/12/2025   |
| <b>Event Effective Date</b> | NONE         |

### Principal Address

4901 Vineland Road  
Suite 450  
Orlando, FL 32811

Changed: 04/24/2025

### Mailing Address

4901 Vineland Road  
Suite 450  
Orlando, FL 32811

Changed: 04/24/2025

### Registered Agent Name & Address

CORPORATION SERVICE COMPANY  
1201 HAYS STREET  
TALLAHASSEE, FL 32301-2525

### General Partner Detail

#### **Name & Address**

THOMAS RANCH VILLAGES GP, LLC  
4901 Vineland Road  
Suite 450  
Orlando, FL 32811

### Annual Reports

| Report Year                                                 | Filed Date |                          |
|-------------------------------------------------------------|------------|--------------------------|
| 2023                                                        | 03/10/2023 |                          |
| 2024                                                        | 04/18/2024 |                          |
| 2025                                                        | 04/24/2025 |                          |
| <b>Document Images</b>                                      |            |                          |
| <a href="#">06/12/2025 -- LP Amendment</a>                  |            | View image in PDF format |
| <a href="#">04/24/2025 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">04/18/2024 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">03/10/2023 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">04/28/2022 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">04/28/2021 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">04/30/2020 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">01/08/2019 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">01/26/2018 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">04/11/2017 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">04/28/2016 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">04/30/2015 -- ANNUAL REPORT</a>                 |            | View image in PDF format |
| <a href="#">04/21/2015 -- LP Amendment and Names Change</a> |            | View image in PDF format |
| <a href="#">05/14/2014 -- Domestic LP</a>                   |            | View image in PDF format |

## **Village E District Pattern Plan (VDPP)**

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

Prepared By:  
Stantec Consulting Services Inc.  
6920 Professional Pkwy East  
Sarasota, Florida 34240

Environmental Consultant:  
Monarch Ecology Group, LLC  
3431 Pine Valley Drive.  
Sarasota, Florida 34239



**RECORDED IN OFFICIAL RECORDS  
INSTRUMENT # 2021094422 4 PG(S)**

CONSIDERATION \$7,125,000.00  
DOC TAX \$49,875.00  
RECORD \$35.50

PARCEL ID NO.: 0786002100

5/20/2021 2:49 PM

**KAREN E. RUSHING  
CLERK OF THE CIRCUIT COURT  
SARASOTA COUNTY, FLORIDA**

**SIMPLIFILE**

Receipt # 2681507

Prepared by and return to:

**Doc Stamp-Deed: \$49,875.00**



**WILLIAMS PARKER**  
ATTORNEYS AT LAW • ESTABLISHED 1925  
200 South Orange Avenue  
Sarasota, Florida 34236  
(941) 366-4800  
Attention: Jeffrey A. Grebe, Esq.

**SPECIAL WARRANTY DEED**

**THIS INDENTURE**, effective May 19, 2021, by and between THE SCHOOL BOARD OF SARASOTA COUNTY, FLORIDA, a body corporate under the laws of the State of Florida, hereinafter referred to as Grantor, whose post office address is 1960 Landings Blvd., Sarasota, FL 34231, and MANASOTA BEACH RANCLANDS, LLLP, a Florida limited liability limited partnership, hereinafter referred to as Grantee, whose post office address is 19503 South West Villages Parkway, Venice, FL 34293.

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

The land referred to herein below is situated in the County of Sarasota, State of Florida, and is described as follows:

A tract lying in Sections 32 and 33, Township 39 South, Range 20 East, Sarasota County, Florida, being more particularly described as follows:

BEGIN at the southwest corner of said Section 33 and the southeast corner of said Section 32; thence N.89°05'29"W., along the south line of said Section 32, a distance of 410.14 feet to the southeast corner of Parcel 400 as recorded in Official Records Instrument Number 2010135760, Public Records of Sarasota County, Florida; thence N.00°30'33"E., along the east line of said Parcel 400, a distance of 343.36 feet to the southerly most corner of Parcel 303 as recorded in Official Records Instrument Number 2007150241 in said Public Records, being the point of curvature of a non-tangent curve to the right, having a radius of 1,082.00 feet and a central



angle of 15°06'08"; thence northerly along the arc of said curve, being the east line of said Parcel 303, a distance of 285.19 feet, said curve having a chord bearing and distance of N.13°58'46"E., 284.37 feet, to the point of reverse curvature of a curve to the left having a radius of 928.00 feet and a central angle of 19°46'36"; thence northerly along the arc of said curve, also partially along said east line of Parcel 303, partially along the east line of Parcel 304 and partially along Parcel 305 as recorded in Official Records Instrument Number 2007150241 in said Public Records, a distance of 320.31 feet to the end of said curve; thence continue along the south, east and north lines of said Parcel 305 for the following three (3) calls; (1) thence S.89°59'52"E., a distance of 169.32 feet; (2) thence N.00°00'08"E., a distance of 338.00 feet; (3) thence N.89°59'52"W., a distance of 174.12 feet to a point on the east line of a Non-Exclusive Easement as recorded in Official Records Book 2785, Page 641 in said Public Records; thence N.00°30'33"E., along said east line of a Non-Exclusive Easement, a distance of 130.27 feet to the southwest corner of a Manatee Community College Tract as recorded in Official Records Book 1571, Page 2172 in said Public Records; thence S.89°29'07"E., along the south line of said Manatee Community College Tract and the easterly extension thereof, a distance of 1,856.40 feet; thence S.00°30'44"W., a distance of 1,398.86 feet to a point on the south line of above-mentioned Section 33; thence N.89°39'43"W., along said south line of said Section 33, a distance of 1,566.19 feet to the Point of Beginning.

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

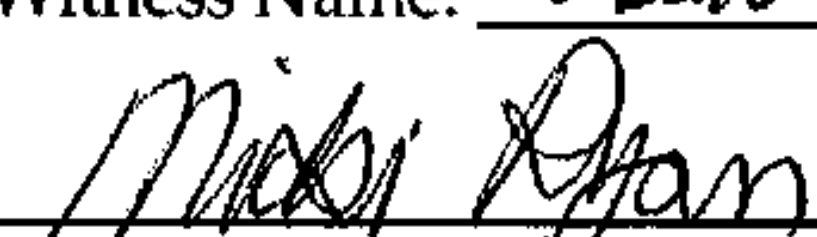
**Grantor hereby releases any automatic reservation and right of entry in accordance with Florida Statutes Section 270.11.**

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

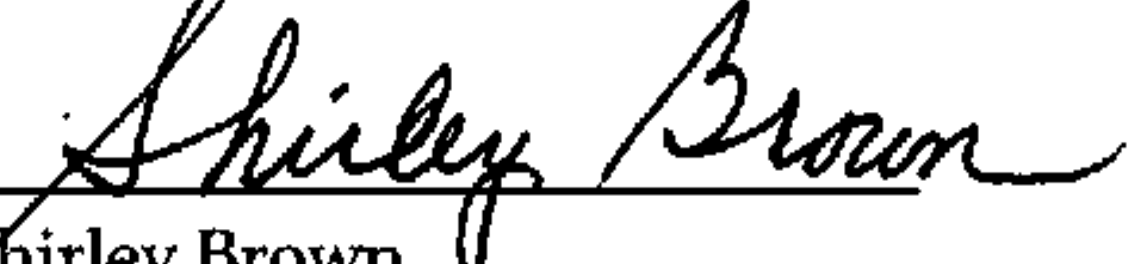


IN WITNESS WHEREOF, Grantor has caused this deed to be executed in its name by its undersigned duly authorized partner the date above written.

WITNESSES:

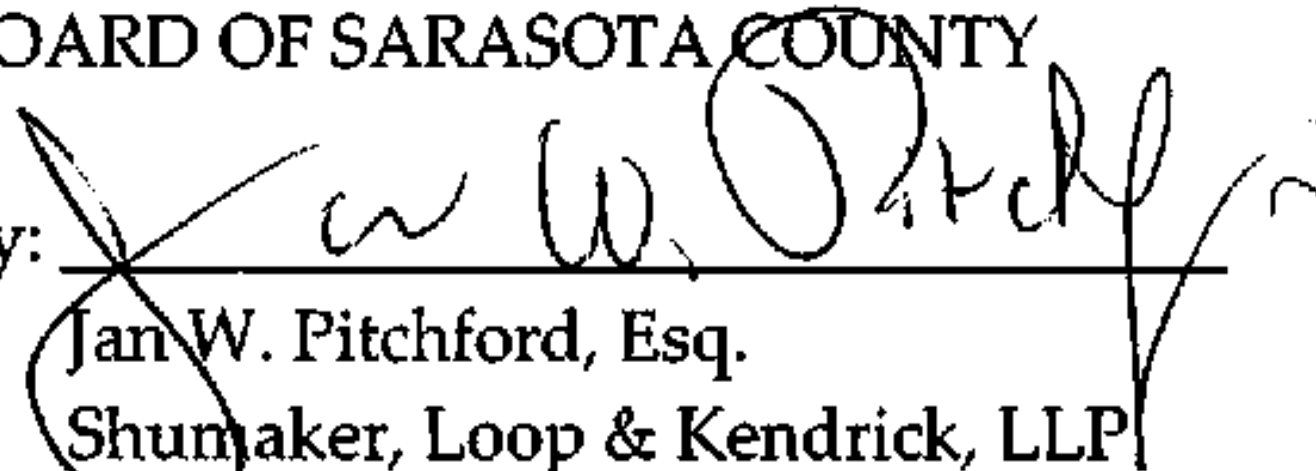
  
 Witness Name: Carol Manthel  
  
 Witness Name: Micki Ryan

THE SCHOOL BOARD OF SARASOTA  
 COUNTY, FLORIDA, a body corporate  
 under the laws of the State of Florida

By:   
 Shirley Brown  
 As its Chair

APPROVED FOR LEGAL CONTENT  
 Date: May 17, 2021

ATTORNEYS FOR THE SCHOOL  
 BOARD OF SARASOTA COUNTY

By:   
 Jan W. Pitchford, Esq.  
 Shumaker, Loop & Kendrick, LLP  
 240 S. Pineapple Avenue, 10<sup>th</sup> Floor  
 Sarasota, FL 34236



STATE OF FLORIDA  
COUNTY OF SARASOTA

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization this 18<sup>th</sup> day of May 2021 by Shirley Brown, as Chair of The School Board of Sarasota County Florida, a public body corporate, on behalf of the public body corporate. The above-named person is personally known to me or who has produced \_\_\_\_\_ as identification. If no type of identification is indicated, the above-named person is personally known to me.

*Katherine M. Tomkins*

Signature of Notary Public

(Notary Seal)

KATHERINE M. TOMKINS

Print Name of Notary Public



I am a Notary Public of the State of Florida,  
and my commission expires on 5/6/22.

**WEST VILLAGES, LLLP**

**RESOLUTION OF THE GENERAL PARTNER**

The undersigned, being the sole general partner (the "General Partner") of West Villages, LLLP, a Florida limited liability limited partnership (the "Company"), in accordance with Section 6.7 of the Company's Limited Liability Limited Partnership Agreement dated as of May 26, 2014, as amended, does hereby take the actions set forth below:

RESOLVED, that Martin Black is hereby removed as Vice President of the Company.

RESOLVED, that Bradford Soule is hereby removed as Assistant Vice President of the Company.

RESOLVED, that the following named individual be and hereby is appointed as an officer of the Company, to hold the office set forth opposite such individual's name until removed by action of the Manager or until such officer sooner dies, resigns, is removed or becomes disqualified:

John Luczynski                      Vice President

FURTHER RESOLVED that, in connection with the day-to-day business operations of the Company, the foregoing officer be and hereby is authorized in the name and on behalf of the Company to take any and all lawful actions in connection with the business of the Company, and to execute and deliver any and all agreements, contracts or other documents to carry out the business of the Company.

WITNESS the execution hereof to be effective as of November 1, 2019. This instrument may be signed and delivered by facsimile or other functionally equivalent means.

**GENERAL PARTNER:**

**THOMAS RANCH LAND PARTNERS GP, LLC,**  
a Delaware limited liability company

By: Thomas Ranch Manager, LLC,  
a Delaware limited liability company  
its Manager

By: Peter G. Skelly  
Peter G. Skelly  
Authorized Manager



| Section No. | Topic                                  | Adopted Village E VDPP Language                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Proposed Village E VDPP Language                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Amendment Justification                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.2         | Proposed Village District Pattern Plan | <p>This committee includes one individual from Manasota Beach Ranchlands, LLLP, the Master Developer, and two individuals appointed by the West Villages Improvement District.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>This committee includes <del>three individuals appointed by the Master Developer, one individual from Manasota Beach Ranchlands, LLLP, the Master Developer, and two individuals appointed by the West Villages Improvement District.</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Sentence revised to update committee member selection to be consistent with actual practice.</p>                                                                                                                                                                                                                                                                                                                                   |
|             |                                        | <p>Village E is identified on the Index Map as a 480 acre village. This VDPP encompasses the 306.43 acres of land that is owned and controlled by West Villages. The VDPP does not include lands that were conveyed to Sarasota Memorial Hospital, at the southeast corner of Tamiami Trail and West Villages Parkway, or land that was conveyed to Trinity Real Estate Trust (Diocese of Venice), located near the intersection of River Road and Tamiami Trail, because the land is not under common ownership. At such time that each property owner decides to proceed with development, an amendment to the VDPP will be required. Finally, the VDPP doesn't include the wastewater treatment facility, because it is a public use facility and is exempt from the requirements of 53-5.B of the Unified Land Development Code (ULDC). Although the State College of Florida campus is located outside of the boundary of the VDPB, this VDPP identifies potential transportation and/or pedestrian connectivity from Village E to the campus.</p>                                                                                                                                                                                                                                       | <p>Village E is identified on the Index Map as a 480–acre village. This VDPP encompasses the <del>415</del><ins>387</ins><del>06.43</del><ins>06.43</ins> acres of land that is owned and controlled by <del>West Villages</del><ins>Wellen Park and Sarasota Memorial Hospital</ins>. The VDPP does not include <del>lands that were conveyed to Sarasota Memorial Hospital, at the southeast corner of Tamiami Trail and West Villages Parkway, or</del> land that was conveyed to Trinity Real Estate Trust (Diocese of Venice), located near the intersection of River Road and Tamiami Trail, because the land is not under common ownership. At such time that each property owner decides to proceed with development, an amendment to the VDPP will be required. Finally, the VDPP does <del>not</del><ins>not</ins> include the wastewater treatment facility, because it is a public use facility and is exempt from the requirements of 53-5.B of the Unified Land Development Code (ULDC). Although the State College of Florida campus is located outside of the boundary of the VDPB, this VDPP identifies potential transportation and/or pedestrian connectivity from Village E to the campus.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Village area is changed to add the 60 acres parcel. The new area of 415 acres reflects both the 60 acre parcel and the newly added 28 acre SMH property, for consistency.</p>                                                                                                                                                                                                                                                      |
|             |                                        | <p>Village E is envisioned as a vibrant, mixed use village and may include retail, commercial/services, office, recreational, hotel, civic, and residential land uses (see Figure 3.2.A). Entitlements include 1,000 residential units, 300,000 square feet of commercial/retail uses, and 100,000 square feet of office. There will be 600 residential, and 220 non-residential connections within Village E. The Final Village District Pattern Plan for Village E identifies four Mixed Use Areas, three of which are located primarily along the Tamiami Trail corridor with the fourth located adjacent to River Road. The plan includes three Mixed Use Residential Neighborhoods, which may include a mix of office, retail, and residential uses, and are intended to transition in density and intensity, from the more intensive mixed uses along Tamiami Trail and River Road, south toward Playmore Road. The range of potential uses in the Mixed Use Residential Neighborhoods are intended to be compatible with and supportive of the State College of Florida and a future Sarasota County school site to the west, and may include moderate density housing (i.e. apartments, townhomes, etc.) and commercial uses that are intended to serve the nearby neighborhoods.</p> | <p><del>Village E is a vibrant, mixed-use village and includes retail, commercial/services, office, recreational, hotel, civic, institutional, and residential land uses (see Figure 3.2.A). Existing entitlements include 1,000 residential units, 400,000 square feet of non-residential floor area, and 3.6 million square feet Public/Institutional Uses and Civic Spaces.¶</del></p> <p><del>The purpose of this amendment is to add 60 acres to the Village E Village District Pattern Plan. The land is located at the southwest corner of Village E, at the intersection of West Villages Parkway and Playmore Road. With this amendment, the overall boundary of Village E is proposed to be adjusted to ensure that the southern edge of the village aligns with Playmore Road. When the Village E VDPP was originally approved, the roadway alignment for Playmore Road was conceptual. Since that time, the alignment has been adjusted and is now fixed. The boundary adjustment accounts for an increase of 21 acres. With the addition of the 60-acre parcel, this represents an 81-acre increase in land, bringing the total to 415 acres.¶</del></p> <p><del>The 60-acre addition will facilitate a mixed-use development that complements the adjacent Spring Training Facility. In line with current market trends, the entitlement mix for Village E has been revised to include 900 residential units, which is a reduction of 100 units, alongside 550,000 square feet of non-residential uses, an increase of 150,000 square feet. The plan will also maintain 3.6 million square feet allocated for Public/Institutional Uses and Civic Spaces.¶</del></p> | <p>Language is updated to reflect development that has occurred and is underway. With the addition of the 60 acre parcel, the previous entitlements are changed and new mixed used area (Area-5) is added along West Villages Pkwy, at the intersection of Playmore Road. Furthermore, the proposed language reflects the incorporation of the 28 acre SMH property through the recent amendment (Ordinance 2024-26) by the City.</p> |
|             |                                        | <p>During the course of review of this Village District Pattern Plan, significant amendments to the Village District Pattern Book have been initiated. One of the motivations for the amendments is to address consistency between the documents (i.e. VDPB, VDPPs) governing development in the West Villages while ensuring standards are up to date with development practice. Village characteristics including land uses, development styles, and other community features will be explained in sections 3.8 and 3.9. The standards contained in this VDPP are reflective of, and will be consistent with the standards in the 2019 VDPB.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><del>During the course of review of this Village District Pattern Plan, significant amendments to the Village District Pattern Book have been initiated. One of the motivations for the amendments is to address consistency between the documents (i.e. VDPB, VDPPs) governing development in the West VillagesWellen Park while ensuring standards are up to date with development practice. Village characteristics including land uses, development styles, and other community features will be explained in sections 3.8 and 3.9. The standards contained in this VDPP are reflective of, and will be consistent with the standards in the 2019 VDPB.</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>No change or update initiated for Village District Pattern Book this time, so language from previous amendment has been deleted, accordingly.</p>                                                                                                                                                                                                                                                                                  |

| 3.3.1                           | Neighborhood Character                                                                                                                                                                                                                                                                                                               | <p>Consistent with the Village Index Map, Village E will serve as a Town Center. The intended site design will complement and support existing, adjacent institutional development to the west (State College of Florida, future Sarasota County school site, and a parcel owned by Sarasota Memorial Hospital), and the Atlanta Braves Spring Training Facility and Academy south of this Village. Three Mixed Use Areas (MU-1, MU-2 and MU-3) are planned along Tamiami Trail, and one Mixed Use Area (MU-4) is planned along River Road. These areas are intended for development that will not only serve West Villages, but also the region. The development standards are envisioned to permit a broad range of commercial and retail uses that will promote the long-term economic sustainability of the West Villages.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Consistent with the Village Index Map, Village E will serve as a Town Center. <del>The intended site</del> design will complement and support existing, adjacent institutional development to the west (State College of Florida, <del>future Sarasota County school site,</del> and a parcel owned by Sarasota Memorial Hospital), and the Atlanta Braves Spring Training Facility and Academy south of this Village. Three Mixed Use Areas (MU-1, MU-<del>2</del> and MU-3) are planned along Tamiami Trail, and one Mixed Use Area (MU-4) is planned along River Road. <del>Mixed-Use Area 5 is proposed at the northwest intersection of West Villages Parkway and Playmore Road.</del> These areas are intended for development that will not only serve <del>Wellen Park</del><del>West Villages</del>, but also the region. The development standards are envisioned to permit a broad range of commercial and retail uses that will promote the long-term economic sustainability of the <del>West Villages</del><del>Wellen Park</del>.</p>                                                                                                                                                                | <p>Mixed use area-5 is added to the previously approved Village E area. Language updated to show "Wellen Park", rather than "West Villages".</p>                                                            |  |  |           |                                    |             |     |     |                            |    |     |                        |    |    |                      |         |         |                         |                            |                            |                         |                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                        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-----------------------------------------------------------------------------------|-----|--------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|----------|----------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                 |                                                                                                                                                                                                                                                                                                                                      | <p>Village E also includes three Mixed Use Residential Neighborhoods (MURN-1, MURN-2, and MURN-3), which are intended for development that will support the State College of Florida and the future Sarasota County school site, located to the west of Village E, through the provision of multi-family housing opportunities, office, commercial, and retail development, as well as residential neighborhood development.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Village E also includes three Mixed Use Residential Neighborhoods (MURN-1, MURN-2, and MURN-3), which are intended for development that will support the State College of Florida <del>and the future Sarasota County school site,</del> located to the west of Village E, through the provision of multi-family housing opportunities, office, commercial, and retail development, as well as residential neighborhood development.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                             |  |  |           |                                    |             |     |     |                            |    |     |                        |    |    |               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                                                           |
|                                 |                                                                                                                                                                                                                                                                                                                                      | <p>An important element of the village design includes a multimodal trail network that connects all areas to neighborhood centers, open space tracts, and mixed use Areas. These features facilitate citizen interaction by linking neighborhoods to on-site and adjacent amenities and facilities. These trails will provide residents with recreational opportunities and access to the natural environment and open spaces.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>An important element of the village design includes a multimodal trail network that connects all areas to neighborhood centers, open space tracts, and <del>mixed-use</del><del>mixed-use</del> Areas. <del>The multimodal trail network is intended to connect places like the community garden, located north of Playmore Road, and east of Merlot Avenue, that was recently opened to the community.</del> These features facilitate citizen interaction by linking neighborhoods to on-site and adjacent amenities and facilities. These trails will provide residents with recreational opportunities and access to the natural environment and open spaces.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Language updated to reflect actual development and implementation of the multimodal trail. New community garden is opened north of Playmore Road and will be connected through the multimodal trail.</p> |  |  |           |                                    |             |     |     |                            |    |     |                        |    |    |                      |         |         |                         |                            |                            |                         |                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                              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                                                                                                                                                                                                                                                                                                                                                     |
|                                 |                                                                                                                                                                                                                                                                                                                                      | <p>In furtherance of the interpretation authority granted by the City of North Port Comprehensive Plan and Unified Land Development Code (ULDC), the Zoning Administrator/Planning Manager shall have the authority to administratively approve modifications initiated by the Master Developer of standards and the conceptual design layout contained within this VDPP. The Zoning Administrator/Planning Manager may impose reasonable mitigation measures to limit impacts from the requested adjustment of standards. The Zoning Administrator/Planning Manager shall have the added authority to administratively approve modifications to standards initiated by the Master Developer that provide a benefit to the general public or surrounding community, as long as those modifications do not increase density, maximum allowable building heights, reduce buffer widths along Tamiami Trail, Playmore Drive, or River Road, or add permitted uses. All standards contained herein may be met throughout the overall VDPP area and not individual parcels or lots.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>In furtherance of the interpretation authority granted by the City of North Port Comprehensive Plan and Unified Land Development Code (ULDC), the <del>Zoning Administrator/Planning Manager</del><del>ULDC Administrator</del> shall have the authority to administratively approve modifications initiated by the Master Developer of standards and the conceptual design layout contained within this VDPP. The <del>Zoning Administrator/Planning Manager</del><del>ULDC Administrator</del> may impose reasonable mitigation measures to limit impacts from the requested adjustment of standards. The <del>Zoning Administrator/Planning Manager</del><del>ULDC Administrator</del> shall have the added authority to administratively approve modifications to standards initiated by the Master Developer that provide a benefit to the general public or surrounding community, as long as those modifications do not increase density, maximum allowable building heights, reduce buffer widths along Tamiami Trail, <del>Playmore</del> Drive, or River Road, or add permitted uses. All standards contained herein may be met throughout the overall VDPP area and not individual parcels or lots.¶</p> | <p>Language updated to refer to the ULDC Administrator.</p>                                                                                                                                                 |  |  |           |                                    |             |     |     |                            |    |     |                        |    |    |                      |         |         |                         |                            |                            |                         |                                                                                                                                                                                                                                                                                                                                      |                                          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|                                 | Figure 3.3.A                                                                                                                                                                                                                                                                                                                         | <table><tr><th colspan="3">VILLAGE E DEVELOPMENT STANDARDS</th></tr><tr><th></th><th>MIXED USE</th><th>MIXED USE RESIDENTIAL NEIGHBORHOOD</th></tr><tr><td>(+/-) ACRES</td><td>111</td><td>195</td></tr><tr><td>(+/-) ADJUSTED GROSS ACRES</td><td>79</td><td>147</td></tr><tr><td>OPEN SPACE (+/-) ACRES</td><td>32</td><td>48</td></tr><tr><td>FLOOR AREA RATIO (3)</td><td>3.0 FAR</td><td>2.0 FAR</td></tr><tr><td>DENSITY LIMITATIONS (4)</td><td>24 Dwelling units per Acre</td><td>16 Dwelling units per Acre</td></tr><tr><td>Permitted Uses(1)(6)(7)</td><td><b>Residential:</b> Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&amp;B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses<br/><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility/Communication</td><td><b>Residential:</b> Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&amp;B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses<br/><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility</td></tr><tr><td>Minimum Lot Size</td><td><b>Residential:</b> See Typical Configurations for Structures;<br/><b>Non-residential:</b> No min. lot area</td><td><b>Residential:</b> See Typical Configurations for Structures;<br/><b>Non-residential:</b> No min. lot area</td></tr><tr><td>Maximum Structure Height</td><td>50 Feet (s.f.), 60 feet (community center, gatehouse, townhouse), 120 Feet (multi-family, hotel/motel, non-residential)</td><td>42 Feet (s.f.), 80 Feet (townhouses, community center, gatehouse), 120 feet (hotel/motel, multifamily, non-residential)</td></tr><tr><td>Setbacks(2)(5)</td><td><b>Residential</b> - See Typical Configurations for Structures<br/><b>Non-residential</b> - Meet State Building and Fire Code</td><td><b>Residential</b> - See Typical Configurations for Structures<br/><b>Non-residential</b> - Meet State Building and Fire Code</td></tr></table> | VILLAGE E DEVELOPMENT STANDARDS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                             |  |  | MIXED USE | MIXED USE RESIDENTIAL NEIGHBORHOOD | (+/-) ACRES | 111 | 195 | (+/-) ADJUSTED GROSS ACRES | 79 | 147 | OPEN SPACE (+/-) ACRES | 32 | 48 | FLOOR AREA RATIO (3) | 3.0 FAR | 2.0 FAR | DENSITY LIMITATIONS (4) | 24 Dwelling units per Acre | 16 Dwelling units per Acre | Permitted Uses(1)(6)(7) | <b>Residential:</b> 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<br><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility/Communication | <b>Residential:</b> 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<br><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility | Minimum Lot Size | <b>Residential:</b> See Typical Configurations for Structures;<br><b>Non-residential:</b> No min. lot area | <b>Residential:</b> See Typical Configurations for Structures;<br><b>Non-residential:</b> 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) | Setbacks(2)(5) | <b>Residential</b> - See Typical Configurations for Structures<br><b>Non-residential</b> - Meet State Building and Fire Code | <b>Residential</b> - See Typical Configurations for Structures<br><b>Non-residential</b> - Meet State Building and Fire Code | <table><tr><th colspan="4">VILLAGE E DEVELOPMENT STANDARDS</th></tr><tr><th></th><th>MIXED USE</th><th>MIXED USE RESIDENTIAL NEIGHBORHOOD</th><th>PUBLIC/INSTITUTIONAL USES AND CIVIC SPACES</th></tr><tr><td>(+/-) ACRES</td><td>111.179</td><td>195.208</td><td>28</td></tr><tr><td>(+/-) ADJUSTED GROSS ACRES</td><td>79.129</td><td>147.156</td><td>28</td></tr><tr><td>OPEN SPACE (+/-) ACRES</td><td>32.50</td><td>48.52</td><td>0.7</td></tr><tr><td>FLOOR AREA RATIO (3)</td><td>3.0 FAR</td><td>2.0 FAR</td><td>3.0 FAR</td></tr><tr><td>DENSITY LIMITATIONS (4)</td><td>24 Dwelling units per Acre</td><td>16 Dwelling units per Acre</td><td></td></tr><tr><td>Permitted Uses(1)(6)(7)</td><td><b>Residential:</b> Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&amp;B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses<br/><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility/Communication</td><td><b>Residential:</b> Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&amp;B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses<br/><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility, <u>Institutional (aka Charter School)</u></td><td><b>Public Institutional Uses and Civic Spaces:</b> These facilities are generally recognized as having an essential purpose for the health, safety, and welfare of the community. Such facilities may include major existing or programmed public/quasi-public facilities, such as major healthcare facilities, educational facilities, or public or private utilities (i.e. water or wastewater treatment facilities)</td></tr><tr><td>Minimum Lot Size</td><td><b>Residential:</b> See Typical Configurations for Structures;<br/><b>Non-residential:</b> No min. lot area</td><td><b>Residential:</b> See Typical Configurations for Structures;<br/><b>Non-residential:</b> No min. lot area</td><td>N/A</td></tr><tr><td>Maximum Structure Height</td><td>50 Feet (s.f.), 60 feet (community center, gatehouse, townhouse), 120 Feet (multi-family, hotel/motel, non-residential)</td><td>42 Feet (s.f.), 80 Feet (townhouses, community center, gatehouse), 120 feet (hotel/motel, multifamily, non-residential)</td><td>150 feet</td></tr><tr><td>Setbacks(2)(5)</td><td><b>Residential</b> - See Typical Configurations for Structures<br/><b>Non-residential</b> - Meet State Building and Fire Code</td><td><b>Residential</b> - See Typical Configurations for Structures<br/><b>Non-residential</b> - Meet State Building and Fire Code</td><td>Meet State Building and Fire Code</td></tr></table> | VILLAGE E DEVELOPMENT STANDARDS |  |  |  |  | MIXED USE | MIXED USE RESIDENTIAL NEIGHBORHOOD | PUBLIC/INSTITUTIONAL USES AND CIVIC SPACES | (+/-) ACRES | 111.179 | 195.208 | 28 | (+/-) ADJUSTED GROSS ACRES | 79.129 | 147.156 | 28 | OPEN SPACE (+/-) ACRES | 32.50 | 48.52 | 0.7 | FLOOR AREA RATIO (3) | 3.0 FAR | 2.0 FAR | 3.0 FAR | DENSITY LIMITATIONS (4) | 24 Dwelling units per Acre | 16 Dwelling units per Acre |  | Permitted Uses(1)(6)(7) | <b>Residential:</b> 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<br><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility/Communication | <b>Residential:</b> 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<br><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility, <u>Institutional (aka Charter School)</u> | <b>Public Institutional Uses and Civic Spaces:</b> These facilities are generally recognized as having an essential purpose for the health, safety, and welfare of the community. 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A new column is added for mixed use area-5. Note, acreage has been updated with this amendment to reflect the revised village boundary, which includes the addition of the 60-acre parcel and the realignment of Playmore Road to the south.</p> |
| VILLAGE E DEVELOPMENT STANDARDS |                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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|                                 | MIXED USE                                                                                                                                                                                                                                                                                                                            | MIXED USE RESIDENTIAL NEIGHBORHOOD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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| (+/-) ACRES                     | 111                                                                                                                                                                                                                                                                                                                                  | 195                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| (+/-) ADJUSTED GROSS ACRES      | 79                                                                                                                                                                                                                                                                                                                                   | 147                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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                                                           |
| OPEN SPACE (+/-) ACRES          | 32                                                                                                                                                                                                                                                                                                                                   | 48                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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| FLOOR AREA RATIO (3)            | 3.0 FAR                                                                                                                                                                                                                                                                                                                              | 2.0 FAR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| DENSITY LIMITATIONS (4)         | 24 Dwelling units per Acre                                                                                                                                                                                                                                                                                                           | 16 Dwelling units per Acre                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    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| Permitted Uses(1)(6)(7)         | <b>Residential:</b> 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<br><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility/Communication | <b>Residential:</b> 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<br><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility                                                                                                                                                                                                                                                                                                                                        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| Minimum Lot Size                | <b>Residential:</b> See Typical Configurations for Structures;<br><b>Non-residential:</b> No min. lot area                                                                                                                                                                                                                           | <b>Residential:</b> See Typical Configurations for Structures;<br><b>Non-residential:</b> No min. lot area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    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| 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)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| Setbacks(2)(5)                  | <b>Residential</b> - See Typical Configurations for Structures<br><b>Non-residential</b> - Meet State Building and Fire Code                                                                                                                                                                                                         | <b>Residential</b> - See Typical Configurations for Structures<br><b>Non-residential</b> - Meet State Building and Fire Code                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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| VILLAGE E DEVELOPMENT STANDARDS |                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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|                                 | MIXED USE                                                                                                                                                                                                                                                                                                                            | MIXED USE RESIDENTIAL NEIGHBORHOOD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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| (+/-) ACRES                     | 111.179                                                                                                                                                                                                                                                                                                                              | 195.208                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| (+/-) ADJUSTED GROSS ACRES      | 79.129                                                                                                                                                                                                                                                                                                                               | 147.156                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| OPEN SPACE (+/-) ACRES          | 32.50                                                                                                                                                                                                                                                                                                                                | 48.52                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| FLOOR AREA RATIO (3)            | 3.0 FAR                                                                                                                                                                                                                                                                                                                              | 2.0 FAR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| DENSITY LIMITATIONS (4)         | 24 Dwelling units per Acre                                                                                                                                                                                                                                                                                                           | 16 Dwelling units per Acre                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    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| Permitted Uses(1)(6)(7)         | <b>Residential:</b> 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<br><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility/Communication | <b>Residential:</b> 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<br><b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility, <u>Institutional (aka Charter School)</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Public Institutional Uses and Civic Spaces:</b> These facilities are generally recognized as having an essential purpose for the health, safety, and welfare of the community. Such facilities may include major existing or programmed public/quasi-public facilities, such as major healthcare facilities, educational facilities, or public or private utilities (i.e. water or wastewater treatment facilities)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |   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| Minimum Lot Size                | <b>Residential:</b> See Typical Configurations for Structures;<br><b>Non-residential:</b> No min. lot area                                                                                                                                                                                                                           | <b>Residential:</b> See Typical Configurations for Structures;<br><b>Non-residential:</b> No min. lot area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    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| 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)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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                                                           |
| Setbacks(2)(5)                  | <b>Residential</b> - See Typical Configurations for Structures<br><b>Non-residential</b> - Meet State Building and Fire Code                                                                                                                                                                                                         | <b>Residential</b> - See Typical Configurations for Structures<br><b>Non-residential</b> - Meet State Building and Fire Code                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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|                                 |                                                                                                                                                                                                                                                                                                                                      | <p>(3) Floor-to-area ratio (FAR) standards shall be calculated for the land areas identified on the Village District Plan (MU, MURN) (Fig. 3.2.A). With each Site &amp; Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the required Land Use Mix (Fig. 3.9.1). The Tracking Chart shall also demonstrate that the total FAR does not exceed 1.0, pursuant to Comprehensive Plan Policy 13.2 and ULDC Section 53-212.C.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>(3) Floor-to-area ratio (FAR) standards shall be calculated for the land areas identified on the Village District Plan (MU, MURN) (Fig. 3.2.A). With each Site &amp; Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the required Land Use Mix (Fig. 3.9.1). The Tracking Chart shall also demonstrate that the total FAR does not exceed 1.0, pursuant to Comprehensive Plan Policy 13.2 and ULDC Section 53-212.C. <u>Individual subdivision or project area may be able to support a 3.0 FAR on an individual site, if it does not exceed overall FAR of 1.0.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Clarifying language is added to note a maximum FAR of 3.0 is permitted on an individual site if that does not exceed overall FAR of 1.0.</p>                                                             |  |  |           |                                    |             |     |     |                            |    |     |                        |    |    |                      |         |         |                         |                            |                            |                         |                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                    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| 3.3.3 | Neighborhood Centers | Neighborhood center areas are intended to serve residential neighborhoods as community centers providing a concentration of activities that serve the immediate area. These neighborhood centers may be community centers for residential neighborhoods, passive or active parks, neighborhood greens, or civic nodes. These spaces shall be shown on the subdivision plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <del>Neighborhoods encourage a sense of community by incorporating, through neighborhood design, a Neighborhood Center. Neighborhood center areas are intended to serve residential neighborhoods as community centers providing a concentration of activities that serve the immediate area. These neighborhood centers may be community centers for residential neighborhoods, passive or active parks, neighborhood greens, or civic nodes. These spaces shall be shown on the subdivision plan. Neighborhood resiliency may be encouraged through the hardening of facilities, such as civic —structures, schools, clubhouses and other public/quasi-public structures, where appropriate, so those structures may provide shelter for hurricanes or other natural hazards and offer a safe environment for residents and employees. Neighborhood encourage a sense of community by incorporating, through neighborhood design, a Neighborhood Center. Neighborhood center areas are intended to serve residential neighborhoods as community centers providing a concentration of activities that serve the immediate area. These neighborhood centers may be community centers for residential neighborhoods, passive or active parks, neighborhood greens, or civic nodes. These spaces shall be shown on the subdivision plan.</del> | Brief description of neighborhood centers is added to give the readers better understanding. |
| 3.3.4 | Town Center          | Village E is designated for Town Center Development. Town Center may offer residents of The West Villages access to a broad range of retail/commercial, office, civic, and residential uses. Town Center allows for uses that support a regional market base.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <del>Town Center is intended to have a functional and attractive development pattern that creates a network of successful urban style nodes. These nodes bring together commercial, residential, mixed-use, light industrial and civic spaces in a walkable destination where people can live, work, shop, and play. These Town Center nodes demonstrate the commitment to creating a multi-layered public realm, consistent with the intent of Policy 13.2 of the Comprehensive Plan and the ULDC. These Town Center nodes are intended to create a prosperous and varied network of uses supported by the residents while remaining accessible to a larger regional market base.</del><br><br>Village E is designated for Town Center Development. Town Center may offer residents of <del>The West Villages</del> <u>Wellen Park</u> access to a broad range of retail/commercial, office, civic, and residential uses. Town Center allows for uses that support a regional market base. <del>The objectives for this Town Center development include achieving harmony of development with neighboring buildings and areas of development and a better environment by employing superior design and planning standards.</del>                                                                                                            | Brief description of town center is added to give the readers better understanding.          |
| 3.5   | Infrastructure Plan  | Provisions have been made for water, wastewater, stormwater and solid waste as required by the City of North Port’s ULDC. The West Villages are already subject to the Principles of Agreement addressing the provision of major infrastructure to serve the existing and planned Villages. The Principles of Agreement and Utility Agreement serve to meet the Developers Agreement requirements pursuant to Chapter 54 ULDC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Provisions have been made for water, wastewater, stormwater and solid waste as required by the City of North Port’s ULDC. <del>The West Villages</del> <u>Wellen Park</u> <del>are is</del> already subject to the <del>Principles of Agreement</del> <u>Utility Agreement, which</u> address <u>esing</u> the provision of major infrastructure to serve the existing and planned Villages. <del>Theis agreement Principles of Agreement and Utility Agreement serve</del> <u>s</u> to meet the Developers Agreement requirements pursuant to Chapter 54 ULDC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Infrastructure information is updated to reflect existing conditions.                        |
| 3.5.1 | Water and Wastewater | As each Village is developed, an interconnected network of water and sewer infrastructure will be put in place to maximize efficiency and promote redundancy in the water and sewer systems. The current force main and sewer system has limited capacity available for use and will not support the full buildout of Villages E, F, and G. As such, a wastewater treatment plant is under construction adjacent to Village E near the intersection of Tamiami Trail and River Road to serve the West Villages. This plant is currently under construction and is expected to be operational by 2020. It is important to note that the option exists to reallocate available capacity in the sewer system based on development timelines. For example, the construction of the Atlanta Braves Spring Training Facility is completed, so the project utilized a portion of the existing sewer system capacity. | <del>As each Village is developed, an interconnected network of water and sewer infrastructure will be put in place to maximize efficiency and promote redundancy in the water and sewer systems. The current force main and sewer system has limited capacity available for use and will not support the full buildout of Villages E, F, and G. As such, aA new wastewater treatment plant was constructed is under construction</del> adjacent to Village E near the intersection of Tamiami Trail and River Road to serve <del>the West Villages</del> <u>Wellen Park</u> . <del>This plant is currently under construction and is expected to be operational by 2020. It is important to note that the option exists to reallocate available capacity in the sewer system based on development timelines. For example, the construction of the Atlanta Braves Spring Training Facility is completed, so the project utilized a portion of the existing sewer system capacity.</del>                                                                                                                                                                                                                                                                                                                                                      | Language is updated to reflect existing conditons.                                           |



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|       |                        | <p>The primary irrigation source for Villages E, F, and G will be provided by the WVID from the new Waste Water Treatment Plant, supplemented through an agreement with the Englewood Water District, and Sarasota County, and may be augmented through withdrawals from wells and surface waters as permitted by existing water use permits, in this interim period. The long-term service requirements of the West Villages are planned to be served with centralized water and sewer systems, as well as a dispersed reclaimed water system.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The primary irrigation source for Villages <del>E, F, and G</del> <u>will be</u> provided by the WVID from the <u>retained wells, stormwater, and reclaimed water from the new Waste Water/Wastewater</u> Treatment Plant, <del>supplemented through an agreement with the Englewood Water District, and Sarasota County, and may be augmented through withdrawals from wells and surface waters as permitted by existing water use permits, in this interim period.</del> The long-term service requirements of the <u>West Villages/Wellen Park</u> are planned to be served with centralized water and sewer systems, as well as a dispersed <u>reclaimed irrigation</u> water system.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Language is updated to reflect existing conditons.</p>                                                                                                                                                        |
| 3.6.1 | Environmental Overview | <p>Environmental Consulting &amp; 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 E, which contains a total of 220.47 acres of uplands and 85.951 acres of wetlands and surface waters. As noted in the site analysis, the jurisdictional extent of wetlands and surface waters were previously verified and approved by the Southwest Florida Water Management District (SWFWMD) pursuant to Formal Determination of Wetlands and Other Surface Waters Petition No. 42032522.000 issued on 16 August 2007. This jurisdictional determination expired in August 2012, but the Applicant is in the process of having SWFWMD reevaluate these wetland lines under a new formal wetland determination, which is still under review (SWFWMD Application No. 762182). Therefore, the jurisdictional extent of wetlands and surface waters reflected in this VDPP are subject to change upon issuance of these formal determinations, in which case the new wetland lines will become binding for purposes of future development permitting.</p> <p>The majority of Village E (72%) is upland and is characterized by pine flatwoods (FLUCFCS 411), which is a native upland habitat. The site also contains a lot of wetlands characterized by freshwater marsh systems (FLUCFCS 641). These habitat types will be most affected by development. Native habitats and listed species that have potential to be impacted by the Final VDPP are summarized below.</p> | <p><u>Monarch Ecology Group, LLC (MONARCH)</u> <del>Environmental Consulting &amp; Technology, Inc. (ECT)</del> has identified areas of native habitats and listed species that have potential to be impacted by the Proposed Village District Pattern Plan (VDPP) <u>Amendment Area</u> as required under Section 53-214(C)(9)(c)(iii) of the City of North Port (CONP) Unified Land Development Code (ULDC). <del>The site analysis portion of the VDPP Village E Amendment Area (60 acres +/-) is characterized by native habitats and listed species associated with Village E, which contains a total of 220.47 acres of uplands and 85.951 including 18.48 acres of wetlands and surface waters and 41.52 acres of uplands. As noted in the site analysis, the jurisdictional extent of wetlands and Wetlands and surface waters were previously verified and delineated based on state methodology (Chapter 62-340, F.A.C. Delineation of the Landward Extent of Wetlands and Surface Waters) and were recently approved by the Southwest Florida Water Management District (SWFWMD) as part of a Formal Wetland pursuant to Formal Determination Petition No. 42045809.000 issued on September 15, 2023, of Wetlands and Other Surface Waters Petition No. 42032522.000 issued on 16 August 2007. This jurisdictional determination expired in August 2012, but the Applicant is in the process of having SWFWMD reevaluate these wetland lines under a new formal wetland determination, which is still under review (SWFWMD Application No. 762182). Therefore, the jurisdictional extent of wetlands and surface waters reflected in this VDPP are subject to change upon issuance of these formal determinations, in which case the new wetland lines will become binding for purposes of future development permitting.</del></p> <p>The majority of <u>the Village E Amendment Area (69%) consists of uplands (72%) is upland and is</u> characterized by pine flatwoods <del>(FLUCFCS 411), which is a native upland habitat.</del> The <u>remainder of the site (31%) consists of also contains a lot of wetlands and surface waters, 18.25 acres of which are</u> characterized <del>as</del> <u>by</u> freshwater marsh systems <del>(FLUCFCS 641).</del> <u>wetlands and 0.23 acres of surface water ditches. The majority of uplands These habitat types will be most affected impacted from by development and minor wetland impacts are also final proposed where wetlands cannot be avoided.</u>. Native habitats and listed species that have potential to be impacted by the Proposed VDPP are summarized below.</p> <p>In addition to the information above, Monarch Ecology Group, LLC (MONARCH) has conducted an environmental assessment for the SMH property. The site analysis included wetland and other surface water delineations, impact assessments, habitat assessments and listed species survey.</p> | <p>Environmental consultant for Village E has changed to Monarch Ecology Group, LLC. Other changes are made to reflect the exisiting condition, most recent data, survey and the recent Village E amendment.</p> |
|       |                        | <p>As depicted on the Environmental Impact Plan (Figure 3.6.1.A), most development is expected to occur in uplands; however, some wetland impacts are inevitable to accommodate future roadway alignments and residential and commercial/retail uses. Although the wetlands will not be avoided in entirety, minimization efforts will be required during future site planning to comply with state and federal regulations. 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>As depicted on the Environmental Impact Plan (Figure 3.6.1.A), most development is expected to occur in uplands; however, some wetland impacts are <u>necessary inevitable</u> to accommodate future <u>development roadway alignments and necessary infrastructure for roadways residential and and stormwater ponds commercial/retail uses</u>. Although the wetlands will not be avoided in entirety, minimization efforts will be required during future site planning to comply with state and federal regulations. 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Changes are made to reflect the exsitng condition.</p>                                                                                                                                                        |
|       |                        | <p><b>Upland Habitats</b></p> <p>In an effort to avoid and minimize wetland impacts, the uplands will be targeted for development. Pine flatwoods (FLUCFCS 411) will be most affected by development since the uplands are dominated by this habitat type. 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 the pine flatwoods. Expanded buffers may also be provided along the greenway corridors surrounding the larger wetland systems which will provide for additional preservation of native upland habitats.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><b>Upland Habitats</b></p> <p><u>In an effort to</u> avoid and minimize wetland impacts, the uplands will be targeted for development. Pine flatwoods <del>(FLUCFCS 411)</del> will be most affected by development since the uplands are dominated by this habitat type. 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 the pine flatwoods. <u>Expanded buffers may also be provided along the greenway corridors surrounding the larger wetland systems which will provide for additional preservation of native upland habitats.</u>* <u>Pine flatwoods are considered one of the most common upland habitats in Sarasota County. Therefore, the project will not result in a loss of any rare upland habitats that are considered environmentally sensitive.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Changes are made to reflect the exsitng condition and environmental survey.</p>                                                                                                                               |



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| 3.6.2 | Impacts to Native Habitats | <p><b>Wetlands and Surface Waters</b></p> <p>The Environmental Impact Plan (Figure 3.6.1.A) identifies approximately 5.34 acres of potential impacts to wetlands that can be reasonably expected as a result of roadway alignments and development associated with residential and commercial/retail uses, particularly where the small isolated wetlands are difficult to design around. This site is also anticipated to have intensive commercial use given the frontage on Tamiami Trail. Therefore, more wetland impacts are expected on the north side of Village E to accommodate commercial development. The locations and/or acreages of these wetland impacts may change during future permitting efforts when detailed site plans are developed for these areas. The Playmore Road alignment may also shift in which case the location and extent of wetland impacts would change accordingly. Regardless of the extent of wetland impacts, avoidance and minimization efforts will be required before mitigation will be considered, and mitigation will need to be provided for unavoidable wetlands when no other reasonable alternative exists. Mitigation will be provided consistent with state and federal requirements to ensure no net loss of wetland functions and values and may consist of wetland enhancement, restoration, creation, preservation, or the use of a mitigation bank.</p> <p>For all preserved wetlands, mandatory buffers will be maintained around wetlands to avoid secondary wetland impacts consistent with SWFWMD criteria. Minor buffer1 encroachments may be necessary in some cases to accommodate roads, stormwater infrastructure, and rear grading of lots, but this will be revisited when detailed site plans are developed in support of future permitting.</p> | <p><b>Wetlands and Surface Waters</b></p> <p>The Environmental Impact Plan (Figure 3.6.1.A) identifies approximately <del>9.42</del> <u>5.34</u> acres of potential impacts to wetlands that can be reasonably expected as a result of roadway alignments and development associated <del>with with future development residential and commercial/retail uses,</del> particularly where the <del>small isolated</del> wetlands are difficult to design around. <del>Of the 9.42 acres, 7.74 acres of impact was approved with Ordinance 2024-26. This site is also anticipated to have intensive commercial use given the frontage on Tamiami Trail. Therefore, more Proposed Environmental Impact Plan, the small, isolated wetland in the middle of the site (Wetland 16) will be impacted and minor impacts are expected on the north side of Village E to accommodate commercial development. The locations will also occur for other wetlands (i.e., Wetland 2, 17, 18, and 19) where the ditched connections and narrow fingers of wetlands cannot be designed around. Avoiding these wetland</del> wetlands in entirety would create major development constraints and would not allow for reasonable use of the site. <del>The extent of and/or acreages of these wetland impacts may change during future permitting efforts when detailed site plans are developed for these areas. The Playmore Road alignment may also shift in which case the location and extent of wetland impacts would change accordingly.</del> Regardless of the extent of wetland impacts, avoidance and minimization efforts will <u>need to be addressed as part of permitting for regulating agencies (i.e., SWFWMD)</u> be required before mitigation will be considered, and mitigation will need to be provided for unavoidable wetlands when no other reasonable alternative exists. Mitigation for the unavoidable wetland impact on SMH property will be provided through the purchase of credits from a mitigation bank within the Myakka River watershed. <u>For the other impacted areas, m</u> Mitigation will be provided consistent with state and federal requirements to ensure no net loss of wetland functions and values and may consist of <u>either onsite mitigation (i.e., wetland enhancement, restoration, creation, preservation, or buying credits from the use of a wetland</u> mitigation bank. <del>In addition to the above wetland information, the wetland impact exhibit of the SMH property (Figure 3.6.1.A) identifies approximately 7.74 acres of wetland impact. This impact is necessary to accommodate the improvements proposed to meet the increasing public needs. Mitigation for this unavoidable impact will be provided through the purchase of credits from a mitigation bank within the Myakka River watershed.</del></p> <p>For all preserved wetlands, mandatory buffers <del>(averaging 25-feet)</del> - will be maintained around wetlands <del>to avoid secondary wetland impacts</del> consistent with SWFWMD criteria <del>and will consist of native buffers associated with the pine flatwoods.</del> Minor <del>buffer* buffer</del> encroachments may be necessary in some cases to accommodate <del>roads, stormwater infrastructure, outfalls and rear grading of lots,</del> but this will be revisited when detailed site plans are developed in support of future permitting.</p> | Changes are made to reflect the existng condition, environmental survey and the recent Village E amendment (Ordinance 20204-26). |
|       |                            | <p>ECT conducted a preliminary listed species survey as part of the site analysis to evaluate for state and federally listed species and has also spent a substantial amount of time on this site for the delineation efforts. During these surveys, ECT has only observed gopher tortoise (Gopherus polyphemus) burrows. No other listed species were directly observed, but certain species are still recognized as having potential to occupy certain habitats on-site. Below is a summary of potential impacts the Proposed V DPP may have on listed species.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p><del>MONARCHECT</del> conducted a preliminary listed species survey <del>foras part of the Village E amendment area and the SMH property approved for public/ institutional uses/civic spaces site analysis</del> to evaluate for state and federally listed species <del>and has also spent a substantial amount of time on this site for the delineation efforts. During these surveys, ECT has only observed gopher tortoise (Gopherus polyphemus) burrows. No other listed species were directly observed on the Village E amendment area during the recent surveys or on SMH property, but certain species are still recognized as having potential to occupy certain</del> some listed species have potential to occur onsite including gopher tortoises (<i>Gopherus polyphemus</i>) and listed wading birds. Extensive listed species surveys were also conducted on surrounding lands (i.e., Villages D, E and G) which <del>habitat</del> had habitats on-site similar to those found onsite before they were developed. Listed species will be addressed in more detail during future permitting efforts and will be subject to review by the Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish and Wildlife Service (USFWS). Below is a summary of potential impacts the Proposed V DPP may have on listed species.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Changes are made to reflect the existng condition, environmental survey and the recent Village E amendment (Ordinance 20204-26). |
|       |                            | <p><b>Gopher Tortoises</b></p> <p>A few gopher tortoise burrows were observed in the pine flatwoods (FLUCFCS 411) on-site, but they also have potential to occur in the shrubland communities (FLUCFCS 329). Prior to future construction, a 100% gopher tortoise survey will be required in accordance with Florida Fish and Wildlife Conservation Commission's (FWC) Gopher Tortoise Permitting Guidelines (Revised January 2017) to locate all tortoises and their burrows within the development footprint. Once all tortoises (and their burrows) are located, appropriate permits will be obtained from FWC to relocate tortoises off-site to an approved recipient site.</p> <p><b>Eastern Indigo Snakes</b></p> <p>No Eastern Indigo Snakes4 (<i>Drymarchon corais couperi</i>) or indications of their presence were observed during the preliminary survey, but their cryptic nature can make them difficult to detect. Eastern Indigo Snakes have potential to occur on-site as they can be found in nearly any wooded habitat throughout Florida including pine flatwoods, hardwood forests and hammocks. They are also a commensal species commonly associated with Gopher Tortoise burrows. The potential for this species to occur on-site will be investigated further during the 100% Gopher Tortoise survey. Regardless of whether this species is observed, the Applicant will be required to follow the U.S. Fish and Wildlife Service's (USFWS) Standard Protection Measures for the Eastern Indigo Snake (August 2013) to minimize potential conflicts with this species during construction.</p>                                                                                                                                                                                                | <p><b>Gopher Tortoises</b></p> <p><del>Gopher tortoises are listed as State Threatened and inhabit a wide range of upland habitats including sandhills, xeric scrub habitat, palmetto prairie, and A few gopher tortoise burrows were observed in the pine flatwoods (FLUCFCS 411) on-site, but can they also be found in developed areas and farmland. No gopher tortoises or burrows were directly observed onsite including the newly added SMH property, but they have potential to occur in the pine flatwood areas onsite, shrubland communities (FLUCFCS 329). Prior to future construction, a formal (100%) pre-construction gopher tortoise survey will be required to survey for gopher tortoises in accordance with Florida Fish and Wildlife Conservation Commission's (FWC's) Gopher Tortoise Permitting Guidelines (Revised- Revised April 2023) January 2017) to locate all tortoises and their burrows within the development footprint. If any gopher</del> Once all tortoises (and their burrows) are located, appropriate permits will be obtained found during pre-construction surveys, a relocation permit will be <del>from</del> required from FWC and gopher tortoise will be relocated offsite (to FWC to relocate tortoises off-site to an approved recipient site) prior to development. <del>In addition to the above information, no gopher tortoise burrows were observed on the SMH property.</del></p> <p><b>Eastern Indigo Snakes</b></p> <p><del>No Eastern indigo snakes</del> Eastern indigo Snakes4 (<i>Drymarchon corais couperi</i>) or indications of their presence were observed during the preliminary survey, but their cryptic nature can make them difficult to detect. Eastern Indigo Snakes have potential to occur on-site are federally listed as Threatened and as they can be found in nearly any wooded habitat throughout wide variety of upland habitats in Florida including pine flatwoods, hardwood forests and hammocks. They are also a commensal species commonly associated with gopher tortoise burrows. The potential for this species to occur on-site will be investigated further during the 100% Gopher Tortoise survey. Regardless of whether this species is observed, the Applicant will be required to follow the U.S. Fish and Wildlife Service's (USFWS) Standard Protection Measures for the Eastern Indigo Snake (August 2013) to minimize potential conflicts with this species during construction. In addition to the above information, no gopher tortoise burrows were observed on the SMH property.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Changes are made to reflect the existng condition, environmental survey and the recent Village E amendment (Ordinance 20204-26). |
|       |                            | <p><b>Sherman Fox Squirrel</b></p> <p>No Sherman's Fox Squirrels3 (<i>Sciurus niger shermani</i>) have been observed nor are they expected to occur on-site given the upland habitats are not suitable for this species. They generally inhabit open, fire-maintained forested upland communities such as longleaf pine, turkey oak, sandhills, and flatwoods. The pine flatwoods are not considered suitable habitat for this species since they are so overgrown as a result of fire suppression. Therefore, no adverse impacts are anticipated for Sherman's Fox Squirrels.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><del><b>Sherman Fox Squirrel</b></del></p> <p><del>No Sherman's Fox Squirrels3 (Sciurus niger shermani) have been observed nor are they expected to occur on-site given the upland habitats are not suitable for this species. They generally inhabit open, fire-maintained forested upland communities such as longleaf pine, turkey oak, sandhills, and flatwoods. The pine flatwoods are not considered suitable habitat for this species since they are so overgrown as a result of fire suppression. Therefore, no adverse impacts are anticipated for Sherman's Fox Squirrels.</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Changes are made to reflect the existng condition and environmental survey.                                                      |



|       |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                  |
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| 3.6.3 | Impacts to Listed Species | <p><b>Florida Scrub Jays</b></p> <p>No Florida scrub-jays (<i>Aphelocoma coerulescens</i>) were observed nor does the site contain any suitable xeric scrub habitat or scrubby flatwoods. The pine flatwoods on this site are too overgrown from fire suppression and not considered ideal habitat for scrub jays. Regardless, formal scrub jay surveys were conducted on Village E (and portions of Village G) in Spring of 2017 because the City of North Port scrub jay database shows Scrub Jay habitat mapped on Village E. The scrub jay database is extremely outdated, but the surveys were done as part of the permitting efforts for the Atlanta Braves site to rule out concerns for this species. No scrub jays were observed or responded to the calls during the formal scrub jay surveys. Therefore, development of Village E is not expected to have an adverse effect on scrub jays.</p> <p><b>Bald Eagles</b></p> <p>Bald Eagles<sup>5</sup> (<i>Haliaeetus leucocephalus</i>) have been observed on Village E, but they can be expected to use the site for foraging opportunities since an active eagle nest is located on Village-D approximately one (1) mile west of this site. The eagles successfully nested this year (2017/2018) and two eaglets have been observed that just fledged the nest (in April 2018). They are still actively using the nest and ECT has observed a lot of activity with the adults bringing food to their young. As a result, eagle sightings can be expected on Village E and other neighboring lands, but it is well outside of the 660-foot protection zone of this nest. Therefore, future development on Village E is not expected to result in adverse impacts to bald eagles.</p> | <p><b>Florida Scrub Jays</b></p> <p><del>The project site is located in the USFWS consultation area for No Florida scrub-jays (<i>Aphelocoma coerulescens</i>) were observed nor does the site contain any suitable xeric scrub habitat which are federally listed as Threatened. Florida scrub jays prefer xeric habitats such as or scrubby flatwoods and xeric scrub habitat, but the</del>The pine flatwoods on this site are <del>heavily</del>too overgrown <del>from fire suppression</del> and are not considered <del>ideal</del> suitable habitat for scrub jays. <del>Regardless, formal scrub jay surveys were conducted on Village E (and portions of Village G) in Spring of 2017 because The site is mapped as a Scrub Jay area on the City of North Port scrub jay databasedatabase, but the shows Scrub Jay habitat mapped on Village E. The scrubcity's scrub jay database is extremely outdated,</del> but the surveys were <del>done as part of the Formal scrub jay surveys have been previously conducted on Village E to the east and Village G to the south in support of original permitting efforts for the Atlanta Braves and no scrub jays were observed. Additional surveys may be required during future permitting efforts for this site to rule out concerns for this species. No scrub jays were observed or responded to the calls during the formal scrub jay surveys. Therefore, development of Village E is scrub jays, but they are</del> not expected to <del>have an adverse effect on scrub jays-use this site given there is no suitable habitat.</del> In addition to the above information, no Florida scrub jays are expected to be adversely affected by the SMH project.</p> <p><b>Bald Eagles</b></p> <p>Bald Eagles<sup>5</sup> <del>Eagles</del> (<i>Haliaeetus leucocephalus</i>) <del>are no longer listed as Threatened or Endangered by USFWS have been observed on Village E, but they can be expected are protected under to use the federal Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA). A total of three (3) site for foraging opportunities since an active eagle nests are known to occur on surrounding lands within Wellen Park. Two of the closest nests are is located on Village-D approximately one (1) mile west of this site. The eagles successfully nested this year (2017/2018) and two eaglets have been observed that just fledged the nest (in April 2018). They are still actively using the nest and ECT has observed a large pine tree on Village D lot of activity with the adults bringing food to their young. As a result, the west (SA090) and the cell tower just east of Village E (SA079). No eagles were observed on this site during recent surveys, but eagle sightings can be expected on Village E and other neighboring lands, but it is well outside of the 660-foot protection zone of this nest. Therefore, future occasion given the nearby nests. Future development of this site on Village E is not expected to result in adverse impacts to bald eagles,</del><sup>5</sup> since the site is located well outside of the 660-foot protection zone of these nearby nests.</p> | Changes are made to reflect the existng condition, environmental survey and the recent Village E amendment (Ordinance 20204-26). |
|       |                           | <p><b>Southeastern American Kestrels</b></p> <p>Southeastern American Kestrels<sup>1</sup> (<i>Falco sparverious paulus</i>) have previously been observed on Village D to the west, but no kestrels have been observed on Village E nor are they expected since the pine flatwoods are too overgrown to provide suitable foraging opportunity for this species. Furthermore, kestrel sightings on Village D occurred during the winter season when the nonlisted northern subspecies (<i>Falco sparverious</i>) typically migrates to Florida. The kestrels on Village D were likely the nonlisted species because no kestrels have been observed since the migratory season ended in April. ECT will continue to monitor for kestrel activity, but future development on Village E is not expected to result in adverse impacts to this species.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>Southeastern American Kestrels</b></p> <p><del>The Southeastern American Kestrels<sup>1</sup> (<i>Falco sparverious paulus</i>) have previously been is state listed as Threatened and generally use habitat where both foraging and nesting opportunities exist. They prefer to nest in natural cavities of dead trees (snags), abandoned woodpecker nests and wood utility piles and use open lands for foraging where prey can be easily detected. No kestrels or suitable nesting habitat was observed in Village E including newly added SMH property during the recent survey efforts not does the site offer suitable foraging habitat on Village-D to the west, but no kestrels have been observed on Village E nor are they expected since the pine flatwoods are too overgrown. Formal kestrel surveys have also been conducted on surrounding lands (Village D and G) in accordance with FWC's Species and Conservation Measures for Southeastern American Kestrels and no Southeastern American kestrels were observed. Formal surveys may be required during future permitting to rule out concerns for kestrels on this site, but they are not expected to occur given to provide suitable foraging opportunity for this species. Furthermore, kestrel sightings on Village D occurred during the winter season when the lack of suitable habitat and results from previous survey efforts, nonlisted northern subspecies (<i>Falco sparverious</i>) typically migrates to Florida. The kestrels on Village D were likely the nonlisted species because no kestrels have been observed since the migratory season ended in April. ECT will continue to monitor for kestrel activity, but future development on Village E is not expected to result in adverse impacts to this species. In addition to the above information, no kestrels were observed on the SMH property.</del></p> <p><b>Florida Sandhill Cranes</b></p> <p><del>The Florida sandhill cranes (<i>Grus canadensis pratensis</i>) is state listed as Threatened and typically nest in shallow, freshwater marsh wetlands and utilize open grassy areas and pasture for foraging. No sandhill cranes were observed during the recent surveys, and while the site offers suitable nesting habitat, it does not offer any suitable foraging habitat for sandhill cranes. There is potential for sandhill cranes to use the wetlands onsite for nesting, but given there is no suitable foraging habitat, they are less likely to nest onsite. Regardless, formal surveys will be conducted to rule out concerns for Florida sandhill cranes following FWC's Species and Conservation Measures for Florid Sandhill Cranes. If any sandhill crane nests are found onsite, a 400-foot buffer will be maintained around active nests during construction activities to comply with FWC protection guidelines. Therefore, future development of this site is not expected to result in adverse impacts to sandhill cranes.</del></p>                                                                                                                                                                                                     | Changes are made to reflect the existng condition and environmental survey.                                                      |
|       |                           | <p><b>Listed Wading Birds</b></p> <p>No listed wading birds have been directly observed on Village-E, but wading birds are expected to utilize this site given the extent of wetlands. A wood stork<sup>2</sup> (<i>Mycteria americana</i>) colony is also located in the Myakka River two miles from the site. Development of this site is not expected to result in adverse impacts to wading birds since most of the wetlands will be avoided and any impacts that occur as a result of development will be mitigated. Furthermore, stormwater ponds will be created as part of future development, which will provide substantial foraging opportunities for wading birds in addition to the habitat that already exists.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>Listed Wading Birds</b></p> <p>No listed wading birds <del>have been directly were</del> observed on Village-E, <del>the property including the newly added SMH parcel during recent survey efforts,</del> but wading birds are expected to <u>use the utilize this site</u> given the extent of wetlands<sup>1</sup> and surface waters onsite. <u>Listed wading birds are expected to use the site periodically for foraging purposes including little blue heron (<i>Egretta caerulea</i>) and tricolored heron (<i>Egretta tricolor</i>) which are state listed as Threatened and A-wood</u>the wood stork<sup>2</sup> (<i>Mycteria americana</i>) <u>which is colony is also</u> federally listed as Threatened. <u>Two wading bird colonies, teated</u>are located in the Myakka River two (2) miles from east of the site <u>which are also registered wood stork colonies.</u> Development of this site is not expected to result in adverse impacts to wading birds since most of the wetlands will be avoided and any impacts that occur <u>as a result of</u> development will be mitigated. Furthermore, stormwater ponds will be created as part of future development, which will provide substantial foraging opportunities for wading birds in addition to the habitat that already exists.<sup>3</sup> <u>In addition to the above information, no state-listed wading birds were observed on the SMH property. It is expected that wading birds can be expected to use the site.</u></p> <p><b>Florida Bonneted Bats</b></p> <p><del>Florida Bonneted Bats (<i>Eumops floridanus</i>) are federally listed as Endangered and are known to use a variety of habitats including semi-tropical/tropical hardwood forests, pineland, mangrove habitats, and even developed areas including golf courses and farmlands. They are known to roost in man-made structures, palms and hollow trees (i.e., snags) and rely on open non-forested lands for foraging. The project site is located in the USFWS consultation area for this species which includes Sarasota County. Since the project falls in the consultation area for this species, formal bat surveys may be required in support of future permitting efforts to rule out concerns for this species. However, extensive surveys have already been conducted on surrounding lands in support of previous permitting efforts for Villages D, E and G and no Florida bonneted bats have been detected in the area. Therefore, it's unlikely that Florida bonneted bats occur on this site given the habitats are similar to those that were found on surrounding lands. As a result, future development of this site is not expected to result in adverse impacts to Florida bonneted bats.</del></p>                                                                                                                                                                                                                                                                                                                                                                                                                                      | Changes are made to reflect the existng condition and environmental survey.                                                      |

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|                                                          | <p>Comprehensive Plan Policy 13.6 requires that each Village District Pattern Plan include an evaluation of the public facilities needed to support the development. A combined Transportation Impact Analysis for Village E, F, and G 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 the West Villages, the overall study area was based on the combined study areas of each Village (i.e. Village E, F, and G). 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, 21 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 20 regulated roadway intersections that were studied are listed below.</p> <p>1. River Rd/I-75 NB</p> <p>2. River Rd/I-75 SB</p> <p>3. River Rd/Venice Ave</p> <p>4. River Rd/Center Rd</p> <p>5. River Rd/W Villages Pkwy</p> <p>6. River Rd/US 41</p> <p>7. River Rd/East River Rd</p> <p>8. River Rd/Winchester Rd</p> <p>9. River Rd/Pine St</p> <p>10. Jacaranda Blvd/US 41</p> <p>11. Woodmere Park Blvd/US 41</p> <p>12. Venice E Blvd/US 41</p> <p>13. Rockley Blvd/US 41</p> <p>14. Preto Blvd/US 41</p> <p>15. W Villages Blvd/US 41</p> | <p><del>Comprehensive Plan Policy 13.6 requires that each Village District Pattern Plan include an evaluation of the public facilities needed to support the development. With the initial approval of Village E, a combined Transportation Impact Analysis for Village E, F, and G has been completed to predict the impacts of the three Villages on the transportation system, and to identify improvements. The traffic impact analysis are based on the Village Plan with assumed an initial phase, Phase 1, to be completed in 2025 and a buildout year of 2032. Additionally, improvements to mitigate the transportation impacts have been completed or are scheduled to be complete.</del></p> <p><del>With this amendment, a Traffic Impact Statement was prepared for staff review. The analysis concluded that the increase in proposed entitlements will result in an increase of PM peak-hour trip ends by 319, which represents a 12.4% increase over previously analyzed entitlements. While overall trips are estimated to increase, the addition of non-residential uses will complement the surrounding residential uses and shorten vehicle trip lengths and overall network vehicle miles travelled.</del></p> <p><del>The Traffic Impact Analysis included an operational analysis of Merlot Avenue and Mezzo Drive, Merlot Avenue and Playmore Road, and West Villages Parkway and Playmore Road intersections for the existing 2025 and future 2030 traffic conditions. All three intersections are currently operating within acceptable level-of-service standards and are anticipated to continue to operate within acceptable level-of-service standards in 2030. The proposed amendment will not have an adverse impact to the study intersections or adjacent roadway network. A combined Transportation Impact Analysis for Village E, F, and G 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 Village Plan with an initial phase, Phase 1, to be completed in 2025 and a buildout year of 2032.</del></p> | Changes made to update language to be consistent with current conditions. Revised language to address initial approval and changes proposed with this amendment. |                  |                              |                  |                                                          |                  |                                                 |                    |                              |                    |                |  |                                                                                    |
| Roadways                                                 | <p>West Villages Parkway:<br/>Current Terminus to Manasota Beach Road<br/>(4-lane divided)<br/>Preto Boulevard:<br/>US 41 to Manasota Beach Road<br/>(4-lane divided)<br/>Manasota Beach Road:<br/>River Road to western West Villages boundary<br/>(4-lane divided)<br/>Playmore Road:<br/>Island Walk (Village C) to Village E<br/>(2-lane undivided)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Access will be provided via connections to US 41 and River Road from thoroughfare roadways that will be constructed within the West Villages/Wellen Park. These roadways are:</p> <p>West Villages Parkway:</p> <table><tr><td>Current Terminus to Manasota Beach Road</td><td>(4-lane divided)</td></tr></table> <p>Preto Boulevard:</p> <table><tr><td>US 41 to Manasota Beach Road</td><td>(4-lane divided)</td></tr></table> <p>Manasota Beach Road:</p> <table><tr><td>River Road to western West Villages/Wellen Park boundary</td><td>(4-lane divided)</td></tr></table> <p>Playmore Road:</p> <table><tr><td>Island Walk (Village C) to River Road/Village E</td><td>(2-lane undivided)</td></tr></table> <p>Merlot Avenue:</p> <table><tr><td>Playmore Road to Mezzo Drive</td><td>(2-lane undivided)</td></tr></table> <p>Mezzo Drive:</p> <table><tr><td>US 41 to US 41</td><td></td></tr></table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Current Terminus to Manasota Beach Road                                                                                                                          | (4-lane divided) | US 41 to Manasota Beach Road | (4-lane divided) | River Road to western West Villages/Wellen Park boundary | (4-lane divided) | Island Walk (Village C) to River Road/Village E | (2-lane undivided) | Playmore Road to Mezzo Drive | (2-lane undivided) | US 41 to US 41 |  | Roadways have already been built; language updated to reflect existing conditions. |
| Current Terminus to Manasota Beach Road                  | (4-lane divided)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                  |                  |                              |                  |                                                          |                  |                                                 |                    |                              |                    |                |  |                                                                                    |
| US 41 to Manasota Beach Road                             | (4-lane divided)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                  |                  |                              |                  |                                                          |                  |                                                 |                    |                              |                    |                |  |                                                                                    |
| River Road to western West Villages/Wellen Park boundary | (4-lane divided)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                  |                  |                              |                  |                                                          |                  |                                                 |                    |                              |                    |                |  |                                                                                    |
| Island Walk (Village C) to River Road/Village E          | (2-lane undivided)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                  |                  |                              |                  |                                                          |                  |                                                 |                    |                              |                    |                |  |                                                                                    |
| Playmore Road to Mezzo Drive                             | (2-lane undivided)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                  |                  |                              |                  |                                                          |                  |                                                 |                    |                              |                    |                |  |                                                                                    |
| US 41 to US 41                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                  |                  |                              |                  |                                                          |                  |                                                 |                    |                              |                    |                |  |                                                                                    |



3.7.1

Figure 3.7.1.A

Figure 3.7.1.A.  
Improvement Summary

| Improvement Location                              | Background Improvements<br>(Not Project Related)       |                                                                           | Project Improvements |                                                                      | Villages E, F, & G<br>Combined<br>PM Peak-Hour<br>Project Unit<br>Threshold <sup>1</sup> |
|---------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------------|----------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|                                                   | 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    |                                                        |                                                                           |                      |                                                                      | 3,600th unit                                                                             |
| US 41 from National Blvd to Village E Driveway    |                                                        |                                                                           |                      | Widen to 6-lane roadway                                              | 2,500th unit                                                                             |
| US 41 from Village E Driveway to the Myakka River |                                                        |                                                                           |                      |                                                                      | 2,000th unit                                                                             |
| Intersections                                     |                                                        |                                                                           |                      |                                                                      |                                                                                          |
| River Rd/75 NB Ramps                              | Signalize                                              |                                                                           |                      |                                                                      |                                                                                          |
| River Rd/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/Village E 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      |                      |                                                                      |                                                                                          |
| 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                               | Signalize and add a southbound right turn lane         |                                                                           |                      | Add 3rd EB/WB through lanes on US 41 as part of roadway improvements | 3,600th unit                                                                             |
| Rockley Blvd/US 41                                |                                                        |                                                                           |                      |                                                                      | 2,500th unit                                                                             |
| Pinto Blvd/US 41                                  | Signalize                                              |                                                                           |                      |                                                                      | 2,500th unit                                                                             |
| West Village Pkwy/US 41                           |                                                        |                                                                           |                      |                                                                      | 2,500th unit                                                                             |
| River Rd/US 41                                    |                                                        |                                                                           |                      |                                                                      | 2,000th unit                                                                             |
| Ortiz Blvd & US 41                                |                                                        |                                                                           |                      |                                                                      |                                                                                          |
| Bicaynte Dr & US 41                               |                                                        | Change cycle length to 150 seconds and update phase splits and offsets    |                      |                                                                      |                                                                                          |
| Pan American Blvd & US 41                         |                                                        |                                                                           |                      |                                                                      |                                                                                          |
| North Port Blvd & US 41                           |                                                        |                                                                           |                      |                                                                      |                                                                                          |
| Tuscola Blvd & US 41                              |                                                        |                                                                           |                      |                                                                      |                                                                                          |

<sup>1</sup> The development thresholds were based on residential units. If non-residential is constructed, it can be traded out using the equivalency matrix provided.

Currently, the land uses at buildout are envisioned to consist of 1,000 dwelling units, 300,000 square feet of commercial, and 100,000 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 (Fig 3.7.1) 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 the West Villages (16,400) 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 E. These land use exchanges will be approved administratively up to the entitled 16,400 units while maintaining the area’s assigned density.

Figure 3.7.1.A:

| Improvement Summary                                                                                                                      |                                                         |                                                                           |                                                                      |                                                                      |                                               |
|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------|
| The development threshold were based on regulatory criteria. If circumstances are constructed, it can be modeled using the equity model. |                                                         |                                                                           |                                                                      |                                                                      |                                               |
| Improvement location                                                                                                                     | Project Related                                         |                                                                           | Project Improvements                                                 |                                                                      | Combined as Peak-Hour Project total threshold |
|                                                                                                                                          | Phase 1                                                 | Buildout                                                                  | Phase 1                                                              | Build out                                                            |                                               |
| <b>Roadway Segments</b>                                                                                                                  |                                                         |                                                                           |                                                                      |                                                                      |                                               |
| River Rd from US 41 to I-75                                                                                                              |                                                         | Widen to 4-lane roadway                                                   |                                                                      |                                                                      |                                               |
| US 41 from National 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 Myrtle River                                                                                        |                                                         |                                                                           |                                                                      |                                                                      | 2,000th unit                                  |
| <b>Intersections</b>                                                                                                                     |                                                         |                                                                           |                                                                      |                                                                      |                                               |
| River Rd/US 41 NB Ramps                                                                                                                  | Signalize                                               |                                                                           |                                                                      |                                                                      |                                               |
| River Rd/US 41 SB Ramps                                                                                                                  | Signalize                                               |                                                                           |                                                                      | Add 2nd SB 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/Village E Driveway                                                                                                              |                                                         |                                                                           |                                                                      |                                                                      |                                               |
| 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 |                                                                      |                                               |
| Woodmere Park Blvd/US 41                                                                                                                 | Add 2nd left turn phase, adjust phase splits and offset | Adjust phase splits                                                       |                                                                      |                                                                      | 3,600th unit                                  |
| Venice E Blvd/US 41                                                                                                                      | Signalize and add a southbound right turn lane          |                                                                           |                                                                      | Add 3rd EB/WB through lanes on US 41 as part of roadway improvements | 3,600th unit                                  |
| Rockley Blvd/US 41                                                                                                                       | Signalize                                               |                                                                           |                                                                      |                                                                      | 2,500th unit                                  |
| Pinto Blvd/US 41                                                                                                                         | Signalize                                               |                                                                           |                                                                      |                                                                      | 2,500th unit                                  |
| West Village Driveway/US 41                                                                                                              |                                                         |                                                                           |                                                                      |                                                                      | 2,000th unit                                  |
| River Rd/US 41                                                                                                                           |                                                         |                                                                           |                                                                      |                                                                      |                                               |
| Ortiz Blvd & US 41                                                                                                                       |                                                         |                                                                           |                                                                      |                                                                      |                                               |
| Bicayne Dr & US 41                                                                                                                       |                                                         | Change cycle length to 150 seconds and update phase splits and offsets    |                                                                      |                                                                      |                                               |
| Pan American Blvd & US 41                                                                                                                |                                                         |                                                                           |                                                                      |                                                                      |                                               |
| North Port Blvd & US 41                                                                                                                  |                                                         |                                                                           |                                                                      |                                                                      |                                               |
| Tuscola Blvd & US 41                                                                                                                     |                                                         |                                                                           |                                                                      |                                                                      |                                               |

Currently exclusive of the Public/Institutional Uses and Civic Spaces property, in accordance with Comprehensive Plan Policy 3.2, the City will monitor the completion of planned roadway segments by appropriate developers of Villages to ensure compliance with approved development phasing schedules and to coordinate projects. This coordination is ongoing with the WVID and will continue through buildout in Village E.

Given changing market conditions, the revised Village E entitlement mix includes 900 residential units and 550,000 square feet of non-residential uses, while retaining 3.6 million square feet of Public/Institutional Uses and Civic Spaces approved for the 28-acre SMH property in 2025.

Currently exclusive of the Public/Institutional Uses and Civic Spaces property, in accordance with Comprehensive Plan Policy 3.2, the City will monitor the completion of planned roadway segments by appropriate developers of Villages to ensure compliance with approved development phasing schedules and to coordinate projects. This coordination is ongoing with the WVID and will continue through buildout in Village E.

Given changing market conditions, the revised Village E entitlement mix includes 900 residential units and 550,000 square feet of non-residential uses, while retaining 3.6 million square feet of Public/Institutional Uses and Civic Spaces approved for the 28-acre SMH property in 2025.

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 (Fig 3.7.1) 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 the West Villages/Vallen Park (16,400) have been exhausted. A tracking chart, prepared by the Master Developer, will be submitted with a request for a Land Use Exchange, to accommodate future needs confirm entitlements for Village E. These land use exchanges will be approved administratively up to the entitled 16,400 units while maintaining the area’s assigned density.

Revised to be consistent with the Comprehensive Plan. The WVID will coordinate closely with the City as the City will monitor the completion of planned roadway segments by developers of Villages to ensure compliance with approved development phasing schedules.

Entitlements have been changed with the addition of the 60 acre parcel. A Traffic Impact Statement, dated September, 2025, evaluates future trip generation estimates for the proposed entitlements. This language also respects the adopted public/ institutional uses/civic spaces on SMH property (approved with previous VDPP Amendment).

new footnote “The Land Use Equivalency Matrix does not apply to School Concurrency Determinations” is included for better clarification of current uses.

Figure 3.7.1.B

| CHANGE TO:                                |                                           |                 |                              |                          |                                    |                              |                      |
|-------------------------------------------|-------------------------------------------|-----------------|------------------------------|--------------------------|------------------------------------|------------------------------|----------------------|
|                                           | 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.

| CHANGE TO:                                |                                           |                 |                              |                          |                                    |                              |                      |
|-------------------------------------------|-------------------------------------------|-----------------|------------------------------|--------------------------|------------------------------------|------------------------------|----------------------|
|                                           | 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.  
3-4. The Land Use Equivalency Matrix does not apply to School Concurrency Determinations.

|       |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                           |
|-------|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|       |                            | <p>Village E, F, and G will have internal connections to West Villages Parkway, Preto Boulevard, Manasota Beach Road, and Playmore Road. The number and location of those connections is not known at this time. In addition, Village E will have a connection to US 41, and Village G will have a connection to River Road. 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.</p> <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Village E, <del>F, and G</del> will have internal connections to <u>US 41</u>, West Villages Parkway, <u>Mezzo Drive</u>, <u>Merlot Avenue</u>, <u>Preto Boulevard</u>, <u>Manasota Beach Road</u>, and <u>Playmore Road</u>. The number and location of those connections is not known at this time. In addition, Village E will have a connection to US 41, and Village G will have a connection to River Road. Operational analyses to determine turn lane requirements at the project access points <u>are completed with individual site plan submittals</u>, 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. In addition to the above information, a transportation impact statement has been prepared to evaluate trip generation potential on the Public/Institutional Uses and Civic Spaces property. The SMH site approved to be developed for public/ institutional uses and civic spaces may have <u>a full</u> access right-in/right-out access to West Villages Parkway, and <u>a full</u> access via the State College of Florida’s access road.</p> <p><del>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. In addition to the above information, a transportation impact statement has been prepared to evaluate trip generation potential on the Public/Institutional Uses and Civic Spaces property. The site may have a full access right-in/right-out access to West Villages Parkway, and a full access via the State College of Florida’s access road. At the time of site and development plan submittal, as required by staff, a transportation impact analysis will be provided, including a detailed operational analysis of the site access points.</del></p> | Roadway construction and improvements are complete.                                                                                                                                                       |
| 3.7.2 | Schools                    | <p>Residential development contemplated for Village E has the potential to add school-aged children to the population of West Villages. This property is primarily located in the Taylor Ranch Elementary, Venice Middle School, and Venice High School attendance zones, among others. In consideration of the long-range development of West Villages, and the demands it may place on existing schools, the owners of West Villages entered into a Real Property Dedication Agreement with the School District of Sarasota County on October 6, 2016. This agreement memorializes the owners’ completed conveyance of 60+/- acres of property, having frontage on West Villages Parkway and generally located west of Village E. The School Board is entitled, but not obligated to construct Educational Facilities on the donated land, and may construct an elementary school, middle school, high school, or any combination of such schools as a shared campus. In exchange, the owners are entitled to Educational System Impact Fee Credits, as described in the Agreement. School concurrency review is required 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, as applicable.</p> | <p><del>The previously approved Index Map had a 60-acre school site at the northeast corner of West Villages Parkway and Playmore Road. School locations have been moved to Village K, near River Road, south of Manasota Beach Road. As such, this 60-acre parcel has been incorporated into the Village E VDPP to facilitate development of office/retail/restaurant activities, and multifamily development.</del></p> <p><del>Residential development contemplated for Village E has the potential to add school-aged children to the population of West Villages. This property is primarily located in the Taylor Ranch Elementary, Venice Middle School, and Venice High School attendance zones, among others.</del></p> <p><del>In consideration of the long-range development of West Villages, and the demands it may place on existing schools, the owners of West Villages entered into a Real Property Dedication Agreement with the School District of Sarasota County on October 6, 2016. This agreement memorializes the owners’ completed conveyance of 60+/- acres of property, having frontage on West Villages Parkway and generally located west of Village E.</del></p> <p><del>The School Board is entitled, but not obligated to construct Educational Facilities on the donated land, and may construct an elementary school, middle school, high school, or any combination of such schools as a shared campus. In exchange, the owners are entitled to Educational System Impact Fee Credits, as described in the Agreement.</del></p> <p>School concurrency review is required 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 <u>Chapter 9 School Facilities</u> Objective 1.6, and Policy 1.6.1. of the City of North Port Comprehensive Plan, as applicable.</p>                                                                                                                                                                                 | Previously approved school site at the northeast corner of West Villages Parkway and Playmore Road is moved to Village K. That site is now incorporated to Village E to facilitate mixed use development. |
| 3.7.3 | Fire and Police Protection | <p>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 <del> nine (9) alternative future</del> fire station locations necessary to serve furture development. The City of North Port and Sarasota County currently have an interlocal agreement for County fire services. Sarasota County Fire Station #26 is located adjacent to the State College of Florida campus, west of this Village, and accessed from US 41. The City also provides services from its Station #82, located at Dallas White Park. Normal protocol for Firefighters/EMTs is to respond to emergencies, regardless of political boundaries. Residential neighborhoods within the West Villages 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. Normal protocol for officers involves the continuous patrolling of various sections of the City while concurrently dispatched to emergency calls.</p>                                                                                                                                                          | <p>The proposed <del>final</del> 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 <del>three (3) nine (9) alternative future</del> fire station locations. <u>Fire Station 86, located along Preto Boulevard, in Village D, along US 41, is operational. This facility also houses North Port and Sarasota County Fire Departments. The other proposed final locations for Public Safety facilities are at the intersection of Preto Boulevard and Manasota Beach Road, south of Village E, and along River Road, east of Village E, consistent with the Index Map, necessary to serve future development.</u></p> <p>The City of North Port and Sarasota County currently have an interlocal agreement for County fire services. <u>Sarasota County Fire Station #26 is located adjacent to the State College of Florida campus, west of this Village, and accessed from US 41.</u>The <u>Citycity</u> also provides services from its Station #82, located at Dallas White Park. Normal protocol for Firefighters/EMTs is to respond to emergencies, regardless of political boundaries.</p> <p>Residential neighborhoods within <del>the West Villages</del><u>Wellen Park</u> are anticipated to have gated entrances or other security features. These elements are expected to minimize demand for police presence.</p> <p>The City’s Police Department is currently headquartered on City Hall Boulevard next to City Hall. Normal protocol for officers involves the continuous patrolling of various sections of the <u>Citycity</u> while concurrently dispatched to emergency calls. <u>The city Police Department has a substation at the Public Safety Building, (Fire Station 86) located at the intersection of Preto Boulevard &amp; US 41, in Village D.</u></p>                                                                                                                                                       | Fire and police station locations haven been updated.                                                                                                                                                     |
| 3.7.4 | Transit                    | <p>The Sarasota County Area Transit (SCAT) has a fixed route, #9 that traverses Tamiami Trail, linking the City of North Port to the City of Venice, where riders may transfer to buses that reach the City of Sarasota. Route #9 begins service at the intersection of Tamiami Trail and Sumter Boulevard and takes approximately 55 minutes to reach the intersection of East Tampa and Tamiami Trail Business. State College of Florida, south of Tamiami Trail, and west of Village E, has one transit stop on route #9.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>The <u>Breeze Transit Sarasota County Area Transit (SCAT)</u> has a fixed route, #9 that traverses Tamiami Trail, linking the City of North Port to the City of Venice, where riders may transfer to buses that reach the City of Sarasota. Route #9 begins service at the intersection of Tamiami Trail and Sumter Boulevard, <u>and takes approximately 55 minutes to reach the intersection of East Tampa and Tamiami Trail Business.</u> State College of Florida, south of Tamiami Trail, and west of Village E, has one transit stop on route #9.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | The pubic transit operated by Sarasota County is now named as 'Breeze Transit'.                                                                                                                           |



|                                                        |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
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| 3.8.5                                                  | Lighting                      | In addition to the lighting design standards outlined in Section-10 of the VDPB, Residential Neighborhoods within Village E may, as an alternative to Metal Halide Lighting, use a High-Pressure Sodium Vapor (HPSV) or LED as a softer lighting source. Village-E may also utilize the standard poles and fixtures provided by FPL. Sidewalks located along roadways are considered part of the roadway and will comply with the lighting requirements of the adjacent roadway. Other sidewalks will be illuminated per the Pedestrian Pathway Lighting standards, per Section 10 of the VDPB, or may be unlit. | <del>See Section 13 of the WVPB. In addition to the lighting design standards outlined in Section-10 of the VDPB, Residential Neighborhoods within Village E may, as an alternative to Metal Halide Lighting, use a High-Pressure Sodium Vapor (HPSV) or LED as a softer lighting source. Village-E may also utilize the standard poles and fixtures provided by FPL. Sidewalks located along roadways are considered part of the roadway and will comply with the lighting requirements of the adjacent roadway. Other sidewalks will be illuminated per the Pedestrian Pathway Lighting standards, per Section 10 of the VDPB, or may be unlit.</del> | Lighting regulation will follow section 13 of WVPB.                                                                                                                                                                                                                                                                                   |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 3.9.1                                                  | Town Center Design Principles | The following standards shall be used in designing the Town Center in Village E:<br>Approximate Size: 306 Gross Acres<br>226 Adjusted Gross Acres                                                                                                                                                                                                                                                                                                                                                                                                                                                                | The following standards shall be used in designing the Town Center in Village E:<br><br>Approximate Size: 306387 415 Gross Acres<br>226 285 313 Adjusted Gross Acres                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Vilage E area increased in the proposed plan to include 60-acre school site and 28-acre SMH parcel. Realignment of Playmore Road has also been adjusted. This adjusted boundary accounts for an increase of 21 acres. With the addition of the 60-acre parcel, this represents an 81-acre increase in land, for a total of 415 acres. |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
|                                                        | Figure 3.9.A                  | <table><tr><td>Land Use Mix</td><td>Minimum Land Area Required</td><td>Maximum Land Area Required</td></tr><tr><td>1. Residential</td><td>10%</td><td>60%</td></tr><tr><td>2. Commercial Retail Services</td><td>30%</td><td>85%</td></tr><tr><td>3. Office</td><td>0%</td><td>30%</td></tr><tr><td>4. Light Industrial</td><td>0%</td><td>20%</td></tr><tr><td>5. Overall Commercial, Office and Industrial (2, 3, 4)</td><td>30%</td><td>85%</td></tr><tr><td>6. Parks and Open space</td><td>10%</td><td>No Max</td></tr></table>                                                                             | Land Use Mix                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Minimum Land Area Required                                                                                                                                                                                                                                                                                                            | Maximum Land Area Required | 1. Residential | 10% | 60% | 2. Commercial Retail Services | 30% | 85% | 3. Office | 0% | 30% | 4. Light Industrial | 0% | 20% | 5. Overall Commercial, Office and Industrial (2, 3, 4) | 30% | 85% | 6. Parks and Open space | 10% | No Max | <table><tr><td>Land Use Mix</td><td>Minimum land area required</td><td>Maximum land area required</td></tr><tr><td>1. Residential</td><td>10%</td><td>60%</td></tr><tr><td>2. Commercial and Retail Services</td><td>30%</td><td>85%</td></tr><tr><td>3. Office</td><td>0%</td><td>30%</td></tr><tr><td>4. Light Industrial</td><td>0%</td><td>20%</td></tr><tr><td>5. Overall Commercial, Office</td><td>30%</td><td>85%</td></tr><tr><td>6. Parks and Open Space</td><td>10%</td><td>No Max</td></tr><tr><td>7. Public/Institutional Uses</td><td>10%</td><td>No max</td></tr></table> | Land Use Mix | Minimum land area required | Maximum land area required | 1. Residential | 10% | 60% | 2. Commercial and Retail Services | 30% | 85% | 3. Office | 0% | 30% | 4. Light Industrial | 0% | 20% | 5. Overall Commercial, Office | 30% | 85% | 6. Parks and Open Space | 10% | No Max | 7. Public/Institutional Uses | 10% | No max |  |
|                                                        |                               | Land Use Mix                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Minimum Land Area Required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Maximum Land Area Required                                                                                                                                                                                                                                                                                                            |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 1. Residential                                         | 10%                           | 60%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 2. Commercial Retail Services                          | 30%                           | 85%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 3. Office                                              | 0%                            | 30%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 4. Light Industrial                                    | 0%                            | 20%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 5. Overall Commercial, Office and Industrial (2, 3, 4) | 30%                           | 85%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 6. Parks and Open space                                | 10%                           | No Max                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| Land Use Mix                                           | Minimum land area required    | Maximum land area required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 1. Residential                                         | 10%                           | 60%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 2. Commercial and Retail Services                      | 30%                           | 85%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 3. Office                                              | 0%                            | 30%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 4. Light Industrial                                    | 0%                            | 20%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 5. Overall Commercial, Office                          | 30%                           | 85%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 6. Parks and Open Space                                | 10%                           | No Max                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
| 7. Public/Institutional Uses                           | 10%                           | No max                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |
|                                                        |                               | Site clearing shall be permitted upon approval of appropriate development order for:<br>(i) Plat<br>(ii) Minor site and development plan.<br>(iii) Major site and development plan.<br>(iv) Subdivision plan, infrastructure areas only.<br>(v) Special exception approval.                                                                                                                                                                                                                                                                                                                                      | <del>Site clearing shall be permitted upon approval of appropriate development order for:<br/><br/>(i) Plat<br/>(ii) Minor site and development plan.<br/>(iii) Major site and development plan.<br/>(iv) Subdivision plan, infrastructure areas only.<br/>(v) Special exception approval.</del>                                                                                                                                                                                                                                                                                                                                                        | Text removed to be consistent with current Comprehensive Plan and ULDC.                                                                                                                                                                                                                                                               |                            |                |     |     |                               |     |     |           |    |     |                     |    |     |                                                        |     |     |                         |     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |                            |                            |                |     |     |                                   |     |     |           |    |     |                     |    |     |                               |     |     |                         |     |        |                              |     |        |  |

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| <div>3.9.4</div> | <div>Non-Residential Signage Standards</div> | <div><div><div><div><div>3.9.4 Non-Residential Signage Standards</div><div>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). In case of conflicts, these VDPP requirements shall apply. The West Villages Improvement district shall issue approvals for any signs on its roads or rights-of-way.</div><div>Wall signs shall adhere to the Allowable Non-Residential Wall Sign standards specified in ULDC Sign Regulations, Chapter 5.</div><div>Pylon Signs</div><div>Maximum number of Pylon Signs in Mixed Use Area 1: 1 Sign</div><div>Maximum number of Pylon Signs in Mixed Use Area 2: 1 Sign</div><div>Maximum number of Pylon Signs in Mixed Use Area 3: 2 Signs</div><div>Maximum number of Pylon Signs in Mixed Use Area 4: 1 Sign</div><div>Maximum number of Pylon Signs in Mixed Use Area 5: 2 Signs</div><div>Maximum Height of Pylon Signs: 25 feet (Tamiari Trail and River Road)</div><div>Sign Area:</div><div>Pursuant to ULDC Section 29-12, D.(a), and (b), 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 footage. Maximum sign area for Pylon signs shall be one hundred twenty (120) square feet.</div><div>Monument Signs</div><div>Monument signs in Mixed Use Areas: 1 monument sign (maximum height of 10 feet) per outparcel.</div><div>Sign Area</div><div>Monument signs shall be permitted a maximum of 100 square feet per sign face.</div></div><div><div>g. The following types of storefront signs will be permitted:</div><div><div>• Individual dimensional work or metal back-lit ("halo effect") letter. These letters must be a minimum of 6" in height.</div><div>• 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.</div></div><div>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.</div><div>i. Sign company names or stamps must be concealed.</div><div>j. The following types of signs and sign components and devices shall not be permitted unless otherwise approved by the WVRC:</div><div><div>• Boxed or cabinet type, except where totally recessed;</div><div>• Cloth, paper, cardboard and similar stickers or decals around or on the exterior surfaces of the storefront;</div><div>• Exterior changeable letters or signs;</div><div>• Signs painted directly on the storefront sign band;</div></div><div>Project Identity Monument Signs</div><div>Project Identity Monument signs shall be limited to the size and locations permitted in the ULDC and as approved by the WVRC.</div><div>Peripheral Parcel Identity Monument Sign</div><div>Peripheral Parcel Identity Monument signs shall be permitted. These monument signs may be internally or externally illuminated, as approved by the WVRC.</div><div>a. Entrance Features</div><div>All entrance features shall correspond with the theming of the development, as approved by the WVRC.</div><div>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.</div><div>b. Wayfinding</div><div>Wayfinding signs shall be a maximum of twenty (20) square feet in copy/graphic area and a maximum of ten (10) feet in height.</div><div>c. Directional Signs</div></div><div><div>Changeable Copy/Electronic Signs</div><div>Changeable copy/electronic signs shall be permitted as part of a Pylon/pylon and/or monument sign, within Mixed Use Residential Neighborhoods and Mixed Use Areas, as determined by the WVRC. The changeable copy portion of the sign shall be included in total sign area calculations and the electronic portion shall not measure greater than 60% of the permitted sign area. Signage shall be reviewed and approved by the WVRC.</div><div>Gateway Monument Sign</div><div>Gateway Monument signs may include major tenant names for the project.</div><div>Maximum Height of Gateway Monument Signs: 25 feet (Tamiari Trail and River Road)</div><div>Sign Area:</div><div>Gateway Monument Signs shall be permitted a maximum of 120 square feet per sign face.</div><div>Building Signs</div><div>The following parameters apply to building signs. Local authority review, approval, and permitting is also required.</div><div>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.</div><div>a. No roof-mounted signs are permitted.</div><div>b. "Box" or "can" type signs are not permitted.</div><div>c. 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.</div><div>d. 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.</div><div>e. Letters may be interior-illuminated with lamps contained entirely within the depth of the letter.</div><div>f. 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 calculated as follows: ten percent (10%) of the surface area of the exterior wall included in an occupant's individually leased or owned premises.</div><div>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".</div><div>These signs shall be a maximum of twelve (12) square feet in copy/graphic area and a maximum of four (4) feet in height.</div><div>d. Light Pole Banners</div><div>Light pole banners may be installed in parking lot areas, along entrances to, and roadways within Mixed Use and Mixed Use Residential Neighborhoods.</div><div>These banners shall be exempt from regulation of quantity, location, and design.</div><div>The internal banner designs may be changed without review and approval of the City of North Port.</div></div></div></div></div> | <div><div>3.9.4→Non-Residential Signage Standards¶</div><div>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, all signage shall comply with ULDC Chapter 5---Signs. 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). In case of conflicts, these VDPP requirements shall apply---The West Villages Improvement district shall issue approvals for any signs on its roads or right of ways.¶</div><div>Building wall signs, logos, and insignia will receive review of the following elements:¶</div><div>1.→size¶</div><div>2.→style¶</div><div>3.→types¶</div><div>4.→placement¶</div></div> | <div>Revise 3.9.4 to indicate compliance with signage standards. All other text in this section has been stricken.</div>               |
|                  | <div>Mixed Use Parking Requirements</div>    | <div>Minimum Parking Standards:</div> <div><div>• 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.</div><div>• The minimum parking requirement for single-use residential buildings in 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.</div></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <div><div>3.9.8 Mixed-UseNon-Residential Parking Requirements¶</div><div>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.¶</div><div>Parking Spaces shall be a minimum of 9 feet in width by 18 feet in length.¶</div><div>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.¶</div><div>Unless otherwise specified in this VDPP or the VDPB, parking must comply with ULDC Article X---Parking and Loading.¶</div></div>                               | <div>Non-Residential Parking Requirements have been amended to refer to the ULDC Article X for parking and loading requirements.</div> |

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# **Wellen Park Village E VDPP Amendment**

## **Traffic Impact Statement**



Prepared for:  
Manasota Beach Ranchlands, LLLP  
19503 S. West Villages Parkway, #14  
Venice, Florida 34240

Prepared by:  
Stantec Consulting Services Inc.  
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Sarasota, Florida 34240

**September 2025**



# Wellen Park Village E VDPP Amendment Traffic Impact Statement

## Table of Contents

|                                             |    |
|---------------------------------------------|----|
| PROFESSIONAL ENGINEER'S CERTIFICATION ..... | i  |
| INTRODUCTION .....                          | 1  |
| EXISTING TRAFFIC CONDITIONS .....           | 2  |
| PROJECT TRIP GENERATION .....               | 4  |
| 2030 FUTURE TRAFFIC CONDITIONS.....         | 7  |
| CONCLUSION .....                            | 12 |

## LIST OF TABLES

|                                                                                                |    |
|------------------------------------------------------------------------------------------------|----|
| Table 1: 2025 Existing Traffic Intersection Operations.....                                    | 4  |
| Table 2: Village E Existing Entitlement Trip Generation.....                                   | 5  |
| Table 3: Village E Proposed Entitlement Trip Generation .....                                  | 6  |
| Table 4: Growth Rate .....                                                                     | 7  |
| Table 5: Village E Approved but not Constructed & Proposed<br>Entitlement Trip Generation..... | 8  |
| Table 6: 2030 Total Traffic Intersection Operations.....                                       | 11 |

## LIST OF FIGURES

|                                                                     |    |
|---------------------------------------------------------------------|----|
| Figure 1: Village E Boundary .....                                  | 1  |
| Figure 2: 2025 Existing Peak-Hour Peak-Season Traffic Volumes ..... | 3  |
| Figure 3: 2030 Total Peak-Hour Peak-Season Traffic Volumes .....    | 10 |



## LIST OF APPENDICES

|                  |                                                                                                         |
|------------------|---------------------------------------------------------------------------------------------------------|
| APPENDIX A ..... | FDOT PEAK-SEASON CONVERSION FACTORS<br>COUNT DATA                                                       |
| APPENDIX B ..... | 2025 EXISTING TRAFFIC HCS SUMMARY WORKSHEETS                                                            |
| APPENDIX C ..... | HISTORICAL AADT<br>TRAFFIC TRENDS GRAPHS                                                                |
| APPENDIX D ..... | TRACT 3 DISTRIBUTION<br>TRACT 6 & 7 DISTRIBUTION<br>TRACT 8 DISTRIBUTION<br>60-ACRE PARCEL DISTRIBUTION |
| APPENDIX E ..... | INTERSECTION VOLUME TABLES                                                                              |
| APPENDIX F ..... | 2030 TOTAL TRAFFIC HCS SUMMARY WORKSHEETS                                                               |



## Professional Engineer's Certification

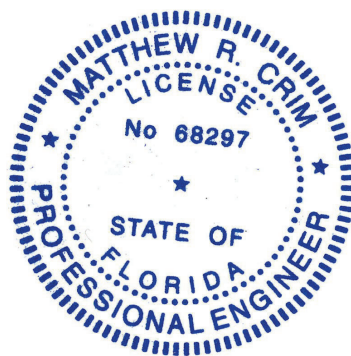
I hereby certify that I am a Licensed Professional Engineer in the State of Florida practicing with Stantec Consulting Services Inc. and that I have supervised the preparation of and approve the evaluations, findings, opinions, conclusions, and technical advice hereby reported for:

**PROJECT:** Wellen Park Village E  
Traffic Impact Statement  
215617935

**LOCATION:** South of US 41 and west of River Road, North Port, Florida.

This document titled Wellen Park Village E VDPP Amendment Traffic Impact Statement was prepared by Stantec Consulting Services Inc. for the account of Manasota Beach Ranchlands, LLLP. The material in it reflects Stantec's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Stantec Consulting Services Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

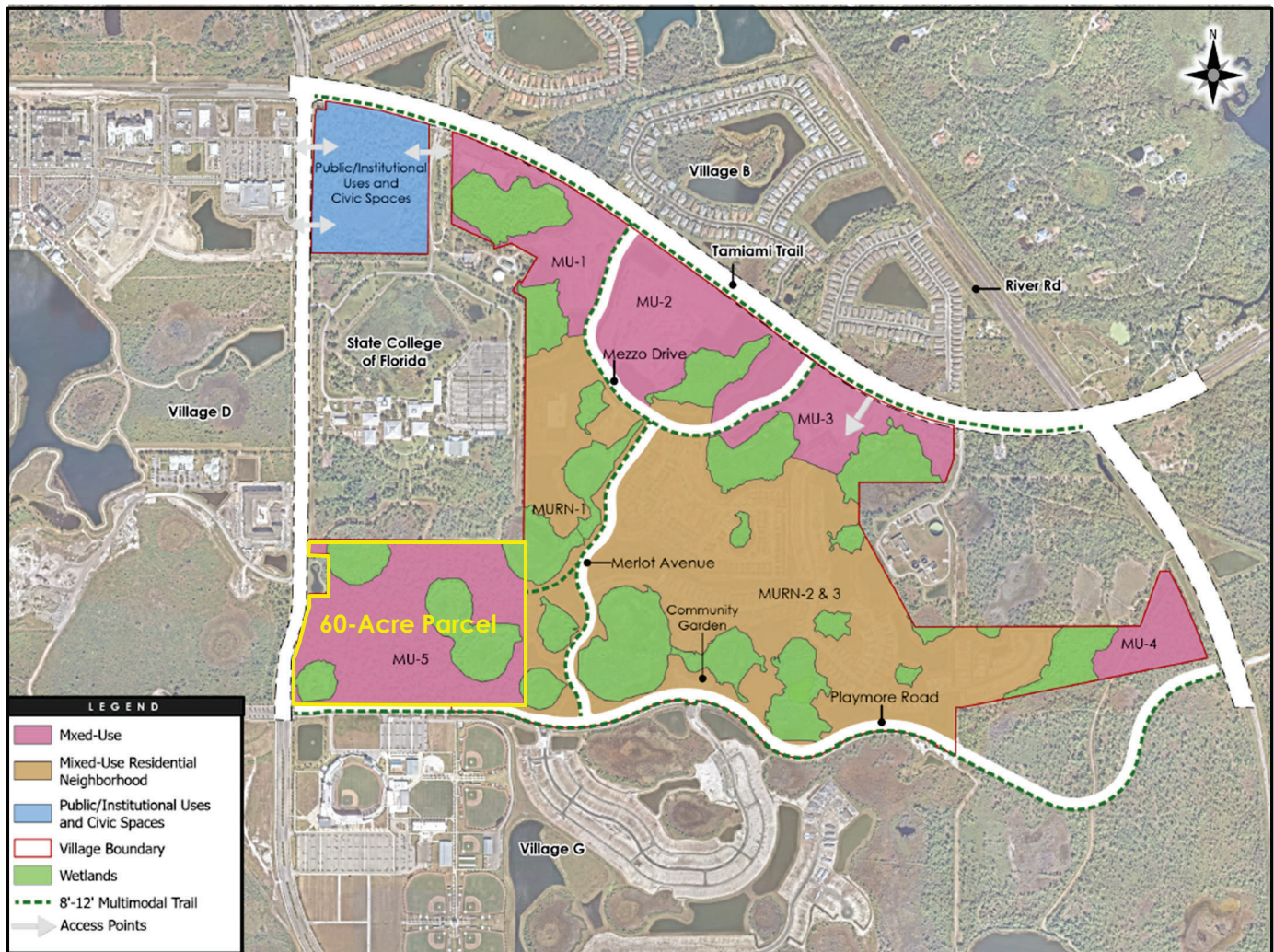
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## Introduction

Wellen Park Village E is located south of US 41 and north of Playmore Road between West Villages Parkway and River Road within the City limits of North Port, Florida. The Village E VDPP Amendment proposes to add a 60-acre parcel at the northeast corner of West Villages Parkway & Playmore Road into Village E. The boundary of Village E is shown in **Figure 1**.



**Figure 1: Village E Boundary**

Village E is entitled for 1,000 residential dwelling units and 400,000 square feet of non-residential. To date, 451 residential dwelling units and 393,610 square feet of non-residential have been constructed or approved for construction within Village E. With the addition of the 60-acre parcel and changing market conditions, the Village E entitlement mix is proposed to be 900 residential dwelling units and 550,000 square feet of non-residential.



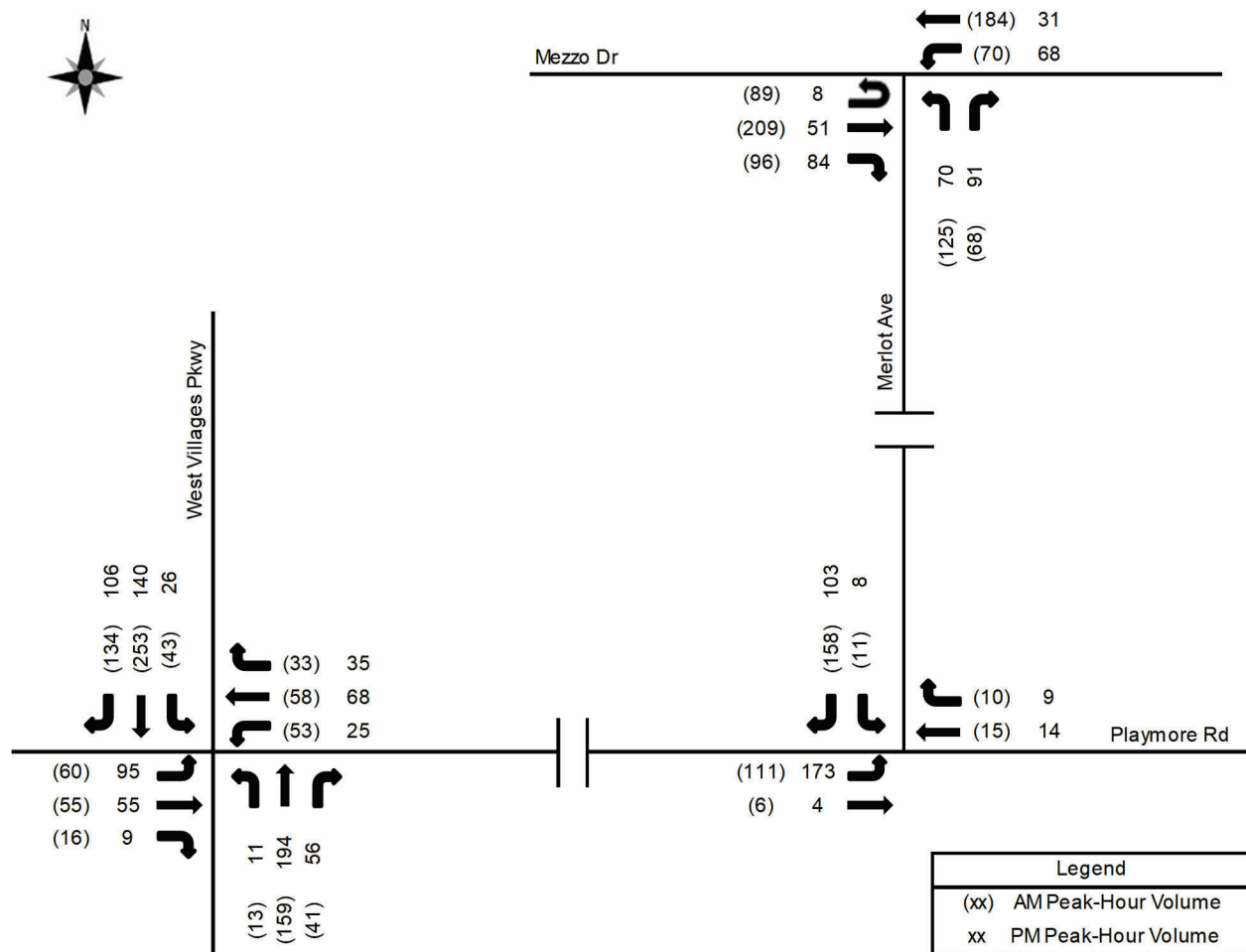
This traffic impact statement evaluates the change in trip generation potential between the approved and proposed Village E entitlements and evaluates the impact of that change at the Merlot Avenue & Mezzo Drive, Merlot Avenue & Playmore Road, and West Villages Parkway & Playmore Road intersections for a buildout year of 2030.

## Existing Traffic Conditions

Within Village E, 451 residential dwelling units and 393,610 square feet of non-residential have been constructed or approved for construction. Below summarizes the development approvals.

| Development                     | Size                              | Status      |
|---------------------------------|-----------------------------------|-------------|
| Stillwell                       | 274 single-family attached units  | Constructed |
| Antigua                         | 177 single-family detached units  | Constructed |
| Millennium Physicians           | 32,040 square feet                | Constructed |
| Dental Care at Wellen Park      | 4,200 square feet                 | Constructed |
| Costco                          | 162,986 square feet               | Constructed |
| College Preparatory Academy     | 52,236 square feet (765 students) | Constructed |
| Prodigy Early Learning          | 12,000 square feet                | Constructed |
| Bayside Pet Resort              | 14,997 square feet                | Constructed |
| Tract 3 Coffee Shop             | 2,651 square feet                 | Approved    |
| Tract 3 Aldi                    | 18,000 square feet                | Approved    |
| Tract 3 Restaurant              | 4,500 square feet                 | Approved    |
| Tract 6 Exhault Health          | 85,000 square feet                | Approved    |
| Tract 7 Lightning Fast Car Wash | 5,000 square feet                 | Approved    |

The major roadways within Village E consist of Playmore Road, Merlot Avenue, and Mezzo Drive. All three are two-lane roadways with a posted speed of 30 mph. Playmore Road currently terminates west of River Road, but will be extended to River Road as part of the River Road widening project currently under design. Turning movement counts were collected at the Merlot Avenue & Mezzo Drive, Merlot Avenue & Playmore Road, and West Villages Parkway & Playmore Road intersections on Thursday August 14, 2025, during the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak periods of traffic to establish the existing traffic conditions. Traffic data were adjusted to peak-season volumes using FDOT's peak-season conversion factor of 1.25. The existing AM and PM peak-hour peak-season traffic volumes are shown in **Figure 2**. The FDOT peak-season conversion factors and count data are attached in **Appendix A**.



**Figure 2: 2025 Existing Peak-Hour Peak-Season Traffic Volumes**

The operational analysis was performed using the Highway Capacity Software (HCS) at the Merlot Avenue & Mezzo Drive, Merlot Avenue & Playmore Road, and West Villages Parkway & Playmore Road intersections. All three intersections are under all-way stop control. The City of North Port has adopted an overall intersection level-of-service of D. In addition, each intersection movement was checked to ensure the volume to capacity (v/c) ratio was less than 1.0.

The West Villages Parkway & Playmore Road intersection is built out for the ultimate signalized condition with dual left turn lanes, a through lane, and a right turn lane on the eastbound approach, a left turn lane and shared through/right turn lane on the westbound approach, dual left turn lanes, two through lanes, and a right turn lane on the northbound approach, and a left turn lane, two through lanes, and a right turn lane for the southbound approach. The Highway Capacity Manual methodology only allows for a maximum of three lanes per approach. Therefore, the geometry analyzed for the eastbound approach was a left turn lane, through lane, and a right turn lane, and the geometry analyzed for the northbound and southbound approaches was a left turn lane, through lane, and a shared through/right turn lane.

The results of the 2025 existing traffic intersection analysis are summarized in **Table 1** and indicate that all three intersections are currently operating within acceptable level-of-service standards. The 2025 existing traffic HCS summary worksheets are provided in **Appendix B**.

**Table 1: 2025 Existing Traffic Intersection Operations**

| Intersection                     | Time Period | Overall Intersection LOS |          | Delay (sec/veh) | Max v/c Ratio | Approach LOS |    |    |    |
|----------------------------------|-------------|--------------------------|----------|-----------------|---------------|--------------|----|----|----|
|                                  |             | Standard                 | Existing |                 |               | EB           | WB | NB | SB |
| Merlot Ave & Mezzo Dr            | AM          | D                        | B        | 14.8            | 0.67          | C            | B  | B  |    |
|                                  | PM          | D                        | A        | 8.3             | 0.13          | A            | A  | A  |    |
| Merlot Ave & Playmore Rd         | AM          | D                        | A        | 9.0             | 0.26          | A            | A  |    | A  |
|                                  | PM          | D                        | A        | 9.0             | 0.28          | B            | A  |    | A  |
| West Villages Pkwy & Playmore Rd | AM          | D                        | B        | 12.5            | 0.49          | B            | B  | B  | B  |
|                                  | PM          | D                        | B        | 10.7            | 0.30          | B            | B  | B  | B  |

## Project Trip Generation

Traffic volumes generated by the approved and proposed land uses were estimated using the Institute of Transportation Engineers (ITE), *Trip Generation Manual – the 11<sup>th</sup> Edition (2021)* for the daily, AM, and PM peak-hour periods. For the existing entitlement trip generation, an additional 73 single-family detached units, 16 single-family attached units, and 450 multifamily units were assumed to get from the 451 existing residential units to the 1,000 entitled residential units. An additional 6,390 square feet of strip retail plaza was assumed to get from the existing/approved 393,610 square feet of non-residential to the 400,000 square feet of non-residential entitled.

The estimated trips generated by the Village E existing entitlements are 26,305 daily trip ends, 2,235 AM peak-hour two-way trip ends, and 2,582 PM peak-hour two-way trip ends. The trip generation results are summarized in **Table 2**.

For the proposed entitlement trip generation, an additional 449 multifamily units were assumed to get from the 451 existing residential units to the 900 proposed residential entitlement. An additional 75,000 square feet of shopping plaza and 75,000 square feet of mini-storage were assumed to get from the existing entitlement of 400,000 square feet of non-residential to the proposed entitlement of 550,000 square feet of non-residential.

The estimated trips generated by the Village E proposed entitlements are 30,634 daily trip ends, 2,313 AM peak-hour two-way trip ends, and 2,901 PM peak-hour two-way trip ends. The trip generation results are summarized in **Table 3**. The proposed entitlements are estimated to increase the daily trip ends by 4,329 (16.5% increase), the AM peak-hour two-way trip ends by 78 (3.5% increase), and the PM peak-hour two-way trip ends by 319 (12.4% increase). While the



overall trips are estimated to increase, the increase in non-residential uses will serve to compliment the surrounding residential uses and shorten vehicle trip lengths and overall network vehicle miles travelled.

**Table 2: Village E Existing Entitlement Trip Generation**

| Time Period | ITE Land Use Category                             | Variable | Size    | Trip Rate/ Equation          | Enter Split | Exit Split | Total Trips   |               |               |
|-------------|---------------------------------------------------|----------|---------|------------------------------|-------------|------------|---------------|---------------|---------------|
|             |                                                   |          |         |                              |             |            | Total         | Enter         | Exit          |
| Daily       | Single-Family Detached Housing - 210              | Unit     | 250     | $\ln(T) = 0.92\ln(x) + 2.68$ | 50%         | 50%        | 2,344         | 1,171         | 1,173         |
|             | Single-Family Attached Housing - 215              | Unit     | 300     | $T = 7.62(x) - 50.48$        | 50%         | 50%        | 2,236         | 1,118         | 1,118         |
|             | Multifamily Housing (Low-Rise) - 220              | Unit     | 450     | $T = 6.41(x) + 75.31$        | 50%         | 50%        | 2,960         | 1,480         | 1,480         |
|             | Charter Elementary School - 536                   | Student  | 765     | $T = 1.85(x)$                | 50%         | 50%        | 1,415         | 707           | 708           |
|             | Day Care Center - 565                             | ksf      | 12,000  | $T = 47.62(x)$               | 50%         | 50%        | 571           | 286           | 285           |
|             | Animal Hospital/Veterinary Clinic - 640           | ksf      | 14,997  | $T = 21.50(x)$               | 50%         | 50%        | 322           | 161           | 161           |
|             | Medical-Dental Office Building - 720              | ksf      | 121,240 | $T = 42.97(x) - 108.01$      | 50%         | 50%        | 5,102         | 2,551         | 2,551         |
|             | Strip Retail Plaza (<40k) - 822                   | ksf      | 6,390   | $T = 42.20(x) + 229.68$      | 50%         | 50%        | 499           | 250           | 249           |
|             | Supermarket - 850                                 | ksf      | 18,000  | $T = 83.39(x) + 539.33$      | 50%         | 50%        | 2,040         | 1,020         | 1,020         |
|             | Discount Club - 857                               | ksf      | 162,986 | $T = 42.46(x)$               | 50%         | 50%        | 6,920         | 3,460         | 3,460         |
|             | High-Turnover (Sit-Down) Restaurant - 932         | Per ksf  | 4,500   | $T = 107.20(x)$              | 50%         | 50%        | 482           | 241           | 241           |
|             | Coffee/Donut Shop with Drive-Through Window - 937 | Per ksf  | 2,651   | $T = 533.57(x)$              | 50%         | 50%        | 1,414         | 707           | 707           |
|             | Automated Car Wash - 948                          | ksf      | 5,000   | —                            | —           | —          | 0             | 0             | 0             |
|             | <b>TOTAL</b>                                      |          |         |                              |             |            | <b>26,305</b> | <b>13,152</b> | <b>13,153</b> |
| AM          | Single-Family Detached Housing - 210              | Unit     | 250     | $\ln(T) = 0.91\ln(x) + 0.12$ | 25%         | 75%        | 171           | 43            | 128           |
|             | Single-Family Attached Housing - 215              | Unit     | 300     | $T = 0.52(x) - 5.70$         | 25%         | 75%        | 150           | 38            | 112           |
|             | Multifamily Housing (Low-Rise) - 220              | Unit     | 450     | $T = 0.31(x) + 22.85$        | 24%         | 76%        | 162           | 39            | 123           |
|             | Charter Elementary School - 536                   | Student  | 765     | $T = 1.05(x) - 2.46$         | 52%         | 48%        | 801           | 417           | 384           |
|             | Day Care Center - 565                             | ksf      | 12,000  | $T = 11.00(x)$               | 53%         | 47%        | 132           | 70            | 62            |
|             | Animal Hospital/Veterinary Clinic - 640           | ksf      | 14,997  | $T = 4.07(x) - 2.48$         | 67%         | 33%        | 59            | 40            | 19            |
|             | Medical-Dental Office Building - 720              | ksf      | 121,240 | $\ln(T) = 0.90\ln(x) + 1.34$ | 79%         | 21%        | 287           | 227           | 60            |
|             | Strip Retail Plaza (<40k) - 822                   | ksf      | 6,390   | $\ln(T) = 0.90\ln(x) + 1.34$ | 60%         | 40%        | 21            | 13            | 8             |
|             | Supermarket - 850                                 | ksf      | 18,000  | $T = 2.86(x)$                | 59%         | 41%        | 51            | 30            | 21            |
|             | Discount Club - 857                               | ksf      | 162,986 | $T = 0.80(x)$                | 61%         | 39%        | 130           | 79            | 51            |
|             | High-Turnover (Sit-Down) Restaurant - 932         | Per ksf  | 4,500   | $T = 9.57(x)$                | 55%         | 45%        | 43            | 24            | 19            |
|             | Coffee/Donut Shop with Drive-Through Window - 937 | Per ksf  | 2,651   | $T = 85.88(x)$               | 51%         | 49%        | 228           | 116           | 112           |
|             | Automated Car Wash - 948                          | ksf      | 5,000   | —                            | —           | —          | 0             | 0             | 0             |
|             | <b>TOTAL</b>                                      |          |         |                              |             |            | <b>2,235</b>  | <b>1,136</b>  | <b>1,099</b>  |
| PM          | Single-Family Detached Housing - 210              | Unit     | 250     | $\ln(T) = 0.94\ln(x) + 0.27$ | 63%         | 37%        | 235           | 148           | 87            |
|             | Single-Family Attached Housing - 215              | Unit     | 300     | $T = 0.60(x) - 3.93$         | 59%         | 41%        | 176           | 104           | 72            |
|             | Multifamily Housing (Low-Rise) - 220              | Unit     | 450     | $T = 0.43(x) + 20.55$        | 63%         | 37%        | 214           | 135           | 79            |
|             | Charter Elementary School - 536                   | Student  | 765     | $T = 0.16(x)$                | 35%         | 65%        | 122           | 43            | 79            |
|             | Day Care Center - 565                             | ksf      | 12,000  | $T = 11.12(x)$               | 47%         | 53%        | 133           | 63            | 70            |
|             | Animal Hospital/Veterinary Clinic - 640           | ksf      | 14,997  | $T = 4.75(x) - 6.96$         | 40%         | 60%        | 64            | 26            | 38            |
|             | Medical-Dental Office Building - 720              | ksf      | 121,240 | $T = 4.07(x) - 3.17$         | 30%         | 70%        | 490           | 147           | 343           |
|             | Strip Retail Plaza (<40k) - 822                   | ksf      | 6,390   | $\ln(T) = 0.90\ln(x) + 1.34$ | 50%         | 50%        | 57            | 29            | 28            |
|             | Supermarket - 850                                 | ksf      | 18,000  | $\ln(T) = 0.81\ln(x) + 2.92$ | 50%         | 50%        | 193           | 97            | 96            |
|             | Discount Club - 857                               | ksf      | 162,986 | $T = 4.19(x)$                | 50%         | 50%        | 683           | 342           | 341           |
|             | High-Turnover (Sit-Down) Restaurant - 932         | Per ksf  | 4,500   | $T = 9.05(x)$                | 61%         | 39%        | 41            | 25            | 16            |
|             | Coffee/Donut Shop with Drive-Through Window - 937 | Per ksf  | 2,651   | $T = 38.99(x)$               | 50%         | 50%        | 103           | 52            | 51            |
|             | Automated Car Wash - 948                          | ksf      | 5,000   | $T = 14.20(x)$               | 50%         | 50%        | 71            | 36            | 35            |
|             | <b>TOTAL</b>                                      |          |         |                              |             |            | <b>2,582</b>  | <b>1,247</b>  | <b>1,335</b>  |





Table 3: Village E Proposed Entitlement Trip Generation

| Time Period | ITE Land Use Category                             | Variable | Size    | Trip Rate/ Equation          | Enter Split | Exit Split | Total Trips   |               |               |
|-------------|---------------------------------------------------|----------|---------|------------------------------|-------------|------------|---------------|---------------|---------------|
|             |                                                   |          |         |                              |             |            | Total         | Enter         | Exit          |
| Daily       | Mini-Warehouse - 151                              | ksf      | 75,000  | $T = 1.45(x)$                | 50%         | 50%        | 109           | 55            | 54            |
|             | Single-Family Detached Housing - 210              | Unit     | 177     | $\ln(T) = 0.92\ln(x) + 2.68$ | 50%         | 50%        | 1,706         | 853           | 853           |
|             | Single-Family Attached Housing - 215              | Unit     | 274     | $T = 7.62(x) - 50.48$        | 50%         | 50%        | 2,037         | 1,018         | 1,019         |
|             | Multifamily Housing (Low-Rise) - 220              | Unit     | 449     | $T = 6.41(x) + 75.31$        | 50%         | 50%        | 2,953         | 1,477         | 1,476         |
|             | Charter Elementary School - 536                   | Student  | 765     | $T = 1.85(x)$                | 50%         | 50%        | 1,415         | 707           | 708           |
|             | Day Care Center - 565                             | ksf      | 12,000  | $T = 47.62(x)$               | 50%         | 50%        | 571           | 286           | 285           |
|             | Animal Hospital/Veterinary Clinic - 640           | ksf      | 14,997  | $T = 21.50(x)$               | 50%         | 50%        | 322           | 161           | 161           |
|             | Medical-Dental Office Building - 720              | ksf      | 121,240 | $T = 42.97(x) - 108.01$      | 50%         | 50%        | 5,102         | 2,551         | 2,551         |
|             | Shopping Plaza (40-150k) - 821                    | ksf      | 75,000  | $T = 67.52(x)$               | 50%         | 50%        | 5,064         | 2,531         | 2,533         |
|             | Strip Retail Plaza (<40k) - 822                   | ksf      | 6,390   | $T = 42.20(x) + 229.68$      | 50%         | 50%        | 499           | 250           | 249           |
|             | Supermarket - 850                                 | ksf      | 18,000  | $T = 83.39(x) + 539.33$      | 50%         | 50%        | 2,040         | 1,020         | 1,020         |
|             | Discount Club - 857                               | ksf      | 162,986 | $T = 42.46(x)$               | 50%         | 50%        | 6,920         | 3,460         | 3,460         |
|             | High-Turnover (Sit-Down) Restaurant - 932         | Per ksf  | 4,500   | $T = 107.20(x)$              | 50%         | 50%        | 482           | 241           | 241           |
|             | Coffee/Donut Shop with Drive-Through Window - 937 | Per ksf  | 2,651   | $T = 533.57(x)$              | 50%         | 50%        | 1,414         | 707           | 707           |
|             | Automated Car Wash - 948                          | ksf      | 5,000   | —                            | —           | —          | 0             | 0             | 0             |
|             | <b>TOTAL</b>                                      |          |         |                              |             |            | <b>30,634</b> | <b>15,317</b> | <b>15,317</b> |
| AM          | Mini-Warehouse - 151                              | ksf      | 75,000  | $T = 0.09(x)$                | 59%         | 41%        | 7             | 4             | 3             |
|             | Single-Family Detached Housing - 210              | Unit     | 177     | $\ln(T) = 0.91\ln(x) + 0.12$ | 25%         | 75%        | 125           | 31            | 94            |
|             | Single-Family Attached Housing - 215              | Unit     | 274     | $T = 0.52(x) - 5.70$         | 25%         | 75%        | 137           | 34            | 103           |
|             | Multifamily Housing (Low-Rise) - 220              | Unit     | 449     | $T = 0.31(x) + 22.85$        | 24%         | 76%        | 162           | 39            | 123           |
|             | Charter Elementary School - 536                   | Student  | 765     | $T = 1.05(x) - 2.46$         | 52%         | 48%        | 801           | 417           | 384           |
|             | Day Care Center - 565                             | ksf      | 12,000  | $T = 11.00(x)$               | 53%         | 47%        | 132           | 70            | 62            |
|             | Animal Hospital/Veterinary Clinic - 640           | ksf      | 14,997  | $T = 4.07(x) - 2.48$         | 67%         | 33%        | 59            | 40            | 19            |
|             | Medical-Dental Office Building - 720              | ksf      | 121,240 | $\ln(T) = 0.90\ln(x) + 1.34$ | 79%         | 21%        | 287           | 227           | 60            |
|             | Shopping Plaza (40-150k) - 821                    | ksf      | 75,000  | $T = 1.73(x)$                | 62%         | 38%        | 130           | 81            | 49            |
|             | Strip Retail Plaza (<40k) - 822                   | ksf      | 6,390   | $\ln(T) = 0.90\ln(x) + 1.34$ | 60%         | 40%        | 21            | 13            | 8             |
|             | Supermarket - 850                                 | ksf      | 18,000  | $T = 2.86(x)$                | 59%         | 41%        | 51            | 30            | 21            |
|             | Discount Club - 857                               | ksf      | 162,986 | $T = 0.80(x)$                | 61%         | 39%        | 130           | 79            | 51            |
|             | High-Turnover (Sit-Down) Restaurant - 932         | Per ksf  | 4,500   | $T = 9.57(x)$                | 55%         | 45%        | 43            | 24            | 19            |
|             | Coffee/Donut Shop with Drive-Through Window - 937 | Per ksf  | 2,651   | $T = 85.88(x)$               | 51%         | 49%        | 228           | 116           | 112           |
|             | Automated Car Wash - 948                          | ksf      | 5,000   | —                            | —           | —          | 0             | 0             | 0             |
|             | <b>TOTAL</b>                                      |          |         |                              |             |            | <b>2,313</b>  | <b>1,205</b>  | <b>1,108</b>  |
| PM          | Mini-Warehouse - 151                              | ksf      | 75,000  | $T = 0.15(x)$                | 47%         | 53%        | 11            | 5             | 6             |
|             | Single-Family Detached Housing - 210              | Unit     | 177     | $\ln(T) = 0.94\ln(x) + 0.27$ | 63%         | 37%        | 170           | 107           | 63            |
|             | Single-Family Attached Housing - 215              | Unit     | 274     | $T = 0.60(x) - 3.93$         | 59%         | 41%        | 160           | 94            | 66            |
|             | Multifamily Housing (Low-Rise) - 220              | Unit     | 449     | $T = 0.43(x) + 20.55$        | 63%         | 37%        | 214           | 135           | 79            |
|             | Charter Elementary School - 536                   | Student  | 765     | $T = 0.16(x)$                | 35%         | 65%        | 122           | 43            | 79            |
|             | Day Care Center - 565                             | ksf      | 12,000  | $T = 11.12(x)$               | 47%         | 53%        | 133           | 63            | 70            |
|             | Animal Hospital/Veterinary Clinic - 640           | ksf      | 14,997  | $T = 4.75(x) - 6.96$         | 40%         | 60%        | 64            | 26            | 38            |
|             | Medical-Dental Office Building - 720              | ksf      | 121,240 | $T = 4.07(x) - 3.17$         | 30%         | 70%        | 490           | 147           | 343           |
|             | Shopping Plaza (40-150k) - 821                    | ksf      | 75,000  | $T = 5.19(x)$                | 49%         | 51%        | 389           | 191           | 198           |
|             | Strip Retail Plaza (<40k) - 822                   | ksf      | 6,390   | $\ln(T) = 0.90\ln(x) + 1.34$ | 50%         | 50%        | 57            | 29            | 28            |
|             | Supermarket - 850                                 | ksf      | 18,000  | $\ln(T) = 0.81\ln(x) + 2.92$ | 50%         | 50%        | 193           | 97            | 96            |
|             | Discount Club - 857                               | ksf      | 162,986 | $T = 4.19(x)$                | 50%         | 50%        | 683           | 342           | 341           |
|             | High-Turnover (Sit-Down) Restaurant - 932         | Per ksf  | 4,500   | $T = 9.05(x)$                | 61%         | 39%        | 41            | 25            | 16            |
|             | Coffee/Donut Shop with Drive-Through Window - 937 | Per ksf  | 2,651   | $T = 38.99(x)$               | 50%         | 50%        | 103           | 52            | 51            |
|             | Automated Car Wash - 948                          | ksf      | 5,000   | $T = 14.20(x)$               | 50%         | 50%        | 71            | 36            | 35            |
|             | <b>TOTAL</b>                                      |          |         |                              |             |            | <b>2,901</b>  | <b>1,392</b>  | <b>1,509</b>  |

## 2030 Future Traffic Conditions

An operational analysis was performed at the Merlot Avenue & Mezzo Drive, Merlot Avenue & Playmore Road, and West Villages Parkway & Playmore Road intersections for the future 2030 traffic conditions. The 2030 future traffic conditions consist of the existing traffic volumes grown at an annual background growth rate, the approved but not constructed entitlements, and the proposed entitlements.

Historical growth rates were obtained using annual average daily traffic (AADT) volumes from FDOT Portable Monitoring Sites 170049, 174216, and 174605 on US 41 and River Road adjacent to Village E. FDOT's Traffic Trends Version 2023 was used to calculate the historical growth rate and growth rate to the design year. The results are summarized in **Table 4**, and the historical AADT and traffic trends graphs are provided in **Appendix C**. A 3.5% annual growth rate was used to grow the existing traffic volumes to 2030 traffic volumes based on the growth rate to the design year rounded up to the nearest 0.5%.

**Table 4: Growth Rate**

| Road                    | FDOT Count Site | 2024 AADT | Historical Growth Rate | Growth Rate to Design Year | R <sup>2</sup> Value |
|-------------------------|-----------------|-----------|------------------------|----------------------------|----------------------|
| US 41                   | 170049          | 24,000    | 8.79%                  | 4.09%                      | 97.6%                |
| N. River Road           | 174216          | 21,500    | 6.12%                  | 3.19%                      | 93.5%                |
| S. River Road           | 174605          | 16,800    | 2.37%                  | 1.75%                      | 74.3%                |
| <b>WEIGHTED AVERAGE</b> |                 |           | <b>6.14%</b>           | <b>3.15%</b>               | <b>89.9%</b>         |

In addition to the background growth, the approved but not constructed entitlements and the proposed entitlements were added to the three study intersections. This consists of the approved Tract 3, Tract 6, and Tract 7 development, the additional 6,390 square feet of strip retail plaza to get from the existing/approved 393,610 square feet of non-residential to the 400,000 square feet of non-residential entitled, and the proposed Tract 8 and 60-acre parcel development. The trip generation summary of the approved but not constructed and proposed entitlements is summarized in **Table 5**.

**Table 5: Village E Approved but not Constructed & Proposed Entitlements Trip Generation**

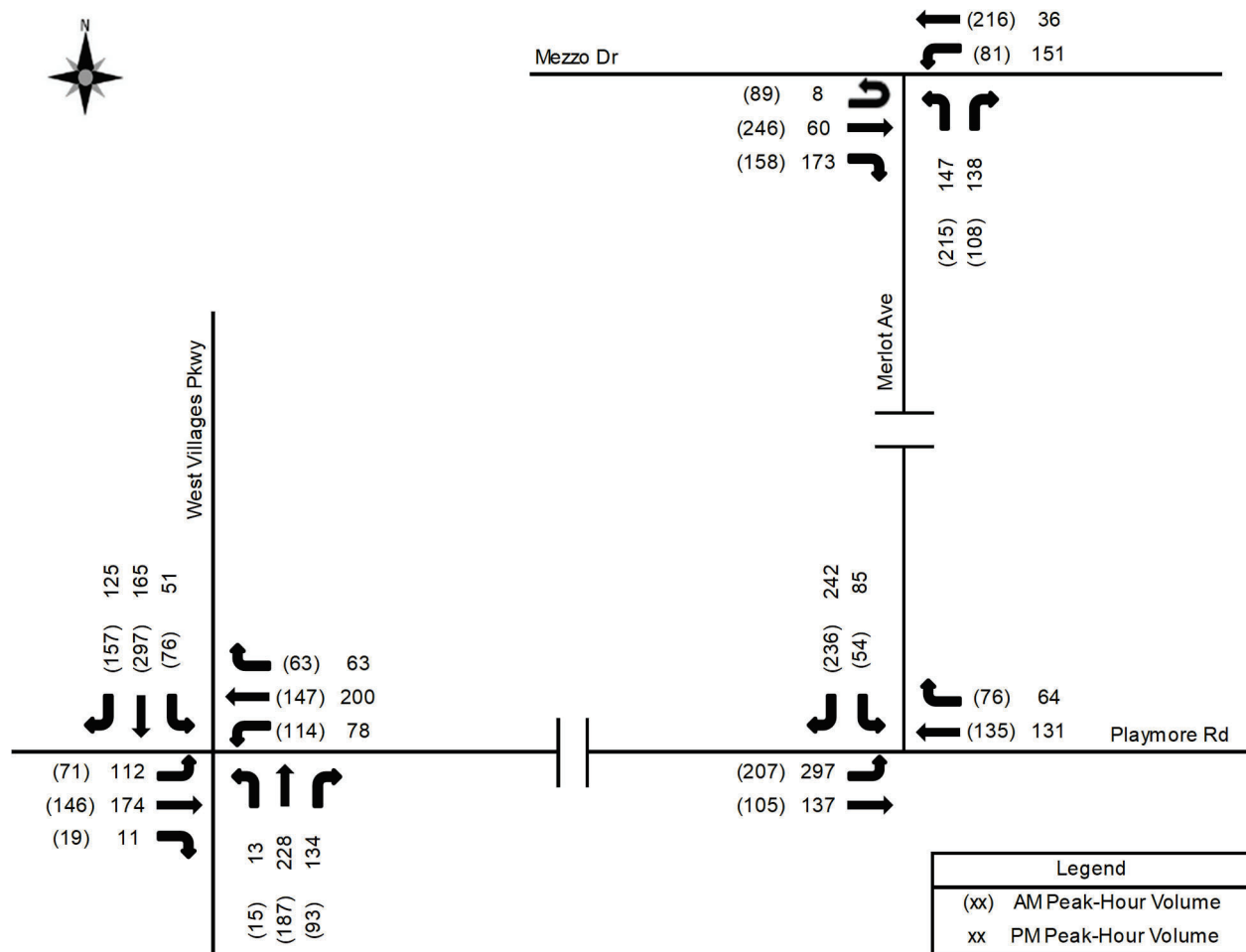
| Time Period | Location       | ITE Land Use Category                             | Variable | Size   | Trip Rate/ Equation          | Enter Split | Exit Split | Total Trips |            |            |
|-------------|----------------|---------------------------------------------------|----------|--------|------------------------------|-------------|------------|-------------|------------|------------|
|             |                |                                                   |          |        |                              |             |            | Total       | Enter      | Exit       |
| AM          | Tract 3        | Strip Retail Plaza (<40k) - 822                   | ksf      | 6,390  | $\ln(T) = 0.90\ln(x) + 1.34$ | 60%         | 40%        | 21          | 13         | 8          |
|             |                | Supermarket - 850                                 | ksf      | 18,000 | $T = 2.86(x)$                | 59%         | 41%        | 51          | 30         | 21         |
|             |                | High-Turnover (Sit-Down) Restaurant - 932         | Per ksf  | 4,500  | $T = 9.57(x)$                | 55%         | 45%        | 43          | 24         | 19         |
|             |                | Coffee/Donut Shop with Drive-Through Window - 937 | Per ksf  | 2,651  | $T = 85.88(x)$               | 51%         | 49%        | 228         | 116        | 112        |
|             | <b>TOTAL</b>   |                                                   |          |        |                              |             |            | <b>343</b>  | <b>183</b> | <b>160</b> |
|             | Tract 6        | Medical-Dental Office Building - 720              | ksf      | 85,000 | $\ln(T) = 0.90\ln(x) + 1.34$ | 79%         | 21%        | 208         | 164        | 44         |
|             | Tract 7        | Automated Car Wash - 948                          | ksf      | 5,000  | --                           | --          | --         | 0           | 0          | 0          |
|             | <b>TOTAL</b>   |                                                   |          |        |                              |             |            | <b>208</b>  | <b>164</b> | <b>44</b>  |
|             | Tract 8        | Mini-Warehouse - 151                              | ksf      | 75,000 | $T = 0.09(x)$                | 59%         | 41%        | 7           | 4          | 3          |
|             |                | Multifamily Housing (Low-Rise) - 220              | Unit     | 149    | $T = 0.31(x) + 22.85$        | 24%         | 76%        | 69          | 17         | 52         |
|             | <b>TOTAL</b>   |                                                   |          |        |                              |             |            | <b>76</b>   | <b>21</b>  | <b>55</b>  |
|             | 60-Acre Parcel | Multifamily Housing (Low-Rise) - 220              | Unit     | 300    | $T = 0.31(x) + 22.85$        | 24%         | 76%        | 116         | 28         | 88         |
|             |                | Shopping Plaza (40-150k) - 821                    | ksf      | 75,000 | $T = 1.73(x)$                | 62%         | 38%        | 130         | 81         | 49         |
|             | <b>TOTAL</b>   |                                                   |          |        |                              |             |            | <b>246</b>  | <b>109</b> | <b>137</b> |
| PM          | Tract 3        | Strip Retail Plaza (<40k) - 822                   | ksf      | 6,390  | $\ln(T) = 0.90\ln(x) + 1.34$ | 50%         | 50%        | 57          | 29         | 28         |
|             |                | Supermarket - 850                                 | ksf      | 18,000 | $\ln(T) = 0.81\ln(x) + 2.92$ | 50%         | 50%        | 193         | 97         | 96         |
|             |                | High-Turnover (Sit-Down) Restaurant - 932         | Per ksf  | 4,500  | $T = 9.05(x)$                | 61%         | 39%        | 41          | 25         | 16         |
|             |                | Coffee/Donut Shop with Drive-Through Window - 937 | Per ksf  | 2,651  | $T = 38.99(x)$               | 50%         | 50%        | 103         | 52         | 51         |
|             | <b>TOTAL</b>   |                                                   |          |        |                              |             |            | <b>394</b>  | <b>203</b> | <b>191</b> |
|             | Tract 6        | Medical-Dental Office Building - 720              | ksf      | 85,000 | $T = 4.07(x) - 3.17$         | 30%         | 70%        | 343         | 103        | 240        |
|             | Tract 7        | Automated Car Wash - 948                          | ksf      | 5,000  | $T = 14.20(x)$               | 50%         | 50%        | 71          | 36         | 35         |
|             | <b>TOTAL</b>   |                                                   |          |        |                              |             |            | <b>414</b>  | <b>139</b> | <b>275</b> |
|             | Tract 8        | Mini-Warehouse - 151                              | ksf      | 75,000 | $T = 0.15(x)$                | 47%         | 53%        | 11          | 5          | 6          |
|             |                | Multifamily Housing (Low-Rise) - 220              | Unit     | 149    | $T = 0.43(x) + 20.55$        | 63%         | 37%        | 85          | 54         | 31         |
|             | <b>TOTAL</b>   |                                                   |          |        |                              |             |            | <b>96</b>   | <b>59</b>  | <b>37</b>  |
|             | 60-Acre Parcel | Multifamily Housing (Low-Rise) - 220              | Unit     | 300    | $T = 0.43(x) + 20.55$        | 63%         | 37%        | 150         | 95         | 55         |
|             |                | Shopping Plaza (40-150k) - 821                    | ksf      | 75,000 | $T = 5.19(x)$                | 49%         | 51%        | 389         | 191        | 198        |
|             | <b>TOTAL</b>   |                                                   |          |        |                              |             |            | <b>539</b>  | <b>286</b> | <b>253</b> |

Traffic generated by the approved but not constructed and proposed entitlements was distributed and assigned to the study intersections using the FDOT District One Regional Planning Model (D1RPM) modified to include the buildout roadway network and land uses within the West Villages Improvement District. Tract 3 development was input into transportation analysis zone (TAZ) 5729, Tract 6 and Tract 7 development was input into TAZ 5730, Tract 8 development was input into TAZ 5716, and the 60-acre parcel development was input into TAZ 5731. A select zone analysis was run for each TAZ and the distribution from each TAZ is attached in **Appendix D**. For the Tract 8 distribution, the TAZ also includes the Stillwell and Antigua residential developments on the east side of Merlot Avenue. The distribution was manually adjusted so that all of the Tract 8 development loads directly onto Playmore Road.

Lastly, to account for Playmore Road being extended to River Road, volumes on Playmore Road were increased. An AADT volume of 2,000 vehicles per day was assumed for the segment of Playmore Road from Merlot Avenue to River Road in 2030. The 2,000 vehicles are equivalent to the traffic volumes on Ortiz Boulevard and North Port Boulevard within the City of North Port. The AADT was converted to peak-hour two-way volumes using FDOT's Standard K for Urban Highways/Arterials of 0.09 (180 vehicles per hour), and directionally split 45% as eastbound throughs/55% as westbound throughs during the AM peak-hour and 55% as eastbound throughs/45% as westbound throughs during the PM peak-hour at the Merlot Avenue & Playmore Road intersection. The directional split was based on the existing traffic data collected along Playmore Road. At the West Villages Parkway & Playmore Road intersection, the 99 peak-direction and 81 off-peak-direction traffic were assigned based on the existing turning movements at the intersection.

To account for traffic that currently uses the Merlot Avenue & Mezzo Drive intersection to access US 41 east of River Road and River Road south of US 41 that will now use the extension of Playmore Road, 30% of the westbound left turn and northbound right turn volumes at the Merlot Avenue & Mezzo Drive intersection were shifted to the Merlot Avenue & Playmore Road intersection as westbound right turn and southbound left turn volumes to use the Playmore Road extension to get to River Road. The 30% was based on the Tract 8 and 60-acre parcel distribution on US 41 east of River Road and River Road south of Playmore Road. The 2030 total traffic AM and PM peak-hour volumes are shown in **Figure 3** and the intersection volume tables showing the development of the 2030 total AM and PM peak-hour traffic volumes are attached in **Appendix E**.





**Figure 3: 2030 Total Peak-Hour Peak-Season Traffic Volumes**

The 2030 total traffic analysis used the same geometry and intersection control as the 2025 existing traffic conditions. The results of the 2030 total traffic intersection analysis are summarized in **Table 6** and indicate that all three intersections are anticipated to continue to operate within acceptable level-of-service standards. The 2030 total traffic HCS summary worksheets are provided in **Appendix F**.

**Table 6: 2030 Total Traffic Intersection Operations**

| Intersection                     | Time Period | Overall Intersection LOS |       | Delay (sec/veh) | Max v/c Ratio | Approach LOS |    |    |    |
|----------------------------------|-------------|--------------------------|-------|-----------------|---------------|--------------|----|----|----|
|                                  |             | Standard                 | Total |                 |               | EB           | WB | NB | SB |
| Merlot Ave & Mezzo Dr            | AM          | D                        | C     | 23.7            | 0.87          | D            | C  | C  |    |
|                                  | PM          | D                        | B     | 10.2            | 0.29          | A            | B  | B  |    |
| Merlot Ave & Playmore Rd         | AM          | D                        | B     | 13.2            | 0.52          | B            | B  |    | B  |
|                                  | PM          | D                        | B     | 13.0            | 0.57          | C            | B  |    | B  |
| West Villages Pkwy & Playmore Rd | AM          | D                        | C     | 20.7            | 0.75          | C            | C  | C  | D  |
|                                  | PM          | D                        | C     | 18.0            | 0.61          | C            | C  | C  | C  |

## **Conclusion**

The Village E VDPP Amendment proposes to add a 60-acre parcel at the northeast corner of West Villages Parkway & Playmore Road into Village E. Village E is entitled for 1,000 residential dwelling units and 400,000 square feet of non-residential. To date, 451 residential dwelling units and 393,610 square feet of non-residential have been constructed or approved for construction within Village E. With the addition of the 60-acre parcel and changing market conditions, the Village E entitlement mix is proposed to be 900 residential dwelling units and 550,000 square feet of non-residential.

The estimated trips generated by the Village E proposed entitlements are 30,634 daily trip ends, 2,313 AM peak-hour two-way trip ends, and 2,901 PM peak-hour two-way trip ends. The proposed entitlements are estimated to increase the daily trip ends by 4,329 (16.5% increase), the AM peak-hour two-way trip ends by 78 (3.5% increase), and the PM peak-hour two-way trip ends by 319 (12.4% increase). While the overall trips are estimated to increase, the increase in non-residential uses will serve to compliment the surrounding residential uses and shorten vehicle trip lengths and overall network vehicle miles travelled.

An operational analysis was performed at the Merlot Avenue & Mezzo Drive, Merlot Avenue & Playmore Road, and West Villages Parkway & Playmore Road intersections for the existing 2025 and future 2030 traffic conditions. As demonstrated by the analysis, all three intersections are currently operating within acceptable level-of-service standards and are anticipated to continue to operate within acceptable level-of-service standards in 2030. The proposed Village E VDPP Amendment will not have an adverse impact to the study intersections or adjacent roadway network.

## **APPENDIX A**

### **FDOT PEAK-SEASON CONVERSION FACTORS**

#### **COUNT DATA**



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1700 SARASOTA COUNTYWIDE

| WEEK | DATES                   | SF   | MOCF: 0.91<br>PSCF |
|------|-------------------------|------|--------------------|
| 1    | 01/01/2024 - 01/06/2024 | 0.98 | 1.08               |
| 2    | 01/07/2024 - 01/13/2024 | 0.99 | 1.09               |
| 3    | 01/14/2024 - 01/20/2024 | 1.00 | 1.10               |
| 4    | 01/21/2024 - 01/27/2024 | 0.98 | 1.08               |
| * 5  | 01/28/2024 - 02/03/2024 | 0.95 | 1.04               |
| * 6  | 02/04/2024 - 02/10/2024 | 0.93 | 1.02               |
| * 7  | 02/11/2024 - 02/17/2024 | 0.91 | 1.00               |
| * 8  | 02/18/2024 - 02/24/2024 | 0.90 | 0.99               |
| * 9  | 02/25/2024 - 03/02/2024 | 0.89 | 0.98               |
| *10  | 03/03/2024 - 03/09/2024 | 0.88 | 0.97               |
| *11  | 03/10/2024 - 03/16/2024 | 0.88 | 0.97               |
| *12  | 03/17/2024 - 03/23/2024 | 0.89 | 0.98               |
| *13  | 03/24/2024 - 03/30/2024 | 0.90 | 0.99               |
| *14  | 03/31/2024 - 04/06/2024 | 0.91 | 1.00               |
| *15  | 04/07/2024 - 04/13/2024 | 0.92 | 1.01               |
| *16  | 04/14/2024 - 04/20/2024 | 0.93 | 1.02               |
| *17  | 04/21/2024 - 04/27/2024 | 0.95 | 1.04               |
| 18   | 04/28/2024 - 05/04/2024 | 0.97 | 1.07               |
| 19   | 05/05/2024 - 05/11/2024 | 0.99 | 1.09               |
| 20   | 05/12/2024 - 05/18/2024 | 1.01 | 1.11               |
| 21   | 05/19/2024 - 05/25/2024 | 1.02 | 1.12               |
| 22   | 05/26/2024 - 06/01/2024 | 1.03 | 1.13               |
| 23   | 06/02/2024 - 06/08/2024 | 1.04 | 1.14               |
| 24   | 06/09/2024 - 06/15/2024 | 1.05 | 1.15               |
| 25   | 06/16/2024 - 06/22/2024 | 1.05 | 1.15               |
| 26   | 06/23/2024 - 06/29/2024 | 1.06 | 1.16               |
| 27   | 06/30/2024 - 07/06/2024 | 1.06 | 1.16               |
| 28   | 07/07/2024 - 07/13/2024 | 1.07 | 1.18               |
| 29   | 07/14/2024 - 07/20/2024 | 1.07 | 1.18               |
| 30   | 07/21/2024 - 07/27/2024 | 1.09 | 1.20               |
| 31   | 07/28/2024 - 08/03/2024 | 1.10 | 1.21               |
| 32   | 08/04/2024 - 08/10/2024 | 1.12 | 1.23               |
| 33   | 08/11/2024 - 08/17/2024 | 1.14 | 1.25               |
| 34   | 08/18/2024 - 08/24/2024 | 1.14 | 1.25               |
| 35   | 08/25/2024 - 08/31/2024 | 1.14 | 1.25               |
| 36   | 09/01/2024 - 09/07/2024 | 1.15 | 1.26               |
| 37   | 09/08/2024 - 09/14/2024 | 1.15 | 1.26               |
| 38   | 09/15/2024 - 09/21/2024 | 1.16 | 1.27               |
| 39   | 09/22/2024 - 09/28/2024 | 1.12 | 1.23               |
| 40   | 09/29/2024 - 10/05/2024 | 1.08 | 1.19               |
| 41   | 10/06/2024 - 10/12/2024 | 1.05 | 1.15               |
| 42   | 10/13/2024 - 10/19/2024 | 1.01 | 1.11               |
| 43   | 10/20/2024 - 10/26/2024 | 1.00 | 1.10               |
| 44   | 10/27/2024 - 11/02/2024 | 0.99 | 1.09               |
| 45   | 11/03/2024 - 11/09/2024 | 0.99 | 1.09               |
| 46   | 11/10/2024 - 11/16/2024 | 0.98 | 1.08               |
| 47   | 11/17/2024 - 11/23/2024 | 0.98 | 1.08               |
| 48   | 11/24/2024 - 11/30/2024 | 0.98 | 1.08               |
| 49   | 12/01/2024 - 12/07/2024 | 0.98 | 1.08               |
| 50   | 12/08/2024 - 12/14/2024 | 0.98 | 1.08               |
| 51   | 12/15/2024 - 12/21/2024 | 0.98 | 1.08               |
| 52   | 12/22/2024 - 12/28/2024 | 0.99 | 1.09               |
| 53   | 12/29/2024 - 12/31/2024 | 1.00 | 1.10               |

\* PEAK SEASON

04-MAR-2025 16:32:51

830UPD

1\_1700\_PKSEASON.TXT



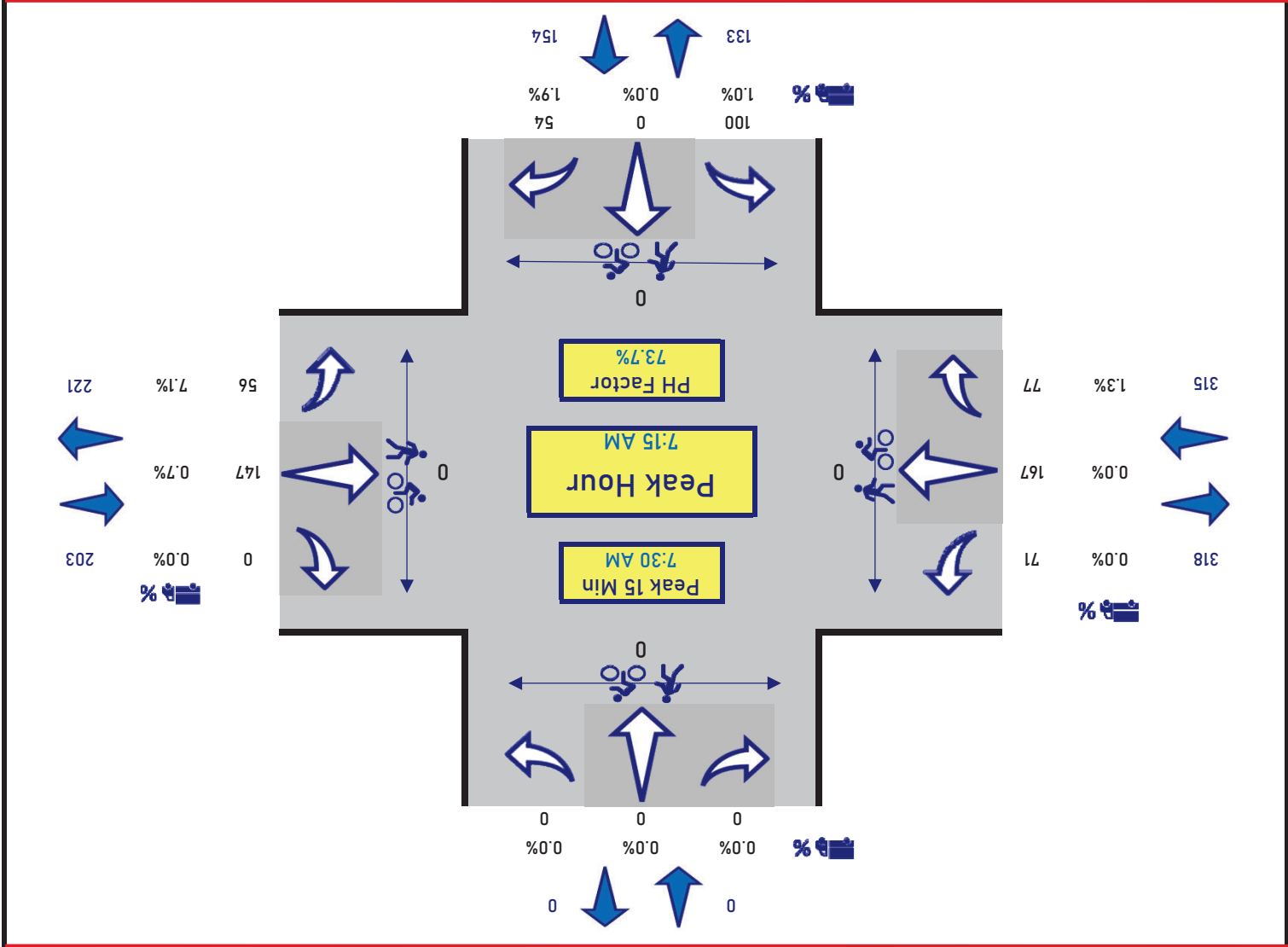
TRANSPORTATION DATA COLLECTION SERVICES

**Turning Movement Count Summary**

Location: Merlot Ave & Mezzo Dr

Date: 8/14/2025

Count Period: 7:00 AM - 9:00 AM



| Time Period |  | Eastbound |      |       | Westbound |      |       | Northbound |      |       | Southbound |      |       | Totals |     |
|-------------|--|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|--------|-----|
|             |  | Left      | Thru | Right | Left      | Thru | Right | Left       | Thru | Right | Left       | Thru | Right | Hour   | :15 |
| 7:00 AM     |  | 0         | 0    | 4     | 0         | 15   | 11    | 0          | 0    | 11    | 0          | 0    | 0     | 50     |     |
| 7:15 AM     |  | 2         | 0    | 24    | 4         | 8    | 37    | 0          | 0    | 17    | 10         | 0    | 0     | 102    |     |
| 7:30 AM     |  | 29        | 0    | 61    | 30        | 13   | 49    | 0          | 0    | 33    | 13         | 0    | 0     | 228    |     |
| 7:45 AM     |  | 25        | 0    | 56    | 31        | 15   | 42    | 0          | 0    | 29    | 20         | 0    | 0     | 218    |     |
| 8:00 AM     |  | 15        | 0    | 26    | 12        | 20   | 19    | 0          | 0    | 21    | 11         | 0    | 0     | 124    |     |
| 8:15 AM     |  | 5         | 0    | 6     | 10        | 10   | 3     | 0          | 0    | 18    | 8          | 0    | 0     | 60     |     |
| 8:30 AM     |  | 8         | 0    | 4     | 9         | 10   | 6     | 0          | 0    | 11    | 16         | 0    | 0     | 64     |     |
| 8:45 AM     |  | 1         | 0    | 3     | 6         | 15   | 7     | 0          | 0    | 8     | 4          | 0    | 0     | 44     |     |
| Total       |  | 85        | 0    | 180   | 106       | 106  | 174   | 0          | 0    | 148   | 91         | 0    | 0     | 890    |     |



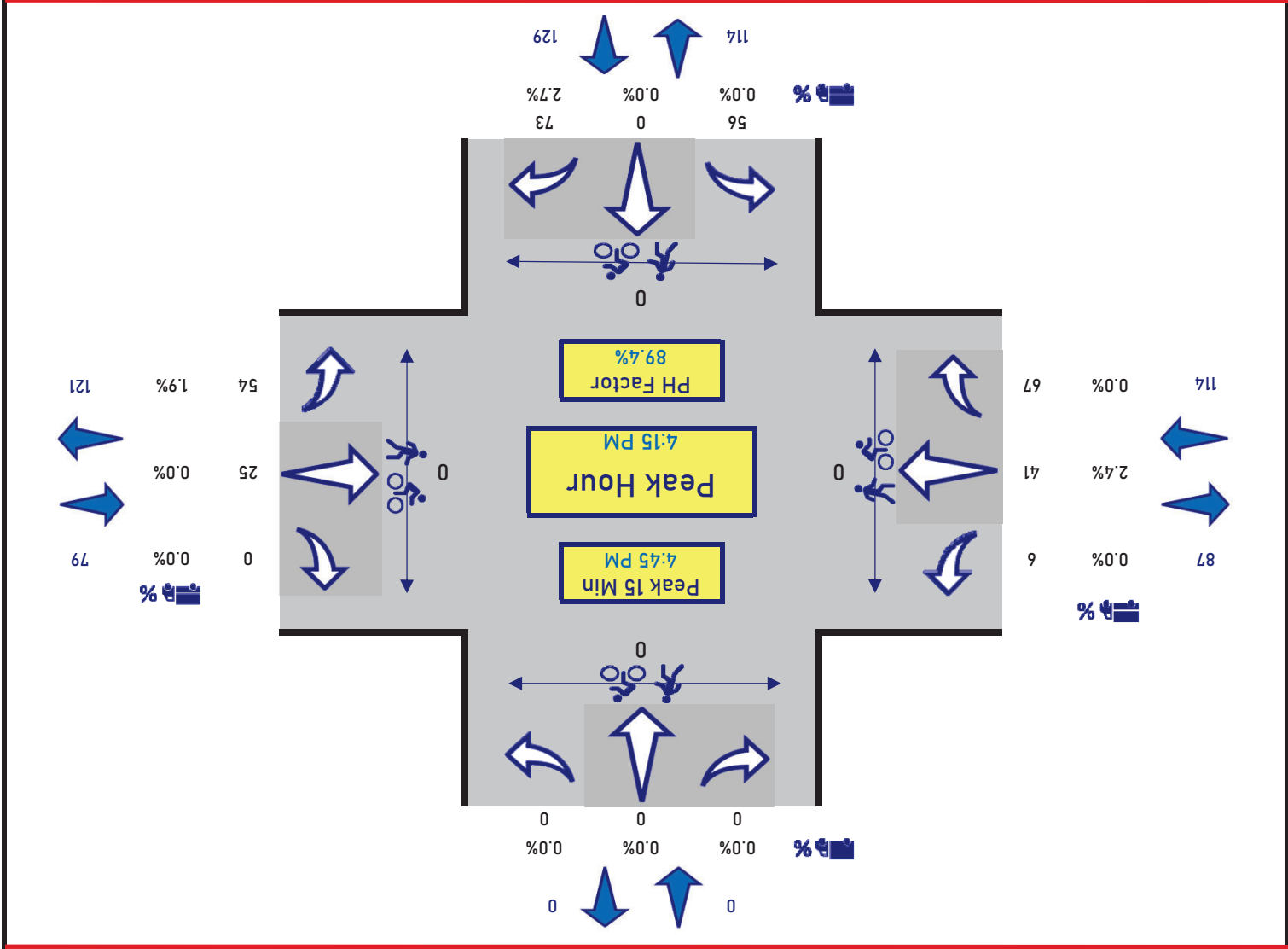
TRANSPORTATION DATA COLLECTION SERVICES

**Turning Movement Count Summary**

Location: Merlot Ave & Mezzo Dr

Date: 8/14/2025

Count Period: 4:00 PM - 6:00 PM



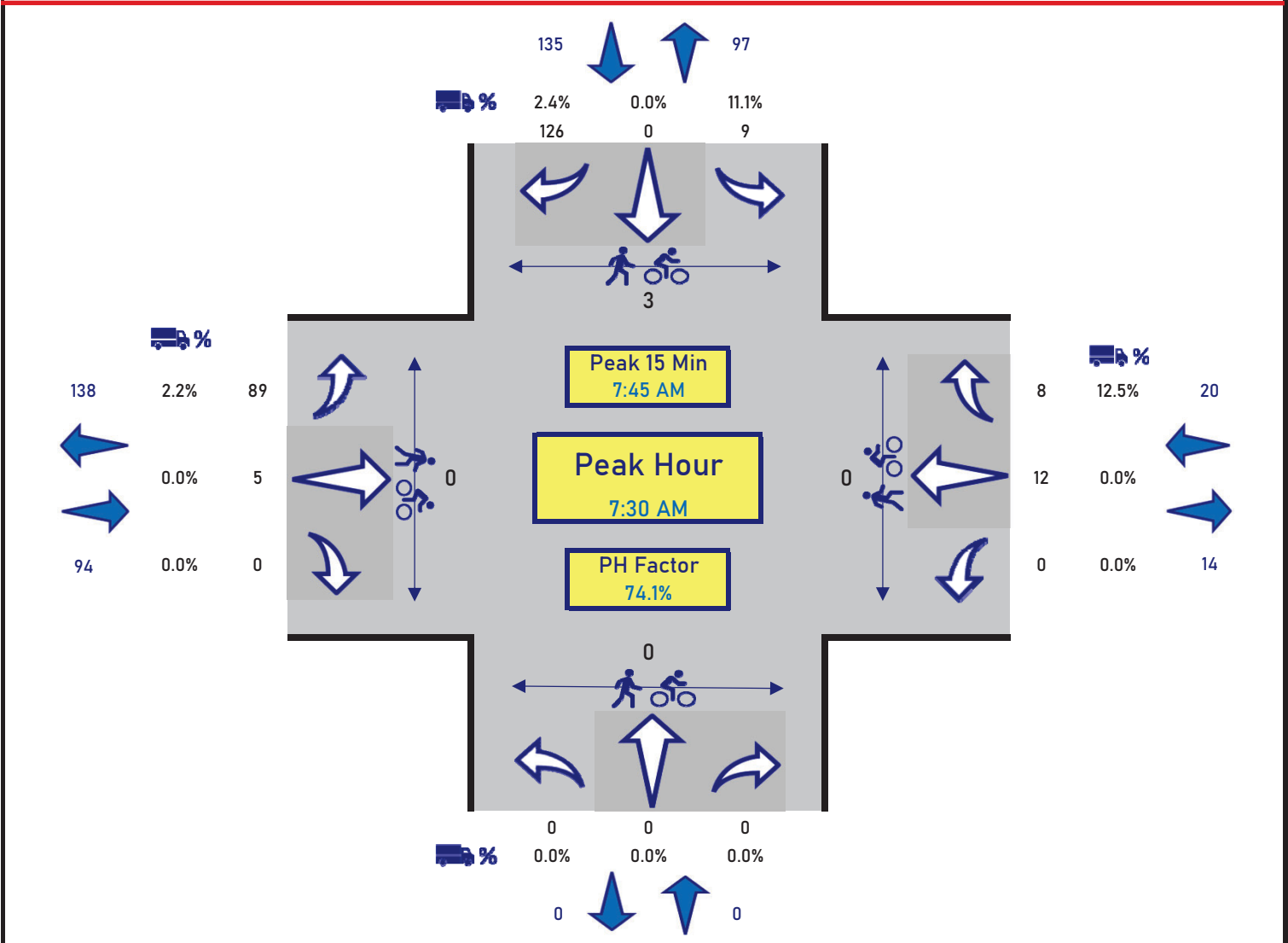
| Time Period |   | Mezzo Dr  |      |           |      | Merlot Ave |      |            |      | Totals |     |
|-------------|---|-----------|------|-----------|------|------------|------|------------|------|--------|-----|
|             |   | Eastbound |      | Westbound |      | Northbound |      | Southbound |      |        |     |
|             |   | Left      | Thru | Left      | Thru | Left       | Thru | Left       | Thru | Hour   | :15 |
| 4:00 PM     | ↑ | 1         | 0    | 6         | 18   | 1          | 12   | 7          | 0    | 58     |     |
| 4:15 PM     | ↑ | 0         | 0    | 13        | 16   | 0          | 11   | 8          | 0    | 80     |     |
| 4:30 PM     | ↑ | 1         | 0    | 14        | 15   | 0          | 9    | 4          | 0    | 79     |     |
| 4:45 PM     | ↑ | 1         | 0    | 11        | 17   | 0          | 16   | 7          | 0    | 90     |     |
| 5:00 PM     | ↑ | 4         | 0    | 3         | 19   | 0          | 11   | 6          | 0    | 73     |     |
| 5:15 PM     | ↑ | 3         | 0    | 8         | 13   | 0          | 16   | 6          | 0    | 72     |     |
| 5:30 PM     | ↑ | 1         | 0    | 8         | 19   | 0          | 13   | 7          | 0    | 69     |     |
| 5:45 PM     | ↑ | 3         | 0    | 8         | 14   | 0          | 13   | 8          | 0    | 69     |     |
| Total       |   | 14        | 0    | 71        | 131  | 13         | 96   | 53         | 0    | 590    |     |

# Turning Movement Count Summary

Location: Merlot Ave & Playmore Dr

Date: 8/14/2025

Count Period: 7:00 AM - 9:00 AM



| Time Period | Playmore Dr                                                                         |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     | Merlot Ave                                                                          |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       | Totals |      |
|-------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------|------|
|             | Eastbound                                                                           |                                                                                     |                                                                                     |                                                                                     | Westbound                                                                           |                                                                                     |                                                                                     |                                                                                     | Northbound                                                                          |                                                                                     |                                                                                     |                                                                                     | Southbound                                                                          |                                                                                      |                                                                                       |                                                                                       |        |      |
|             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | :15    | Hour |
| 7:00 AM     | 0                                                                                   | 10                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                    | 0                                                                                     | 19                                                                                    | 34     |      |
| 7:15 AM     | 0                                                                                   | 14                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                    | 0                                                                                     | 11                                                                                    | 29     |      |
| 7:30 AM     | 0                                                                                   | 30                                                                                  | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 3                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                    | 0                                                                                     | 37                                                                                    | 74     |      |
| 7:45 AM     | 0                                                                                   | 28                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 4                                                                                   | 3                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                    | 0                                                                                     | 42                                                                                    | 84     | 221  |
| 8:00 AM     | 0                                                                                   | 16                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 4                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                    | 0                                                                                     | 29                                                                                    | 52     | 239  |
| 8:15 AM     | 0                                                                                   | 15                                                                                  | 2                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                    | 0                                                                                     | 18                                                                                    | 39     | 249  |
| 8:30 AM     | 0                                                                                   | 25                                                                                  | 3                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                    | 0                                                                                     | 14                                                                                    | 44     | 219  |
| 8:45 AM     | 2                                                                                   | 9                                                                                   | 3                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 3                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                    | 0                                                                                     | 20                                                                                    | 40     | 175  |
| Total       | 2                                                                                   | 147                                                                                 | 13                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 19                                                                                  | 14                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 11                                                                                   | 0                                                                                     | 190                                                                                   | 396    |      |



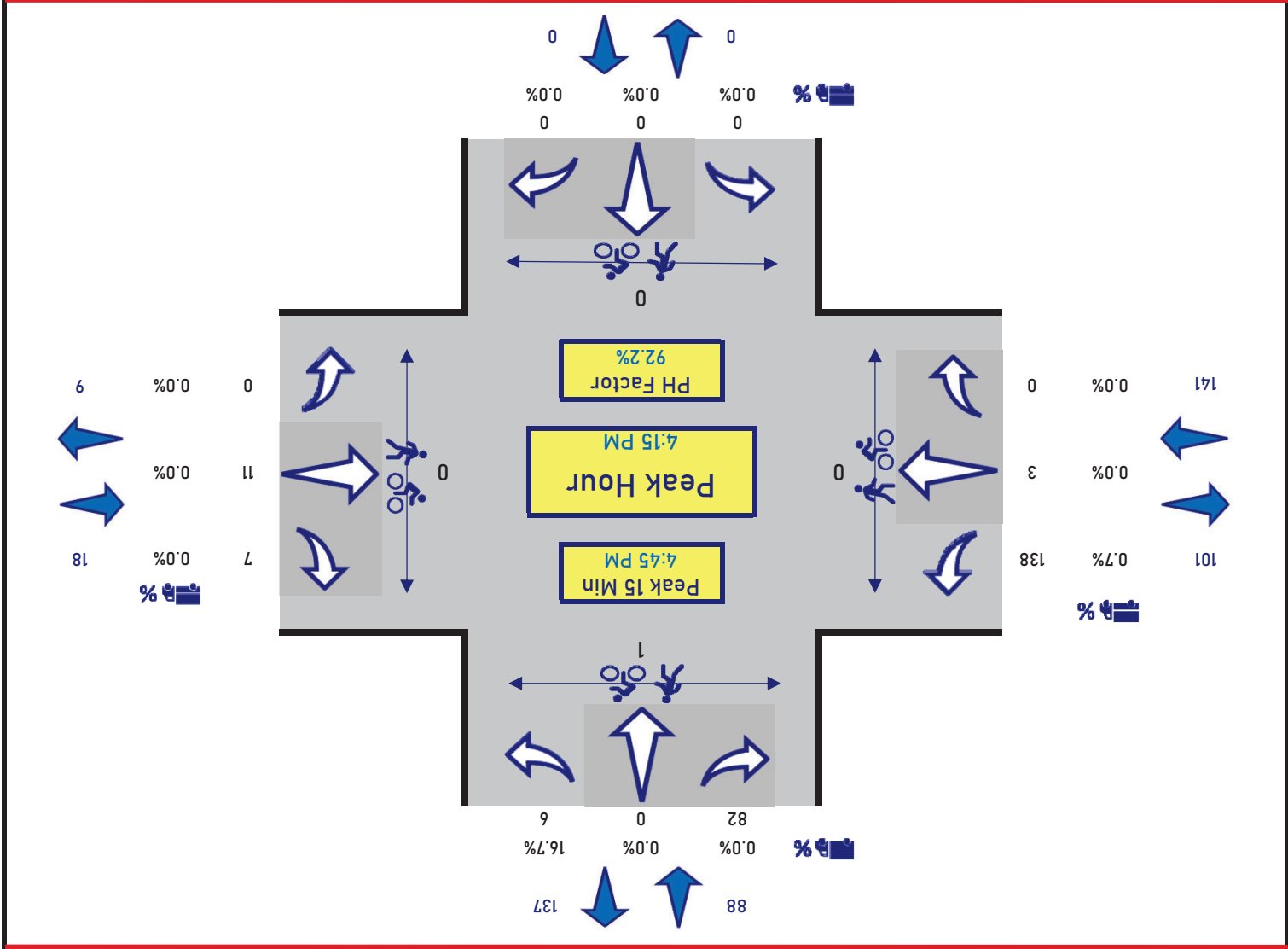
TRANSPORTATION DATA COLLECTION SERVICES

**Turning Movement Count Summary**

Location: Merlot Ave & Playmore Dr

Date: 8/14/2025

Count Period: 4:00 PM - 6:00 PM



| Time Period |   | Playmore Dr |      |           |      | Merlot Ave |      |            |      | Totals |     |
|-------------|---|-------------|------|-----------|------|------------|------|------------|------|--------|-----|
|             |   | Eastbound   |      | Westbound |      | Northbound |      | Southbound |      |        |     |
|             |   | Left        | Thru | Left      | Thru | Left       | Thru | Left       | Thru | Hour   | :15 |
| 4:00 PM     | 0 | 12          | 1    | 0         | 0    | 0          | 0    | 0          | 2    | 19     | 37  |
| 4:15 PM     | 1 | 31          | 0    | 0         | 0    | 0          | 0    | 0          | 0    | 22     | 56  |
| 4:30 PM     | 3 | 32          | 1    | 0         | 0    | 0          | 0    | 0          | 0    | 19     | 62  |
| 4:45 PM     | 3 | 33          | 0    | 0         | 0    | 0          | 0    | 0          | 3    | 23     | 67  |
| 5:00 PM     | 1 | 34          | 2    | 0         | 0    | 0          | 0    | 0          | 3    | 18     | 62  |
| 5:15 PM     | 0 | 22          | 2    | 0         | 0    | 0          | 0    | 0          | 1    | 20     | 51  |
| 5:30 PM     | 0 | 23          | 2    | 0         | 0    | 0          | 0    | 0          | 2    | 23     | 52  |
| 5:45 PM     | 0 | 21          | 2    | 0         | 0    | 0          | 0    | 0          | 1    | 16     | 43  |
| Total       | 8 | 208         | 10   | 0         | 0    | 0          | 0    | 0          | 12   | 1      | 430 |

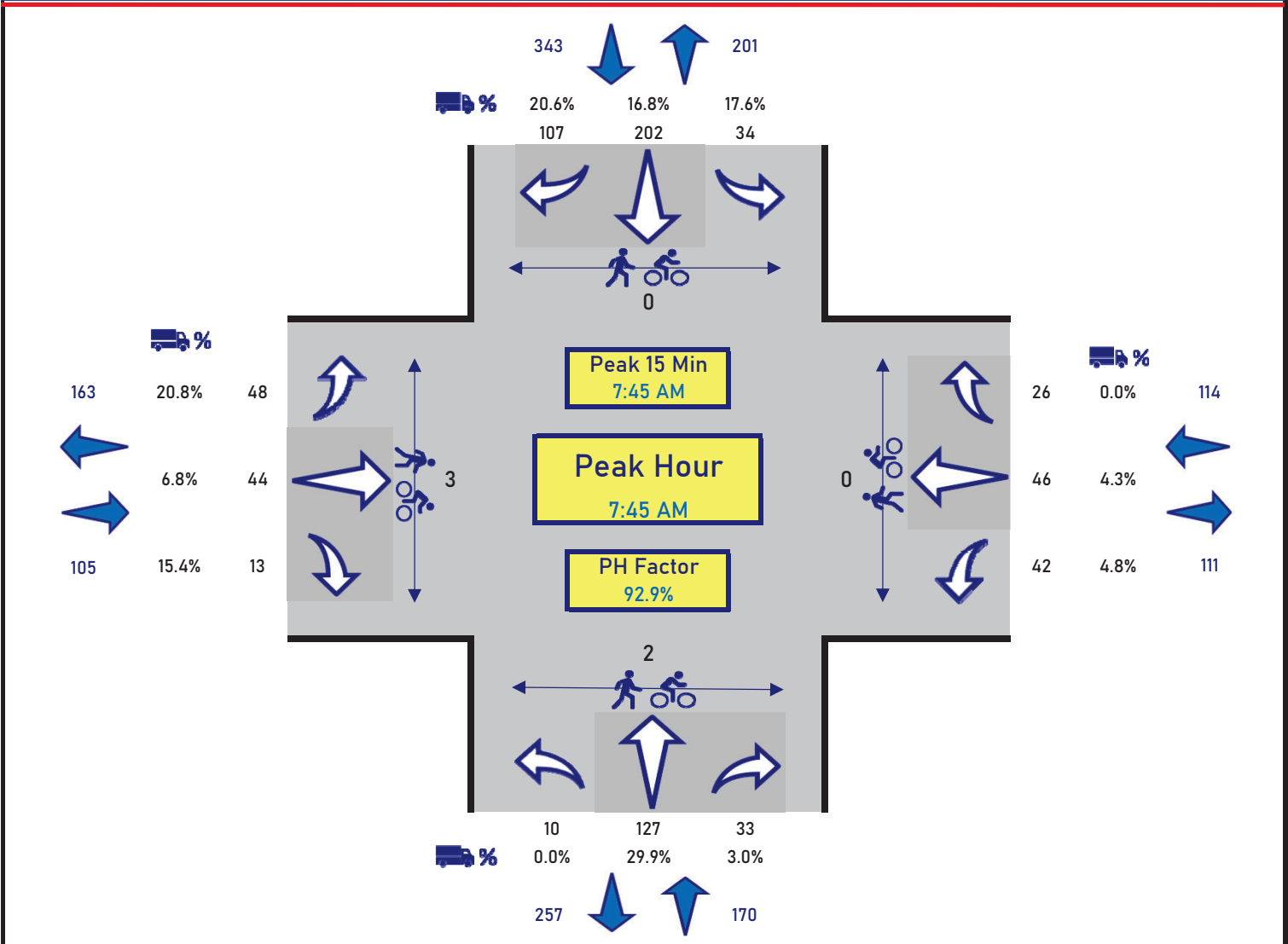


# Turning Movement Count Summary

Location: W Villages Pkwy & Playmore Dr

Date: 8/14/2025

Count Period: 7:00 AM - 9:00 AM



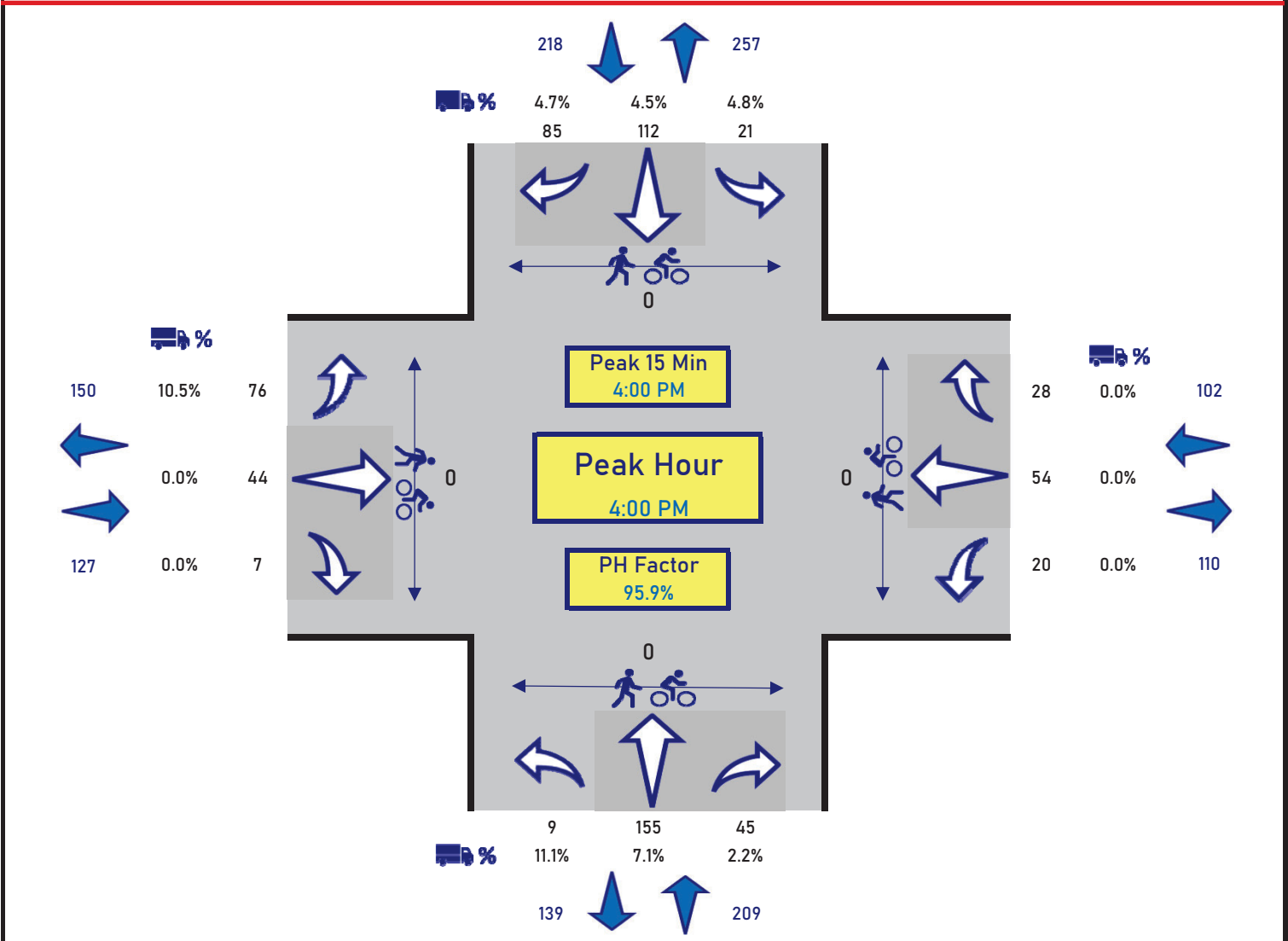
| Time Period | Playmore Dr |      |       |      |           |       |      |      | W Villages Pkwy |      |       |      |            |       |      |      | Totals |      |
|-------------|-------------|------|-------|------|-----------|-------|------|------|-----------------|------|-------|------|------------|-------|------|------|--------|------|
|             | Eastbound   |      |       |      | Westbound |       |      |      | Northbound      |      |       |      | Southbound |       |      |      | :15    | Hour |
|             | Left        | Thru | Right | Left | Thru      | Right | Left | Thru | Left            | Thru | Right | Left | Thru       | Right | Left | Thru |        |      |
| 7:00 AM     | 0           | 7    | 8     | 1    | 0         | 9     | 7    | 1    | 0               | 2    | 23    | 1    | 0          | 1     | 55   | 24   | 139    |      |
| 7:15 AM     | 1           | 15   | 4     | 4    | 0         | 3     | 4    | 7    | 0               | 5    | 26    | 10   | 0          | 4     | 37   | 18   | 138    |      |
| 7:30 AM     | 0           | 14   | 15    | 4    | 0         | 5     | 7    | 23   | 0               | 1    | 26    | 10   | 0          | 9     | 46   | 22   | 182    |      |
| 7:45 AM     | 0           | 7    | 16    | 4    | 0         | 9     | 22   | 14   | 0               | 4    | 24    | 10   | 0          | 6     | 49   | 32   | 197    | 656  |
| 8:00 AM     | 0           | 16   | 9     | 3    | 0         | 18    | 13   | 3    | 0               | 1    | 28    | 7    | 0          | 7     | 46   | 26   | 177    | 694  |
| 8:15 AM     | 0           | 9    | 4     | 4    | 0         | 7     | 7    | 5    | 0               | 3    | 41    | 8    | 0          | 11    | 54   | 20   | 173    | 729  |
| 8:30 AM     | 0           | 16   | 15    | 2    | 0         | 8     | 4    | 4    | 0               | 2    | 34    | 8    | 0          | 10    | 53   | 29   | 185    | 732  |
| 8:45 AM     | 0           | 15   | 5     | 4    | 0         | 8     | 8    | 7    | 0               | 1    | 32    | 4    | 1          | 13    | 53   | 26   | 177    | 712  |
| Total       | 1           | 99   | 76    | 26   | 0         | 67    | 72   | 64   | 0               | 19   | 234   | 58   | 1          | 61    | 393  | 197  | 1368   |      |

# Turning Movement Count Summary

Location: W Villages Pkwy &amp; Playmore Dr

Date: 8/14/2025

Count Period: 4:00 PM - 6:00 PM



| Time Period | Playmore Dr |     |    |    |           |    |    |    | W Villages Pkwy |    |     |    |            |    |     |     | Totals |      |
|-------------|-------------|-----|----|----|-----------|----|----|----|-----------------|----|-----|----|------------|----|-----|-----|--------|------|
|             | Eastbound   |     |    |    | Westbound |    |    |    | Northbound      |    |     |    | Southbound |    |     |     | :15    | Hour |
| 4:00 PM     | 0           | 20  | 6  | 2  | 0         | 2  | 14 | 8  | 0               | 1  | 41  | 5  | 0          | 7  | 36  | 29  | 171    |      |
| 4:15 PM     | 0           | 20  | 12 | 1  | 0         | 6  | 14 | 5  | 0               | 3  | 44  | 13 | 0          | 5  | 22  | 18  | 163    |      |
| 4:30 PM     | 0           | 15  | 17 | 1  | 0         | 6  | 10 | 10 | 0               | 4  | 40  | 11 | 0          | 4  | 26  | 23  | 167    |      |
| 4:45 PM     | 2           | 19  | 9  | 3  | 0         | 6  | 16 | 5  | 0               | 1  | 30  | 16 | 0          | 5  | 28  | 15  | 155    | 656  |
| 5:00 PM     | 0           | 21  | 13 | 1  | 0         | 7  | 9  | 7  | 0               | 4  | 43  | 12 | 0          | 11 | 18  | 12  | 158    | 643  |
| 5:15 PM     | 0           | 17  | 5  | 2  | 0         | 3  | 13 | 9  | 1               | 3  | 48  | 5  | 0          | 6  | 26  | 23  | 161    | 641  |
| 5:30 PM     | 0           | 12  | 12 | 3  | 0         | 8  | 11 | 7  | 0               | 0  | 45  | 10 | 0          | 6  | 19  | 26  | 159    | 633  |
| 5:45 PM     | 0           | 14  | 6  | 2  | 0         | 3  | 11 | 3  | 0               | 2  | 29  | 9  | 0          | 5  | 17  | 14  | 115    | 593  |
| Total       | 2           | 138 | 80 | 15 | 0         | 41 | 98 | 54 | 1               | 18 | 320 | 81 | 0          | 49 | 192 | 160 | 1249   |      |

## **APPENDIX B**

### **2025 EXISTING TRAFFIC HCS SUMMARY WORKSHEETS**

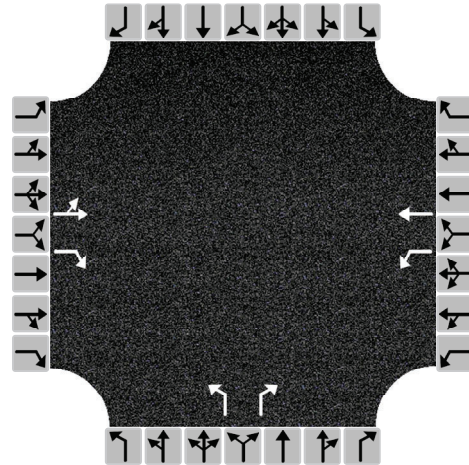
# HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                          |
|----------------------------|--------------------------|
| Analyst                    | MRC                      |
| Agency/Co.                 | Stantec                  |
| Date Performed             | 9/11/2025                |
| Analysis Year              | 2025                     |
| Analysis Time Period (hrs) | 0.25                     |
| Time Analyzed              | AM Existing Traffic      |
| Project Description        | Village E VDPF Amendment |
| Intersection               | Merlot Ave & Mezzo Dr    |
| Jurisdiction               | North Port               |
| East/West Street           | Mezzo Dr                 |
| North/South Street         | Merlot Ave               |
| Peak Hour Factor           | 0.74                     |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |     |    | Westbound |     |   | Northbound |   |    | Southbound |   |   |
|------------------------|-----------|-----|----|-----------|-----|---|------------|---|----|------------|---|---|
| Movement               | L         | T   | R  | L         | T   | R | L          | T | R  | L          | T | R |
| Volume (veh/h)         | 89        | 209 | 96 | 70        | 184 |   | 125        |   | 68 |            |   |   |
| % Thrus in Shared Lane |           |     |    |           |     |   |            |   |    |            |   |   |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |    | Westbound |       |    | Northbound |       |    | Southbound |    |    |
|--------------------------------------|-----------|-------|----|-----------|-------|----|------------|-------|----|------------|----|----|
| Lane                                 | L1        | L2    | L3 | L1        | L2    | L3 | L1         | L2    | L3 | L1         | L2 | L3 |
| Configuration                        | LT        | R     |    | L         | T     |    | L          | R     |    |            |    |    |
| Flow Rate, $v$ (veh/h)               | 403       | 130   |    | 95        | 249   |    | 169        | 92    |    |            |    |    |
| Percent Heavy Vehicles               | 0         | 1     |    | 7         | 1     |    | 1          | 2     |    |            |    |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  |    | 3.20      | 3.20  |    | 3.20       | 3.20  |    |            |    |    |
| Initial Degree of Utilization, $x$   | 0.358     | 0.115 |    | 0.084     | 0.221 |    | 0.150      | 0.082 |    |            |    |    |
| Final Departure Headway, $h_d$ (s)   | 6.02      | 5.18  |    | 6.70      | 6.09  |    | 7.19       | 6.00  |    |            |    |    |
| Final Degree of Utilization, $x$     | 0.673     | 0.186 |    | 0.176     | 0.421 |    | 0.337      | 0.153 |    |            |    |    |
| Move-Up Time, $m$ (s)                | 2.3       | 2.3   |    | 2.3       | 2.3   |    | 2.3        | 2.3   |    |            |    |    |
| Service Time, $t_s$ (s)              | 3.72      | 2.88  |    | 4.40      | 3.79  |    | 4.89       | 3.70  |    |            |    |    |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |    | Westbound |      |    | Northbound |      |      | Southbound |    |    |  |  |  |  |
|-----------------------------------------|-----------|------|----|-----------|------|----|------------|------|------|------------|----|----|--|--|--|--|
| Lane                                    | L1        | L2   | L3 | L1        | L2   | L3 | L1         | L2   | L3   | L1         | L2 | L3 |  |  |  |  |
| Configuration                           | LT        | R    |    | L         | T    |    | L          | R    |      |            |    |    |  |  |  |  |
| Flow Rate, v (veh/h)                    | 403       | 130  |    | 95        | 249  |    | 169        | 92   |      |            |    |    |  |  |  |  |
| Capacity (veh/h)                        | 598       | 696  |    | 537       | 591  |    | 501        | 600  |      |            |    |    |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 5.1       | 0.7  |    | 0.6       | 2.1  |    | 1.5        | 0.5  |      |            |    |    |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 127.5     | 17.6 |    | 15.8      | 52.9 |    | 37.8       | 12.7 |      |            |    |    |  |  |  |  |
| Control Delay (s/veh)                   | 20.2      | 9.1  |    | 10.8      | 13.1 |    | 13.5       | 9.8  |      |            |    |    |  |  |  |  |
| Level of Service, LOS                   | C         | A    |    | B         | B    |    | B          | A    |      |            |    |    |  |  |  |  |
| Approach Delay (s/veh)   LOS            | 17.5      |      | C  |           | 12.5 |    | B          |      | 12.2 |            | B  |    |  |  |  |  |
| Intersection Delay (s/veh)   LOS        | 14.8      |      |    |           |      |    | B          |      |      |            |    |    |  |  |  |  |

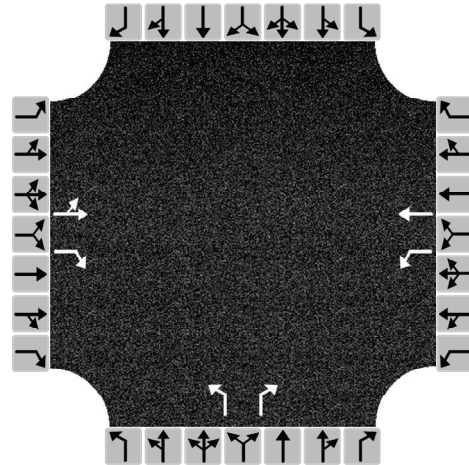
# HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                          |
|----------------------------|--------------------------|
| Analyst                    | MRC                      |
| Agency/Co.                 | Stantec                  |
| Date Performed             | 9/11/2025                |
| Analysis Year              | 2025                     |
| Analysis Time Period (hrs) | 0.25                     |
| Time Analyzed              | PM Existing Traffic      |
| Project Description        | Village E VDPP Amendment |
| Intersection               | Merlot Ave & Mezzo Dr    |
| Jurisdiction               | North Port               |
| East/West Street           | Mezzo Dr                 |
| North/South Street         | Merlot Ave               |
| Peak Hour Factor           | 0.89                     |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |    |    | Westbound |    |   | Northbound |   |    | Southbound |   |   |
|------------------------|-----------|----|----|-----------|----|---|------------|---|----|------------|---|---|
| Movement               | L         | T  | R  | L         | T  | R | L          | T | R  | L          | T | R |
| Volume (veh/h)         | 8         | 51 | 84 | 68        | 31 |   | 70         |   | 91 |            |   |   |
| % Thrus in Shared Lane |           |    |    |           |    |   |            |   |    |            |   |   |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |    | Westbound |       |    | Northbound |       |    | Southbound |    |    |
|--------------------------------------|-----------|-------|----|-----------|-------|----|------------|-------|----|------------|----|----|
| Lane                                 | L1        | L2    | L3 | L1        | L2    | L3 | L1         | L2    | L3 | L1         | L2 | L3 |
| Configuration                        | LT        | R     |    | L         | T     |    | L          | R     |    |            |    |    |
| Flow Rate, v (veh/h)                 | 66        | 94    |    | 76        | 35    |    | 79         | 102   |    |            |    |    |
| Percent Heavy Vehicles               | 2         | 0     |    | 2         | 0     |    | 0          | 3     |    |            |    |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  |    | 3.20      | 3.20  |    | 3.20       | 3.20  |    |            |    |    |
| Initial Degree of Utilization, x     | 0.059     | 0.084 |    | 0.068     | 0.031 |    | 0.070      | 0.091 |    |            |    |    |
| Final Departure Headway, $h_d$ (s)   | 5.18      | 4.38  |    | 5.65      | 5.11  |    | 5.64       | 4.50  |    |            |    |    |
| Final Degree of Utilization, x       | 0.095     | 0.115 |    | 0.120     | 0.049 |    | 0.123      | 0.128 |    |            |    |    |
| Move-Up Time, m (s)                  | 2.3       | 2.3   |    | 2.3       | 2.3   |    | 2.3        | 2.3   |    |            |    |    |
| Service Time, $t_s$ (s)              | 2.88      | 2.08  |    | 3.35      | 2.81  |    | 3.34       | 2.20  |    |            |    |    |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |    | Westbound |     |    | Northbound |      |    | Southbound |    |    |
|-----------------------------------------|-----------|------|----|-----------|-----|----|------------|------|----|------------|----|----|
| Lane                                    | L1        | L2   | L3 | L1        | L2  | L3 | L1         | L2   | L3 | L1         | L2 | L3 |
| Configuration                           | LT        | R    |    | L         | T   |    | L          | R    |    |            |    |    |
| Flow Rate, v (veh/h)                    | 66        | 94   |    | 76        | 35  |    | 79         | 102  |    |            |    |    |
| Capacity (veh/h)                        | 694       | 822  |    | 638       | 704 |    | 638        | 801  |    |            |    |    |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.3       | 0.4  |    | 0.4       | 0.2 |    | 0.4        | 0.4  |    |            |    |    |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 7.6       | 10.0 |    | 10.2      | 5.0 |    | 10.0       | 10.2 |    |            |    |    |
| Control Delay (s/veh)                   | 8.4       | 7.6  |    | 9.1       | 8.1 |    | 9.1        | 7.9  |    |            |    |    |
| Level of Service, LOS                   | A         | A    |    | A         | A   |    | A          | A    |    |            |    |    |
| Approach Delay (s/veh)   LOS            | 8.0       |      | A  | 8.8       |     | A  | 8.4        |      | A  |            |    |    |
| Intersection Delay (s/veh)   LOS        | 8.3       |      |    |           |     |    | A          |      |    |            |    |    |



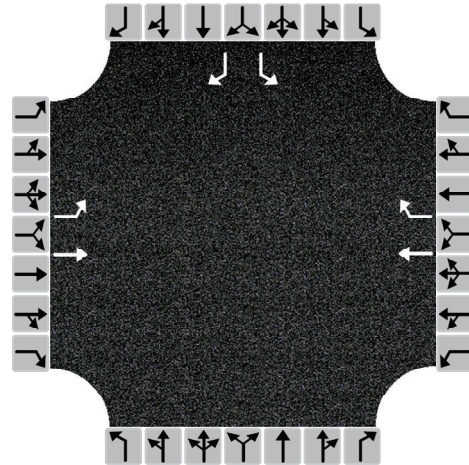
# HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                          |
|----------------------------|--------------------------|
| Analyst                    | MRC                      |
| Agency/Co.                 | Stantec                  |
| Date Performed             | 9/11/2025                |
| Analysis Year              | 2025                     |
| Analysis Time Period (hrs) | 0.25                     |
| Time Analyzed              | AM Existing Traffic      |
| Project Description        | Village E VDPP Amendment |
| Intersection               | Merlot Ave & Playmore Rd |
| Jurisdiction               | North Port               |
| East/West Street           | Playmore Rd              |
| North/South Street         | Merlot Ave               |
| Peak Hour Factor           | 0.74                     |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |   |   | Westbound |    |    | Northbound |   |   | Southbound |   |     |
|------------------------|-----------|---|---|-----------|----|----|------------|---|---|------------|---|-----|
| Movement               | L         | T | R | L         | T  | R  | L          | T | R | L          | T | R   |
| Volume (veh/h)         | 111       | 6 |   |           | 15 | 10 |            |   |   | 11         |   | 158 |
| % Thrus in Shared Lane |           |   |   |           |    |    |            |   |   |            |   |     |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |    | Westbound |       |    | Northbound |    |    | Southbound |       |    |
|--------------------------------------|-----------|-------|----|-----------|-------|----|------------|----|----|------------|-------|----|
| Lane                                 | L1        | L2    | L3 | L1        | L2    | L3 | L1         | L2 | L3 | L1         | L2    | L3 |
| Configuration                        | L         | T     |    | T         | R     |    |            |    |    | L          | R     |    |
| Flow Rate, v (veh/h)                 | 150       | 8     |    | 20        | 14    |    |            |    |    | 15         | 214   |    |
| Percent Heavy Vehicles               | 2         | 0     |    | 0         | 13    |    |            |    |    | 11         | 2     |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  |    | 3.20      | 3.20  |    |            |    |    | 3.20       | 3.20  |    |
| Initial Degree of Utilization, x     | 0.133     | 0.007 |    | 0.018     | 0.012 |    |            |    |    | 0.013      | 0.190 |    |
| Final Departure Headway, $h_d$ (s)   | 5.61      | 5.07  |    | 5.21      | 4.73  |    |            |    |    | 5.70       | 4.35  |    |
| Final Degree of Utilization, x       | 0.234     | 0.011 |    | 0.029     | 0.018 |    |            |    |    | 0.024      | 0.258 |    |
| Move-Up Time, m (s)                  | 2.3       | 2.3   |    | 2.3       | 2.3   |    |            |    |    | 2.3        | 2.3   |    |
| Service Time, $t_s$ (s)              | 3.31      | 2.77  |    | 2.91      | 2.43  |    |            |    |    | 3.40       | 2.05  |    |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |     |    | Westbound |     |    | Northbound |    |    | Southbound |      |    |
|-----------------------------------------|-----------|-----|----|-----------|-----|----|------------|----|----|------------|------|----|
| Lane                                    | L1        | L2  | L3 | L1        | L2  | L3 | L1         | L2 | L3 | L1         | L2   | L3 |
| Configuration                           | L         | T   |    | T         | R   |    |            |    |    | L          | R    |    |
| Flow Rate, v (veh/h)                    | 150       | 8   |    | 20        | 14  |    |            |    |    | 15         | 214  |    |
| Capacity (veh/h)                        | 642       | 710 |    | 691       | 761 |    |            |    |    | 632        | 828  |    |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.9       | 0.0 |    | 0.1       | 0.1 |    |            |    |    | 0.1        | 1.0  |    |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 22.9      | 0.0 |    | 2.5       | 2.8 |    |            |    |    | 2.7        | 25.4 |    |
| Control Delay (s/veh)                   | 10.0      | 7.8 |    | 8.1       | 7.5 |    |            |    |    | 8.5        | 8.6  |    |
| Level of Service, LOS                   | B         | A   |    | A         | A   |    |            |    |    | A          | A    |    |
| Approach Delay (s/veh)   LOS            | 9.9       |     | A  | 7.8       |     | A  |            |    |    | 8.6        |      | A  |
| Intersection Delay (s/veh)   LOS        | 9.0       |     |    |           |     |    | A          |    |    |            |      |    |

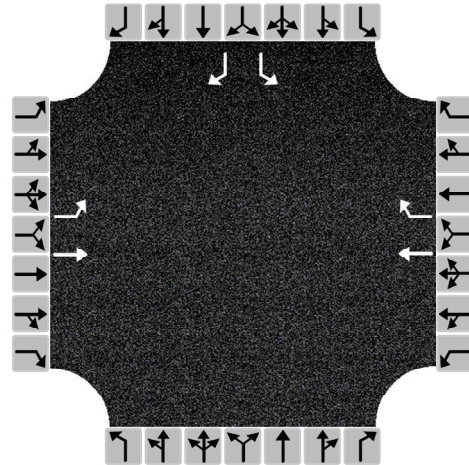
## HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                          |
|----------------------------|--------------------------|
| Analyst                    | MRC                      |
| Agency/Co.                 | Stantec                  |
| Date Performed             | 9/11/2025                |
| Analysis Year              | 2025                     |
| Analysis Time Period (hrs) | 0.25                     |
| Time Analyzed              | PM Existing Traffic      |
| Project Description        | Village E VDPF Amendment |
| Intersection               | Merlot Ave & Playmore Rd |
| Jurisdiction               | North Port               |
| East/West Street           | Playmore Rd              |
| North/South Street         | Merlot Ave               |
| Peak Hour Factor           | 0.92                     |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |   |   | Westbound |    |   | Northbound |   |   | Southbound |   |     |
|------------------------|-----------|---|---|-----------|----|---|------------|---|---|------------|---|-----|
| Movement               | L         | T | R | L         | T  | R | L          | T | R | L          | T | R   |
| Volume (veh/h)         | 173       | 4 |   |           | 14 | 9 |            |   |   | 8          |   | 103 |
| % Thrus in Shared Lane |           |   |   |           |    |   |            |   |   |            |   |     |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |    | Westbound |       |    | Northbound |    |    | Southbound |       |    |
|--------------------------------------|-----------|-------|----|-----------|-------|----|------------|----|----|------------|-------|----|
| Lane                                 | L1        | L2    | L3 | L1        | L2    | L3 | L1         | L2 | L3 | L1         | L2    | L3 |
| Configuration                        | L         | T     |    | T         | R     |    |            |    |    | L          | R     |    |
| Flow Rate, v (veh/h)                 | 188       | 4     |    | 15        | 10    |    |            |    |    | 9          | 112   |    |
| Percent Heavy Vehicles               | 1         | 0     |    | 0         | 0     |    |            |    |    | 17         | 0     |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  |    | 3.20      | 3.20  |    |            |    |    | 3.20       | 3.20  |    |
| Initial Degree of Utilization, x     | 0.167     | 0.004 |    | 0.014     | 0.009 |    |            |    |    | 0.008      | 0.100 |    |
| Final Departure Headway, $h_d$ (s)   | 5.33      | 4.81  |    | 4.96      | 4.26  |    |            |    |    | 5.84       | 4.35  |    |
| Final Degree of Utilization, x       | 0.278     | 0.006 |    | 0.021     | 0.012 |    |            |    |    | 0.014      | 0.135 |    |
| Move-Up Time, m (s)                  | 2.3       | 2.3   |    | 2.3       | 2.3   |    |            |    |    | 2.3        | 2.3   |    |
| Service Time, $t_s$ (s)              | 3.03      | 2.51  |    | 2.66      | 1.96  |    |            |    |    | 3.54       | 2.05  |    |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |     |    | Westbound |     |    | Northbound |    |    | Southbound |      |    |
|-----------------------------------------|-----------|-----|----|-----------|-----|----|------------|----|----|------------|------|----|
| Lane                                    | L1        | L2  | L3 | L1        | L2  | L3 | L1         | L2 | L3 | L1         | L2   | L3 |
| Configuration                           | L         | T   |    | T         | R   |    |            |    |    | L          | R    |    |
| Flow Rate, v (veh/h)                    | 188       | 4   |    | 15        | 10  |    |            |    |    | 9          | 112  |    |
| Capacity (veh/h)                        | 676       | 749 |    | 726       | 846 |    |            |    |    | 617        | 827  |    |
| 95% Queue Length, Q <sub>95</sub> (veh) | 1.1       | 0.0 |    | 0.1       | 0.0 |    |            |    |    | 0.0        | 0.5  |    |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 27.7      | 0.0 |    | 2.5       | 0.0 |    |            |    |    | 0.0        | 12.5 |    |
| Control Delay (s/veh)                   | 10.1      | 7.5 |    | 7.8       | 7.0 |    |            |    |    | 8.6        | 7.7  |    |
| Level of Service, LOS                   | B         | A   |    | A         | A   |    |            |    |    | A          | A    |    |
| Approach Delay (s/veh)   LOS            | 10.0      |     | B  | 7.5       |     | A  |            |    |    | 7.8        |      | A  |
| Intersection Delay (s/veh)   LOS        | 9.0       |     |    |           |     |    | A          |    |    |            |      |    |

## HCS All-Way Stop Control Report

| General and Site Information |                                  | Lanes |
|------------------------------|----------------------------------|-------|
| Analyst                      | MRC                              |       |
| Agency/Co.                   | Stantec                          |       |
| Date Performed               | 9/11/2025                        |       |
| Analysis Year                | 2025                             |       |
| Analysis Time Period (hrs)   | 0.25                             |       |
| Time Analyzed                | AM Existing Traffic              |       |
| Project Description          | Village E VDPP Amendment         |       |
| Intersection                 | West Villages Pkwy & Playmore Rd |       |
| Jurisdiction                 | North Port                       |       |
| East/West Street             | Playmore Rd                      |       |
| North/South Street           | West Villages Pkwy               |       |
| Peak Hour Factor             | 0.93                             |       |

## Turning Movement Demand Volumes

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |    | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R  | L          | T   | R   |
| Volume (veh/h)         | 60        | 55 | 16 | 53        | 58 | 33 | 13         | 159 | 41 | 43         | 253 | 134 |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50 |            |     | 50  |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |       | Westbound |       |    | Northbound |       |       | Southbound |       |       |
|--------------------------------------|-----------|-------|-------|-----------|-------|----|------------|-------|-------|------------|-------|-------|
| Lane                                 | L1        | L2    | L3    | L1        | L2    | L3 | L1         | L2    | L3    | L1         | L2    | L3    |
| Configuration                        | L         | T     | R     | L         | TR    |    | L          | T     | TR    | L          | T     | TR    |
| Flow Rate, $v$ (veh/h)               | 65        | 59    | 17    | 57        | 98    |    | 14         | 85    | 130   | 46         | 136   | 280   |
| Percent Heavy Vehicles               | 21        | 7     | 15    | 5         | 3     |    | 0          | 30    | 3     | 18         | 72    | 21    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  | 3.20  | 3.20      | 3.20  |    | 3.20       | 3.20  | 3.20  | 3.20       | 3.20  | 3.20  |
| Initial Degree of Utilization, $x$   | 0.057     | 0.053 | 0.015 | 0.051     | 0.087 |    | 0.012      | 0.076 | 0.115 | 0.041      | 0.121 | 0.249 |
| Final Departure Headway, $h_d$ (s)   | 7.97      | 7.23  | 6.67  | 7.60      | 6.82  |    | 7.28       | 7.29  | 6.59  | 7.07       | 7.49  | 6.25  |
| Final Degree of Utilization, $x$     | 0.143     | 0.119 | 0.032 | 0.120     | 0.185 |    | 0.028      | 0.173 | 0.237 | 0.091      | 0.283 | 0.486 |
| Move-Up Time, $m$ (s)                | 2.3       | 2.3   | 2.3   | 2.3       | 2.3   |    | 2.3        | 2.3   | 2.3   | 2.3        | 2.3   | 2.3   |
| Service Time, $t_s$ (s)              | 5.67      | 4.93  | 4.37  | 5.30      | 4.52  |    | 4.98       | 4.99  | 4.29  | 4.77       | 5.19  | 3.95  |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |     | Westbound |      |    | Northbound |      |      | Southbound |      |      |      |  |   |  |
|-----------------------------------------|-----------|------|-----|-----------|------|----|------------|------|------|------------|------|------|------|--|---|--|
| Lane                                    | L1        | L2   | L3  | L1        | L2   | L3 | L1         | L2   | L3   | L1         | L2   | L3   |      |  |   |  |
| Configuration                           | L         | T    | R   | L         | TR   |    | L          | T    | TR   | L          | T    | TR   |      |  |   |  |
| Flow Rate, v (veh/h)                    | 65        | 59   | 17  | 57        | 98   |    | 14         | 85   | 130  | 46         | 136  | 280  |      |  |   |  |
| Capacity (veh/h)                        | 451       | 498  | 540 | 473       | 528  |    | 494        | 494  | 546  | 509        | 481  | 576  |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.5       | 0.4  | 0.1 | 0.4       | 0.7  |    | 0.1        | 0.6  | 0.9  | 0.3        | 1.2  | 2.7  |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 14.6      | 10.6 | 2.8 | 10.4      | 17.9 |    | 2.5        | 18.6 | 23.0 | 8.6        | 47.3 | 78.8 |      |  |   |  |
| Control Delay (s/veh)                   | 12.0      | 10.9 | 9.6 | 11.3      | 11.1 |    | 10.2       | 11.5 | 11.3 | 10.5       | 13.1 | 14.7 |      |  |   |  |
| Level of Service, LOS                   | B         | B    | A   | B         | B    |    | B          | B    | B    | B          | B    | B    |      |  |   |  |
| Approach Delay (s/veh)   LOS            | 11.2      |      | B   |           | 11.2 |    | B          |      | 11.3 |            | B    |      | 13.8 |  | B |  |
| Intersection Delay (s/veh)   LOS        | 12.5      |      |     |           |      |    | B          |      |      |            |      |      |      |  |   |  |

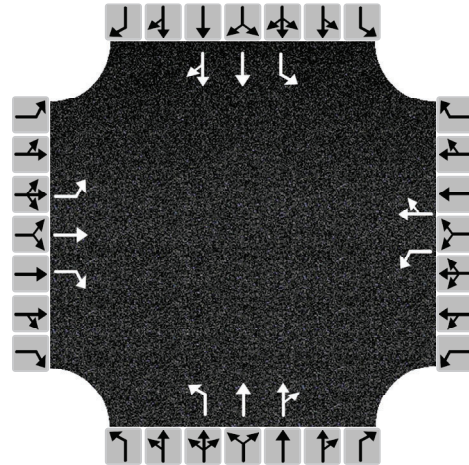
# HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                                  |
|----------------------------|----------------------------------|
| Analyst                    | MRC                              |
| Agency/Co.                 | Stantec                          |
| Date Performed             | 9/11/2025                        |
| Analysis Year              | 2025                             |
| Analysis Time Period (hrs) | 0.25                             |
| Time Analyzed              | PM Existing Traffic              |
| Project Description        | Village E VDPP Amendment         |
| Intersection               | West Villages Pkwy & Playmore Rd |
| Jurisdiction               | North Port                       |
| East/West Street           | Playmore Rd                      |
| North/South Street         | West Villages Pkwy               |
| Peak Hour Factor           | 0.96                             |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |    |   | Westbound |    |    | Northbound |     |    | Southbound |     |     |
|------------------------|-----------|----|---|-----------|----|----|------------|-----|----|------------|-----|-----|
| Movement               | L         | T  | R | L         | T  | R  | L          | T   | R  | L          | T   | R   |
| Volume (veh/h)         | 95        | 55 | 9 | 25        | 68 | 35 | 11         | 194 | 56 | 26         | 140 | 106 |
| % Thrus in Shared Lane |           |    |   |           |    |    |            |     | 50 |            |     | 50  |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |       | Westbound |       |    | Northbound |       |       | Southbound |       |       |
|--------------------------------------|-----------|-------|-------|-----------|-------|----|------------|-------|-------|------------|-------|-------|
| Lane                                 | L1        | L2    | L3    | L1        | L2    | L3 | L1         | L2    | L3    | L1         | L2    | L3    |
| Configuration                        | L         | T     | R     | L         | TR    |    | L          | T     | TR    | L          | T     | TR    |
| Flow Rate, $v$ (veh/h)               | 99        | 57    | 9     | 26        | 107   |    | 11         | 101   | 159   | 27         | 73    | 183   |
| Percent Heavy Vehicles               | 11        | 0     | 0     | 0         | 0     |    | 11         | 7     | 2     | 5          | 5     | 5     |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  | 3.20  | 3.20      | 3.20  |    | 3.20       | 3.20  | 3.20  | 3.20       | 3.20  | 3.20  |
| Initial Degree of Utilization, $x$   | 0.088     | 0.051 | 0.008 | 0.023     | 0.095 |    | 0.010      | 0.090 | 0.142 | 0.024      | 0.065 | 0.163 |
| Final Departure Headway, $h_d$ (s)   | 7.21      | 6.52  | 5.82  | 7.08      | 6.34  |    | 6.94       | 6.37  | 6.02  | 6.82       | 6.32  | 5.89  |
| Final Degree of Utilization, $x$     | 0.198     | 0.104 | 0.015 | 0.051     | 0.189 |    | 0.022      | 0.179 | 0.267 | 0.051      | 0.128 | 0.300 |
| Move-Up Time, $m$ (s)                | 2.3       | 2.3   | 2.3   | 2.3       | 2.3   |    | 2.3        | 2.3   | 2.3   | 2.3        | 2.3   | 2.3   |
| Service Time, $t_s$ (s)              | 4.91      | 4.22  | 3.52  | 4.78      | 4.04  |    | 4.64       | 4.07  | 3.72  | 4.52       | 4.02  | 3.59  |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |     | Westbound |      |    | Northbound |      |      | Southbound |      |      |
|-----------------------------------------|-----------|------|-----|-----------|------|----|------------|------|------|------------|------|------|
| Lane                                    | L1        | L2   | L3  | L1        | L2   | L3 | L1         | L2   | L3   | L1         | L2   | L3   |
| Configuration                           | L         | T    | R   | L         | TR   |    | L          | T    | TR   | L          | T    | TR   |
| Flow Rate, v (veh/h)                    | 99        | 57   | 9   | 26        | 107  |    | 11         | 101  | 159  | 27         | 73   | 183  |
| Capacity (veh/h)                        | 499       | 552  | 619 | 509       | 568  |    | 519        | 565  | 598  | 528        | 570  | 611  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.7       | 0.3  | 0.0 | 0.2       | 0.7  |    | 0.1        | 0.6  | 1.1  | 0.2        | 0.4  | 1.3  |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 19.0      | 7.5  | 0.0 | 5.0       | 17.5 |    | 2.7        | 15.8 | 27.9 | 5.2        | 10.4 | 33.8 |
| Control Delay (s/veh)                   | 11.7      | 10.0 | 8.6 | 10.2      | 10.5 |    | 9.8        | 10.4 | 10.9 | 9.9        | 9.9  | 11.1 |
| Level of Service, LOS                   | B         | A    | A   | B         | B    |    | A          | B    | B    | A          | A    | B    |
| Approach Delay (s/veh)   LOS            | 10.9      |      | B   |           | 10.4 |    | B          |      | 10.7 |            | B    |      |
| Intersection Delay (s/veh)   LOS        | 10.7      |      |     |           |      |    | B          |      |      |            |      |      |

## **APPENDIX C**

### **HISTORICAL AADT TRAFFIC TRENDS GRAPHS**



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 0049 - SR 45/US 41, WEST OF CR 777/RIVER ROAD

| YEAR | AADT    | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| ---- | -----   | -----       | -----       | -----     | -----    | -----    |
| 2024 | 24000 F | W 12500     | E 11500     | 9.50      | 53.60    | 5.70     |
| 2023 | 24000 C | W 12500     | E 11500     | 9.50      | 56.50    | 5.70     |
| 2022 | 22000 F | W 11000     | E 11000     | 9.50      | 52.80    | 4.60     |
| 2021 | 22000 C | W 11000     | E 11000     | 9.50      | 52.60    | 4.60     |
| 2020 | 18500 C | W 9300      | E 9200      | 9.50      | 52.20    | 5.80     |
| 2019 | 19300 C | W 9500      | E 9800      | 9.50      | 52.20    | 5.40     |
| 2018 | 19500 C | W 9800      | E 9700      | 9.50      | 52.50    | 4.70     |
| 2017 | 19500 C | W 9500      | E 10000     | 9.50      | 52.60    | 4.00     |
| 2016 | 20400 C | W 9900      | E 10500     | 9.00      | 52.60    | 4.80     |
| 2015 | 18400 C | W 9100      | E 9300      | 9.00      | 52.80    | 4.60     |
| 2014 | 17100 C | W 8400      | E 8700      | 9.00      | 52.50    | 4.20     |
| 2013 | 17900 C | W 8800      | E 9100      | 9.00      | 52.40    | 3.80     |
| 2012 | 16800 C | W 8200      | E 8600      | 9.00      | 52.70    | 3.80     |
| 2011 | 17600 C | W 8600      | E 9000      | 9.00      | 53.10    | 4.70     |
| 2010 | 18500 C | W 9000      | E 9500      | 10.54     | 52.03    | 3.60     |
| 2009 | 18600 C | W 9100      | E 9500      | 10.59     | 53.04    | 4.60     |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

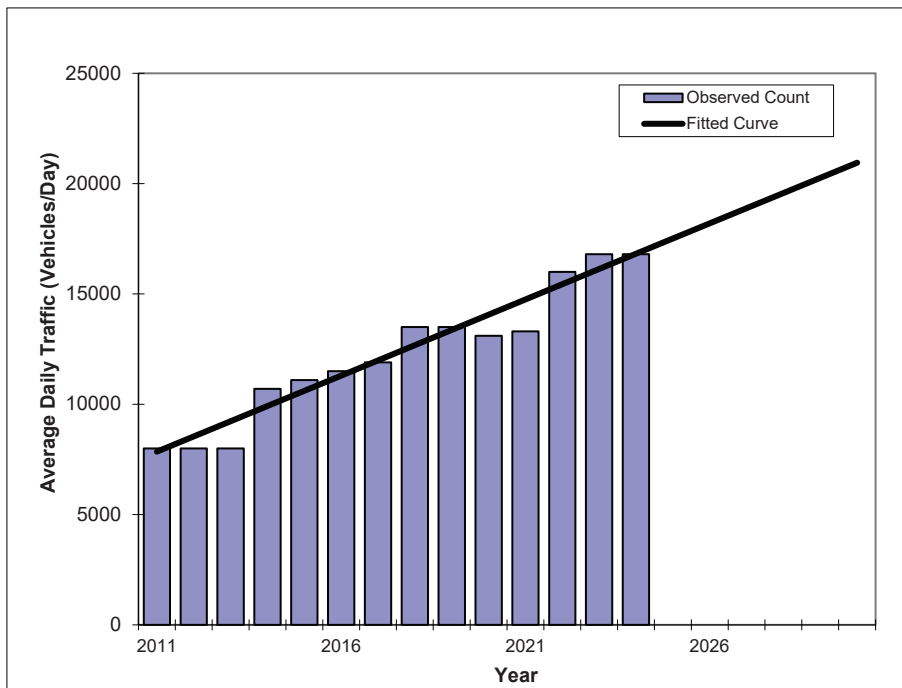
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**Traffic Trends - V2023****S. RIVER ROAD / DEARBORN -- NORTH OF S.R. 45 / U.S. 41**

|          |   |
|----------|---|
| FM #     |   |
| Location | 1 |

|            |                          |
|------------|--------------------------|
| County:    | Sarasota (17)            |
| Station #: | 174605                   |
| Roadway:   | S. RIVER ROAD / DEARBORN |



| Year                    | Traffic (ADT/AADT) |        |
|-------------------------|--------------------|--------|
|                         | Count*             | Trend  |
| 2011                    | 8,000              | 7,850  |
| 2012                    | 8,000              | 8,540  |
| 2013                    | 8,000              | 9,230  |
| 2014                    | 10,700             | 9,920  |
| 2015                    | 11,100             | 10,610 |
| 2016                    | 11,500             | 11,300 |
| 2017                    | 11,900             | 11,990 |
| 2018                    | 13,500             | 12,680 |
| 2019                    | 13,500             | 13,370 |
| 2020                    | 13,100             | 14,060 |
| 2021                    | 13,300             | 14,750 |
| 2022                    | 16,000             | 15,440 |
| 2023                    | 16,800             | 16,130 |
| 2024                    | 16,800             | 16,820 |
| 2025 Opening Year Trend |                    |        |
| 2025                    | N/A                | 17,510 |
| 2028 Interim Year Trend |                    |        |
| 2028                    | N/A                | 19,570 |
| 2030 Design Year Trend  |                    |        |
| 2030                    | N/A                | 20,950 |
| FSUTMS Forecasts/Trends |                    |        |
|                         |                    |        |

|                                         |          |
|-----------------------------------------|----------|
| Annual Trend Increase:                  | 689      |
| Trend R-squared:                        | 97.64%   |
| Trend Annual Historic Growth Rate:      | 8.79%    |
| Trend Growth Rate (2024 to Design Year) | 4.09%    |
| Printed:                                | 9/3/2025 |
| Linear Growth Option                    |          |

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 4216 - NORTH RIVER RD, N OF MYAKKA RD SC 216

| YEAR | AADT    | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| ---- | -----   | -----       | -----       | -----     | -----    | -----    |
| 2024 | 21500 C | N 11500     | S 10000     | 9.00      | 54.00    | 12.30    |
| 2023 | 24000 F | N 12500     | S 11500     | 9.00      | 54.00    | 9.90     |
| 2022 | 23000 C | N 12000     | S 11000     | 9.00      | 52.90    | 9.90     |
| 2021 | 19800 S | N 10000     | S 9800      | 9.00      | 52.60    | 9.60     |
| 2020 | 19700 F | N 10000     | S 9700      | 9.00      | 52.20    | 9.60     |
| 2019 | 20500 C | N 10500     | S 10000     | 9.00      | 52.30    | 9.60     |
| 2018 | 18600 C | N 9600      | S 9000      | 9.00      | 52.40    | 8.10     |
| 2017 | 18800 C | N 9600      | S 9200      | 9.00      | 52.30    | 8.20     |
| 2016 | 16300 S | N 8400      | S 7900      | 9.00      | 52.60    | 5.60     |
| 2015 | 15700 F | N 8100      | S 7600      | 9.00      | 52.80    | 5.60     |
| 2014 | 15300 C | N 7900      | S 7400      | 9.00      | 52.40    | 5.60     |
| 2013 | 13400 S | N 6900      | S 6500      | 9.50      | 52.60    | 7.40     |
| 2012 | 13400 F | N 6900      | S 6500      | 9.50      | 52.70    | 7.40     |
| 2011 | 13400 C | N 6900      | S 6500      | 9.50      | 52.90    | 7.40     |
| 2010 | 13300 S | N 6400      | S 6900      | 10.38     | 52.56    | 10.00    |
| 2009 | 13600 F | N 6500      | S 7100      | 10.58     | 53.66    | 10.00    |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

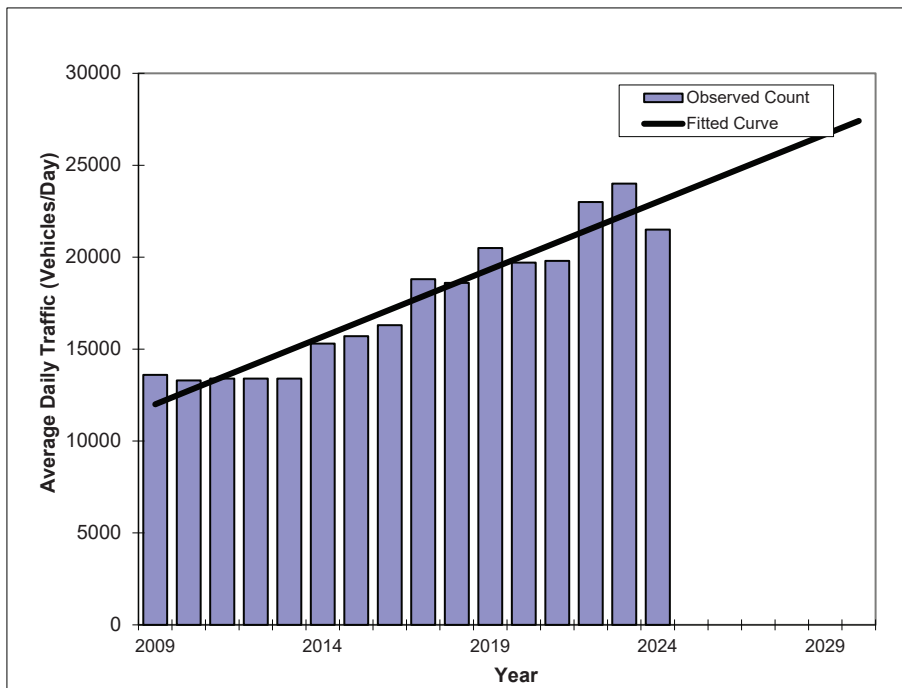
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**Traffic Trends - V2023****NORTH RIVER RD -- N OF MYAKKA RD SC 216**

|          |   |
|----------|---|
| FM #     |   |
| Location | 2 |

|            |                |
|------------|----------------|
| County:    | Sarasota (17)  |
| Station #: | 174216         |
| Roadway:   | NORTH RIVER RD |



| Year                    | Traffic (ADT/AADT) |        |
|-------------------------|--------------------|--------|
|                         | Count*             | Trend  |
| 2009                    | 13,600             | 12,000 |
| 2010                    | 13,300             | 12,740 |
| 2011                    | 13,400             | 13,470 |
| 2012                    | 13,400             | 14,200 |
| 2013                    | 13,400             | 14,940 |
| 2014                    | 15,300             | 15,670 |
| 2015                    | 15,700             | 16,410 |
| 2016                    | 16,300             | 17,140 |
| 2017                    | 18,800             | 17,870 |
| 2018                    | 18,600             | 18,610 |
| 2019                    | 20,500             | 19,340 |
| 2020                    | 19,700             | 20,070 |
| 2021                    | 19,800             | 20,810 |
| 2022                    | 23,000             | 21,540 |
| 2023                    | 24,000             | 22,280 |
| 2024                    | 21,500             | 23,010 |
| 2025 Opening Year Trend |                    |        |
| 2025                    | N/A                | 23,740 |
| 2028 Interim Year Trend |                    |        |
| 2028                    | N/A                | 25,940 |
| 2030 Design Year Trend  |                    |        |
| 2030                    | N/A                | 27,410 |
| FSUTMS Forecasts/Trends |                    |        |
|                         |                    |        |

|                                         |          |
|-----------------------------------------|----------|
| Annual Trend Increase:                  | 734      |
| Trend R-squared:                        | 93.49%   |
| Trend Annual Historic Growth Rate:      | 6.12%    |
| Trend Growth Rate (2024 to Design Year) | 3.19%    |
| Printed:                                | 9/3/2025 |
| Linear Growth Option                    |          |

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 4605 - S. RIVER ROAD / DEARBORN, NORTH OF S.R. 45 / U.S. 41

| YEAR | AADT    | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| ---- | -----   | -----       | -----       | -----     | -----    | -----    |
| 2024 | 16800 S | N 8500      | S 8300      | 9.50      | 54.00    | 8.70     |
| 2023 | 16800 F | N 8500      | S 8300      | 9.50      | 54.00    | 8.70     |
| 2022 | 16000 C | N 8100      | S 7900      | 9.50      | 52.90    | 8.70     |
| 2021 | 13300 T | N 6600      | S 6700      | 9.50      | 52.60    | 4.00     |
| 2020 | 13100 S | N 6500      | S 6600      | 9.50      | 52.20    | 7.60     |
| 2019 | 13500 F | N 6700      | S 6800      | 9.50      | 52.30    | 7.60     |
| 2018 | 13500 C | N 6700      | S 6800      | 9.50      | 52.40    | 7.60     |
| 2017 | 11900 T | N 6100      | S 5800      | 9.50      | 52.30    | 3.20     |
| 2016 | 11500 S | N 5900      | S 5600      | 9.50      | 52.60    | 7.20     |
| 2015 | 11100 F | N 5700      | S 5400      | 9.50      | 52.80    | 7.20     |
| 2014 | 10700 C | N 5500      | S 5200      | 9.50      | 52.40    | 7.20     |
| 2013 | 8000 S  | 0           | 0           | 9.50      | 52.60    | 3.50     |
| 2012 | 8000 F  | 0           | 0           | 9.50      | 52.70    | 2.90     |
| 2011 | 8000 C  | N 0         | S 0         | 9.50      | 52.90    | 2.80     |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

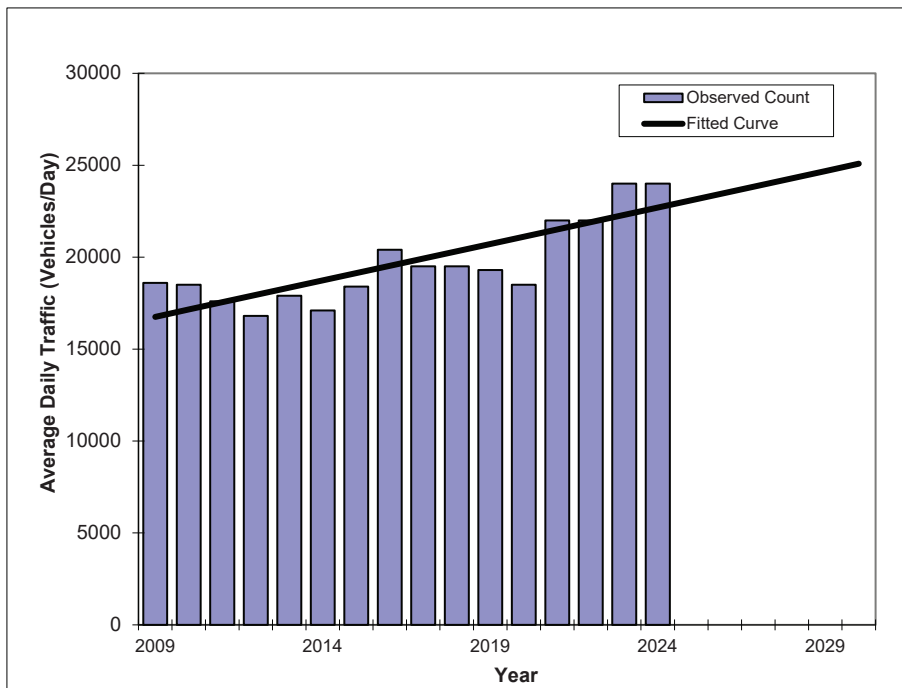
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



**Traffic Trends - V2023****SR 45/US 41 -- WEST OF CR 777/RIVER ROAD**

|          |   |
|----------|---|
| FM #     |   |
| Location | 3 |

|            |               |
|------------|---------------|
| County:    | Sarasota (17) |
| Station #: | 170049        |
| Roadway:   | SR 45/US 41   |



| Year                    | Traffic (ADT/AADT) |        |
|-------------------------|--------------------|--------|
|                         | Count*             | Trend  |
| 2009                    | 18,600             | 16,750 |
| 2010                    | 18,500             | 17,150 |
| 2011                    | 17,600             | 17,540 |
| 2012                    | 16,800             | 17,940 |
| 2013                    | 17,900             | 18,340 |
| 2014                    | 17,100             | 18,730 |
| 2015                    | 18,400             | 19,130 |
| 2016                    | 20,400             | 19,530 |
| 2017                    | 19,500             | 19,920 |
| 2018                    | 19,500             | 20,320 |
| 2019                    | 19,300             | 20,720 |
| 2020                    | 18,500             | 21,110 |
| 2021                    | 22,000             | 21,510 |
| 2022                    | 22,000             | 21,910 |
| 2023                    | 24,000             | 22,300 |
| 2024                    | 24,000             | 22,700 |
| 2025 Opening Year Trend |                    |        |
| 2025                    | N/A                | 23,100 |
| 2028 Interim Year Trend |                    |        |
| 2028                    | N/A                | 24,280 |
| 2030 Design Year Trend  |                    |        |
| 2030                    | N/A                | 25,080 |
| FSUTMS Forecasts/Trends |                    |        |
|                         |                    |        |

|                                         |          |
|-----------------------------------------|----------|
| Annual Trend Increase:                  | 396      |
| Trend R-squared:                        | 74.32%   |
| Trend Annual Historic Growth Rate:      | 2.37%    |
| Trend Growth Rate (2024 to Design Year) | 1.75%    |
| Printed:                                | 9/3/2025 |
| Linear Growth Option                    |          |

\*Axle-Adjusted

**APPENDIX D**

**TRACT 3 DISTRIBUTION**

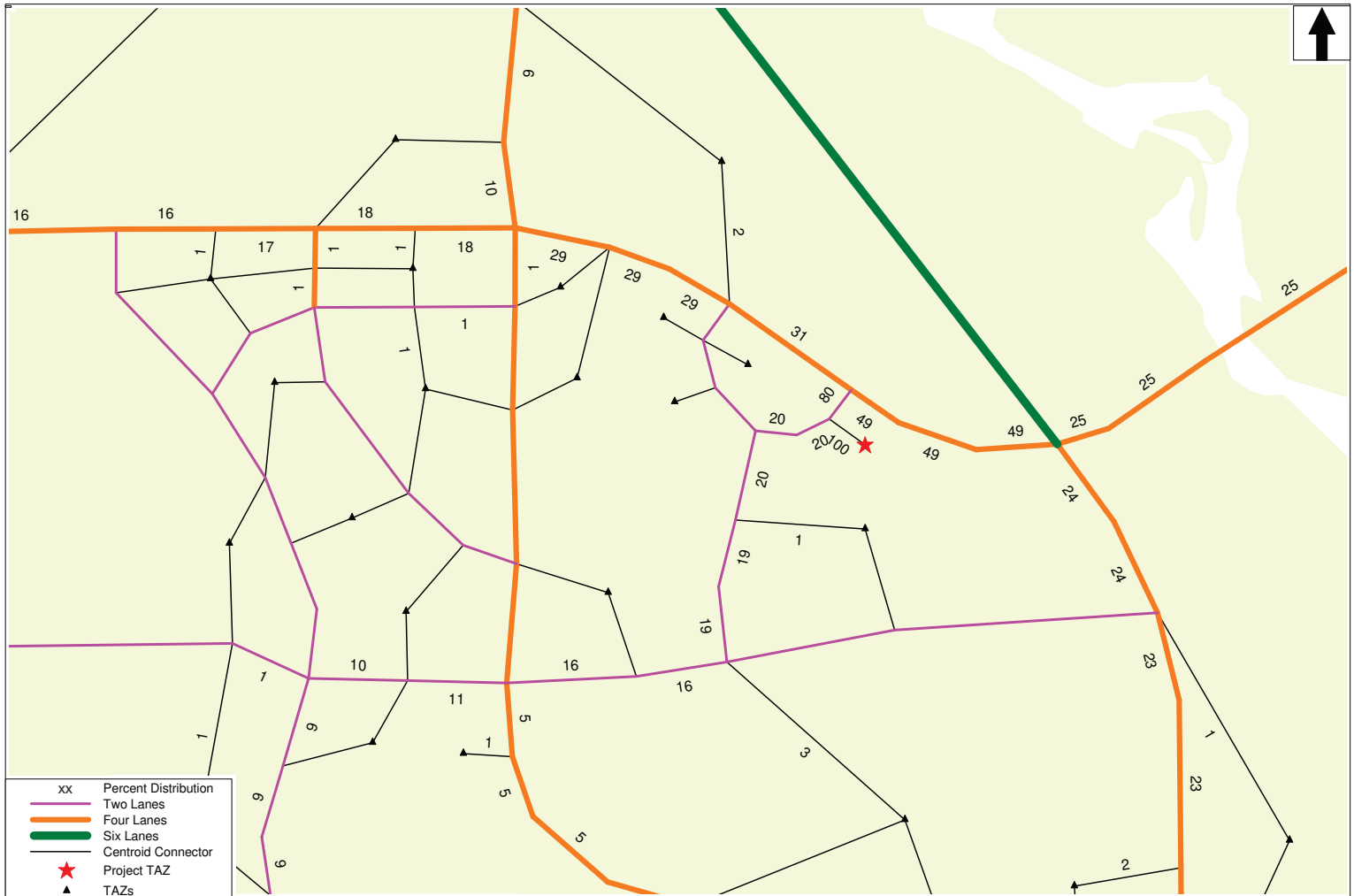
**TRACT 6 & 7 DISTRIBUTION**

**TRACT 8 DISTRIBUTION**

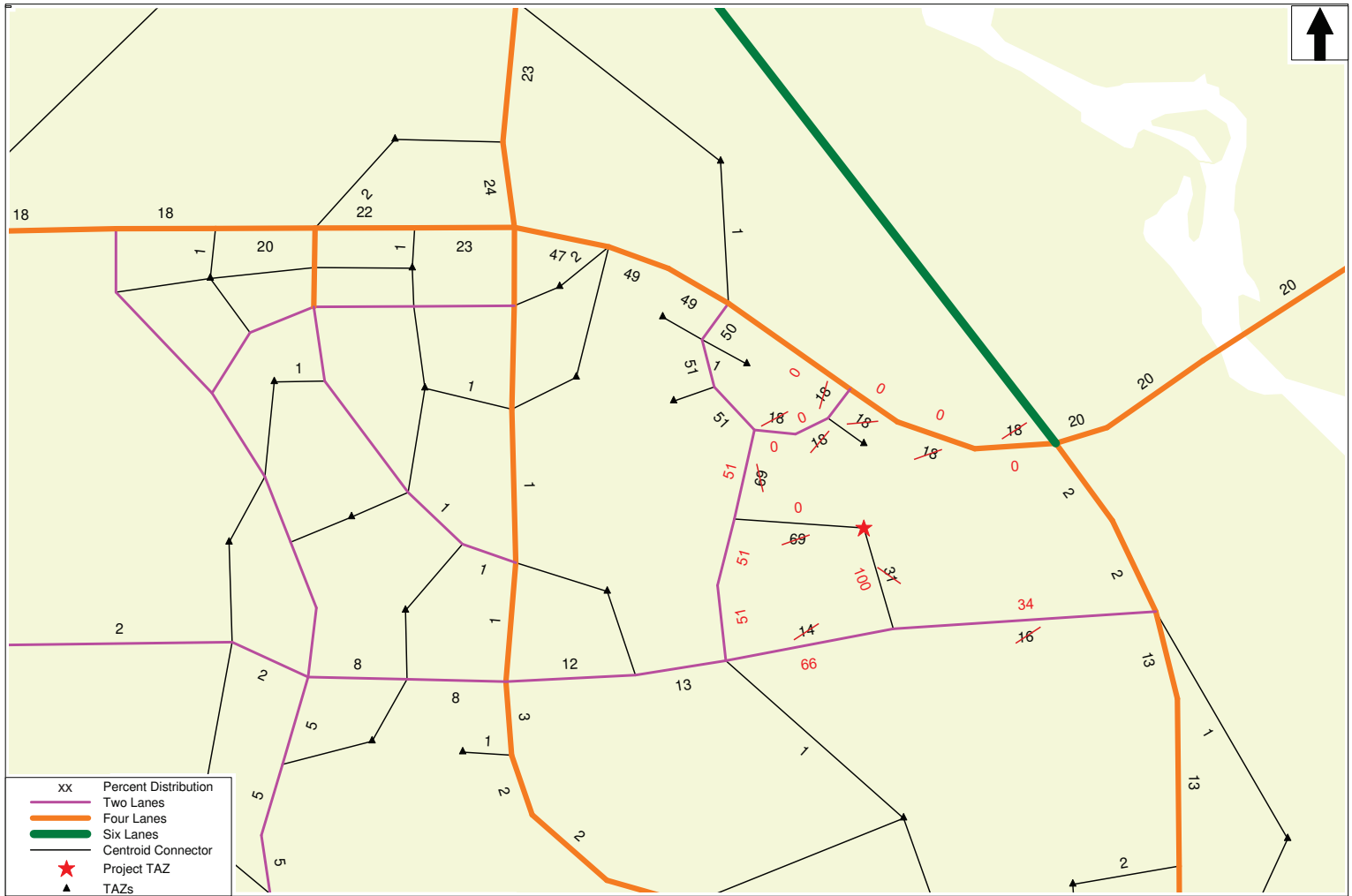
**60-ACRE PARCEL DISTRIBUTION**

cube

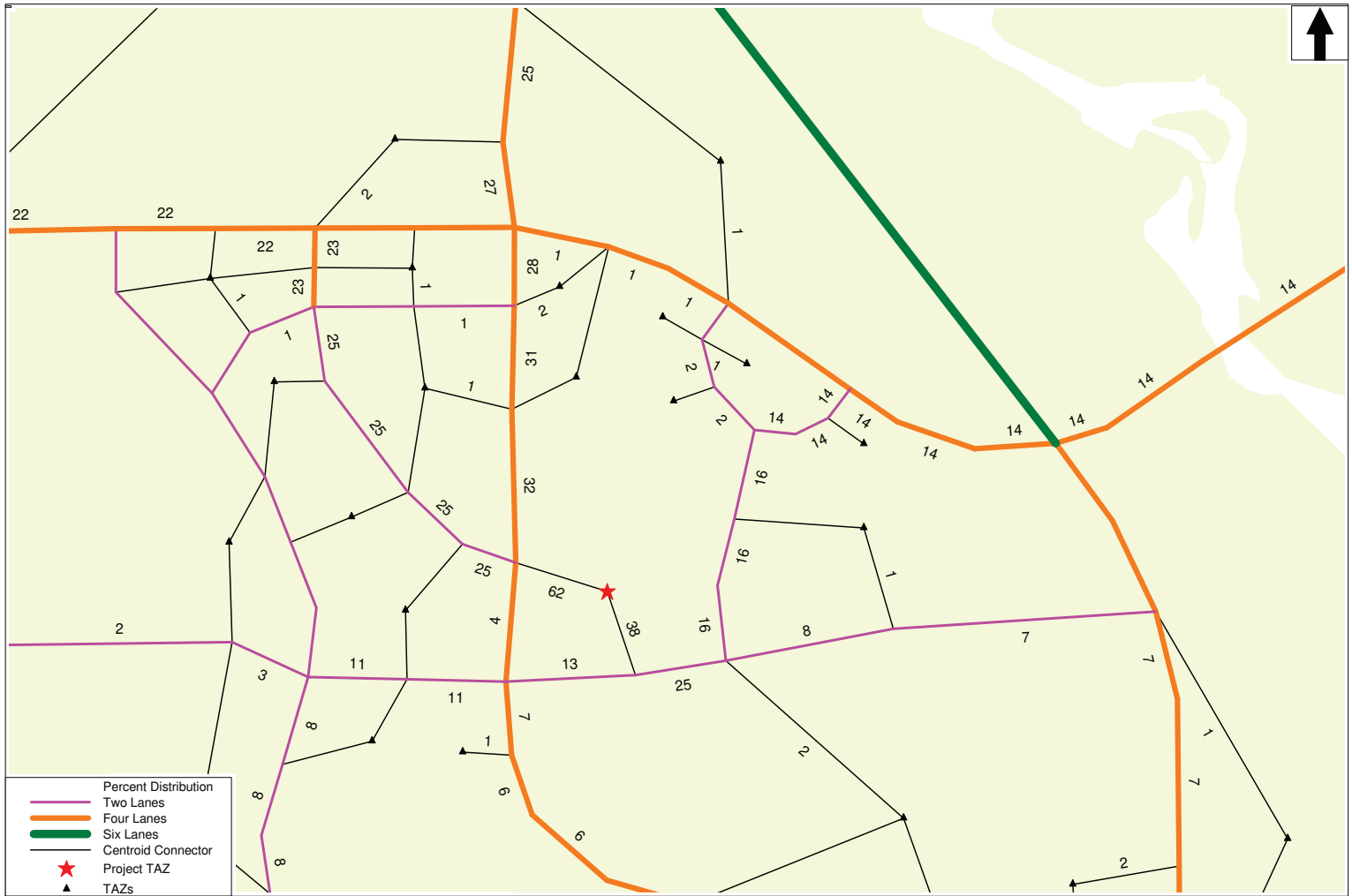
(Licensed to Stantec Consulting Ltd)



**Tract 6 & 7 Percent Project Distribution  
2045 Cost Feasible Network**



**Tract 8 Percent Project Distribution  
2045 Cost Feasible Network**



**60 Acres Percent Project Distribution  
2045 Cost Feasible Network**



## **APPENDIX E**

### **INTERSECTION VOLUME TABLES**

## TRAFFIC VOLUME AT STUDY INTERSECTIONS

**Intersection:** Merlot Avenue & Mezzo Drive

**Count Date:** 08/14/25

**A.M. Peak Time Period:** 7:15 - 8:15 AM

**Peak Hour Factor:** 0.74

|                              | Mezzo Dr  |            |           | Mezzo Dr  |            |          | Merlot Ave |          |           |          |          |          |
|------------------------------|-----------|------------|-----------|-----------|------------|----------|------------|----------|-----------|----------|----------|----------|
| Existing Traffic Conditions  | EBU       | EBT        | EBR       | WBL       | WBT        | WBR      | NBL        | NBT      | NBR       | SBL      | SBT      | SBR      |
| Raw Turning Movement Counts  | 71        | 167        | 77        | 56        | 147        |          | 100        |          | 54        |          |          |          |
| Peak Season Factor           | 1.25      | 1.25       | 1.25      | 1.25      | 1.25       | 1.25     | 1.25       | 1.25     | 1.25      | 1.25     | 1.25     | 1.25     |
| <b>2025 Existing Traffic</b> | <b>89</b> | <b>209</b> | <b>96</b> | <b>70</b> | <b>184</b> | <b>0</b> | <b>125</b> | <b>0</b> | <b>68</b> | <b>0</b> | <b>0</b> | <b>0</b> |

| Background Traffic Conditions  | EBU             | EBT        | EBR        | WBL       | WBT        | WBR      | NBL        | NBT      | NBR       | SBL      | SBT      | SBR      |
|--------------------------------|-----------------|------------|------------|-----------|------------|----------|------------|----------|-----------|----------|----------|----------|
| Existing Conditions            | 89              | 209        | 96         | 70        | 184        | 0        | 125        | 0        | 68        | 0        | 0        | 0        |
| Years to Build-out             | 5               | 5          | 5          | 5         | 5          | 5        | 5          | 5        | 5         | 5        | 5        | 5        |
| Annual Growth Rate             | 0% <sup>1</sup> | 3.50%      | 3.50%      | 3.50%     | 3.50%      | 3.50%    | 3.50%      | 3.50%    | 3.50%     | 3.50%    | 3.50%    | 3.50%    |
| Background Traffic Growth      | 0               | 37         | 17         | 12        | 32         | 0        | 22         | 0        | 12        | 0        | 0        | 0        |
| Playmore Rd Ext. Adj.          |                 |            |            | -25       |            |          |            |          | -24       |          |          |          |
| <b>2030 Background Traffic</b> | <b>89</b>       | <b>246</b> | <b>113</b> | <b>57</b> | <b>216</b> | <b>0</b> | <b>147</b> | <b>0</b> | <b>56</b> | <b>0</b> | <b>0</b> | <b>0</b> |

1. EB U-Turn movement is associated with the school drop-off, school is fully built-out.

| Additional Entitlement                      | EBU      | EBT      | EBR       | WBL       | WBT      | WBR      | NBL       | NBT      | NBR       | SBL      | SBT      | SBR      |
|---------------------------------------------|----------|----------|-----------|-----------|----------|----------|-----------|----------|-----------|----------|----------|----------|
| Tract 3 Trips                               |          |          | 32        |           |          |          | 37        |          |           |          |          |          |
| Tract 6 & Tract 7 Trips                     |          |          |           | 9         |          |          |           |          | 33        |          |          |          |
| Tract 8 Trips                               |          |          | 11        | 0         |          |          | 28        |          | 0         |          |          |          |
| 60-Acre Parcel Trips                        |          |          | 2         | 15        |          |          | 3         |          | 19        |          |          |          |
| <b>Total Additional Entitlement Traffic</b> | <b>0</b> | <b>0</b> | <b>45</b> | <b>24</b> | <b>0</b> | <b>0</b> | <b>68</b> | <b>0</b> | <b>52</b> | <b>0</b> | <b>0</b> | <b>0</b> |

| Total Traffic Conditions       | EBU       | EBT        | EBR        | WBL       | WBT        | WBR      | NBL        | NBT      | NBR        | SBL      | SBT      | SBR      |
|--------------------------------|-----------|------------|------------|-----------|------------|----------|------------|----------|------------|----------|----------|----------|
| Future Traffic                 | 89        | 246        | 113        | 57        | 216        | 0        | 147        | 0        | 56         | 0        | 0        | 0        |
| Additional Entitlement Traffic | 0         | 0          | 45         | 24        | 0          | 0        | 68         | 0        | 52         | 0        | 0        | 0        |
| <b>2030 Total Traffic</b>      | <b>89</b> | <b>246</b> | <b>158</b> | <b>81</b> | <b>216</b> | <b>0</b> | <b>215</b> | <b>0</b> | <b>108</b> | <b>0</b> | <b>0</b> | <b>0</b> |

## TRAFFIC VOLUME AT STUDY INTERSECTIONS

**Intersection:** Merlot Avenue & Playmore Road

**Count Date:** 08/14/25

**A.M. Peak Time Period:** 7:30 - 8:30 AM

**Peak Hour Factor:** 0.74

|                              | Playmore Rd |          |          | Playmore Rd |           |           |          |          |          | Merlot Ave |          |            |
|------------------------------|-------------|----------|----------|-------------|-----------|-----------|----------|----------|----------|------------|----------|------------|
| Existing Traffic Conditions  | EBL         | EBT      | EBR      | WBL         | WBT       | WBR       | NBL      | NBT      | NBR      | SBL        | SBT      | SBR        |
| Raw Turning Movement Counts  | 89          | 5        |          |             | 12        | 8         |          |          |          | 9          |          | 126        |
| Peak Season Factor           | 1.25        | 1.25     | 1.25     | 1.25        | 1.25      | 1.25      | 1.25     | 1.25     | 1.25     | 1.25       | 1.25     | 1.25       |
| <b>2025 Existing Traffic</b> | <b>111</b>  | <b>6</b> | <b>0</b> | <b>0</b>    | <b>15</b> | <b>10</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>11</b>  | <b>0</b> | <b>158</b> |

| Background Traffic Conditions  | EBL        | EBT       | EBR      | WBL      | WBT        | WBR       | NBL      | NBT      | NBR      | SBL       | SBT      | SBR        |
|--------------------------------|------------|-----------|----------|----------|------------|-----------|----------|----------|----------|-----------|----------|------------|
| Existing Conditions            | 111        | 6         | 0        | 0        | 15         | 10        | 0        | 0        | 0        | 11        | 0        | 158        |
| Years to Build-out             | 5          | 5         | 5        | 5        | 5          | 5         | 5        | 5        | 5        | 5         | 5        | 5          |
| Annual Growth Rate             | 3.50%      | 3.50%     | 3.50%    | 3.50%    | 3.50%      | 3.50%     | 3.50%    | 3.50%    | 3.50%    | 3.50%     | 3.50%    | 3.50%      |
| Background Traffic Growth      | 19         | 1         | 0        | 0        | 3          | 2         | 0        | 0        | 0        | 2         | 0        | 28         |
| Playmore Rd Ext. Adj.          |            | 81        |          |          | 99         | 25        |          |          |          | 24        |          |            |
| <b>2030 Background Traffic</b> | <b>130</b> | <b>88</b> | <b>0</b> | <b>0</b> | <b>117</b> | <b>37</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>37</b> | <b>0</b> | <b>186</b> |

| Additional Entitlement                      | EBL       | EBT       | EBR      | WBL      | WBT       | WBR       | NBL      | NBT      | NBR      | SBL       | SBT      | SBR       |
|---------------------------------------------|-----------|-----------|----------|----------|-----------|-----------|----------|----------|----------|-----------|----------|-----------|
| Tract 3 Trips                               | 29        |           |          |          |           | 6         |          |          |          | 5         |          | 26        |
| Tract 6 & Tract 7 Trips                     | 26        |           |          |          |           | 5         |          |          |          | 1         |          | 7         |
| Tract 8 Trips                               |           | 3         |          |          | 7         | 28        |          |          |          | 11        |          |           |
| 60-Acre Parcel Trips                        | 22        | 14        |          |          | 11        |           |          |          |          |           |          | 17        |
| <b>Total Additional Entitlement Traffic</b> | <b>77</b> | <b>17</b> | <b>0</b> | <b>0</b> | <b>18</b> | <b>39</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>17</b> | <b>0</b> | <b>50</b> |

| Total Traffic Conditions  | EBL        | EBT        | EBR      | WBL      | WBT        | WBR       | NBL      | NBT      | NBR      | SBL       | SBT      | SBR        |
|---------------------------|------------|------------|----------|----------|------------|-----------|----------|----------|----------|-----------|----------|------------|
| Future Traffic            | 130        | 88         | 0        | 0        | 117        | 37        | 0        | 0        | 0        | 37        | 0        | 186        |
| Project Traffic           | 77         | 17         | 0        | 0        | 18         | 39        | 0        | 0        | 0        | 17        | 0        | 50         |
| <b>2030 Total Traffic</b> | <b>207</b> | <b>105</b> | <b>0</b> | <b>0</b> | <b>135</b> | <b>76</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>54</b> | <b>0</b> | <b>236</b> |

## TRAFFIC VOLUME AT STUDY INTERSECTIONS

**Intersection:** West Villages Parkway & Playmore Road

**Count Date:** 08/14/25

**A.M. Peak Time Period:** 7:45 - 8:45 AM

**Peak Hour Factor:** 0.93

|                              | Playmore Rd |           |           | Playmore Rd |           |           | West Villages Pkwy |            |           | West Villages Pkwy |            |            |
|------------------------------|-------------|-----------|-----------|-------------|-----------|-----------|--------------------|------------|-----------|--------------------|------------|------------|
| Existing Traffic Conditions  | EBL         | EBT       | EBR       | WBL         | WBT       | WBR       | NBL                | NBT        | NBR       | SBL                | SBT        | SBR        |
| Raw Turning Movement Counts  | 48          | 44        | 13        | 42          | 46        | 26        | 10                 | 127        | 33        | 34                 | 202        | 107        |
| Peak Season Factor           | 1.25        | 1.25      | 1.25      | 1.25        | 1.25      | 1.25      | 1.25               | 1.25       | 1.25      | 1.25               | 1.25       | 1.25       |
| <b>2025 Existing Traffic</b> | <b>60</b>   | <b>55</b> | <b>16</b> | <b>53</b>   | <b>58</b> | <b>33</b> | <b>13</b>          | <b>159</b> | <b>41</b> | <b>43</b>          | <b>253</b> | <b>134</b> |

| Background Traffic Conditions  | EBL       | EBT       | EBR       | WBL       | WBT        | WBR       | NBL       | NBT        | NBR       | SBL       | SBT        | SBR        |
|--------------------------------|-----------|-----------|-----------|-----------|------------|-----------|-----------|------------|-----------|-----------|------------|------------|
| Existing Conditions            | 60        | 55        | 16        | 53        | 58         | 33        | 13        | 159        | 41        | 43        | 253        | 134        |
| Years to Build-out             | 5         | 5         | 5         | 5         | 5          | 5         | 5         | 5          | 5         | 5         | 5          | 5          |
| Annual Growth Rate             | 3.50%     | 3.50%     | 3.50%     | 3.50%     | 3.50%      | 3.50%     | 3.50%     | 3.50%      | 3.50%     | 3.50%     | 3.50%      | 3.50%      |
| Background Traffic Growth      | 11        | 10        | 3         | 9         | 10         | 6         | 2         | 28         | 7         | 8         | 44         | 23         |
| Playmore Rd Ext. Adj.          |           | 32        |           | 36        | 40         | 23        |           |            | 24        | 25        |            |            |
| <b>2030 Background Traffic</b> | <b>71</b> | <b>97</b> | <b>19</b> | <b>98</b> | <b>108</b> | <b>62</b> | <b>15</b> | <b>187</b> | <b>72</b> | <b>76</b> | <b>297</b> | <b>157</b> |

| Additional Entitlement                      | EBL      | EBT       | EBR      | WBL       | WBT       | WBR      | NBL      | NBT      | NBR       | SBL      | SBT      | SBR      |
|---------------------------------------------|----------|-----------|----------|-----------|-----------|----------|----------|----------|-----------|----------|----------|----------|
| Tract 3 Trips                               |          | 18        |          | 8         | 16        | 0        |          |          | 9         | 0        |          |          |
| Tract 6 & Tract 7 Trips                     |          | 18        |          | 2         | 5         | 0        |          |          | 8         | 0        |          |          |
| Tract 8 Trips                               |          | 2         |          | 2         | 4         | 1        |          |          | 1         | 0        |          |          |
| 60-Acre Parcel Trips                        |          | 11        |          | 4         | 14        | 0        |          |          | 3         | 0        |          |          |
| <b>Total Additional Entitlement Traffic</b> | <b>0</b> | <b>49</b> | <b>0</b> | <b>16</b> | <b>39</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>21</b> | <b>0</b> | <b>0</b> | <b>0</b> |

| Total Traffic Conditions  | EBL       | EBT        | EBR       | WBL        | WBT        | WBR       | NBL       | NBT        | NBR       | SBL       | SBT        | SBR        |
|---------------------------|-----------|------------|-----------|------------|------------|-----------|-----------|------------|-----------|-----------|------------|------------|
| Future Traffic            | 71        | 97         | 19        | 98         | 108        | 62        | 15        | 187        | 72        | 76        | 297        | 157        |
| Project Traffic           | 0         | 49         | 0         | 16         | 39         | 1         | 0         | 0          | 21        | 0         | 0          | 0          |
| <b>2030 Total Traffic</b> | <b>71</b> | <b>146</b> | <b>19</b> | <b>114</b> | <b>147</b> | <b>63</b> | <b>15</b> | <b>187</b> | <b>93</b> | <b>76</b> | <b>297</b> | <b>157</b> |

## TRAFFIC VOLUME AT STUDY INTERSECTIONS

**Intersection:** Merlot Avenue & Mezzo Drive

**Count Date:** 08/14/25

**P.M. Peak Time Period:** 4:15 - 5:15 PM

**Peak Hour Factor:** 0.89

|                              | Mezzo Dr |           |           | Mezzo Dr  |           |          | Merlot Ave |          |           |          |          |          |
|------------------------------|----------|-----------|-----------|-----------|-----------|----------|------------|----------|-----------|----------|----------|----------|
| Existing Traffic Conditions  | EBU      | EBT       | EBR       | WBL       | WBT       | WBR      | NBL        | NBT      | NBR       | SBL      | SBT      | SBR      |
| Raw Turning Movement Counts  | 6        | 41        | 67        | 54        | 25        |          | 56         |          | 73        |          |          |          |
| Peak Season Factor           | 1.25     | 1.25      | 1.25      | 1.25      | 1.25      | 1.25     | 1.25       | 1.25     | 1.25      | 1.25     | 1.25     | 1.25     |
| <b>2025 Existing Traffic</b> | <b>8</b> | <b>51</b> | <b>84</b> | <b>68</b> | <b>31</b> | <b>0</b> | <b>70</b>  | <b>0</b> | <b>91</b> | <b>0</b> | <b>0</b> | <b>0</b> |

| Background Traffic Conditions  | EBU             | EBT       | EBR       | WBL       | WBT       | WBR      | NBL       | NBT      | NBR       | SBL      | SBT      | SBR      |
|--------------------------------|-----------------|-----------|-----------|-----------|-----------|----------|-----------|----------|-----------|----------|----------|----------|
| Existing Conditions            | 8               | 51        | 84        | 68        | 31        | 0        | 70        | 0        | 91        | 0        | 0        | 0        |
| Years to Build-out             | 5               | 5         | 5         | 5         | 5         | 5        | 5         | 5        | 5         | 5        | 5        | 5        |
| Annual Growth Rate             | 0% <sup>1</sup> | 3.50%     | 3.50%     | 3.50%     | 3.50%     | 3.50%    | 3.50%     | 3.50%    | 3.50%     | 3.50%    | 3.50%    | 3.50%    |
| Background Traffic Growth      | 0               | 9         | 15        | 12        | 5         | 0        | 12        | 0        | 16        | 0        | 0        | 0        |
| Playmore Rd Ext. Adj.          |                 |           |           | -24       |           |          |           |          | -32       |          |          |          |
| <b>2030 Background Traffic</b> | <b>8</b>        | <b>60</b> | <b>99</b> | <b>56</b> | <b>36</b> | <b>0</b> | <b>82</b> | <b>0</b> | <b>75</b> | <b>0</b> | <b>0</b> | <b>0</b> |

1. EB U-Turn movement is associated with the school drop-off, school is fully built-out.

| Additional Entitlement                      | EBU      | EBT      | EBR       | WBL       | WBT      | WBR      | NBL       | NBT      | NBR       | SBL      | SBT      | SBR      |
|---------------------------------------------|----------|----------|-----------|-----------|----------|----------|-----------|----------|-----------|----------|----------|----------|
| Tract 3 Trips                               |          |          | 38        |           |          |          | 41        |          |           |          |          |          |
| Tract 6 & Tract 7 Trips                     |          |          |           | 55        |          |          |           |          | 28        |          |          |          |
| Tract 8 Trips                               |          |          | 30        | 0         |          |          | 19        |          | 0         |          |          |          |
| 60-Acre Parcel Trips                        |          |          | 6         | 40        |          |          | 5         |          | 35        |          |          |          |
| <b>Total Additional Entitlement Traffic</b> | <b>0</b> | <b>0</b> | <b>74</b> | <b>95</b> | <b>0</b> | <b>0</b> | <b>65</b> | <b>0</b> | <b>63</b> | <b>0</b> | <b>0</b> | <b>0</b> |

| Total Traffic Conditions  | EBU      | EBT       | EBR        | WBL        | WBT       | WBR      | NBL        | NBT      | NBR        | SBL      | SBT      | SBR      |
|---------------------------|----------|-----------|------------|------------|-----------|----------|------------|----------|------------|----------|----------|----------|
| Future Traffic            | 8        | 60        | 99         | 56         | 36        | 0        | 82         | 0        | 75         | 0        | 0        | 0        |
| Project Traffic           | 0        | 0         | 74         | 95         | 0         | 0        | 65         | 0        | 63         | 0        | 0        | 0        |
| <b>2030 Total Traffic</b> | <b>8</b> | <b>60</b> | <b>173</b> | <b>151</b> | <b>36</b> | <b>0</b> | <b>147</b> | <b>0</b> | <b>138</b> | <b>0</b> | <b>0</b> | <b>0</b> |

## TRAFFIC VOLUME AT STUDY INTERSECTIONS

**Intersection:** Merlot Avenue & Playmore Road

**Count Date:** 08/14/25

**P.M. Peak Time Period:** 4:15 - 5:15 PM

**Peak Hour Factor:** 0.92

|                              | Playmore Rd |          |          | Playmore Rd |           |          |          |          |          | Merlot Ave |          |            |
|------------------------------|-------------|----------|----------|-------------|-----------|----------|----------|----------|----------|------------|----------|------------|
| Existing Traffic Conditions  | EBL         | EBT      | EBR      | WBL         | WBT       | WBR      | NBL      | NBT      | NBR      | SBL        | SBT      | SBR        |
| Raw Turning Movement Counts  | 138         | 3        |          |             | 11        | 7        |          |          |          | 6          |          | 82         |
| Peak Season Factor           | 1.25        | 1.25     | 1.25     | 1.25        | 1.25      | 1.25     | 1.25     | 1.25     | 1.25     | 1.25       | 1.25     | 1.25       |
| <b>2025 Existing Traffic</b> | <b>173</b>  | <b>4</b> | <b>0</b> | <b>0</b>    | <b>14</b> | <b>9</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>8</b>   | <b>0</b> | <b>103</b> |

| Background Traffic Conditions  | EBL        | EBT        | EBR      | WBL      | WBT       | WBR       | NBL      | NBT      | NBR      | SBL       | SBT      | SBR        |
|--------------------------------|------------|------------|----------|----------|-----------|-----------|----------|----------|----------|-----------|----------|------------|
| Existing Conditions            | 173        | 4          | 0        | 0        | 14        | 9         | 0        | 0        | 0        | 8         | 0        | 103        |
| Years to Build-out             | 5          | 5          | 5        | 5        | 5         | 5         | 5        | 5        | 5        | 5         | 5        | 5          |
| Annual Growth Rate             | 3.50%      | 3.50%      | 3.50%    | 3.50%    | 3.50%     | 3.50%     | 3.50%    | 3.50%    | 3.50%    | 3.50%     | 3.50%    | 3.50%      |
| Background Traffic Growth      | 30         | 1          | 0        | 0        | 2         | 2         | 0        | 0        | 0        | 1         | 0        | 18         |
| Playmore Rd Ext. Adj.          |            | 99         |          |          | 81        | 24        |          |          |          | 32        |          |            |
| <b>2030 Background Traffic</b> | <b>203</b> | <b>104</b> | <b>0</b> | <b>0</b> | <b>97</b> | <b>35</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>41</b> | <b>0</b> | <b>121</b> |

| Additional Entitlement                      | EBL       | EBT       | EBR      | WBL      | WBT       | WBR       | NBL      | NBT      | NBR      | SBL       | SBT      | SBR        |
|---------------------------------------------|-----------|-----------|----------|----------|-----------|-----------|----------|----------|----------|-----------|----------|------------|
| Tract 3 Trips                               | 32        |           |          |          |           | 6         |          |          |          | 6         |          | 31         |
| Tract 6 & Tract 7 Trips                     | 22        |           |          |          |           | 4         |          |          |          | 8         |          | 44         |
| Tract 8 Trips                               |           | 8         |          |          | 5         | 19        |          |          |          | 30        |          |            |
| 60-Acre Parcel Trips                        | 40        | 25        |          |          | 29        |           |          |          |          |           |          | 46         |
| <b>Total Additional Entitlement Traffic</b> | <b>94</b> | <b>33</b> | <b>0</b> | <b>0</b> | <b>34</b> | <b>29</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>44</b> | <b>0</b> | <b>121</b> |

| Total Traffic Conditions  | EBL        | EBT        | EBR      | WBL      | WBT        | WBR       | NBL      | NBT      | NBR      | SBL       | SBT      | SBR        |
|---------------------------|------------|------------|----------|----------|------------|-----------|----------|----------|----------|-----------|----------|------------|
| Future Traffic            | 203        | 104        | 0        | 0        | 97         | 35        | 0        | 0        | 0        | 41        | 0        | 121        |
| Project Traffic           | 94         | 33         | 0        | 0        | 34         | 29        | 0        | 0        | 0        | 44        | 0        | 121        |
| <b>2030 Total Traffic</b> | <b>297</b> | <b>137</b> | <b>0</b> | <b>0</b> | <b>131</b> | <b>64</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>85</b> | <b>0</b> | <b>242</b> |



## TRAFFIC VOLUME AT STUDY INTERSECTIONS

**Intersection:** West Villages Parkway & Playmore Road

**Count Date:** 08/14/25

**P.M. Peak Time Period:** 4:00 - 5:00 PM

**Peak Hour Factor:** 0.96

|                              | Playmore Rd |           |          | Playmore Rd |           |           | West Villages Pkwy |            |           | West Villages Pkwy |            |            |
|------------------------------|-------------|-----------|----------|-------------|-----------|-----------|--------------------|------------|-----------|--------------------|------------|------------|
| Existing Traffic Conditions  | EBL         | EBT       | EBR      | WBL         | WBT       | WBR       | NBL                | NBT        | NBR       | SBL                | SBT        | SBR        |
| Raw Turning Movement Counts  | 76          | 44        | 7        | 20          | 54        | 28        | 9                  | 155        | 45        | 21                 | 112        | 85         |
| Peak Season Factor           | 1.25        | 1.25      | 1.25     | 1.25        | 1.25      | 1.25      | 1.25               | 1.25       | 1.25      | 1.25               | 1.25       | 1.25       |
| <b>2025 Existing Traffic</b> | <b>95</b>   | <b>55</b> | <b>9</b> | <b>25</b>   | <b>68</b> | <b>35</b> | <b>11</b>          | <b>194</b> | <b>56</b> | <b>26</b>          | <b>140</b> | <b>106</b> |

| Background Traffic Conditions  | EBL        | EBT        | EBR       | WBL       | WBT        | WBR       | NBL       | NBT        | NBR        | SBL       | SBT        | SBR        |
|--------------------------------|------------|------------|-----------|-----------|------------|-----------|-----------|------------|------------|-----------|------------|------------|
| Existing Conditions            | 95         | 55         | 9         | 25        | 68         | 35        | 11        | 194        | 56         | 26        | 140        | 106        |
| Years to Build-out             | 5          | 5          | 5         | 5         | 5          | 5         | 5         | 5          | 5          | 5         | 5          | 5          |
| Annual Growth Rate             | 3.50%      | 3.50%      | 3.50%     | 3.50%     | 3.50%      | 3.50%     | 3.50%     | 3.50%      | 3.50%      | 3.50%     | 3.50%      | 3.50%      |
| Background Traffic Growth      | 17         | 10         | 2         | 4         | 12         | 6         | 2         | 34         | 10         | 5         | 25         | 19         |
| Playmore Rd Ext. Adj.          |            | 40         |           | 16        | 43         | 22        |           |            | 40         | 19        |            |            |
| <b>2030 Background Traffic</b> | <b>112</b> | <b>105</b> | <b>11</b> | <b>45</b> | <b>123</b> | <b>63</b> | <b>13</b> | <b>228</b> | <b>106</b> | <b>50</b> | <b>165</b> | <b>125</b> |

| Additional Entitlement                      | EBL      | EBT       | EBR      | WBL       | WBT       | WBR      | NBL      | NBT      | NBR       | SBL      | SBT      | SBR      |
|---------------------------------------------|----------|-----------|----------|-----------|-----------|----------|----------|----------|-----------|----------|----------|----------|
| Tract 3 Trips                               |          | 20        |          | 10        | 19        | 0        |          |          | 10        | 0        |          |          |
| Tract 6 & Tract 7 Trips                     |          | 15        |          | 14        | 30        | 0        |          |          | 7         | 0        |          |          |
| Tract 8 Trips                               |          | 5         |          | 1         | 3         | 0        |          |          | 2         | 1        |          |          |
| 60-Acre Parcel Trips                        |          | 29        |          | 8         | 25        | 0        |          |          | 9         | 0        |          |          |
| <b>Total Additional Entitlement Traffic</b> | <b>0</b> | <b>69</b> | <b>0</b> | <b>33</b> | <b>77</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>28</b> | <b>1</b> | <b>0</b> | <b>0</b> |

| Total Traffic Conditions  | EBL        | EBT        | EBR       | WBL       | WBT        | WBR       | NBL       | NBT        | NBR        | SBL       | SBT        | SBR        |
|---------------------------|------------|------------|-----------|-----------|------------|-----------|-----------|------------|------------|-----------|------------|------------|
| Future Traffic            | 112        | 105        | 11        | 45        | 123        | 63        | 13        | 228        | 106        | 50        | 165        | 125        |
| Project Traffic           | 0          | 69         | 0         | 33        | 77         | 0         | 0         | 0          | 28         | 1         | 0          | 0          |
| <b>2030 Total Traffic</b> | <b>112</b> | <b>174</b> | <b>11</b> | <b>78</b> | <b>200</b> | <b>63</b> | <b>13</b> | <b>228</b> | <b>134</b> | <b>51</b> | <b>165</b> | <b>125</b> |

## **APPENDIX F**

### **2030 TOTAL TRAFFIC HCS SUMMARY WORKSHEETS**

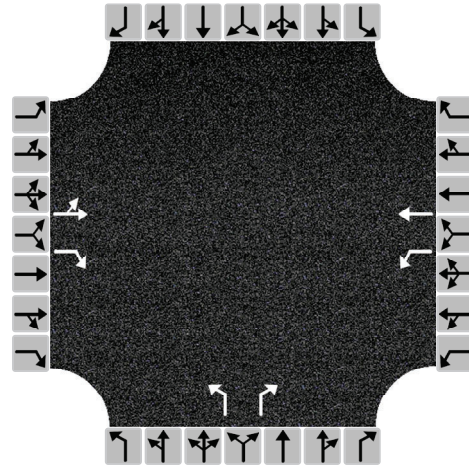
# HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                          |
|----------------------------|--------------------------|
| Analyst                    | MRC                      |
| Agency/Co.                 | Stantec                  |
| Date Performed             | 9/11/2025                |
| Analysis Year              | 2030                     |
| Analysis Time Period (hrs) | 0.25                     |
| Time Analyzed              | AM Total Traffic         |
| Project Description        | Village E VDPF Amendment |
| Intersection               | Merlot Ave & Mezzo Dr    |
| Jurisdiction               | North Port               |
| East/West Street           | Mezzo Dr                 |
| North/South Street         | Merlot Ave               |
| Peak Hour Factor           | 0.74                     |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |     |     | Westbound |     |   | Northbound |   |     | Southbound |   |   |
|------------------------|-----------|-----|-----|-----------|-----|---|------------|---|-----|------------|---|---|
| Movement               | L         | T   | R   | L         | T   | R | L          | T | R   | L          | T | R |
| Volume (veh/h)         | 89        | 246 | 158 | 81        | 216 |   | 215        |   | 108 |            |   |   |
| % Thrus in Shared Lane |           |     |     |           |     |   |            |   |     |            |   |   |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |    | Westbound |       |    | Northbound |       |    | Southbound |    |    |
|--------------------------------------|-----------|-------|----|-----------|-------|----|------------|-------|----|------------|----|----|
| Lane                                 | L1        | L2    | L3 | L1        | L2    | L3 | L1         | L2    | L3 | L1         | L2 | L3 |
| Configuration                        | LT        | R     |    | L         | T     |    | L          | R     |    |            |    |    |
| Flow Rate, v (veh/h)                 | 453       | 214   |    | 109       | 292   |    | 291        | 146   |    |            |    |    |
| Percent Heavy Vehicles               | 0         | 1     |    | 7         | 1     |    | 1          | 2     |    |            |    |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  |    | 3.20      | 3.20  |    | 3.20       | 3.20  |    |            |    |    |
| Initial Degree of Utilization, x     | 0.402     | 0.190 |    | 0.097     | 0.259 |    | 0.258      | 0.130 |    |            |    |    |
| Final Departure Headway, $h_d$ (s)   | 6.89      | 6.06  |    | 7.73      | 7.11  |    | 7.77       | 6.58  |    |            |    |    |
| Final Degree of Utilization, x       | 0.867     | 0.359 |    | 0.235     | 0.577 |    | 0.627      | 0.267 |    |            |    |    |
| Move-Up Time, m (s)                  | 2.3       | 2.3   |    | 2.3       | 2.3   |    | 2.3        | 2.3   |    |            |    |    |
| Service Time, $t_s$ (s)              | 4.59      | 3.76  |    | 5.43      | 4.81  |    | 5.47       | 4.28  |    |            |    |    |

## Capacity, Delay and Level of Service

| Approach                         | Eastbound |      |    | Westbound |      |    | Northbound |      |    | Southbound |    |    |
|----------------------------------|-----------|------|----|-----------|------|----|------------|------|----|------------|----|----|
| Lane                             | L1        | L2   | L3 | L1        | L2   | L3 | L1         | L2   | L3 | L1         | L2 | L3 |
| Configuration                    | LT        | R    |    | L         | T    |    | L          | R    |    |            |    |    |
| Flow Rate, v (veh/h)             | 453       | 214  |    | 109       | 292  |    | 291        | 146  |    |            |    |    |
| Capacity (veh/h)                 | 522       | 594  |    | 466       | 506  |    | 463        | 547  |    |            |    |    |
| 95% Queue Length, $Q_{95}$ (veh) | 9.4       | 1.6  |    | 0.9       | 3.6  |    | 4.2        | 1.1  |    |            |    |    |
| 95% Queue Length, $Q_{95}$ (ft)  | 235.0     | 40.3 |    | 23.8      | 90.7 |    | 105.8      | 27.9 |    |            |    |    |
| Control Delay (s/veh)            | 39.5      | 12.1 |    | 12.8      | 19.0 |    | 22.7       | 11.7 |    |            |    |    |
| Level of Service, LOS            | E         | B    |    | B         | C    |    | C          | B    |    |            |    |    |
| Approach Delay (s/veh)   LOS     | 30.7      | D    |    | 17.3      | C    |    | 19.0       | C    |    |            |    |    |
| Intersection Delay (s/veh)   LOS | 23.7      |      |    |           |      |    | C          |      |    |            |    |    |

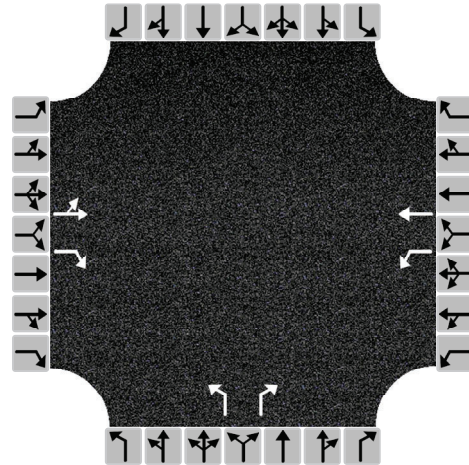
# HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                          |
|----------------------------|--------------------------|
| Analyst                    | MRC                      |
| Agency/Co.                 | Stantec                  |
| Date Performed             | 9/11/2025                |
| Analysis Year              | 2030                     |
| Analysis Time Period (hrs) | 0.25                     |
| Time Analyzed              | PM Total Traffic         |
| Project Description        | Village E VDPF Amendment |
| Intersection               | Merlot Ave & Mezzo Dr    |
| Jurisdiction               | North Port               |
| East/West Street           | Mezzo Dr                 |
| North/South Street         | Merlot Ave               |
| Peak Hour Factor           | 0.89                     |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |    |     | Westbound |    |   | Northbound |   |     | Southbound |   |   |
|------------------------|-----------|----|-----|-----------|----|---|------------|---|-----|------------|---|---|
| Movement               | L         | T  | R   | L         | T  | R | L          | T | R   | L          | T | R |
| Volume (veh/h)         | 8         | 60 | 173 | 151       | 36 |   | 147        |   | 138 |            |   |   |
| % Thrus in Shared Lane |           |    |     |           |    |   |            |   |     |            |   |   |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |    | Westbound |       |    | Northbound |       |    | Southbound |    |    |
|--------------------------------------|-----------|-------|----|-----------|-------|----|------------|-------|----|------------|----|----|
| Lane                                 | L1        | L2    | L3 | L1        | L2    | L3 | L1         | L2    | L3 | L1         | L2 | L3 |
| Configuration                        | LT        | R     |    | L         | T     |    | L          | R     |    |            |    |    |
| Flow Rate, v (veh/h)                 | 76        | 194   |    | 170       | 40    |    | 165        | 155   |    |            |    |    |
| Percent Heavy Vehicles               | 2         | 0     |    | 2         | 0     |    | 0          | 3     |    |            |    |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  |    | 3.20      | 3.20  |    | 3.20       | 3.20  |    |            |    |    |
| Initial Degree of Utilization, x     | 0.068     | 0.173 |    | 0.151     | 0.036 |    | 0.147      | 0.138 |    |            |    |    |
| Final Departure Headway, $h_d$ (s)   | 5.77      | 4.97  |    | 6.24      | 5.70  |    | 6.21       | 5.06  |    |            |    |    |
| Final Degree of Utilization, x       | 0.122     | 0.268 |    | 0.294     | 0.064 |    | 0.285      | 0.218 |    |            |    |    |
| Move-Up Time, m (s)                  | 2.3       | 2.3   |    | 2.3       | 2.3   |    | 2.3        | 2.3   |    |            |    |    |
| Service Time, $t_s$ (s)              | 3.47      | 2.67  |    | 3.94      | 3.40  |    | 3.91       | 2.76  |    |            |    |    |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |    | Westbound |      |    | Northbound |      |      | Southbound |    |    |  |  |
|-----------------------------------------|-----------|------|----|-----------|------|----|------------|------|------|------------|----|----|--|--|
| Lane                                    | L1        | L2   | L3 | L1        | L2   | L3 | L1         | L2   | L3   | L1         | L2 | L3 |  |  |
| Configuration                           | LT        | R    |    | L         | T    |    | L          | R    |      |            |    |    |  |  |
| Flow Rate, v (veh/h)                    | 76        | 194  |    | 170       | 40   |    | 165        | 155  |      |            |    |    |  |  |
| Capacity (veh/h)                        | 624       | 725  |    | 577       | 631  |    | 580        | 711  |      |            |    |    |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.4       | 1.1  |    | 1.2       | 0.2  |    | 1.2        | 0.8  |      |            |    |    |  |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 10.2      | 27.5 |    | 30.5      | 5.0  |    | 30.0       | 20.5 |      |            |    |    |  |  |
| Control Delay (s/veh)                   | 9.3       | 9.5  |    | 11.5      | 8.8  |    | 11.4       | 9.2  |      |            |    |    |  |  |
| Level of Service, LOS                   | A         | A    |    | B         | A    |    | B          | A    |      |            |    |    |  |  |
| Approach Delay (s/veh)   LOS            | 9.4       |      | A  |           | 11.0 |    | B          |      | 10.3 |            | B  |    |  |  |
| Intersection Delay (s/veh)   LOS        | 10.2      |      |    |           |      |    | B          |      |      |            |    |    |  |  |

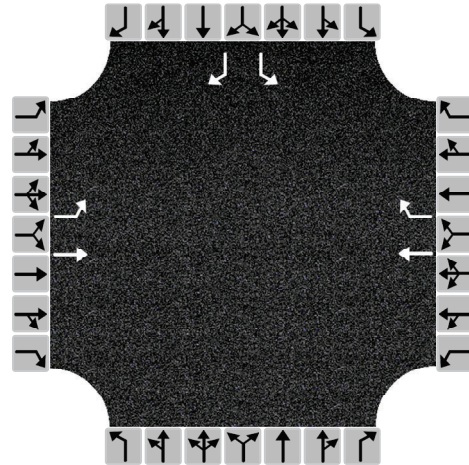
# HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                          |
|----------------------------|--------------------------|
| Analyst                    | MRC                      |
| Agency/Co.                 | Stantec                  |
| Date Performed             | 9/11/2025                |
| Analysis Year              | 2030                     |
| Analysis Time Period (hrs) | 0.25                     |
| Time Analyzed              | AM Total Traffic         |
| Project Description        | Village E VDPP Amendment |
| Intersection               | Merlot Ave & Playmore Rd |
| Jurisdiction               | North Port               |
| East/West Street           | Playmore Rd              |
| North/South Street         | Merlot Ave               |
| Peak Hour Factor           | 0.74                     |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |     |   | Westbound |     |    | Northbound |   |   | Southbound |   |     |
|------------------------|-----------|-----|---|-----------|-----|----|------------|---|---|------------|---|-----|
| Movement               | L         | T   | R | L         | T   | R  | L          | T | R | L          | T | R   |
| Volume (veh/h)         | 207       | 105 |   |           | 135 | 76 |            |   |   | 54         |   | 236 |
| % Thrus in Shared Lane |           |     |   |           |     |    |            |   |   |            |   |     |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |    | Westbound |       |    | Northbound |    |    | Southbound |       |    |
|--------------------------------------|-----------|-------|----|-----------|-------|----|------------|----|----|------------|-------|----|
| Lane                                 | L1        | L2    | L3 | L1        | L2    | L3 | L1         | L2 | L3 | L1         | L2    | L3 |
| Configuration                        | L         | T     |    | T         | R     |    |            |    |    | L          | R     |    |
| Flow Rate, $v$ (veh/h)               | 280       | 142   |    | 182       | 103   |    |            |    |    | 73         | 319   |    |
| Percent Heavy Vehicles               | 2         | 0     |    | 0         | 13    |    |            |    |    | 11         | 2     |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  |    | 3.20      | 3.20  |    |            |    |    | 3.20       | 3.20  |    |
| Initial Degree of Utilization, $x$   | 0.249     | 0.126 |    | 0.162     | 0.091 |    |            |    |    | 0.065      | 0.283 |    |
| Final Departure Headway, $h_d$ (s)   | 6.63      | 6.09  |    | 6.32      | 5.83  |    |            |    |    | 7.06       | 5.71  |    |
| Final Degree of Utilization, $x$     | 0.515     | 0.240 |    | 0.320     | 0.166 |    |            |    |    | 0.143      | 0.506 |    |
| Move-Up Time, $m$ (s)                | 2.3       | 2.3   |    | 2.3       | 2.3   |    |            |    |    | 2.3        | 2.3   |    |
| Service Time, $t_s$ (s)              | 4.33      | 3.79  |    | 4.02      | 3.53  |    |            |    |    | 4.76       | 3.41  |    |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |    | Westbound |      |    | Northbound |    |    | Southbound |      |    |
|-----------------------------------------|-----------|------|----|-----------|------|----|------------|----|----|------------|------|----|
| Lane                                    | L1        | L2   | L3 | L1        | L2   | L3 | L1         | L2 | L3 | L1         | L2   | L3 |
| Configuration                           | L         | T    |    | T         | R    |    |            |    |    | L          | R    |    |
| Flow Rate, v (veh/h)                    | 280       | 142  |    | 182       | 103  |    |            |    |    | 73         | 319  |    |
| Capacity (veh/h)                        | 543       | 591  |    | 570       | 617  |    |            |    |    | 510        | 631  |    |
| 95% Queue Length, Q <sub>95</sub> (veh) | 2.9       | 0.9  |    | 1.4       | 0.6  |    |            |    |    | 0.5        | 2.9  |    |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 73.7      | 22.5 |    | 35.0      | 16.6 |    |            |    |    | 13.6       | 73.7 |    |
| Control Delay (s/veh)                   | 16.2      | 10.7 |    | 12.0      | 9.7  |    |            |    |    | 10.9       | 14.1 |    |
| Level of Service, LOS                   | C         | B    |    | B         | A    |    |            |    |    | B          | B    |    |
| Approach Delay (s/veh)   LOS            | 14.3      |      | B  |           | 11.1 |    | B          |    |    |            | B    |    |
| Intersection Delay (s/veh)   LOS        | 13.2      |      |    |           |      |    | B          |    |    |            |      |    |

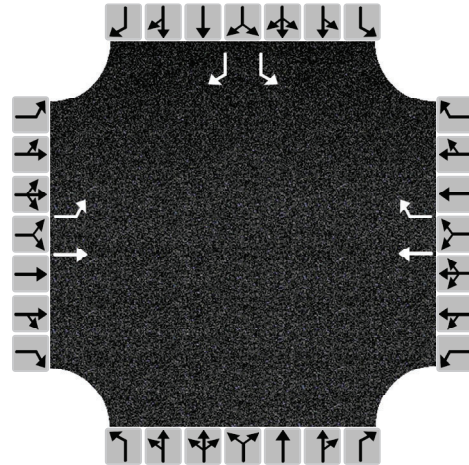
## HCS All-Way Stop Control Report

Exhibit D - Traffic Impact Statement

## General and Site Information

|                            |                          |
|----------------------------|--------------------------|
| Analyst                    | MRC                      |
| Agency/Co.                 | Stantec                  |
| Date Performed             | 9/11/2025                |
| Analysis Year              | 2030                     |
| Analysis Time Period (hrs) | 0.25                     |
| Time Analyzed              | PM Total Traffic         |
| Project Description        | Village E VDPP Amendment |
| Intersection               | Merlot Ave & Playmore Rd |
| Jurisdiction               | North Port               |
| East/West Street           | Playmore Rd              |
| North/South Street         | Merlot Ave               |
| Peak Hour Factor           | 0.92                     |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |     |   | Westbound |     |    | Northbound |   |   | Southbound |   |     |
|------------------------|-----------|-----|---|-----------|-----|----|------------|---|---|------------|---|-----|
| Movement               | L         | T   | R | L         | T   | R  | L          | T | R | L          | T | R   |
| Volume (veh/h)         | 297       | 137 |   |           | 131 | 64 |            |   |   | 85         |   | 242 |
| % Thrus in Shared Lane |           |     |   |           |     |    |            |   |   |            |   |     |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |    | Westbound |       |    | Northbound |    |    | Southbound |       |    |
|--------------------------------------|-----------|-------|----|-----------|-------|----|------------|----|----|------------|-------|----|
| Lane                                 | L1        | L2    | L3 | L1        | L2    | L3 | L1         | L2 | L3 | L1         | L2    | L3 |
| Configuration                        | L         | T     |    | T         | R     |    |            |    |    | L          | R     |    |
| Flow Rate, v (veh/h)                 | 323       | 149   |    | 142       | 70    |    |            |    |    | 92         | 263   |    |
| Percent Heavy Vehicles               | 1         | 0     |    | 0         | 0     |    |            |    |    | 17         | 0     |    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  |    | 3.20      | 3.20  |    |            |    |    | 3.20       | 3.20  |    |
| Initial Degree of Utilization, x     | 0.287     | 0.132 |    | 0.127     | 0.062 |    |            |    |    | 0.082      | 0.234 |    |
| Final Departure Headway, $h_d$ (s)   | 6.37      | 5.85  |    | 6.23      | 5.52  |    |            |    |    | 7.08       | 5.59  |    |
| Final Degree of Utilization, x       | 0.572     | 0.242 |    | 0.246     | 0.107 |    |            |    |    | 0.182      | 0.408 |    |
| Move-Up Time, m (s)                  | 2.3       | 2.3   |    | 2.3       | 2.3   |    |            |    |    | 2.3        | 2.3   |    |
| Service Time, $t_s$ (s)              | 4.07      | 3.55  |    | 3.93      | 3.22  |    |            |    |    | 4.78       | 3.29  |    |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |    | Westbound |      |    | Northbound |    |    | Southbound |      |    |
|-----------------------------------------|-----------|------|----|-----------|------|----|------------|----|----|------------|------|----|
| Lane                                    | L1        | L2   | L3 | L1        | L2   | L3 | L1         | L2 | L3 | L1         | L2   | L3 |
| Configuration                           | L         | T    |    | T         | R    |    |            |    |    | L          | R    |    |
| Flow Rate, v (veh/h)                    | 323       | 149  |    | 142       | 70   |    |            |    |    | 92         | 263  |    |
| Capacity (veh/h)                        | 565       | 615  |    | 578       | 652  |    |            |    |    | 509        | 644  |    |
| 95% Queue Length, Q <sub>95</sub> (veh) | 3.6       | 0.9  |    | 1.0       | 0.4  |    |            |    |    | 0.7        | 2.0  |    |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 90.7      | 22.5 |    | 25.0      | 10.0 |    |            |    |    | 19.9       | 50.0 |    |
| Control Delay (s/veh)                   | 17.2      | 10.4 |    | 11.0      | 8.9  |    |            |    |    | 11.3       | 12.1 |    |
| Level of Service, LOS                   | C         | B    |    | B         | A    |    |            |    |    | B          | B    |    |
| Approach Delay (s/veh)   LOS            | 15.1      |      | C  |           | 10.3 |    | B          |    |    |            | B    |    |
| Intersection Delay (s/veh)   LOS        | 13.0      |      |    |           |      |    | B          |    |    |            |      |    |

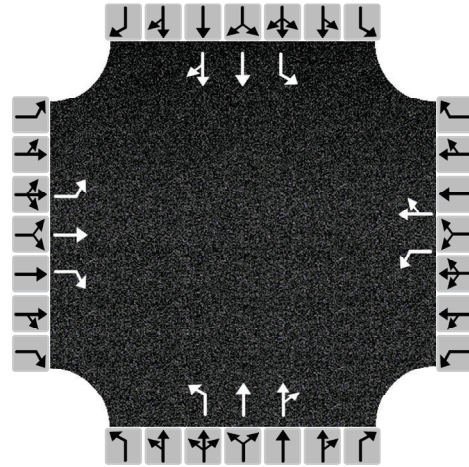


## HCS All-Way Stop Control Report

## General and Site Information

|                            |                                  |
|----------------------------|----------------------------------|
| Analyst                    | MRC                              |
| Agency/Co.                 | Stantec                          |
| Date Performed             | 9/11/2025                        |
| Analysis Year              | 2030                             |
| Analysis Time Period (hrs) | 0.25                             |
| Time Analyzed              | AM Total Traffic                 |
| Project Description        | Village E VDPF Amendment         |
| Intersection               | West Villages Pkwy & Playmore Rd |
| Jurisdiction               | North Port                       |
| East/West Street           | Playmore Rd                      |
| North/South Street         | West Villages Pkwy               |
| Peak Hour Factor           | 0.93                             |

## Lanes



## Turning Movement Demand Volumes

| Approach               | Eastbound |     |    | Westbound |     |    | Northbound |     |    | Southbound |     |     |
|------------------------|-----------|-----|----|-----------|-----|----|------------|-----|----|------------|-----|-----|
| Movement               | L         | T   | R  | L         | T   | R  | L          | T   | R  | L          | T   | R   |
| Volume (veh/h)         | 71        | 146 | 19 | 114       | 147 | 63 | 15         | 187 | 93 | 76         | 297 | 157 |
| % Thrus in Shared Lane |           |     |    |           |     |    |            |     | 50 |            |     | 50  |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |       | Westbound |       |    | Northbound |       |       | Southbound |       |       |
|--------------------------------------|-----------|-------|-------|-----------|-------|----|------------|-------|-------|------------|-------|-------|
| Lane                                 | L1        | L2    | L3    | L1        | L2    | L3 | L1         | L2    | L3    | L1         | L2    | L3    |
| Configuration                        | L         | T     | R     | L         | TR    |    | L          | T     | TR    | L          | T     | TR    |
| Flow Rate, $v$ (veh/h)               | 76        | 157   | 20    | 123       | 226   |    | 16         | 101   | 201   | 82         | 160   | 328   |
| Percent Heavy Vehicles               | 21        | 7     | 15    | 5         | 3     |    | 0          | 30    | 3     | 18         | 72    | 21    |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  | 3.20  | 3.20      | 3.20  |    | 3.20       | 3.20  | 3.20  | 3.20       | 3.20  | 3.20  |
| Initial Degree of Utilization, $x$   | 0.068     | 0.140 | 0.018 | 0.109     | 0.201 |    | 0.014      | 0.089 | 0.178 | 0.073      | 0.142 | 0.292 |
| Final Departure Headway, $h_d$ (s)   | 9.97      | 9.22  | 8.64  | 9.17      | 8.43  |    | 9.43       | 9.44  | 8.61  | 9.04       | 9.46  | 8.21  |
| Final Degree of Utilization, $x$     | 0.211     | 0.402 | 0.049 | 0.312     | 0.529 |    | 0.042      | 0.264 | 0.480 | 0.205      | 0.420 | 0.749 |
| Move-Up Time, $m$ (s)                | 2.3       | 2.3   | 2.3   | 2.3       | 2.3   |    | 2.3        | 2.3   | 2.3   | 2.3        | 2.3   | 2.3   |
| Service Time, $t_s$ (s)              | 7.67      | 6.92  | 6.34  | 6.87      | 6.13  |    | 7.13       | 7.14  | 6.31  | 6.74       | 7.16  | 5.91  |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |      | Westbound |      |    | Northbound |      |      | Southbound |      |       |      |  |   |  |
|-----------------------------------------|-----------|------|------|-----------|------|----|------------|------|------|------------|------|-------|------|--|---|--|
| Lane                                    | L1        | L2   | L3   | L1        | L2   | L3 | L1         | L2   | L3   | L1         | L2   | L3    |      |  |   |  |
| Configuration                           | L         | T    | R    | L         | TR   |    | L          | T    | TR   | L          | T    | TR    |      |  |   |  |
| Flow Rate, v (veh/h)                    | 76        | 157  | 20   | 123       | 226  |    | 16         | 101  | 201  | 82         | 160  | 328   |      |  |   |  |
| Capacity (veh/h)                        | 361       | 391  | 417  | 392       | 427  |    | 382        | 381  | 418  | 398        | 380  | 439   |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.8       | 1.9  | 0.2  | 1.3       | 3.0  |    | 0.1        | 1.0  | 2.5  | 0.8        | 2.0  | 6.2   |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 23.4      | 50.2 | 5.6  | 33.8      | 76.8 |    | 2.5        | 31.0 | 64.0 | 22.9       | 78.8 | 181.0 |      |  |   |  |
| Control Delay (s/veh)                   | 15.3      | 18.0 | 11.8 | 16.0      | 20.2 |    | 12.5       | 15.5 | 19.0 | 14.1       | 18.8 | 31.6  |      |  |   |  |
| Level of Service, LOS                   | C         | C    | B    | C         | C    |    | B          | C    | C    | B          | C    | D     |      |  |   |  |
| Approach Delay (s/veh)   LOS            | 16.7      |      | C    |           | 18.7 |    | C          |      | 17.6 |            | C    |       | 25.5 |  | D |  |
| Intersection Delay (s/veh)   LOS        | 20.7      |      |      |           |      |    | C          |      |      |            |      |       |      |  |   |  |

## HCS All-Way Stop Control Report

| General and Site Information |                                  | Lanes |
|------------------------------|----------------------------------|-------|
| Analyst                      | MRC                              |       |
| Agency/Co.                   | Stantec                          |       |
| Date Performed               | 9/11/2025                        |       |
| Analysis Year                | 2030                             |       |
| Analysis Time Period (hrs)   | 0.25                             |       |
| Time Analyzed                | PM Total Traffic                 |       |
| Project Description          | Village E VDPP Amendment         |       |
| Intersection                 | West Villages Pkwy & Playmore Rd |       |
| Jurisdiction                 | North Port                       |       |
| East/West Street             | Playmore Rd                      |       |
| North/South Street           | West Villages Pkwy               |       |
| Peak Hour Factor             | 0.96                             |       |

## Turning Movement Demand Volumes

| Approach               | Eastbound |     |    | Westbound |     |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|-----|----|-----------|-----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T   | R  | L         | T   | R  | L          | T   | R   | L          | T   | R   |
| Volume (veh/h)         | 112       | 174 | 11 | 78        | 200 | 63 | 13         | 228 | 134 | 51         | 165 | 125 |
| % Thrus in Shared Lane |           |     |    |           |     |    |            |     | 50  |            |     | 50  |

## Lane Flow Rate and Adjustments

| Approach                             | Eastbound |       |       | Westbound |       |    | Northbound |       |       | Southbound |       |       |
|--------------------------------------|-----------|-------|-------|-----------|-------|----|------------|-------|-------|------------|-------|-------|
| Lane                                 | L1        | L2    | L3    | L1        | L2    | L3 | L1         | L2    | L3    | L1         | L2    | L3    |
| Configuration                        | L         | T     | R     | L         | TR    |    | L          | T     | TR    | L          | T     | TR    |
| Flow Rate, $v$ (veh/h)               | 117       | 181   | 11    | 81        | 274   |    | 14         | 119   | 258   | 53         | 86    | 216   |
| Percent Heavy Vehicles               | 11        | 0     | 0     | 0         | 0     |    | 11         | 7     | 2     | 5          | 5     | 5     |
| Initial Departure Headway, $h_d$ (s) | 3.20      | 3.20  | 3.20  | 3.20      | 3.20  |    | 3.20       | 3.20  | 3.20  | 3.20       | 3.20  | 3.20  |
| Initial Degree of Utilization, $x$   | 0.104     | 0.161 | 0.010 | 0.072     | 0.244 |    | 0.012      | 0.106 | 0.230 | 0.047      | 0.076 | 0.192 |
| Final Departure Headway, $h_d$ (s)   | 9.19      | 8.49  | 7.78  | 8.67      | 8.00  |    | 9.05       | 8.47  | 7.99  | 9.05       | 8.53  | 8.10  |
| Final Degree of Utilization, $x$     | 0.298     | 0.428 | 0.025 | 0.196     | 0.609 |    | 0.034      | 0.279 | 0.574 | 0.133      | 0.204 | 0.486 |
| Move-Up Time, $m$ (s)                | 2.3       | 2.3   | 2.3   | 2.3       | 2.3   |    | 2.3        | 2.3   | 2.3   | 2.3        | 2.3   | 2.3   |
| Service Time, $t_s$ (s)              | 6.89      | 6.19  | 5.48  | 6.37      | 5.70  |    | 6.75       | 6.17  | 5.69  | 6.75       | 6.23  | 5.80  |

## Capacity, Delay and Level of Service

| Approach                                | Eastbound |      |      | Westbound |       |    | Northbound |      |      | Southbound |      |      |      |  |   |  |
|-----------------------------------------|-----------|------|------|-----------|-------|----|------------|------|------|------------|------|------|------|--|---|--|
| Lane                                    | L1        | L2   | L3   | L1        | L2    | L3 | L1         | L2   | L3   | L1         | L2   | L3   |      |  |   |  |
| Configuration                           | L         | T    | R    | L         | TR    |    | L          | T    | TR   | L          | T    | TR   |      |  |   |  |
| Flow Rate, v (veh/h)                    | 117       | 181  | 11   | 81        | 274   |    | 14         | 119  | 258  | 53         | 86   | 216  |      |  |   |  |
| Capacity (veh/h)                        | 392       | 424  | 463  | 415       | 450   |    | 398        | 425  | 450  | 398        | 422  | 444  |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 1.2       | 2.1  | 0.1  | 0.7       | 4.0   |    | 0.1        | 1.1  | 3.5  | 0.5        | 0.8  | 2.6  |      |  |   |  |
| 95% Queue Length, Q <sub>95</sub> (ft)  | 32.6      | 52.5 | 2.5  | 17.5      | 100.0 |    | 2.7        | 29.0 | 88.9 | 13.0       | 20.8 | 67.6 |      |  |   |  |
| Control Delay (s/veh)                   | 15.7      | 17.4 | 10.7 | 13.5      | 22.4  |    | 12.1       | 14.4 | 20.9 | 13.1       | 13.4 | 18.2 |      |  |   |  |
| Level of Service, LOS                   | C         | C    | B    | B         | C     |    | B          | B    | C    | B          | B    | C    |      |  |   |  |
| Approach Delay (s/veh)   LOS            | 16.5      |      | C    |           | 20.3  |    | C          |      | 18.6 |            | C    |      | 16.3 |  | C |  |
| Intersection Delay (s/veh)   LOS        | 18.0      |      |      |           |       |    | C          |      |      |            |      |      |      |  |   |  |



## City of North Port

### ORDINANCE NO. 2026-23

**AN ORDINANCE OF THE CITY OF NORTH PORT, FLORIDA, APPROVING PETITION NO. PMCPA-24-00000083 (formerly VPA-24-083) TO AMEND THE VILLAGE E VILLAGE DISTRICT PATTERN PLAN (WEST VILLAGES A.K.A. WELLEN PARK) TO EXPAND THE DISTRICT BOUNDARY BY INCORPORATING APPROXIMATELY 81 ACRES OF LAND, MODIFY DEVELOPMENT ENTITLEMENTS, AND UPDATE SIGNAGE AND PARKING REGULATIONS; AMENDING SECTION 3.4.1. OF THE UNIFIED LAND DEVELOPMENT CODE (ULDC) TO INCORPORATE THE AMENDED PATTERN PLAN BY REFERENCE; AMENDING SECTION 5.3.2. OF THE ULDC TO REQUIRE VILLAGE E SIGNAGE TO COMPLY WITH ULDC CHAPTER 5 STANDARDS AND TO PROVIDE DEEMED COMPLIANCE AND LEGAL NONCONFORMING STATUS FOR CERTAIN EXISTING SIGNS; PROVIDING FOR FINDINGS, ADOPTION, CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.**

**WHEREAS**, the City of North Port, Florida is committed to planning and managing the future growth and development of the City by adhering to its Comprehensive Plan and Unified Land Development Code ("ULDC"); and

**WHEREAS**, on July 23, 2019, the City Commission adopted Ordinance No. 2019-25, establishing the Village E Village District Pattern Plan; and

**WHEREAS**, on August 6, 2024, the Village E Village District Pattern Plan was subsequently amended by Ordinance No. 2024-26 (Petition No. VPA-24-78); and

**WHEREAS**, Applicant Katie M. LaBarr, AICP, of Stantec Consulting Services, Inc. ("Applicant"), on behalf of Manasota Beach Ranchlands, LLLP ("Property Owner"), submitted Petition No. PMCPA-24-00000083 (formerly VPA-24-083) requesting amendments to the Village E Village District Pattern Plan; and

**WHEREAS**, the application seeks to incorporate 81 acres into the Village E District and designate the property as Mixed-Use Area 5 (MU-5), together with related amendments to the Pattern Plan text, maps, figures, infrastructure plans, development standards, and entitlement program; and

**WHEREAS**, the proposed pattern plan amendment modifies the Village E entitlement mix to permit a maximum of 900 residential units and 550,000 square feet of non-residential space, representing a net increase of 150,000 square feet of non-residential use and a reduction of 100 residential units; and

**WHEREAS**, because of its filing date, this application is procedurally processed under the prior 2010 Unified Land Development Code (“ULDC”). However, the Applicant voluntarily elected to incorporate and be governed by the City’s current 2024 ULDC standards for non-residential signage and mixed-use parking and loading requirements; and

**WHEREAS**, the proposed pattern plan amendment will eliminate duplicative and outdated signage and parking regulations within the Village E District Pattern Plan and instead provide for the application of the City’s current, generally applicable, and content-neutral regulations contained in Chapter 5 and Article X of the ULDC; and

**WHEREAS**, the proposed amendment includes provisions recognizing deemed compliance or legal nonconforming status for signs lawfully installed, approved, or subject to active permit applications prior to the effective date of this ordinance; and

**WHEREAS**, the Planning and Zoning Advisory Board considered the Petition at a public hearing on July 16, 2026, and made its recommendation to the City Commission; and

**WHEREAS**, the City Commission held properly-noticed quasi-judicial public hearings at first and second reading of this ordinance, at which time all interested parties had an opportunity to appear and be heard, and the City Commission considered all relevant evidence presented, as well as the Planning and Zoning Advisory Board’s recommendation; and

**WHEREAS**, the City Commission finds that competent substantial evidence supports the findings and actions herein; and

**WHEREAS**, the City Commission finds 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 Pursuant to Florida Statutes Section 166.041(4)(c), a business impact estimate was not required because this ordinance is enacted to implement comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality.
- 1.03 The City Commission finds the regulations in this ordinance to be consistent with the North Port Comprehensive Plan.
- 1.04 The City Commission makes the following additional findings:
  - a. This amended Village District Pattern Plan is consistent with the ULDC, including Article IV of the ULDC, which provides the minimum requirements of the Village zoning district.

- b. This amended Village District Pattern Plan meets all requirements of Article IV and Section 2.2.13, which provides the minimum requirements of a Village District Pattern Plan.
  - c. This amended 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, pursuant to Section 14 of Chapter 2023-304, Laws of Florida, this amendment to the land development regulations is not more restrictive or burdensome than current regulations.
- 1.06 This amendment is made pursuant to PMCPA-24-00000083 (formerly VPA-24-083) filed by applicant Katie M. LaBarr, AICP, of Stantec Consulting Services Inc., on behalf of Manasota Beach Ranchlands, LLLP, property owner. The associated application was initiated by a private party, other than the City of North Port, Florida. The property that is the subject of the application is owned by the initiating private party.
- 1.07 All identified exhibits are incorporated in this ordinance by reference.

## **SECTION 2 – ADOPTION**

- 2.01 The City Commission hereby approves and adopts the amended Village E Village District Pattern Plan attached as “Exhibit A.”
- 2.02 Chapter 3, Article IV of the Unified Land Development Code is amended to read as follows:

### **“CHAPTER 3 – ZONING**

...

#### **ARTICLE IV. – VILLAGE DISTRICTS**

...

##### **Section 3.4.1. – Village Districts density, intensity, and dimensional standards.**

...

- (B) Village Districts each have unique standards specific to the anticipated design and use. The Village District includes the following subdistricts:

- (1) Wellen Park:

...

- e. Village E: Village District Pattern Plan (West Villages) July 23, 2019, Ordinance No. 2019-25 (Petition No. VDC-17-159), as amended August 6, 2024, Ordinance No. 2024-26 (Petition No. VPA-24-078); and Village E Village District Pattern Plan (West Villages AKA Wellen Park) as amended on September 22, 2026, Ordinance No. 2026-23 (Petition No. PMCPA-24-00000083 formerly VPA-24-083).”

- 2.03 Chapter 5, Article III of the Unified Land Development Code is amended to read as follows:

### **“CHAPTER 5 – SIGNS**

...

#### **ARTICLE III. - SIGN STANDARDS**

...

##### **Sec. 5.3.2. - Permanent signs.**

...

## E. Wellen Park (f.k.a. West Villages).

- (1) Intent. The intent of this section is to enumerate the base allowances and ~~dimensional~~ dimensional standards for signage in Wellen Park. Additional design standards may be applicable per the Village District Pattern Plan for each village as enforced by the special district. Where Village districts regulations conflict with ULDC provisions contained elsewhere in this Chapter, the regulation in this section and the Village District Pattern Book and Plans prevail. Where the Village districts regulations do not specifically address a particular regulatory area, the applicable ULDC sign regulations shall prevail.

...

## e. Village E:

1. ~~Pylon signs.~~

- i. ~~Maximum number of Pylon signs in Mixed Use Area 1: One (1) sign.~~
- ii. ~~Maximum number of Pylon signs in Mixed Use Area 2: One (1) sign.~~
- iii. ~~Maximum number of Pylon signs in Mixed Use Area 3: Two (2) signs.~~
- iv. ~~Maximum number of Pylon signs in Mixed Use Area 4: One (1) sign.~~
- v. ~~Maximum Height of Pylon signs: twenty five (25) feet (Tamiami Trail and River Road).~~
- vi. ~~Shall be permitted a maximum of seventy five (75) square feet for a building up to one one hundred and fifty (150) feet in length. For buildings over one hundred and fifty (150) linear feet, the sign area shall be one half (0.50) square feet of sign area per linear foot of building frontage. Maximum sign area for freestanding/Pylon signs shall be one one hundred and twenty (120) square feet.~~

- 2. ~~Monument signs. Monument signs in mixed use areas: One (1) monument sign (maximum height of ten (10) feet) per outparcel. Monument signs shall be permitted a maximum of one hundred (100) square feet per sign face. Changeable copy/electronic signs:~~
- 3. ~~Changeable copy/electronic signs. The changeable copy portion of the sign shall be included in total sign area calculations and the electronic portion shall not measure greater sixty percent (60%) of the permitted sign area.~~
- 4. ~~Gateway monument signs. Gateway monument signs may include major tenant names for the project.~~
  - i. ~~Maximum height of gateway monument signs: twenty five (25) feet (Tamiami Trail and River Road)~~
  - ii. ~~Sign area: Gateway monument signs shall be permitted a maximum of one hundred and twenty (120) square feet per sign face.~~
- 5. ~~Project Identity/Monument/Community Entrance signs. A sign constructed on the ground with a continuous footing or foundation with the base at grade. This may be for residential or nonresidential development. Monument/Community Entrance signs may include tenant or development name, depending on location.~~
  - i. ~~Area: Maximum of one hundred (100) square feet per sign face.~~
  - ii. ~~Location: One (1) monument sign (maximum height of ten (10) feet) per outparcel in Mixed Use Areas.~~



- iii. ~~Entry features for residential development shall be allowed on both sides of community entrances or as monumentation within a central island. Final locations shall be approved by the WVRC.~~
- 6. ~~Peripheral Parcel Identity Monument Sign. Monument signs shall be permitted. These monument signs may be internally or externally illuminated, as approved by the WVRC.~~
- 7. ~~Wayfinding. Wayfinding signs shall be consistent with the overall development theme. These signs shall be a maximum of twenty (20) square feet in copy/graphic area and a maximum of ten (10) feet in height.~~
- 8. ~~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, messages such as "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.~~
- 9. ~~Light pole banners. Light pole banners may be 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.~~

Except as otherwise provided in this Section, all signage located within Village E shall comply with the Sign Standards set forth in Chapter 5 of this Code. Any sign lawfully permitted and installed under the Village E VDPP prior to September 22, 2026, shall be classified as legally nonconforming and may continue in use, subject to the abandonment, maintenance, and nonconforming use provisions of this Code."

### SECTION 3 – CONFLICTS

- 3.01 In the event of any conflicts between the provision of this ordinance and any other ordinance, in whole or in part, the provisions of this ordinance shall 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 ~~strikethrough~~. 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 shall take 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 September 8, 2026.

ADOPTED by the City Commission of the City of North Port, Florida on the second and final reading in public session on September 22, 2026.

CITY OF NORTH PORT, FLORIDA

---

PETE EMRICH  
MAYOR

ATTEST

---

HEATHER FAUST, MMC  
CITY CLERK

APPROVED AS TO FORM AND CORRECTNESS

---

MICHAEL FUINO, B.C.S.  
CITY ATTORNEY



# Village E Village District Pattern Plan (West Villages AKA Wellen Park) Proposed VDPP Amendment

Prepared For:

Manasota Beach Ranchlands, LLLP October, 2025

## History of Approvals:

- a) Village E Village District Pattern Plan (West Villages) adopted July 23, 2019, Ordinance No. 2019-25, (Petition No. VDC-17-159)
- b) Village E Village District Pattern Plan (West Villages AKA Wellen Park), as Amended August 6, 2024, Ordinance No. 2024-26, (Petition No. VPA-24-078)
- c) Village E Village District Pattern Plan (West Villages AKA Wellen Park), as amended September 22, 2026, Ordinance No. 2026-23, Petition No. PMCPA-25-00000083 (FKA VPA-24-083)

Prepared By:



**Stantec**



## **Village E District Pattern Plan (VDPP)**

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

Prepared By:  
Stantec Consulting Services Inc.  
6920 Professional Pkwy East  
Sarasota, Florida 34240

Environmental Consultant:  
Monarch Ecology Group, LLC  
3431 Pine Valley Drive.  
Sarasota, Florida 34239





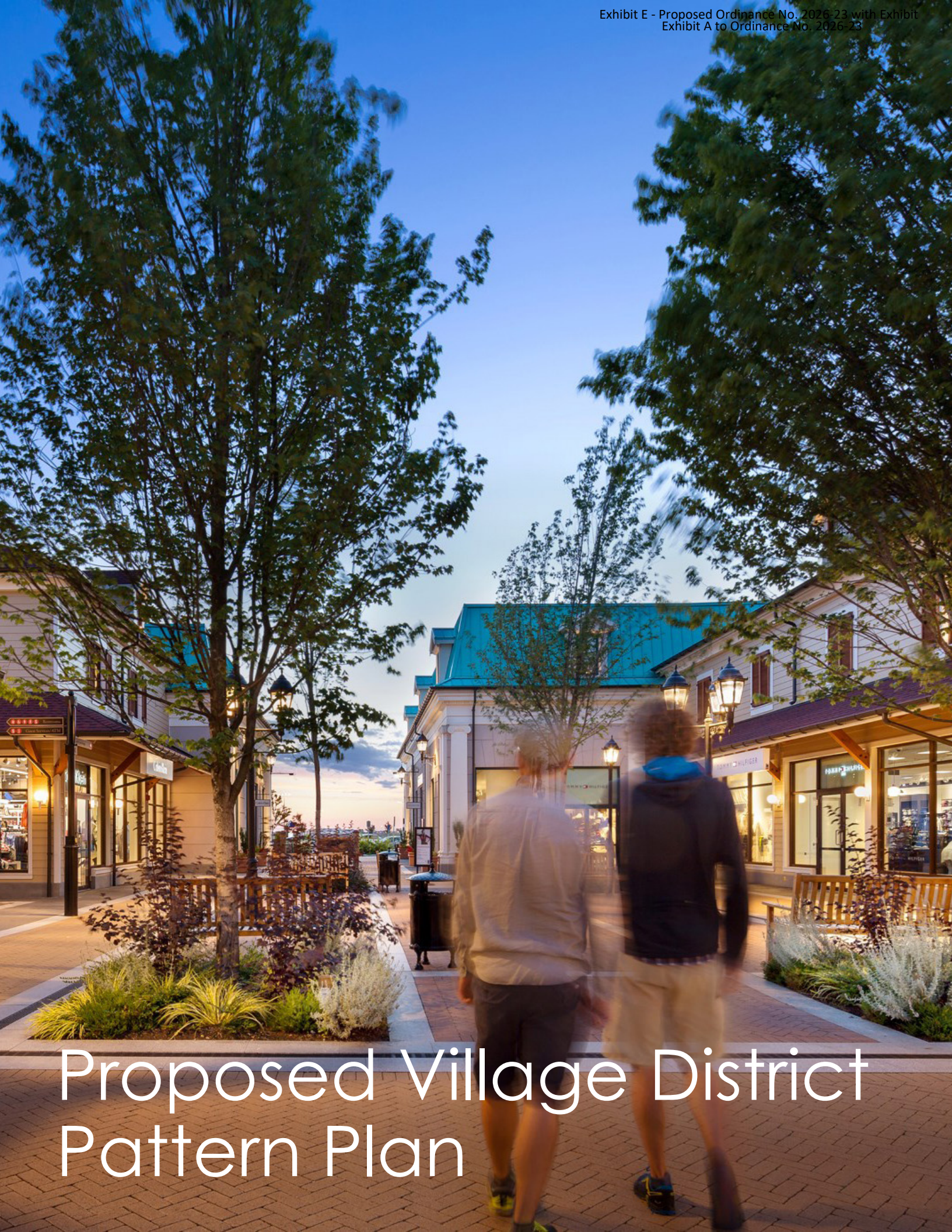


# Contents

## **Proposed Village District Pattern Plan**

|                                     |    |
|-------------------------------------|----|
| Community Goals                     | 1  |
| Proposed Village District Plan      | 2  |
| Proposed Neighborhoods Plan         | 7  |
| Roadways and Pathways               | 19 |
| Proposed Infrastructure Plan        | 29 |
| Environmental management Plan       | 32 |
| Public Facilities Plan              | 36 |
| Miscellaneous Performance Standards | 40 |
| Village E Design Standards          | 41 |
| Definitions                         | 52 |





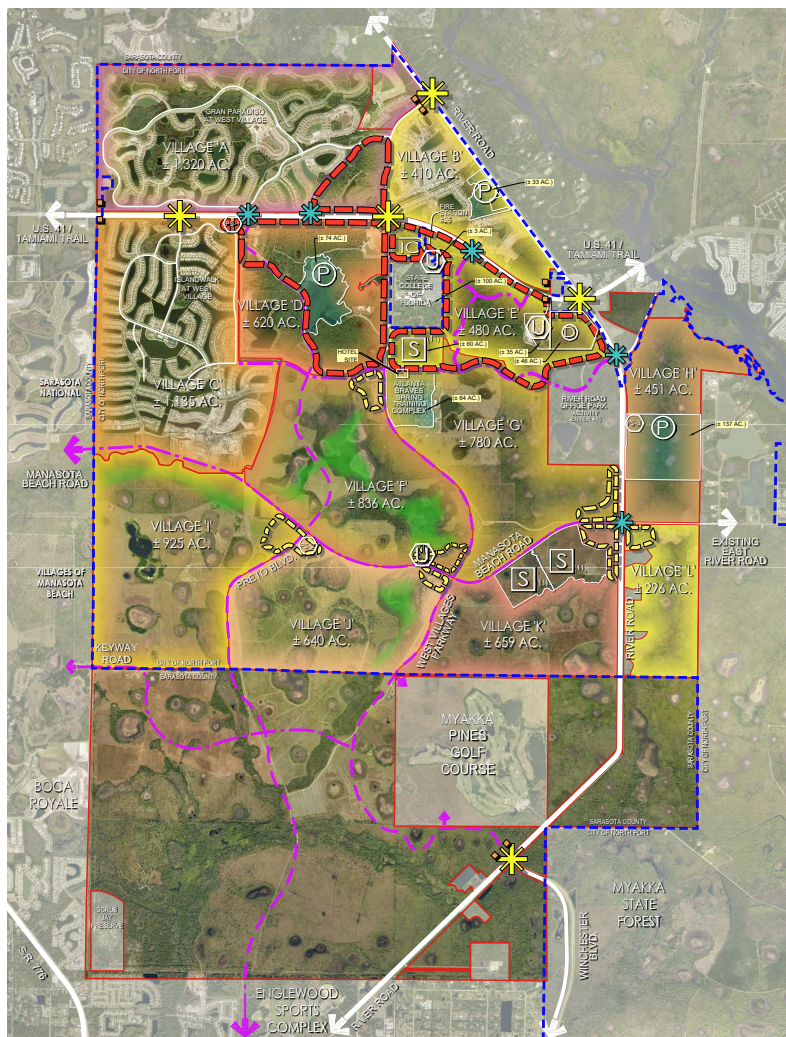
# Proposed Village District Pattern Plan



## 3.1 Community Goals

Village E furthers the following community goals:

- Create distinct neighborhoods with a vibrant, mixed use town center as a focal point for the community.
- Offer diversity in housing types to attract a variety of residents of varying socioeconomic status.
- Create a Town Center that combines commercial, residential, or recreational uses.
- Provide a mix of uses within a safe, walkable distance, to encourage use of nonvehicular transportation.
- Build a community that preserves and conserves environmentally protected areas.
- Build a community with a variety of open space options, which may include squares, greens, parks, and multiuse trails.



WEST VILLAGES INDEX MAP

### LEGEND

|  |                                           |  |                                                            |  |                                                       |  |                                         |
|--|-------------------------------------------|--|------------------------------------------------------------|--|-------------------------------------------------------|--|-----------------------------------------|
|  | EXISTING ROADWAY                          |  | APPROXIMATE SCHOOL LOCATION (K-12) [11]                    |  | RECREATIONAL / OPEN SPACE / RECREATIONAL TRAIL SYSTEM |  | APPROXIMATE TOWN CENTER LOCATION (2)    |
|  | 4 LANE W/ NEV & S SIDEWALKS               |  | SARASOTA MEMORIAL HOSPITAL - HEALTH CARE SERVICES ± 28 AC. |  | POTENTIAL ROADWAY CONNECTION TO ADJACENT COMMUNITY    |  | EXISTING TRAFFIC SIGNAL                 |
|  | 2 LANE W/ NEV, 8' SIDEWALK, & 5' SIDEWALK |  | APPROXIMATE UTILITIES / PUBLIC FACILITIES LOCATION (10)    |  | STATE COLLEGE OF FLORIDA                              |  | APPROXIMATE FUTURE FULL MEDIAN OPENINGS |
|  | 2 LANE W/ NEV & S SIDEWALKS               |  | APPROXIMATE PARK LOCATION (10)                             |  | APPROXIMATE VILLAGE CENTER LOCATION (2)               |  | CITY OF NORTH PORT - CITY LIMITS        |
|  | POTENTIAL WEST VILLAGES GATEWAY LOCATIONS |  | DIOCESSE OF VENICE LOCATION                                |  | FIRE / POLICE STATION LOCATIONS                       |  |                                         |

### NOTES

- (1) ACRES ARE APPROXIMATE. FINAL ACREAGE LOCATIONS SUBJECT TO REFINEMENT BASED UPON EXISTING SITE CONDITIONS AND FINAL VILLAGE DISTRICT PATTERN PLANS.
- (2) AREAS DEFINED WITHIN THIS DESIGNATION WILL INCLUDE 300-1,000 ACRES OF TOWN CENTER AND MAY INCLUDE VILLAGE DEVELOPMENT AT THE DENSITY / INTENSITY ESTABLISHED IN THE V.D.P.P., CONSISTENT WITH SECTION 53-212 U.L.D.C. FINAL LOCATIONS WILL BE DETERMINED DURING THE V.D.P.P. PROCESS.
- (3) THE INDEX MAP DEPICTS THE GREENBELT FRAMEWORK BY IDENTIFYING VILLAGE EDGES ADJACENT TO MAJOR ENVIRONMENTAL FEATURES OR ROADWAYS AND MULTI-USE PATHWAYS. ADDITIONALLY, THIS FRAMEWORK CONNECTS VILLAGE CENTERS AND TOWN CENTERS, CONSISTENT WITH COMPREHENSIVE PLAN POLICY 13.8 AND SEC. 53-214 OF THE U.L.D.C. COMPLIANCE WITH THESE POLICIES WILL BE FURTHER DEMONSTRATED WITH FUTURE VILLAGE DISTRICT PATTERN PLANS.
- (4) LOCATION AND CONFIGURATION OF PARKS SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTH PORT, FLORIDA, IN ACCORDANCE WITH THE WEST VILLAGES DEVELOPER AGREEMENT (POST ANNEXATION).
- (5) MULTI-MODAL TRAILS MAY BE SATISFIED BY AN 8' SIDEWALK AND 4' BIKE LANES, AND SHALL BE FURTHER REFINED WITH FUTURE VILLAGE DISTRICT PATTERN PLANS.
- (6) 8' - 12' TRAILS WILL BE DELINEATED ON V.D.P.P., AND MAY BE COMBINED WITH INTERNAL ROADWAYS.
- (7) THE WEST VILLAGES IMPROVEMENT DISTRICT WILL COORDINATE WITH THE APPLICABLE GOVERNING AUTHORITY TO ESTABLISH ACCESS MANAGEMENT CRITERIA.
- (8) FINAL LOCATIONS OF TOWN CENTERS, PUBLIC FACILITY SITES, SCHOOL SITES, VILLAGE BOUNDARIES AND ROADWAY CORRIDORS SHALL BE DETERMINED DURING THE V.D.P.P. PROCESS AND/OR DEVELOPERS AGREEMENT.
- (9) FINAL ALIGNMENT OF CORRIDORS / ROADWAYS IS SUBJECT TO FINAL APPROVAL OF JURISDICTIONAL AGENCIES.
- (10) FINAL SIZE, LOCATION, AND CONFIGURATION OF UTILITIES/PUBLIC FACILITIES SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTH PORT, FLORIDA.
- (11) SCHOOL SITE SHOWN IN VILLAGE E WILL BE REMOVED IN FAVOR OF SCHOOL SITES SHOWN IN VILLAGE K (130+/- AC.) UPON APPROVAL OF AN AGREEMENT WITH SARASOTA COUNTY SCHOOL BOARD. THE TRANSACTION TO CONVEY LAND IN VILLAGE E AND ACQUIRE LAND IN VILLAGE E WILL BE A CONCURRENT TRANSACTION.
- (12) THE PROPERTY WITHIN VILLAGE "C" IS OUTSIDE OF THE OWNERSHIP OF WEST VILLAGES LLP OR ITS AFFILIATES. THEREFORE, THAT PORTION OF MANASOTA BEACH ROAD SHALL BE CONSTRUCTED BY OTHERS. THE WVD AND CITY OF NORTH PORT ARE NOT REQUIRED TO CONSTRUCT THIS SEGMENT OF ROAD.

Adopted on March 2, 2021  
ORDINANCE 2021-13  
PETITION NUMBER VIA-20-222

## West Villages Index Map

March 3, 2021



## 3.2 Proposed Village District Pattern Plan

### Introduction

The proposed Village District Pattern Plan (VDPP) for Village E was designed according to the Village District Performance standards contained in the City of North Port's Comprehensive Plan. Before initiating this VDPP, a site analysis was prepared and reviewed by staff. The site analysis identified the extent and location of natural features and provided baseline environmental mapping. The Site Analysis also identified public facilities and services available to the area, existing and planned land uses proximate to the site, and perceived opportunities and constraints to development. The Site Analysis, as well as broader plans and ideas expressed in the Village District Pattern Book (VDPB) and Village Index Map, have been relied upon as reference points for the development of this VDPP.

The objectives of the Village District Pattern Book (VDPB) are to establish a broad community framework, to encourage development interests the flexibility to express themselves through the development of sustainable Villages, without restrictive regulations that hamper creativity or adaptability to changing market conditions. To further these objectives, the West Villages Review Committee (WVRC) was created in 2017. This committee includes three individuals appointed by the Master Developer. They are responsible for reviewing architectural features, design components, and landscape plans of retail/commercial, mixed use, and residential buildings and sites within Village E. The WVRC uses Section 10 of the West Villages VDPB, as well as design standards established for Village E, contained in this VDPP, for guidance in making approval decisions. Unless otherwise indicated, the specifications relating to landscaping contained in the City of North Port Unified Land Development Code shall be the minimum standard the Design Review Committee is empowered 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 of North Port.

Village E is identified on the Index Map as a 480-acre village. This VDPP encompasses the 415 acres of land that is owned and controlled by Wellen Park and Sarasota Memorial Hospital. The VDPP does not include land that was conveyed to Trinity Real Estate Trust (Diocese of Venice), located near the intersection of River Road and Tamiami Trail, because the land is not under common ownership. At such time that each property owner decides to proceed with development, an amendment to the VDPP will be required. Finally, the VDPP does not include the wastewater treatment

facility, because it is a public use facility and is exempt from the requirements of 53-5.B of the Unified Land Development Code (ULDC). Although the State College of Florida campus is located outside of the boundary of the VDPB, this VDPP identifies potential transportation and/or pedestrian connectivity from Village E to the campus.

Village E is a vibrant, mixed-use village and includes retail, commercial/services, office, recreational, hotel, civic, institutional and residential land uses (see Figure 3.2.A). Existing entitlements include 1,000 residential units, 400,000 square feet of non-residential floor area, and 3.6 million square feet Public/Institutional Uses and Civic Spaces.

The purpose of this amendment is to add 60 acres to the Village E Village District Pattern Plan. The land is located at the southwest corner of Village E, at the intersection of West Villages Parkway and Playmore Road. With this amendment, the overall boundary of Village E is proposed to be adjusted to ensure that the southern edge of the village aligns with Playmore Road. When the Village E VDPP was originally approved, the roadway alignment for Playmore Road was conceptual. Since that time, the alignment has been adjusted and is now fixed. The boundary adjustment accounts for an increase of 21 acres. With the addition of the 60-acre parcel, this represents an 81-acre increase in land, bringing the total to 415 acres.

The 60-acre addition will facilitate a mixed-use development that complements the adjacent Spring Training Facility. In line with current market trends, the entitlement mix for Village E has been revised to include 900 residential units, which is a reduction of 100 units, alongside 550,000 square feet of non-residential uses, an increase of 150,000 square feet. The plan will also maintain 3.6 million square feet allocated for Public/Institutional Uses and Civic Spaces.

The proposed Village District Pattern Plan for Village E identifies five Mixed Use Areas, three of which are located primarily along the Tamiami Trail corridor, the fourth is located adjacent to River Road, and the fifth along West Villages Parkway, at the intersection of Playmore Road. One Public/Institutional Uses/Civic Spaces, owned by Sarasota Memorial Hospital, is located at the southeast corner of Tamiami Trail and West Villages Parkway. The plan includes three Mixed Use Residential Neighborhoods, which may include a mix of office, retail, institutional, and residential uses that are compatible with and supportive of the State College of Florida to the west. These Neighborhoods

are also intended to transition in density and intensity, from the more intensive mixed uses along Tamiami Trail, River Road and West Villages Parkway, south and east toward Playmore Road. Finally, to promote a sense of place and strengthen community engagement, a community garden, located north of Playmore Road, and east of Merlot Avenue, was recently opened to the community.

The entirety of Village E is identified as a Town Center on the Index Map and is intended to be developed in accordance with the Town Center design criteria outlined in this VDPP. The overall design is intended to encourage mixed use development along Tamiami Trail, while creating neighborhoods that are compatible with and supportive of the adjacent State College of Florida, to the west, and Atlanta Braves Spring Training stadium and Academy to the south in Village G, and other residential uses throughout the Wellen Park.

Consistent with ULDC Section 53-219 which outlines the regulatory hierarchy between documents, where conflicts between regulating documents arise, the approved Pattern Plan and Pattern Book shall control. In places where these documents remain silent the ULDC shall control. This section states:

VDPP shall meet the requirements of all applicable

City, State and Federal requirements.

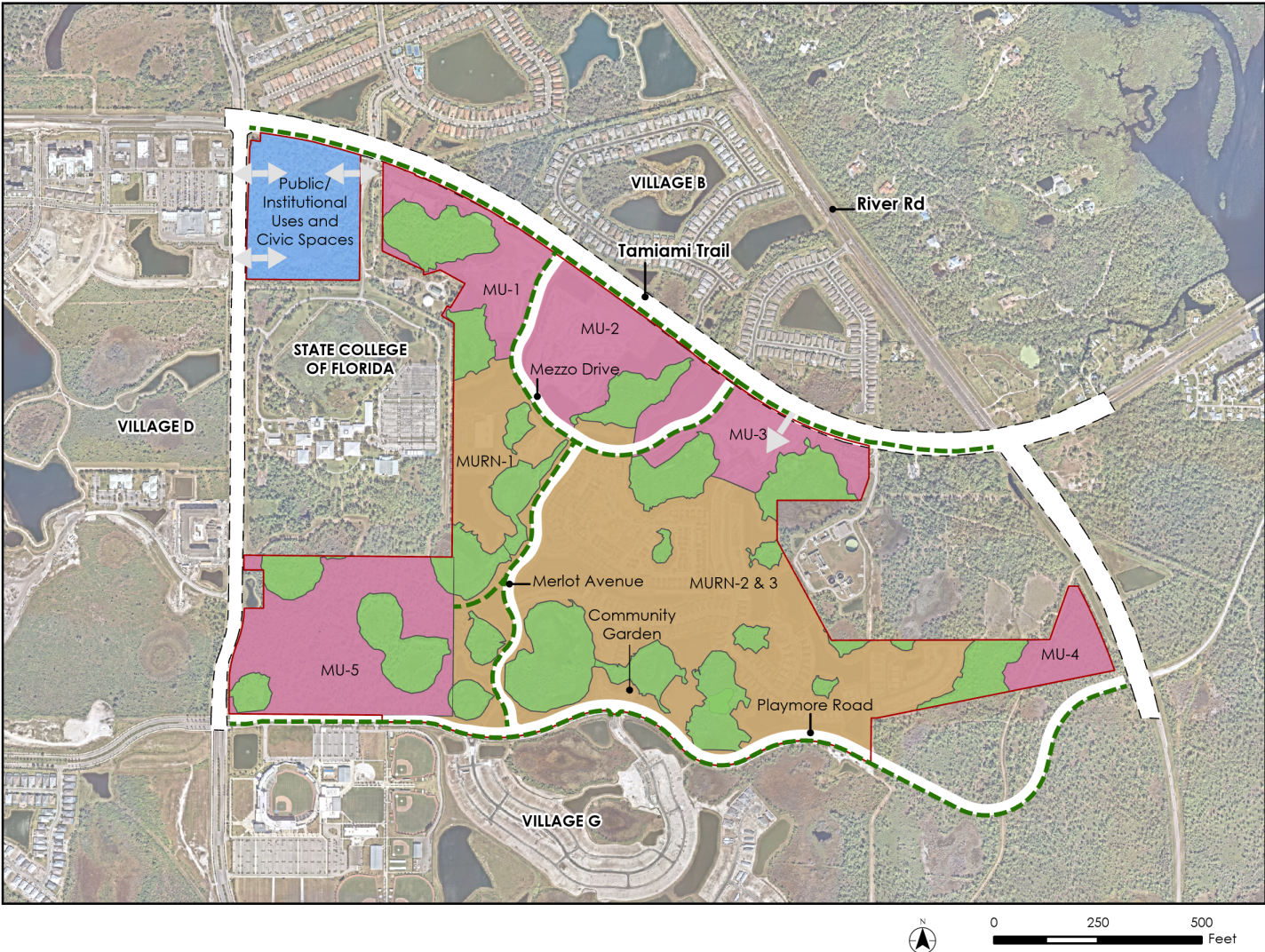
1. Where there are conflicts between VDPP, ULDC provisions, the general land use, subdivision or other applicable regulations, those adopted and shown on the approved Pattern Book and VDPP shall apply.
2. Where the VDPP does not address an area, the ULDC shall apply.
3. Amendments may be requested by 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.

All VDPPs shall be consistent with the criteria and standards of the Village District Pattern Book and Village Index Map as applicable.

Additional Village characteristics including land uses, development styles, and other community features will be explained in further sections.



Figure 3.2.A



**LEGEND**

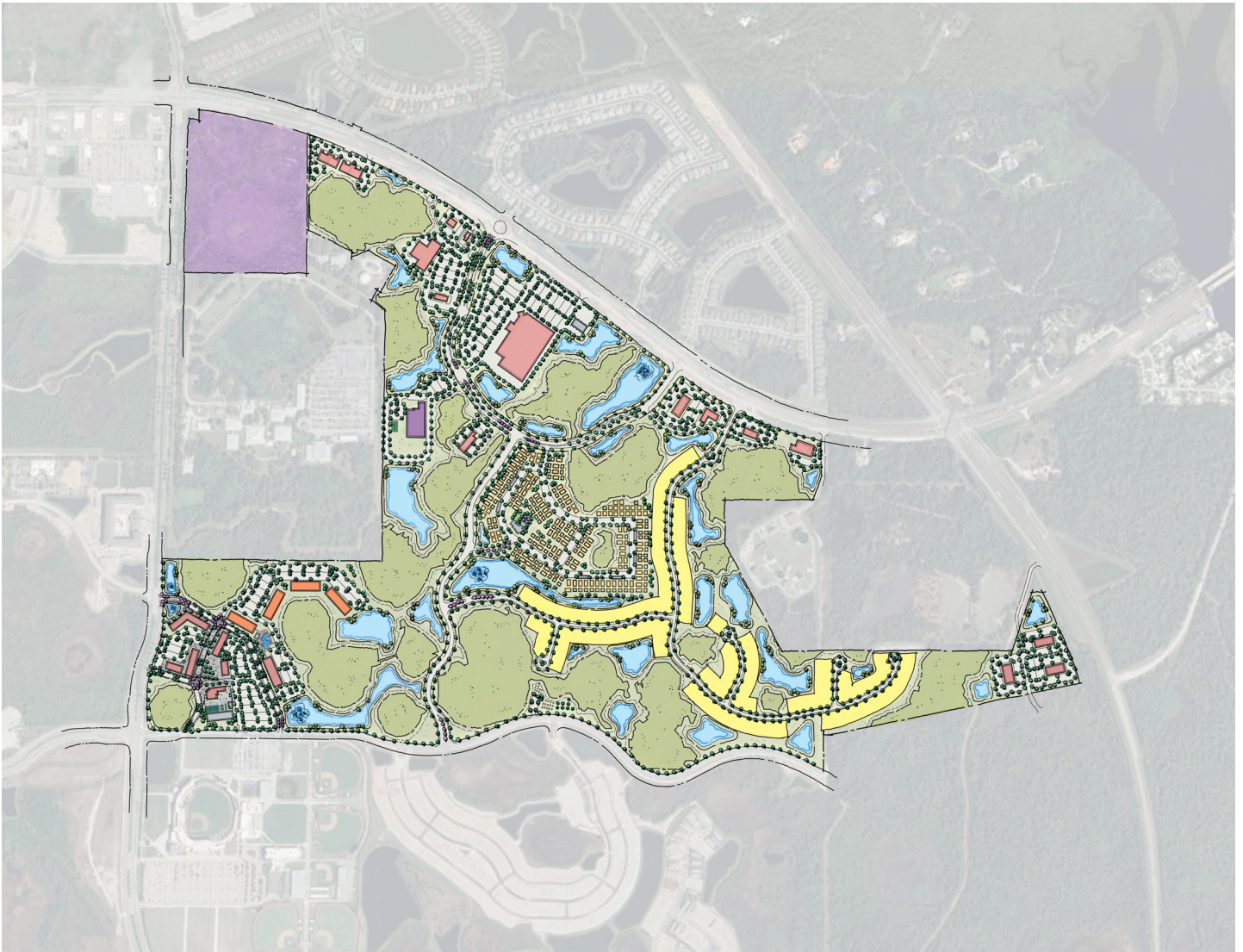
- Mxed-Use
- Mixed-Use Residential Neighborhood
- Public/Institutional Uses and Civic Spaces
- Village Boundary
- Wetlands
- 8'-12' Multimodal Trail
- Access Points

**PROPOSED VILLAGE DISTRICT PLAN**

VILLAGE E



Figure 3.2.B



**LEGEND**



COMMERCIAL/  
RETAIL



OFFICE



HOTEL



SINGLE-FAMILY

**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.



## 3.3 Proposed Neighborhoods Plan

### 3.3.1 Neighborhood Character

Consistent with the Village Index Map, Village E will serve as a Town Center. Site design will complement and support existing, adjacent institutional development to the west (State College of Florida), and the Atlanta Braves Spring Training Facility and Academy south of this Village. Three Mixed Use Areas (MU-1, MU-2 and MU-3) are planned along Tamiami Trail, and one Mixed Use Area (MU-4) is planned along River Road. Mixed-Use Area 5 (MU-5) is proposed at the northwest intersection of West Villages Parkway and Playmore Road. These areas are intended for development that will not only serve Wellen Park, but also the region. The development standards are envisioned to permit a broad range of commercial and retail uses that will promote the long-term economic sustainability of the Wellen Park.

Village E also includes three Mixed Use Residential Neighborhoods (MURN-1, MURN-2, and MURN-3), which are intended for development that will support the State College of Florida, located to the west of Village E, through the provision of multi-family housing opportunities, office, commercial, and retail development, as well as residential neighborhood development.

The site design is intended to further the goals of the Village Land Use by encouraging a better jobs/housing balance, through the development of a community that encourages a mix of office, retail, residential, and opportunities for recreation.

Finally, this Village will offer a variety of residential unit types. Townhouses, stacked townhouses, single family semi-detached, single family detached, and multi-family units may be developed within Village E.

An important element of the village design includes a multimodal trail network that connects all areas to neighborhood centers, open space tracts, and mixed-use Areas. The multimodal trail network is intended to connect places like the community garden, located

north of Playmore Road, and east of Merlot Avenue, that was recently opened to the community. These features facilitate citizen interaction by linking neighborhoods to on-site and adjacent amenities and facilities. These trails will provide residents with recreational opportunities and access to the natural environment and open spaces.

This Village is designed to be a vibrant, Mixed-Use Area, offering a broad mix of residential unit types, which may be mixed vertically and horizontally with retail, commercial and office uses. The vision is to encourage commercial and retail development in Mixed Use Areas 1 through 5, with a slight reduction in intensity in the Mixed-Use Residential Neighborhoods, while making available a broad range of housing types and development options within Village E.

In furtherance of the interpretation authority granted by the City of North Port Comprehensive Plan and Unified Land Development Code (ULDC), the ULDC Administrator shall have the authority to administratively approve modifications initiated by the Master Developer of standards and the conceptual design layout contained within this VDPP. The ULDC Administrator may impose reasonable mitigation measures to limit impacts from the requested adjustment of standards. The ULDC Administrator shall have the added authority to administratively approve modifications to standards initiated by the Master Developer that provide a benefit to the general public or surrounding community, as long as those modifications do not increase density, maximum allowable building heights, reduce buffer widths along Tamiami Trail, Playmore Drive, or River Road, or add permitted uses. All standards contained herein may be met throughout the overall VDPP area and not individual parcels or lots.

### 3.3.2 Structure Types

Village E is planned to include a range of housing types, which will include single-family detached, single-family semi-detached, or paired villas, single-family attached townhouses with front or side-loaded garages, single-family attached townhouses with rear-loaded garages, stacked townhouses, multi-family, and residential units within mixed use buildings. See Development Standards for dimensional requirements.

A single-family detached unit is 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. An accessory apartment is 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.

A single-family semidetached unit, or paired villa, is 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.

A single-family attached townhouse is 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.

A stacked townhouse typically has two units stacked vertically, with each having an entrance from the street or side of the building.

A multi-family unit contains three or more dwelling units, which is typically two or more stories tall.

A mixed-use dwelling is 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 Policy 13.1.n establishes that 16,400 dwelling units is the maximum number of units that may be developed in areas of the Wellen Park that lie within the City of North Port, consistent with Figure 13.1.n of the Comprehensive Plan. 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 the Wellen Park. Residential density will be calculated for the land areas identified on the Proposed Village District Pattern Plan (Mixed Use and Mixed-Use Residential Neighborhood). The maximum density shown on the Development Standards Table, may be exceeded for an individual project, if the overall density for the area (MU, MURN) 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 E are more than what was contemplated in the Traffic Impact Analysis, additional analysis will be conducted.

Figure 3.3.A

## Village E Development Standards

| VILLAGE E DEVELOPMENT STANDARDS              |                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                              | MIXED USE                                                                                                                                                                                                                                                                                                                                                      | MIXED USE RESIDENTIAL NEIGHBORHOOD                                                                                                                                                                                                                                                                                                                                                      | PUBLIC/INSTITUTIONAL USES AND CIVIC SPACES                                                                                                                                                                                                                                                                                                                                                                                                         |
| (+/-) ACRES                                  | 179                                                                                                                                                                                                                                                                                                                                                            | 208                                                                                                                                                                                                                                                                                                                                                                                     | 28                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| (+/-) ADJUSTED GROSS ACRES                   | 129                                                                                                                                                                                                                                                                                                                                                            | 156                                                                                                                                                                                                                                                                                                                                                                                     | 28                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| OPEN SPACE (+/-) ACRES                       | 50                                                                                                                                                                                                                                                                                                                                                             | 52                                                                                                                                                                                                                                                                                                                                                                                      | 0.7                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| FLOOR AREA RATIO (3) DENSITY LIMITATIONS (4) | 3.0 FAR<br>24 Dwelling units per Acre                                                                                                                                                                                                                                                                                                                          | 2.0 FAR<br>16 Dwelling units per Acre                                                                                                                                                                                                                                                                                                                                                   | 3.0 FAR                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Permitted Uses(1)<br>(6)(7)                  | <b>Residential:</b> Model Homes/<br>Sales Center, Community Center,<br>Gatehouse, Single-Family Detached<br>Type A&B, Accessory Apartment,<br>Single-Family Semi-Detached,<br>Townhouses, Stacked Townhouses,<br>Multi-Family, Mixed Use, Residential<br>Support Uses <b>Non-Residential:</b><br>Commercial/Service, Retail, Parking/<br>Utility/Communication | <b>Residential:</b> Model Homes/<br>Sales Center, Community Center,<br>Gatehouse, Single-Family Detached<br>Type A&B, Accessory Apartment,<br>Single-Family Semi-Detached,<br>Townhouses, Stacked Townhouses,<br>Multi-Family, Mixed Use, Residential<br>Support Uses <b>Non-Residential:</b><br>Commercial/Service, Retail, Parking/<br>Utility, Institutional (aka Charter<br>School) | <b>Public Institutional Uses and Civic Spaces:</b><br>These facilities are generally recognized as<br>having an essential purpose for the health,<br>safety, and welfare of the community.<br>Such facilities may include major existing<br>or programmed public/quasi-public<br>facilities, such as major healthcare<br>facilities, educational facilities, or public or<br>private utilities (i.e. water or wastewater<br>treatment facilities). |
| Minimum Lot Size                             | <b>Residential:</b> See Typical<br>Configurations for Structures; <b>Non-</b><br><b>residential:</b> No min. lot area                                                                                                                                                                                                                                          | <b>Residential:</b> See Typical<br>Configurations for Structures; <b>Non-</b><br><b>residential:</b> No min. lot area                                                                                                                                                                                                                                                                   | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Maximum Structure Height                     | 50 Feet (s.f.) 60 feet (community<br>center, gatehouse, townhouse), 120<br>Feet (multi-family, hotel/motel, non-<br>residential)                                                                                                                                                                                                                               | 42 Feet (s.f.), 80 Feet (townhouses,<br>community center, gatehouse), 120<br>feet (hotel/motel, multifamily, non-<br>residential)                                                                                                                                                                                                                                                       | 150 feet                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Setbacks(2)(5)                               | <b>Residential</b> - See Typical<br>Configurations for Structures<br><b>Non-residential</b> - Meet State<br>Building and Fire Code                                                                                                                                                                                                                             | <b>Residential</b> - See Typical<br>Configurations for Structures <b>Non-</b><br><b>residential</b> - Meet State Building and<br>Fire Code                                                                                                                                                                                                                                              | Meet State Building and Fire Code                                                                                                                                                                                                                                                                                                                                                                                                                  |

Notes:

(1) Above ground 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, PUBLIC/ INSTITUTIONAL USES AND CIVIC SPACES (Fig. 3.2.A). With each Site & Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the required Land Use Mix (Fig. 3.9.1). The Tracking Chart shall also demonstrate that the total FAR does not exceed 1.0, pursuant to Comprehensive Plan Policy 13.2 and ULDC Section 53-212.C. Individual subdivision or project area may be able to support a 3.0 FAR on an individual site, if it does not exceed overall FAR of 1.0.

(4) Residential density shall be calculated for the land areas identified on the Village District Plan (MU, MURN) (Fig. 3.2.A). 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 (Fig. 3.9.1). The Tracking Chart shall also demonstrate that total density does not exceed 4 DU/Adjusted Gross Acre without Transfer of Development Rights, pursuant to Comprehensive Plan 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 Policy 13.10 and ULDC Section 53-218.

(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 30 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.

(8) PUBLIC/INSTITUTIONAL USES AND CIVIC SPACES Use property shall not be required to adhere to the Sec. 3.8 Miscellaneous Performance Standards, the 3.9 Village E Design Standards, and the ULDC landscaping, parking, and signage regulations.

**Figure 3.3.B****Typical Configurations 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

Public / Institutional Uses and Civic Spaces

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

**Notes:**

1. Front Loading Garage (FLG), Side Loading Garage (SLG), Recessed Garage Option (RGO)
2. Screen enclosures for Town homes 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 Town homes and SFA units may have a 0FT side setback provided units abut a shared privacy wall.
4. A Corner Lot is a lot abutting two or more streets at their intersection. When a side property line is adjacent to a platted open space tract of at least 5 FT in width, a corner lot setback shall not be required.
5. The rear setback may be reduced to 0FT 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 with or without fixed roof, 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

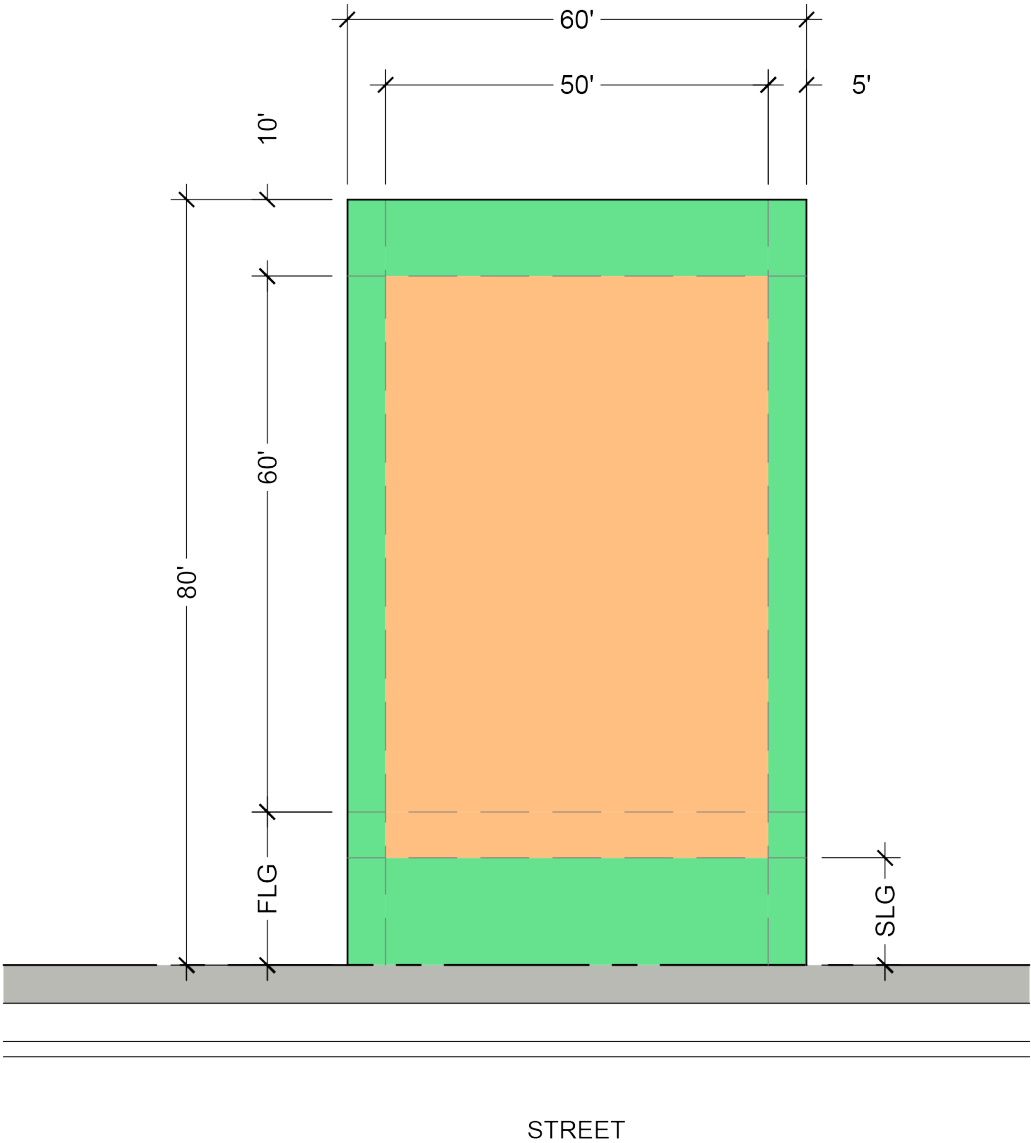
DETACHED - TYPE A

Development Standards

- Lot Area Min.
- Lot Width Min.
- Lot Depth Min.
- Lot Coverage Max.
- Front Setback Min. (Measured to sidewalk)
- Side Setback Min. (Principal Structure)
- Side Setback Min. (Pool Deck, Screen Enclosure)
- Rear Setback Min.(Principal Structure)
- Rear Setback Min. (Pool Deck, Screen Enclosure)

Single-Family Detached (Type-A)

- 4,800 SF
- 60 FT
- 80 FT
- 65%
- 20 FT (FLG) / 10 FT (SLG)(RGO)
- 10 FT Between Structures, 5 FT Corner Lot
- 3 FT Pool; 0' Pool Deck/Screen
- 10/5 FT (RGO)
- 0 FT (deck/screen) / 3 FT (Pool Edge)





## SINGLE-FAMILY

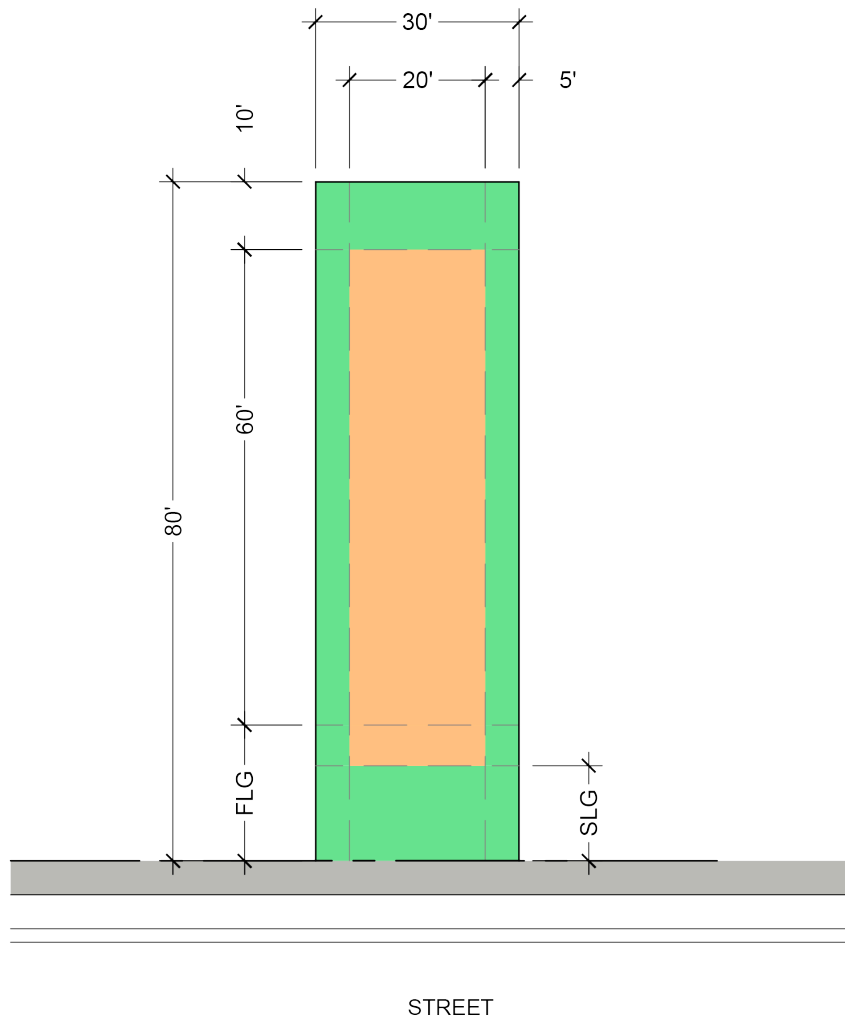
DETACHED - TYPE B

### Development Standards

Lot Area Min.  
Lot Width Min.  
Lot Depth Min.  
Lot Coverage Max.  
Front Setback Min. (Measured to sidewalk)  
Side Setback Min. (Principal Structure)  
Side Setback Min. (Pool Deck, Screen Enclosure)  
Rear Setback Min. (Principal Structure)  
Rear Setback Min. (Pool Deck, Screen Enclosure)

### Single-Family Detached (Type-B)

2,400 SF  
30 FT  
80 FT  
65%  
20 FT (FLG) / 10 FT (SLG)(RGO)  
10 FT Between Structures, 5 FT Corner Lot  
3 FT Pool; 0 FT Pool Deck/Screen  
10/5 FT (RGO)  
0 FT (Pool Deck) / 3 FT (Pool Edge)





## SINGLE-FAMILY

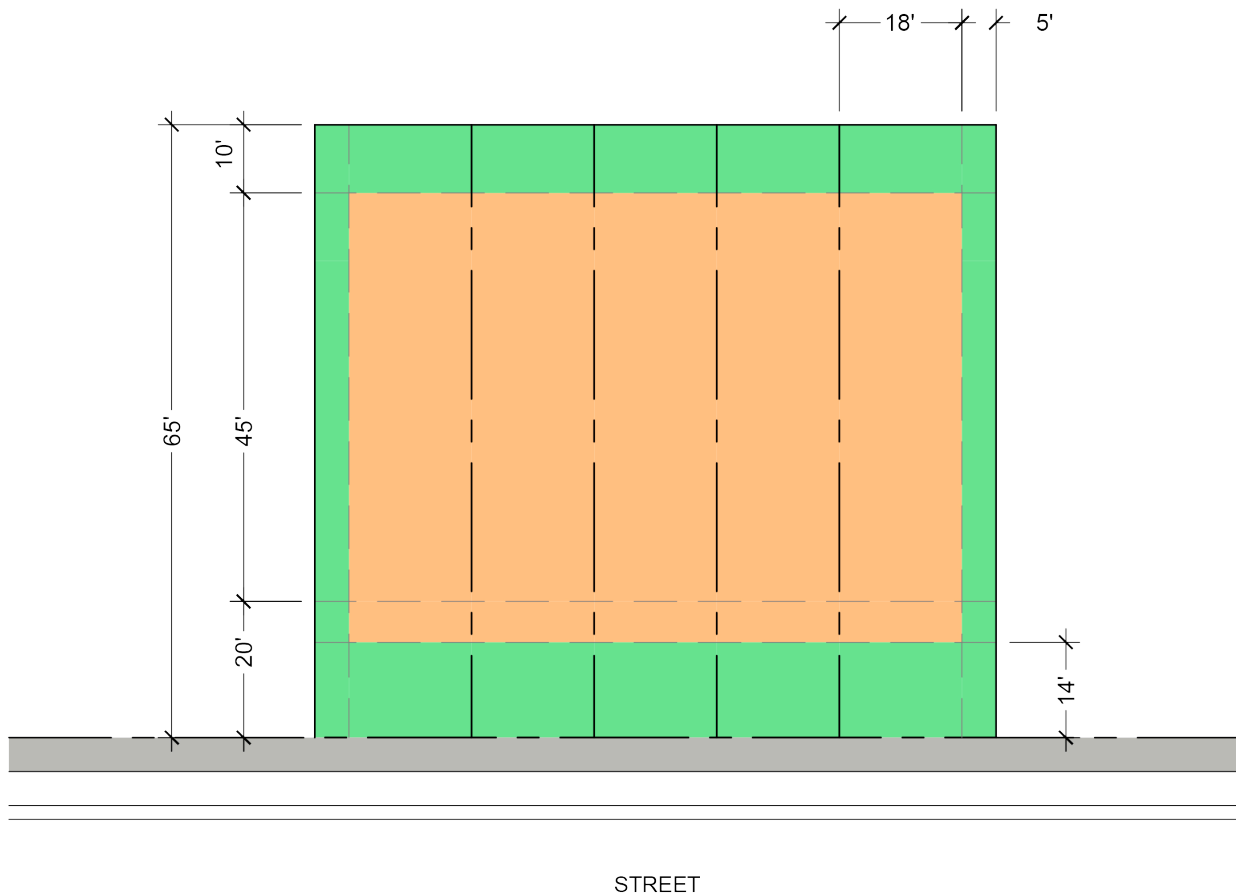
ATTACHED - TOWNHOME (FRONT-LOADED)

### Development Standards

Lot Area Min.  
Lot Width Min.  
Lot Depth Min.  
Lot Coverage Max.  
Front Setback Min. (Measured to sidewalk)  
Side Setback Min. (Principal Structure)  
Side Setback Min. (Pool Deck, Screen Enclosure)  
Rear Setback Min. (Principal Structure)  
Rear Setback Min. (Pool Deck, Screen Enclosure)

### Single-Family Attached (Townhome) (6)

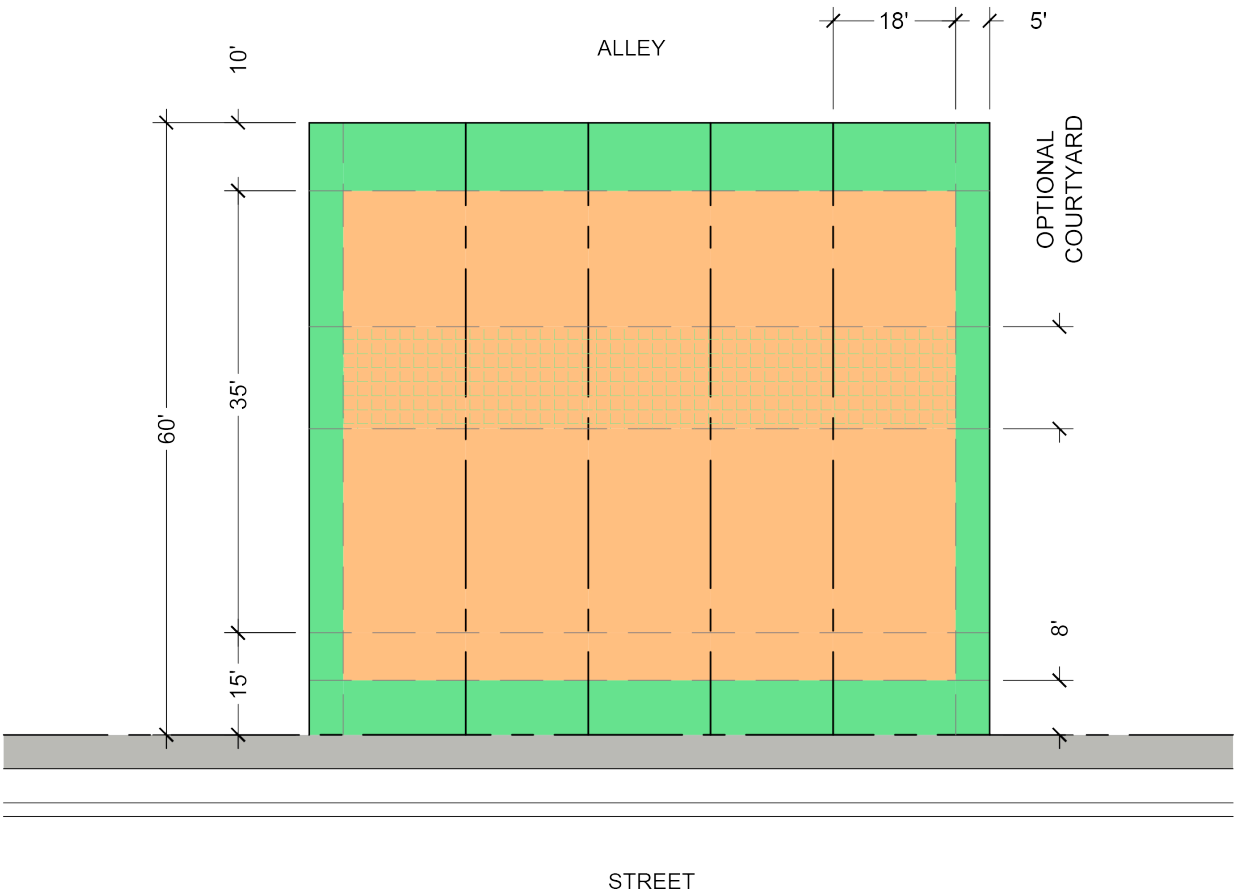
1,170 SF (per unit)  
18 FT  
65 FT  
80%  
20 FT / 10 FT (Porch/Stoop) (SLG)(RGO)  
10 FT Between Structures (0 FT Common Wall/Shared Lot Line) / 5 FT Corner Lot  
3 FT Pool (0 FT Common Wall/Shared Lot Line) / 3 FT (Side Yard Pool Edge/Screen)  
10 FT  
N/A



SINGLE-FAMILY

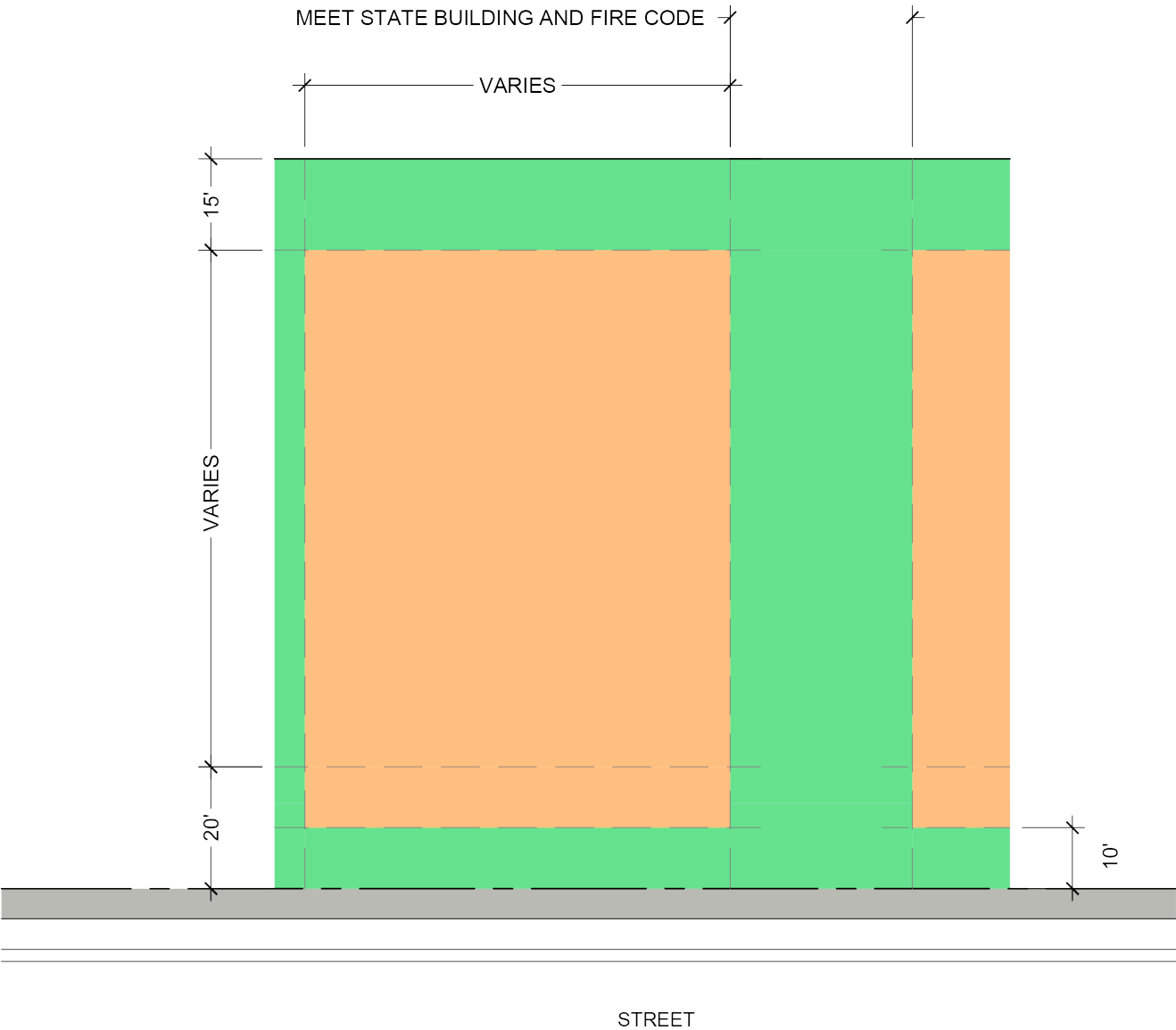
ATTACHED - TOWNHOME (ALLEY-LOADED)

|                                                 |                                                                      |
|-------------------------------------------------|----------------------------------------------------------------------|
| Development Standards                           | Single-Family Attached (Townhome) (6)                                |
| Lot Area Min.                                   | 1,080 SF (per unit)                                                  |
| Lot Width Min.                                  | 18 FT                                                                |
| Lot Depth Min.                                  | 60 FT                                                                |
| Lot Coverage Max.                               | 80%                                                                  |
| Front Setback 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 Setback Min. (Measured to sidewalk)       | 0' / 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                                 |

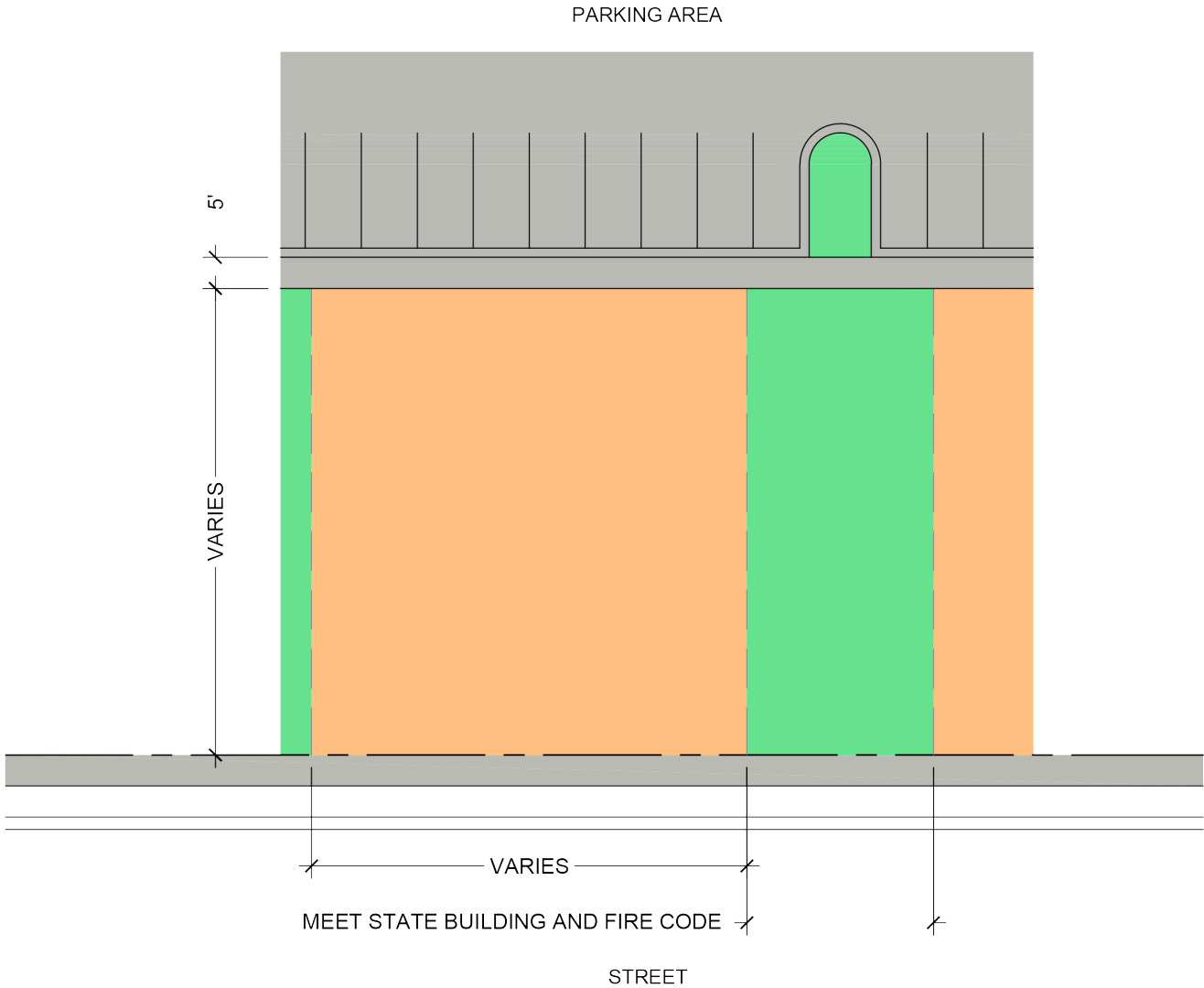




MIXED-USE

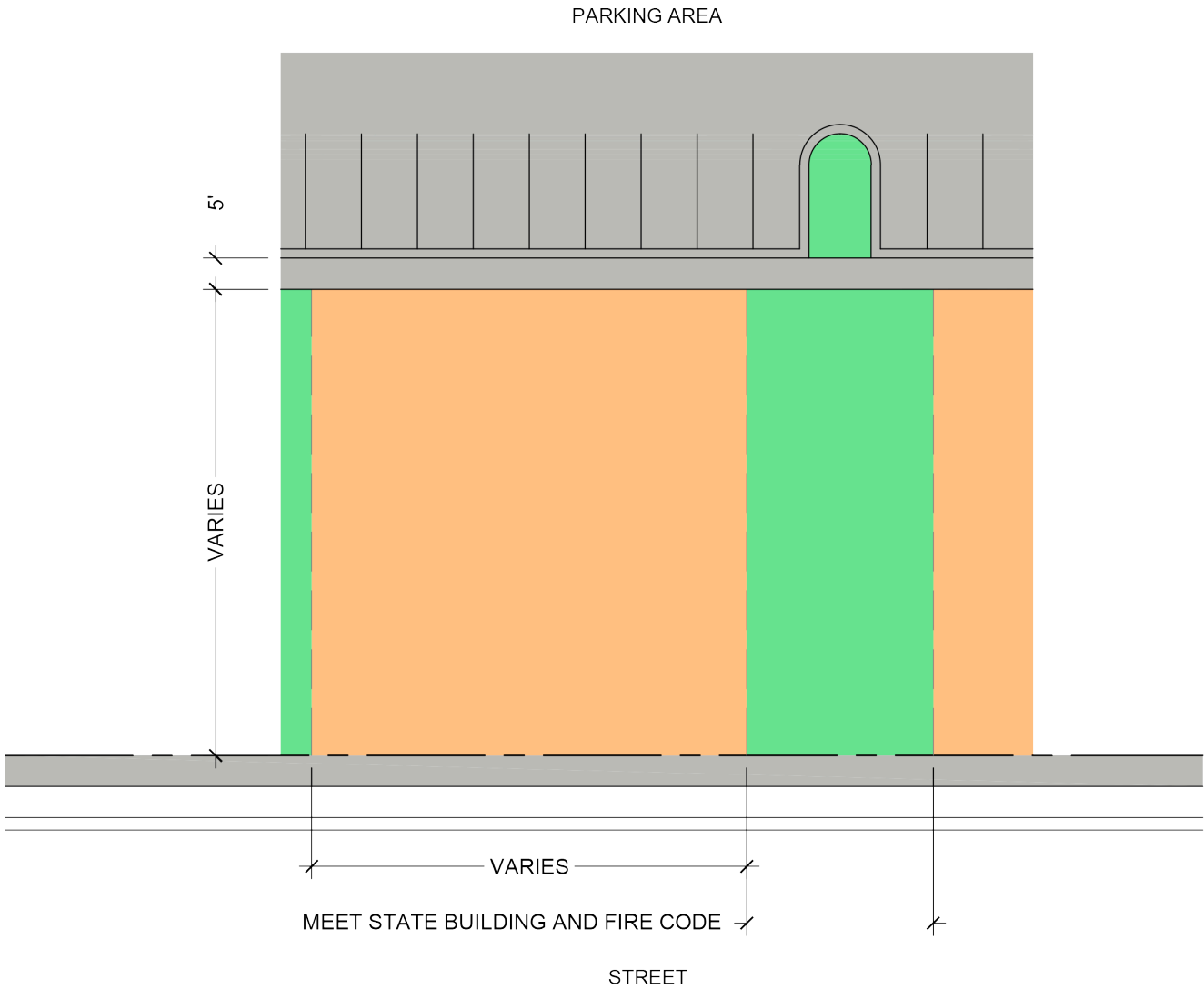
RESIDENTIAL / NON-RESIDENTIAL

| 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 Setback 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                               |



PUBLIC/INSTITUTIONAL USES AND  
CIVIC SPACES  
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 Setback 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                               |



### 3.3.3 Neighborhood Centers

Neighborhoods encourage a sense of community by incorporating, through neighborhood design, a Neighborhood Center. Neighborhood center areas are intended to serve residential neighborhoods as community centers providing a concentration of activities that serve the immediate area. These neighborhood centers may be community centers for residential neighborhoods, passive or active parks, neighborhood greens, or civic nodes. These spaces shall be shown on the subdivision plan. Neighborhood resiliency may be encouraged through the hardening of facilities, such as civic structures, schools, clubhouses and other public/quasi-public structures, where appropriate, so those structures may provide shelter for hurricanes or other natural hazards and offer a safe environment for residents and employees.

### 3.3.4 Town Center

Town Center is intended to have a functional and attractive development pattern that creates a network of successful urban style nodes. These nodes bring together commercial, residential, mixed-use, light industrial and civic spaces in a walkable destination where people can live, work, shop, and play. These Town Center nodes demonstrate the commitment to creating a multi-layered public realm, consistent with the intent of Policy 13.2 of the Comprehensive Plan and the ULDC. These Town Center nodes are intended to create a prosperous and varied network of uses supported by the residents while remaining accessible to a larger regional market base.

Village E is designated for Town Center Development. Town Center may offer residents of Wellen Park access to a broad range of retail/commercial, office, civic, and residential uses. Town Center allows for uses that support a regional market base. The objectives for this Town Center development include achieving harmony of development with neighboring buildings and areas of development and a better environment by employing superior design and planning standards.

## 3.4 Roadways and Pathways

### 3.4.1 Roadways and Pathways

Roadways within Village E will comfortably accommodate vehicular, pedestrian, Neighborhood Electric Vehicles, and bicycle traffic. Through design and development of Village E, 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 the 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 Village development: Boulevards, Mixed Use Streets, Avenues, Residential Neighborhood Streets, and Alleys. Typical cross sections are depicted in the subsequent sections.

The roadways and pathways depict improvements that are impact fee and mobility fee creditable and are to be constructed and maintained by the West Villages Improvement District (WVID) and/or the Master Developer. The phasing of roadways within Village E will be consistent with approved development phasing within Village E, to provide sufficient and safe access, as well as bicycle and pedestrian connectivity, concurrent with development, as determined by the Master Developer.

Roadways and Pathways

Figure 3.4.A.

Boulevard

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           |
| <b>Travel Way Dimensions</b>               | <b>Min.</b>   | <b>Max.</b>  |
| 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          |
| <b>Public Frontage</b>                     | <b>Min.</b>   | <b>Max.</b>  |
| Planting Type                              | Planted/Grass |              |
| Planting Width (ft)                        | 0             | -            |
| Walkway Width (each side) (ft)             | 5             | -            |
| <b>Right Of Way</b>                        | <b>Min.</b>   | <b>Max.</b>  |
| ROW Width                                  | 100           | -            |

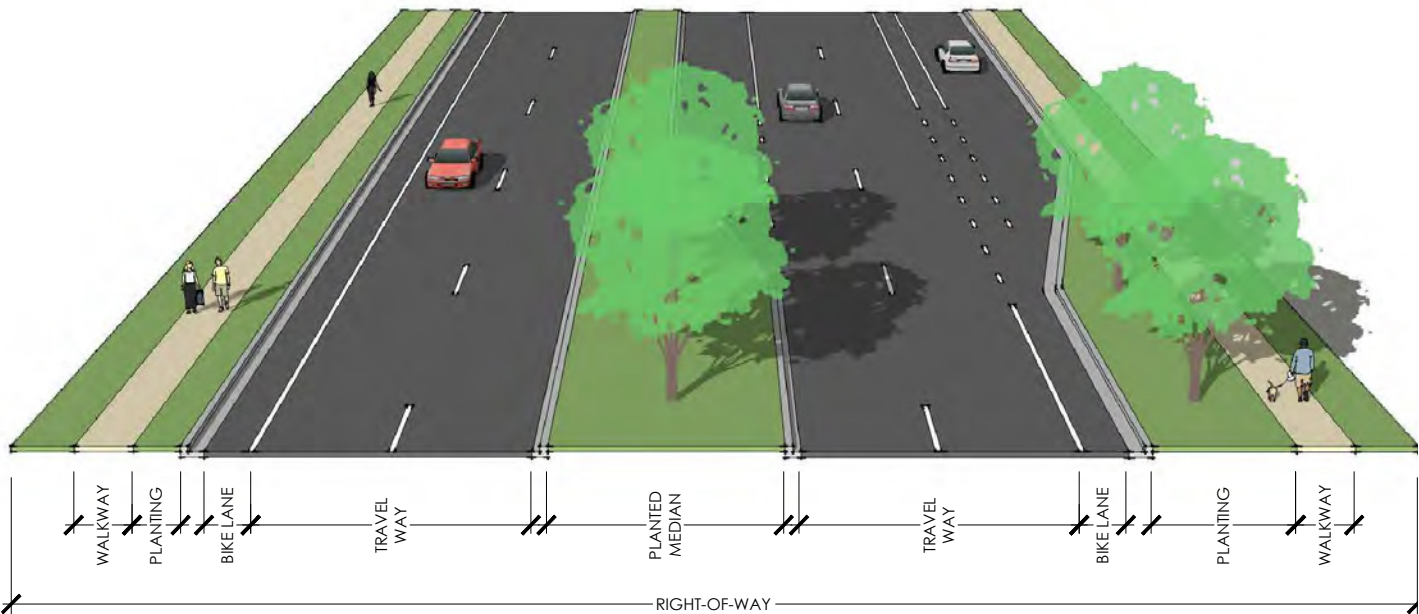


Figure 3.4.B.

Boulevard Option 2

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           |
| <b>Travel Way Dimensions</b>               | <b>Min.</b>   | <b>Max.</b>  |
| 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          |
| <b>Public Frontage</b>                     | <b>Min.</b>   | <b>Max.</b>  |
| Planting Type                              | Planted/Grass |              |
| Planting Width (ft)                        | 0             | -            |
| Walkway Width (each side) (ft)             | 5             | -            |
| <b>Right Of Way</b>                        | <b>Min.</b>   | <b>Max.</b>  |
| ROW Width                                  | 100           | -            |

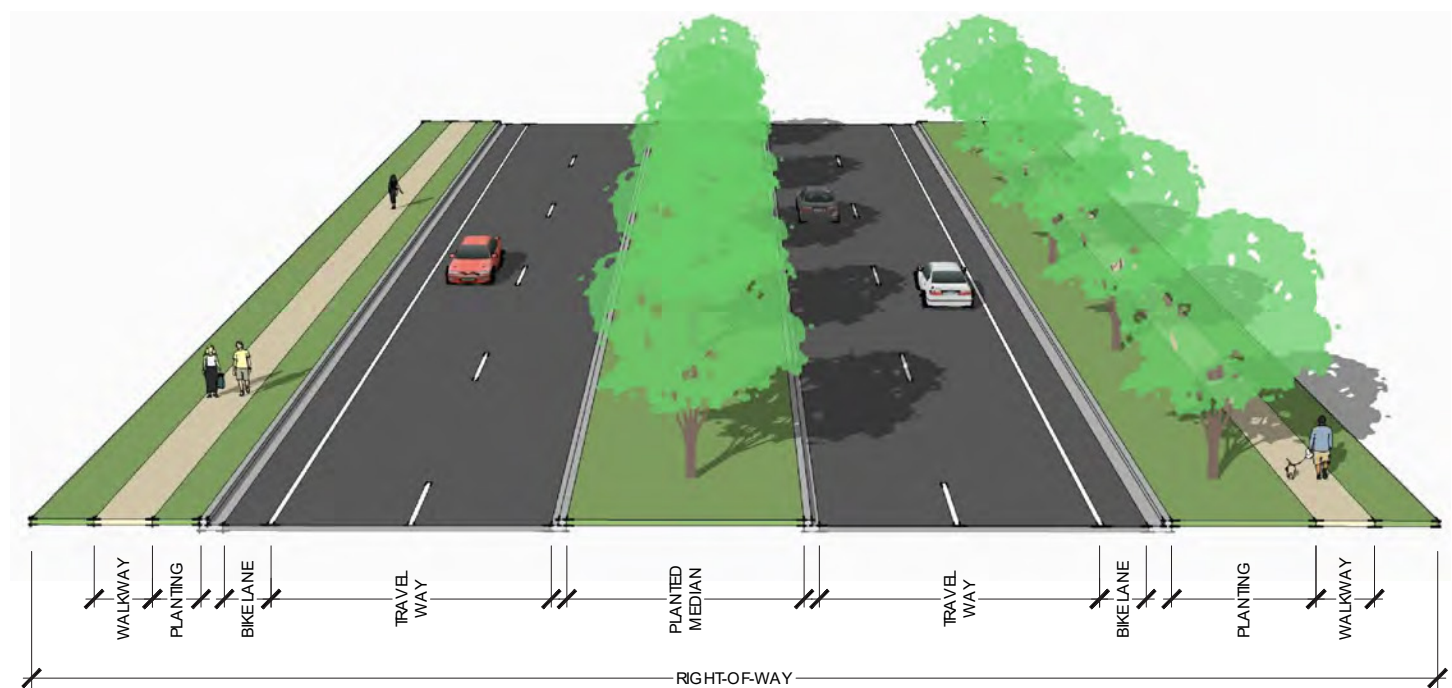




Figure 3.4.C.

Mixed Use Street A

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- to four-lane divided roadway with turn lanes.
- Provides regional connections to the other villages and arterials.
- 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 Neighborhood Electric Vehicles.

| Design Parameters                                   | Min.         | Max.         |
|-----------------------------------------------------|--------------|--------------|
| Target Speed                                        | 15           | 25           |
| <b>Travel Way Dimensions</b>                        | <b>Min.</b>  | <b>Max.</b>  |
| 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          |
| <b>Public Frontage</b>                              | <b>Min.</b>  | <b>Max.</b>  |
| Planting Type                                       | Intermittent |              |
| Planting Width (ft)                                 | -            | 6            |
| Walkway Width (ft)                                  | 5            | -            |
| <b>Right Of Way</b>                                 | <b>Min.</b>  | <b>Max.</b>  |
| ROW Width                                           | 60           | 90           |

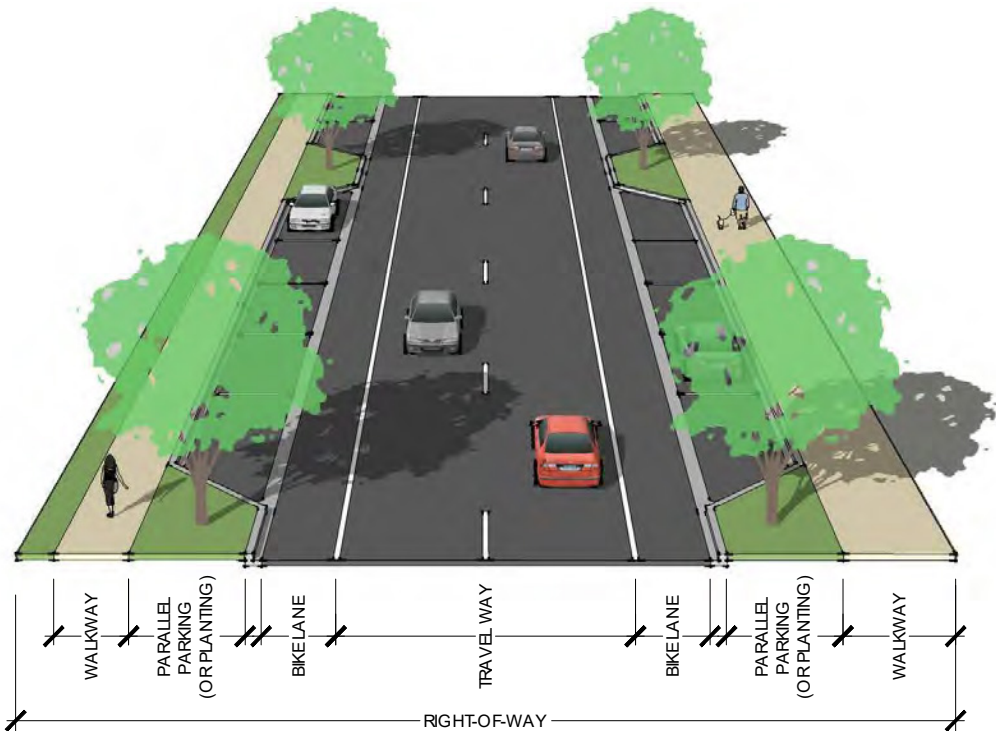


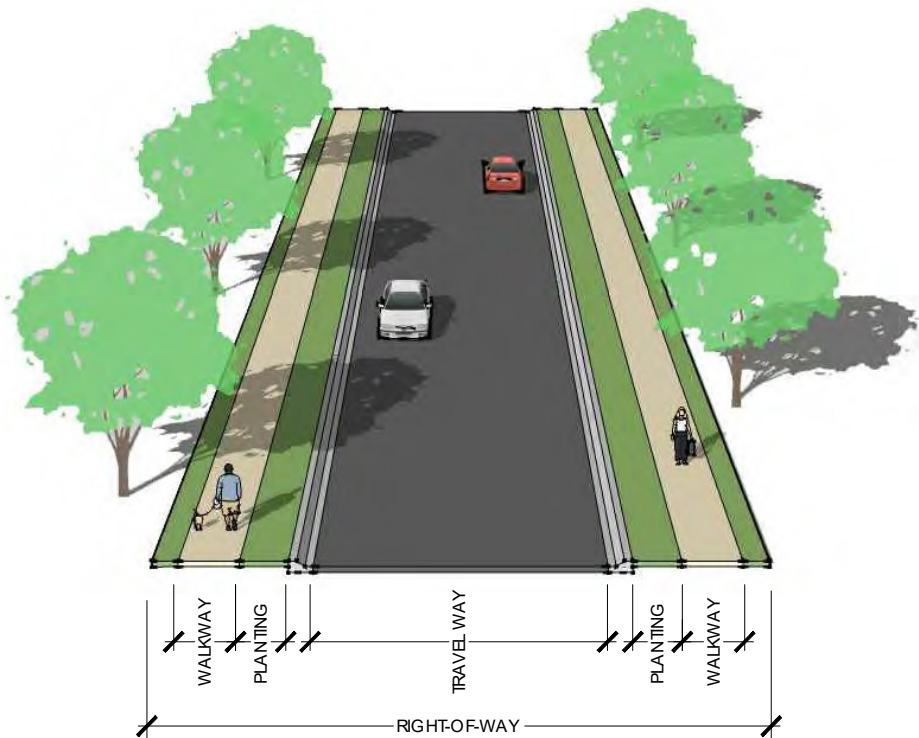
Figure 3.4.D.

Mixed Use Street B

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 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   |

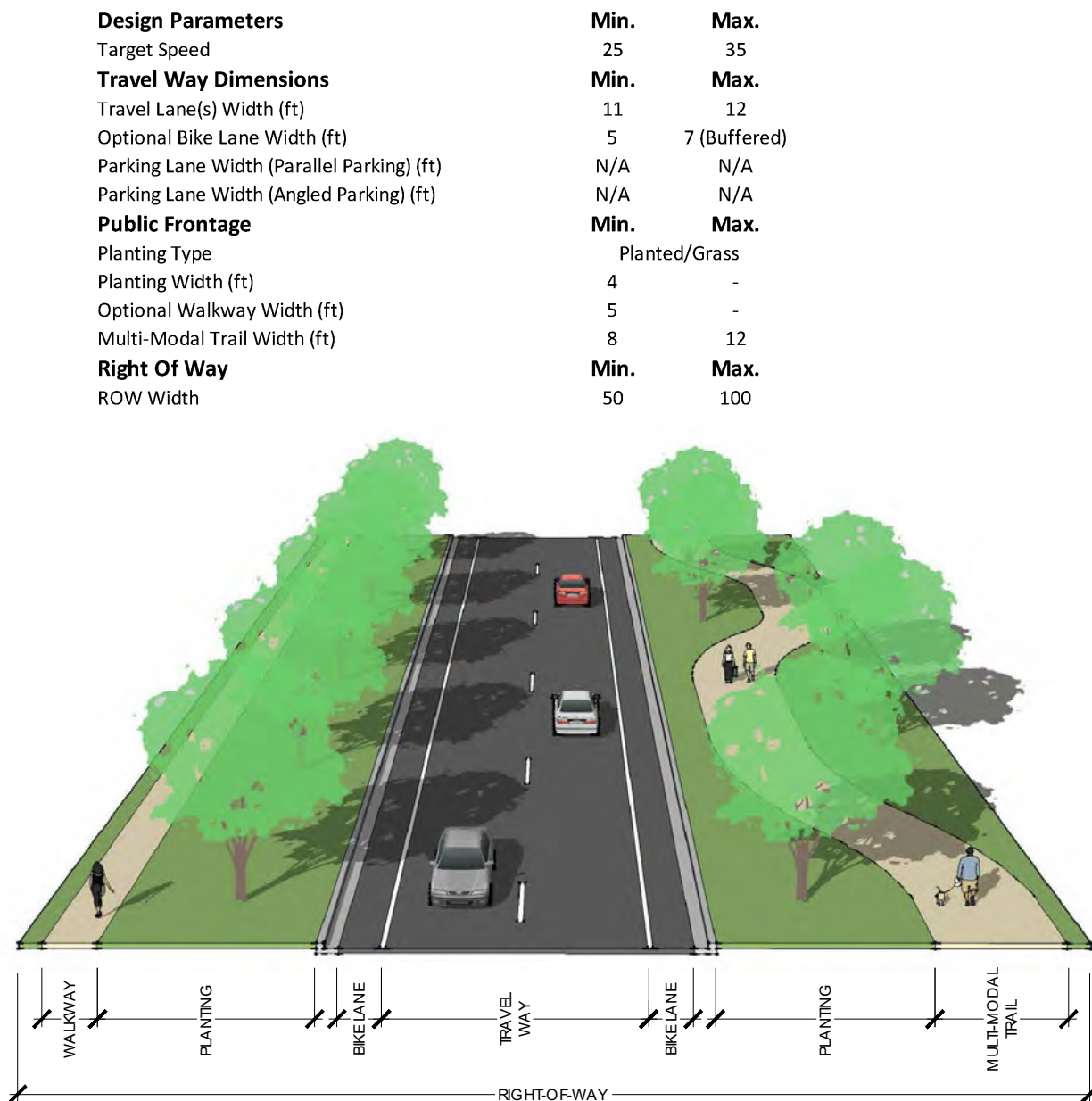


## Figure 3.4.E.

### Avenue

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.



**Figure 3.4.F.**

**Avenue At Intersection**

- 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           |
| <b>Travel Way Dimensions</b>               | <b>Min.</b> | <b>Max.</b>  |
| 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          |
| <b>Public Frontage</b>                     | <b>Min.</b> | <b>Max.</b>  |
| Planting Type                              | Planted     |              |
| Planting Width (ft)                        | 4           | -            |
| Optional Walkway Width (ft)                | 5           | -            |
| Multi-Modal Trail Width (ft)               | 8           | 12           |
| <b>Right Of Way</b>                        | <b>Min.</b> | <b>Max.</b>  |
| ROW Width                                  | 60          | 120          |

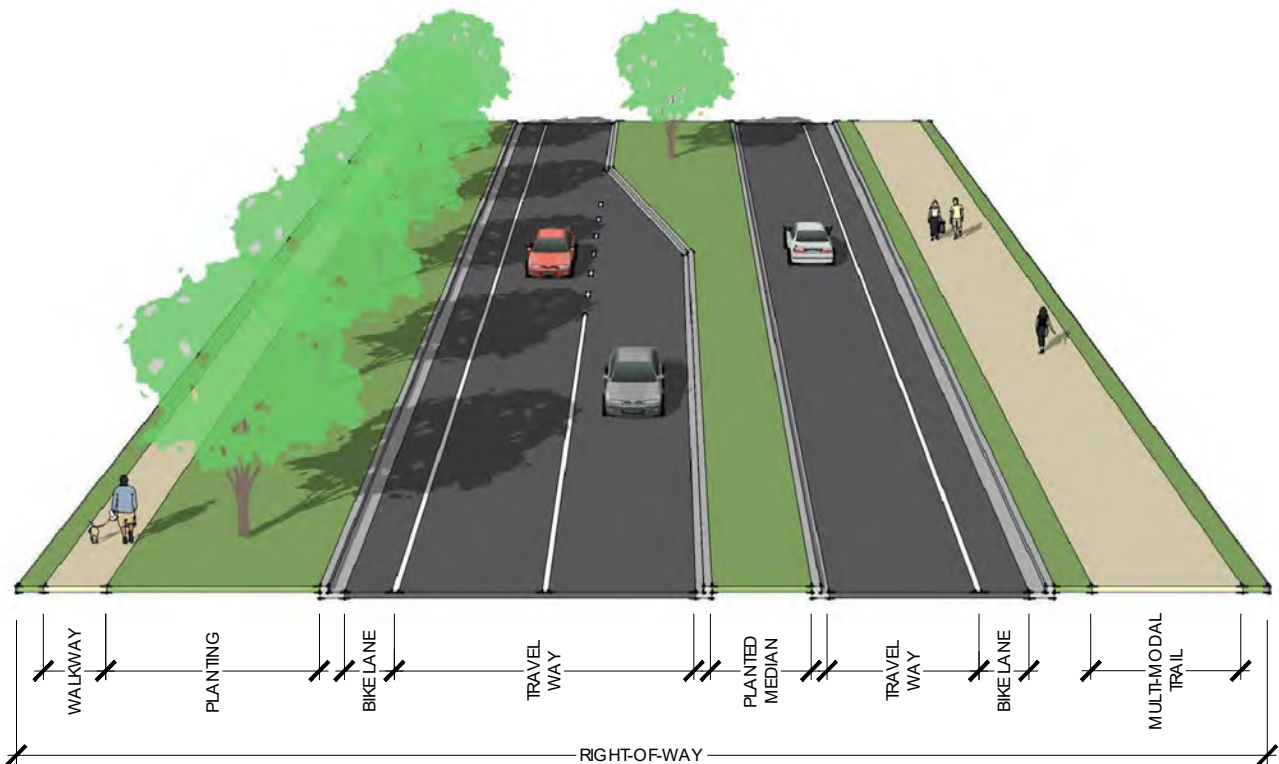


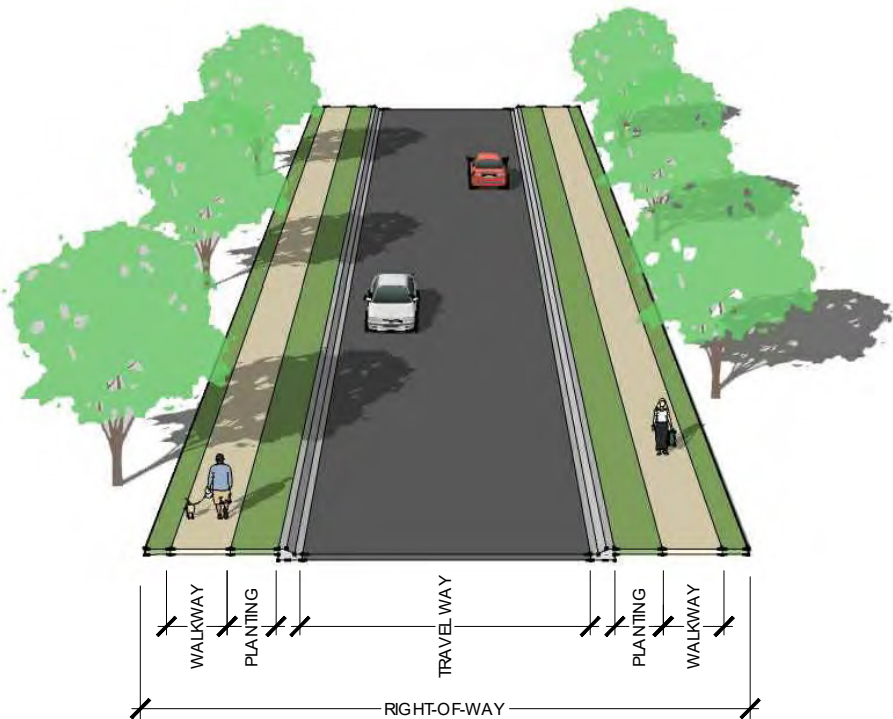
Figure 3.4.G.

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.

- 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.



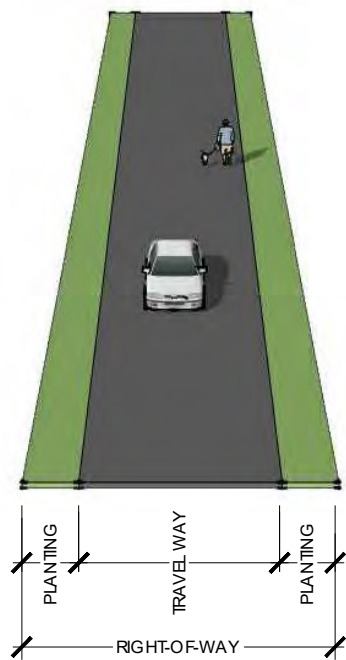
Figure 3.4.H.

Residential Neighborhood Alley

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

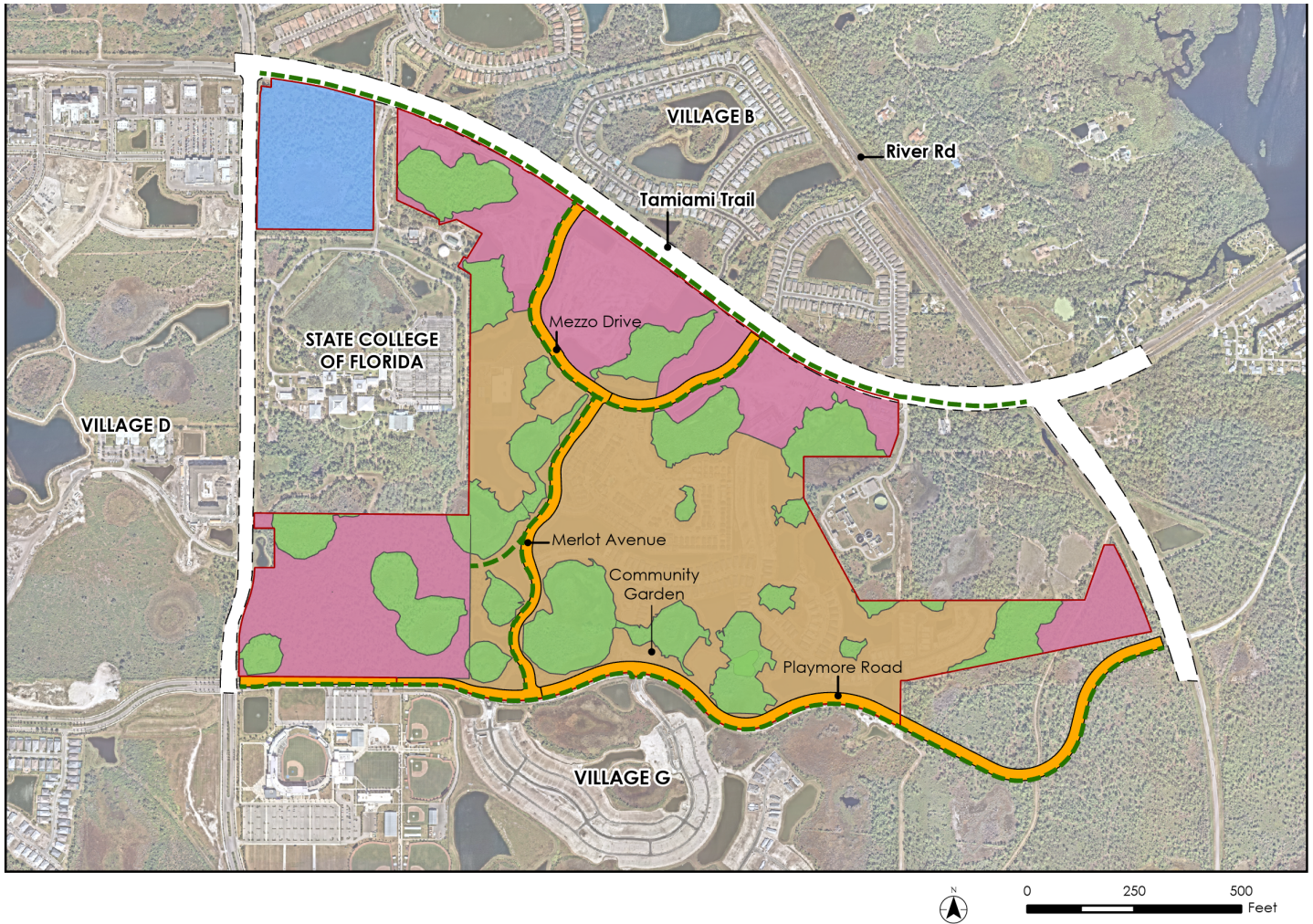
- Provide access to rear-loading garages or parking areas.
- Designed with 10-foot travel lanes.
- Designed as one-way sections.
- Intended for “traditional neighborhood designs” in neighborhoods.
- Intended to provide access to rear of commercial/mixed use buildings in Mixed Use Areas and Mixed Use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

| Design Parameters                          | Min.        | Max.        |
|--------------------------------------------|-------------|-------------|
| Target Speed                               | N/A         | N/A         |
| <b>Travel Way Dimensions</b>               | <b>Min.</b> | <b>Max.</b> |
| 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         |
| <b>Public Frontage</b>                     | <b>Min.</b> | <b>Max.</b> |
| Planting Type                              | N/A         | N/A         |
| Planting Width (ft)                        | N/A         | N/A         |
| Walkway Width (ft)                         | N/A         | N/A         |
| <b>Right Of Way</b>                        | <b>Min.</b> | <b>Max.</b> |
| ROW Width                                  | 15          | 25          |



### 3.4.2 Multimodal Trails

Multimodal Trails are designed in designated rights-of-way. They are intended to be 8-12-foot trails that blend with surrounding Neighborhoods and 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.).



#### LEGEND

- Existing Adjacent Roadways
- Mixed Use Street
- 8'-12' Multimodal Trail

#### ROADWAYS AND PATHWAYS PLAN

VILLAGE E

## 3.5 Proposed Infrastructure Plan

Provisions have been made for water, wastewater, stormwater and solid waste as required by the City of North Port's ULDC. Wellen Park is already subject to the Utility Agreement, which addresses the provision of major infrastructure to serve the existing and planned Villages. This agreement serves to meet the Developers Agreement requirements pursuant to Chapter 54 ULDC.

Water, sewer, and irrigation infrastructure is available to the property. Formal negotiations are underway to ensure availability concurrent with development through mains in adjacent roadways. The agreement to accommodate long-and short-term service was formally initiated through a memorandum dated September 18, 2000, regarding water and sewer availability for the Wellen Park. The City's memorandum includes the anticipated responsibilities of both the city and the WVID for providing utility service during interim and final buildout periods for the area. At present, the City has water and sewer infrastructure capacity to serve the subject site. Additional utility infrastructure is anticipated and includes water and wastewater treatment plants that are intended to provide service to this and other Villages. The WVID was formed to provide a mechanism to construct the utility infrastructure required to serve new development within the Wellen Park.

### 3.5.1 Water and Wastewater

As each Village is developed, an interconnected network of water and sewer infrastructure will be put in place to maximize efficiency and promote redundancy in the water and sewer systems. A new wastewater treatment plant was constructed adjacent to Village E near the intersection of Tamiami Trail and River Road to serve Wellen Park.

The current water system can serve the full buildout of Villages E, F, and G. Through proper networking and interconnectivity, the existing water tower near the northeast edge of Village E can effectively provide sufficient pressure and flow to the water system for Villages E, F, and G at full buildout. The Utilities Agreement contemplates a water treatment plant for Wellen Park in the future. However, as stated, sufficient

capacity exists within the system to serve Village E through the existing 16-inch water main on Tamiami Trail.

The primary irrigation source for Villages E is provided by the WVID from the wells, retained stormwater, and reclaimed water from the new Wastewater Treatment Plant. The long-term service requirements of the Wellen Park are planned to be served with centralized water and sewer systems, as well as a dispersed irrigation water system.

The WVID will be required to design and construct water and wastewater treatment plants, then ultimately turn them over to the city to own and operate, in accordance with the Utility Agreement.

### 3.5.2 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.

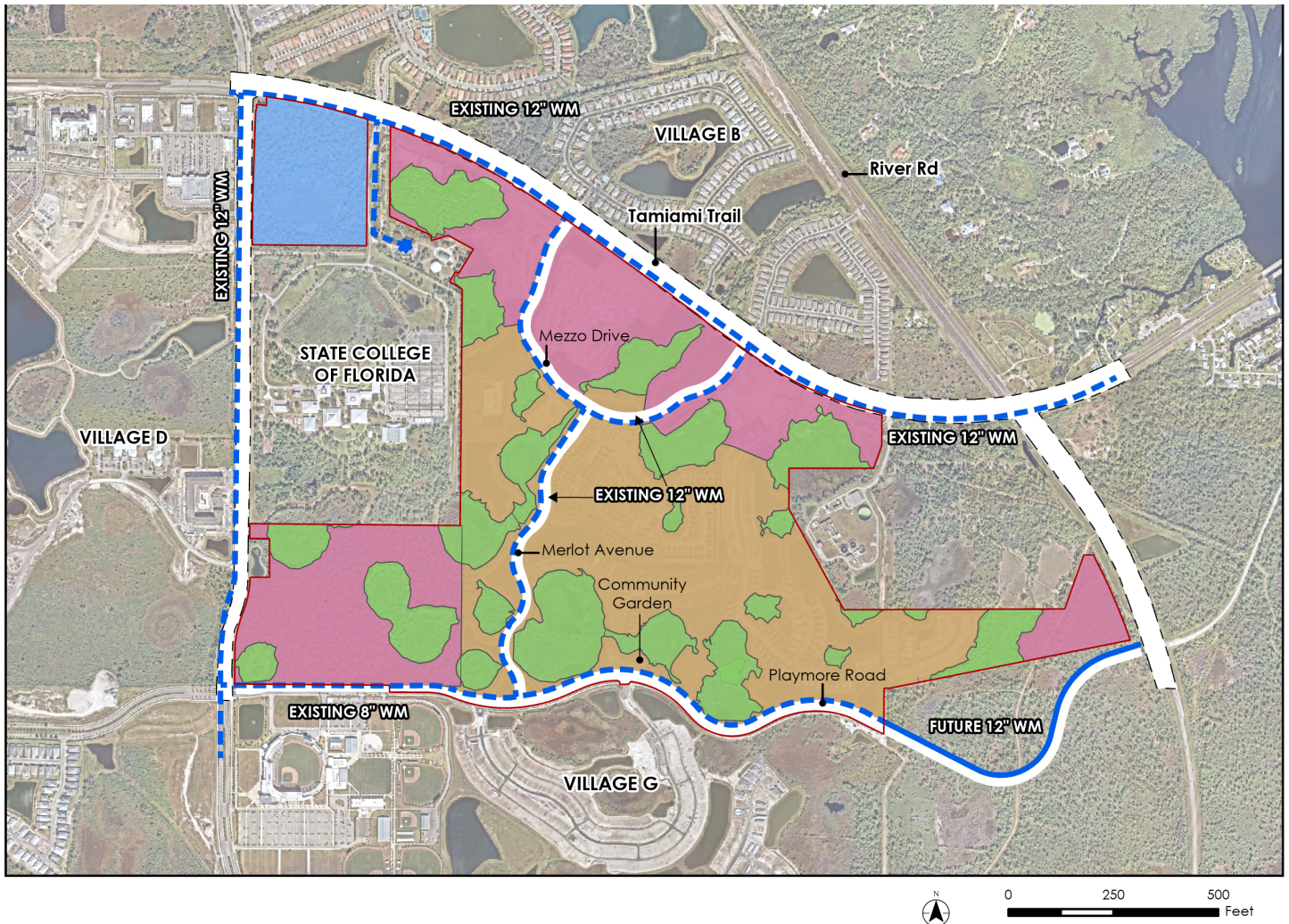
The VDPB permits the consideration of Low Impact Design (LID) strategies to address stormwater management requirements in the Wellen Park.

### 3.5.3 Solid Waste

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



**Figure 3.5.1.A**  
**Water System Plan**



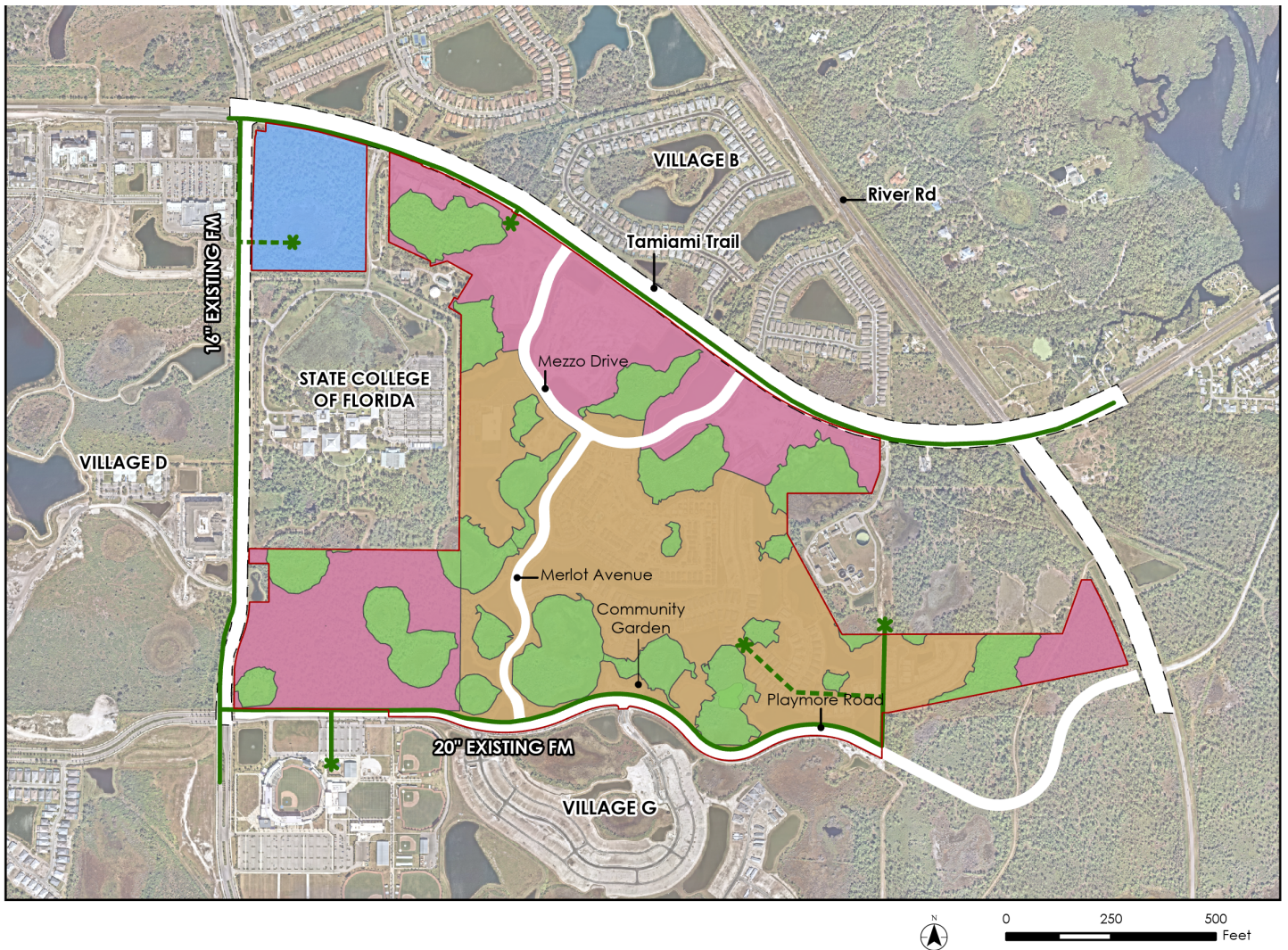
**LEGEND**

- - - - - Existing WM
- Future WM

**WATER SYSTEM PLAN**  
VILLAGE E



**Figure 3.5.1.B**  
**Wastewater Systems Plan**



**LEGEND**

-  Lift Station
-  Existing FM
-  New FM

**WASTEWATER SYSTEMS PLAN**  
VILLAGE E



## 3.6 Environmental Management Plan

### 3.6.1 Environmental Overview

Monarch Ecology Group, LLC (MONARCH) ) has identified areas of native habitats and listed species that have potential to be impacted by the Proposed Village District Pattern Plan (VDPP) Amendment Area as required under Section 53-214(C)(9)(c)(iii) of the City of North Port (CONP) ULDC. Village E Amendment Area (60 acres +/-) is characterized by native habitats including 18.48 acres of wetlands and surface waters and 41.52 acres of uplands. Wetlands and surface waters were delineated based on state methodology (Chapter 62-340, F.A.C. Delineation of the Landward Extent of Wetlands and Surface Waters) and were recently approved by the Southwest Florida Water Management District (SWFWMD) as part of a Formal Wetland Determination Petition No. 42045809.000 issued on September 15, 2023.

The majority of the Village E Amendment Area (69%) consists of uplands characterized by pine flatwoods. The remainder of the site (31%) consists of wetlands and surface waters, 18.25 acres of which are characterized as freshwater marsh, wetlands and 0.23 acres of surface water ditches. The majority of uplands will be impacted from development and minor wetland impacts are also proposed where wetlands cannot be avoided. Native habitats and listed species that have potential to be impacted by the Proposed VDPP are summarized below.

In addition to the information above, Monarch Ecology Group, LLC (MONARCH) has conducted an environmental assessment for the SMH property. The site analysis included wetland and other surface water delineations, impact assessments, habitat assessments and listed species survey.

### 3.6.2 Impacts to Native Habitats

As depicted on the Environmental Impact Plan (Figure 3.6.1.A), most development is expected to occur in uplands; however, some wetland impacts are necessary to accommodate future development and necessary infrastructure for roadways and stormwater ponds. Although the wetlands will not be avoided in entirety, minimization efforts will be required during future site planning to comply with state and federal regulations. 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. Pine flatwoods will be most affected by development since the uplands are dominated by this habitat type. 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 the pine flatwoods. Pine flatwoods are considered one of the most common upland habitats in Sarasota County. Therefore, the project will not result in a loss of any rare upland habitats that are considered environmentally sensitive.

#### Wetlands and Surface Waters

The Environmental Impact Plan (Figure 3.6.1.A) identifies approximately 9.42 acres of potential impacts to wetlands that can be reasonably expected as a result of roadway alignments and development associated with future development, particularly where the wetlands are difficult to design around. Of the 9.42 acres, 7.74 acres of wetland impacts were approved with Ordinance 2024-26. Proposed Environmental Impact Plan, the small, isolated wetland in the middle of the site (Wetland 16) will be impacted and minor impacts will also occur for other wetlands (i.e., Wetland 2, 17, 18, and 19) where the ditched connections and narrow fingers of wetlands cannot be designed around. Avoiding these wetlands in entirety would create major development constraints and would not allow for reasonable use of the site. The extent of 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 need to be addressed as part of permitting for regulating agencies (i.e., SWFWMD) before mitigation will be considered, and mitigation will need to be provided for unavoidable wetlands when no other reasonable alternative exists. Mitigation for the unavoidable wetland impact on SMH property will be provided through the purchase of credits from a mitigation bank within the Myakka River watershed. For the other impacted areas, mitigation will be provided consistent with state and federal requirements to ensure no net loss of wetland functions and values and may consist of either onsite mitigation (i.e., wetland enhancement), or buying credits from a wetland mitigation bank.

For all preserved wetlands, mandatory buffers (averaging 25-feet) will be maintained around wetlands consistent with SWFWMD criteria and will consist of native buffers associated with the pine flatwoods. Minor buffer encroachments may be necessary in some cases to accommodate stormwater, outfalls and grading, but this will be revisited when detailed site plans are developed in support of future permitting.

### 3.6.3 Impacts to Listed Species

MONARCH conducted a preliminary listed species survey for the Village E amendment area and the SMH property approved for public/ institutional uses/civic spaces to evaluate for state and federally listed species. No listed species were directly observed on the Village E amendment area during the recent surveys or on SMH property, but some listed species have potential to occur onsite including gopher tortoises (*Gopherus polyphemus*) and listed wading birds. Extensive listed species surveys were also conducted on surrounding lands (i.e., Villages D, E and G) which had habitats similar to those found onsite before they were developed. Listed species will be addressed in more detail during future permitting efforts and will be subject to review by the Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish and Wildlife Service (USFWS). Below is a summary of potential impacts the Proposed VDPP may have on listed species.

#### Gopher Tortoises

Gopher tortoises are listed as State Threatened and inhabit a wide range of upland habitats including sandhills, xeric scrub habitat, palmetto prairie, and the pine flatwoods, but can also be found in developed areas and farmland. No gopher tortoises or burrows were directly observed onsite including the newly added SMH property, but they have potential to occur in the pine flatwood areas onsite. Prior to future construction, a formal (100%) pre-construction survey will be required to survey for gopher tortoises in accordance with FWC's Gopher Tortoise Permitting Guidelines (Revised April 2023) to locate all tortoises and their burrows within the development footprint. If any gopher tortoises (or burrows) are found during pre-construction surveys, a relocation permit will be required from FWC and gopher tortoise will be relocated offsite (to FWC approved recipient site) prior to development.

#### Eastern Indigo Snakes

Eastern indigo snakes (*Drymarchon corais couperi*) are federally listed as Threatened and can be found in

wide variety of upland habitats in Florida including pine flatwoods, hardwood forests and hammocks. They are also a commensal species commonly associated with gopher tortoise burrows. No Eastern indigo snakes were observed during the preliminary survey, although their cryptic nature can make them difficult to detect. Eastern indigo snakes are not expected to use this site as a result of habitat fragmentation from the surrounding development and roadway corridors. Extensive pre-clearing surveys have also been conducted on surrounding lands (i.e., Village D, E & G) and no Eastern indigo snakes have been observed. Regardless, additional surveys will be conducted to evaluate for Eastern indigo snakes during future permitting efforts and the Applicant will be required to follow the USFWS Standard Protection Measures for the Eastern Indigo Snake (August 2013) to minimize potential conflicts with this species during construction. In addition to the above information, no gopher tortoise burrows were observed on the SMH property.

#### Florida Scrub Jays

The project site is located in the USFWS consultation area for Florida scrub-jays (*Aphelocoma coerulescens*) which are federally listed as Threatened. Florida scrub jays prefer xeric habitats such as scrubby flatwoods and xeric scrub habitat, but the pine flatwoods on this site are heavily overgrown and are not considered suitable habitat for scrub jays. The site is mapped as a Scrub Jay area on the City of North Port scrub jay database, but the city's scrub jay database is extremely outdated. Formal scrub jay surveys have been previously conducted on Village E to the east and Village G to the south in support of original permitting efforts and no scrub jays were observed. Additional surveys may be required during future permitting efforts for this site to rule out concerns for scrub jays, but they are not expected to use this site given there is no suitable habitat. In addition to the above information, no Florida scrub jays are expected to be adversely affected by the SMH project.

#### Bald Eagles

Bald Eagles (*Haliaeetus leucocephalus*) are no longer listed as Threatened or Endangered by USFWS but are protected under the federal Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA). A total of three (3) active eagle nests are known to occur on surrounding lands within Wellen Park. Two of the closest nests are located a large pine tree on Village D to the west (SA090) and the cell tower just east of Village E (SA079). No eagles were observed on this site during recent surveys, but eagle sightings

can be expected on occasion given the nearby nests. Future development of this site is not expected to result in adverse impacts to eagles since the site is located well outside of the 660-foot protection zone of these nearby nests.

### **Southeastern American Kestrels**

The Southeastern American Kestrels (*Falco sparverius paulus*) is state listed as Threatened and generally use habitat where both foraging and nesting opportunities exist. They prefer to nest in natural cavities of dead trees (snags), abandoned woodpecker nests and wood utility piles and use open lands for foraging where prey can be easily detected. No kestrels or suitable nesting habitat was observed in Village E including newly added SMH property during the recent survey efforts not does the site offer suitable foraging habitat since the pine flatwoods are too overgrown. Formal kestrel surveys have also been conducted on surrounding lands (Village D and G) in accordance with FWC's Species and Conservation Measures for Southeastern American Kestrels and no Southeastern American kestrels were observed. Formal surveys may be required during future permitting to rule out concerns for kestrels on this site, but they are not expected to occur given the lack of suitable habitat and results from previous survey efforts.

### **Florida Sandhill Cranes**

The Florida sandhill cranes (*Grus canadensis pratensis*) is state listed as Threatened and typically nest in shallow, freshwater marsh wetlands and utilize open grassy areas and pasture for foraging. No sandhill cranes were observed during the recent surveys, and while the site offers suitable nesting habitat, it does not offer any suitable foraging habitat for sandhill cranes. There is potential for sandhill cranes to use the wetlands onsite for nesting, but given there is no suitable foraging habitat, they are less likely to nest onsite. Regardless, formal surveys will be conducted to rule out concerns for Florida sandhill cranes following FWC's Species and Conservation Measures for Florida Sandhill Cranes. If any sandhill crane nests are found onsite, a 400-foot buffer will be maintained around active nests during construction activities to comply with FWC protection guidelines. Therefore, future development of this site is not expected to result in adverse impacts to sandhill cranes.

### **Listed Wading Birds**

No listed wading birds were observed on the property

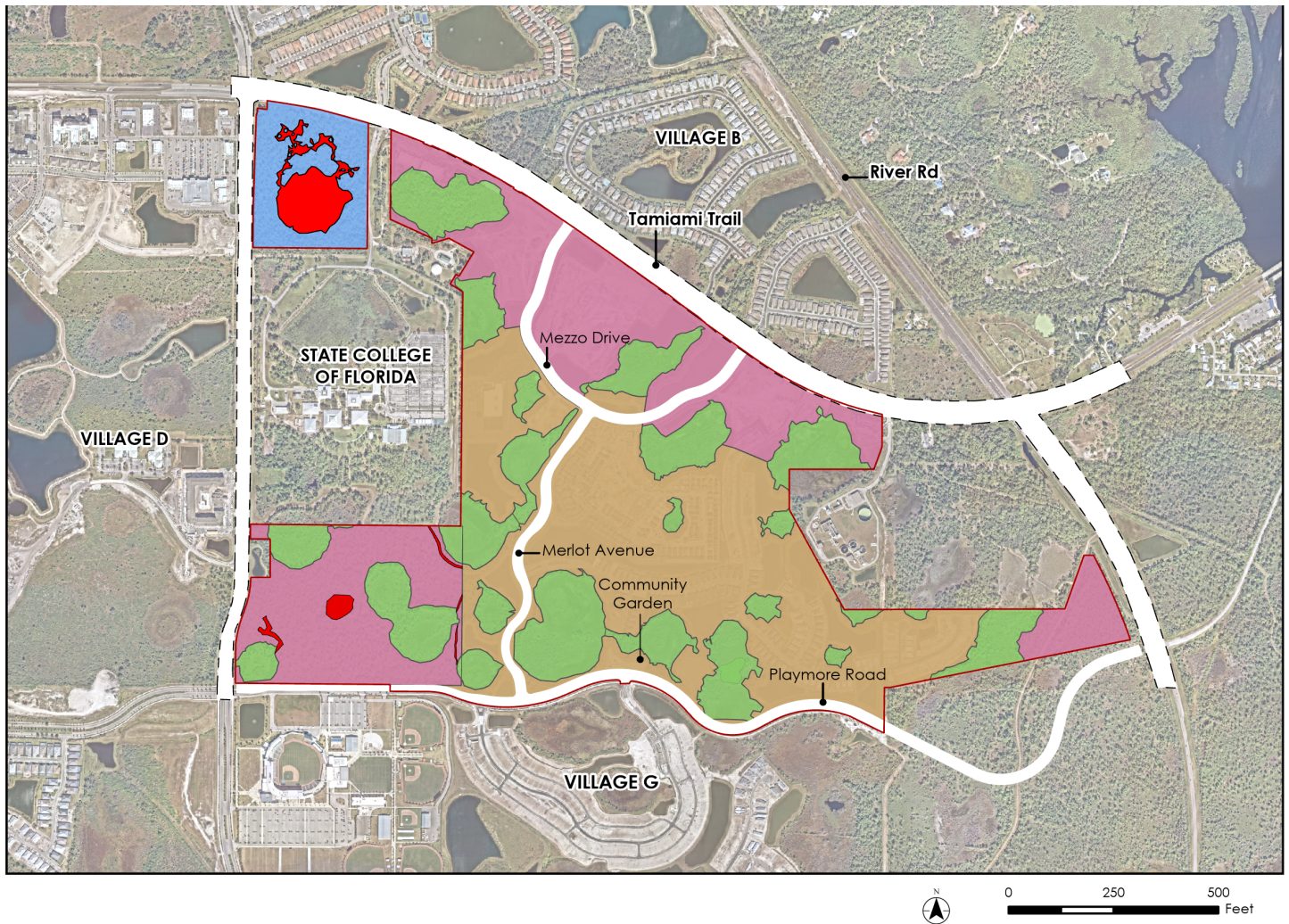
including the newly added SMH parcel during recent survey efforts, but wading birds are expected to use the site given the extent of wetlands and surface waters onsite. Listed wading birds are expected to use the site periodically for foraging purposes including little blue heron (*Egretta caerulea*) and tricolored heron (*Egretta tricolor*) which are state listed as Threatened and the wood stork (*Mycteria americana*) which is federally listed as Threatened. Two wading bird colonies are located in the Myakka River two (2) miles from east of the site which are also registered wood stork colonies. Development of this site is not expected to result in adverse impacts to wading birds since most of the wetlands will be avoided and any impacts that occur as a result of development will be mitigated. Furthermore, stormwater ponds will be created as part of future development, which will provide substantial foraging opportunities for wading birds in addition to the habitat that already exists.

### **Florida Bonneted Bats**

Florida Bonneted Bats (*Eumops floridanus*) are federally listed as Endangered and are known to use a variety of habitats including semi-tropical/tropical hardwood forests, pineland, mangrove habitats, and even developed areas including golf courses and farmlands. They are known to roost in man-made structures, palms and hollow trees (i.e., snags) and rely on open non-forested lands for foraging. The project site is located in the USFWS consultation area for this species which includes Sarasota County. Since the project falls in the consultation area for this species, formal bat surveys may be required in support of future permitting efforts to rule out concerns for this species. However, extensive surveys have already been conducted on surrounding lands in support of previous permitting efforts for Villages D, E and G and no Florida bonneted bats have been detected in the area. Therefore, it's unlikely that Florida bonneted bats occur on this site given the habitats are similar to those that were found on surrounding lands. As a result, future development of this site is not expected to result in adverse impacts to Florida bonneted bats.



**Figure 3.6.1.A**  
**Wetland Impact Plan**



**LEGEND**

- Wetlands
- Wetland Impact Area

**WETLAND IMPACT PLAN**  
VILLAGE E

## 3.7 Public Facilities Plan

### 3.7.1 Roadways

With the initial approval of Village E, a combined Transportation Impact Analysis for Village E, F, and G was completed to evaluate the impacts of the three Villages on the transportation system, and to identify improvements. The traffic impact analysis assumed an initial phase to be completed in 2025 and a buildout year of 2032. Additionally, improvements to mitigate the transportation impacts have been completed or are scheduled to be complete.

With this amendment, a Traffic Impact Statement was prepared for staff review. The analysis concluded that the increase in proposed entitlements will result in an increase of PM peak-hour trip ends by 319, which represents a 12.4% increase over previously analyzed entitlements. While overall trips are estimated to increase, the addition of non-residential uses will complement the surrounding residential uses and shorten vehicle trip lengths and overall network vehicle miles travelled.

The Traffic Impact Analysis included an operational analysis of Merlot Avenue and Mezzo Drive, Merlot Avenue and Playmore Road, and West Villages Parkway and Playmore Road intersections for the existing 2025 and future 2030 traffic conditions. All three intersections are currently operating within acceptable level-of-service standards and are anticipated to continue to operate within acceptable level-of-service standards in 2030. The proposed amendment will not have an adverse impact to the study intersections or adjacent roadway network.

Access will be provided via connections to US 41 and River Road from thoroughfare roadways that will be constructed within the West Villages. These roadways are:

- West Villages Parkway: Current Terminus to Manasota Beach Road (4-lane divided)
- Preto Boulevard: US 41 to Manasota Beach Road

(4-lane divided)

- Manasota Beach Road: River Road to western Wellen Park boundary (2-lane divided)
- Playmore Road: IslandWalk (Village C) to River Road (2-lane undivided)
- Merlot Avenue: Playmore Road to Mezzo Drive (2-lane undivided)
- Mezzo Drive: US 41 to US 41 (2-lane divided)

In accordance with Comprehensive Plan Policy 3.2, the City will monitor the completion of planned roadway segments by appropriate developers of Villages to ensure compliance with approved development phasing schedules and to coordinate projects. This coordination is ongoing with the WVID and will continue through buildout in Village E.

Given changing market conditions, the revised Village E entitlement mix includes 900 residential units and 550,000 square feet of non residential uses, while retaining 3.6 million square feet of Public/Institutional Uses and Civic Spaces approved for the 28-acre SMH property in 2025.

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 (Fig 3.7.1) shows how different development types and intensities can be exchanged without increasing the trip generation from the site.

A tracking chart, prepared by the Master Developer, will be submitted with a request for a Land Use Exchange, to accommodate future needs. These land use exchanges will be approved administratively up to the entitled 16,400 units while maintaining the area's assigned density.



**Figure 3.7.1.B.**  
**Land Use Equivalency Matrix**

| CHANGE FROM: | CHANGE TO:                                      |                                                 |                 |                                 |                                |                                             |                                 |                         |
|--------------|-------------------------------------------------|-------------------------------------------------|-----------------|---------------------------------|--------------------------------|---------------------------------------------|---------------------------------|-------------------------|
|              |                                                 | 270: Residential<br>Planned Unit<br>Development | 310: Hotel      | 445: Multiplex<br>Movie Theater | 492:<br>Health/Fitness<br>Club | 495:<br>Recreational<br>Community<br>Center | 710: General<br>Office Building | 820: Shopping<br>Center |
|              | 270: Residential<br>Planned Unit<br>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<br>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:<br>Health/Fitness<br>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:<br>Recreational<br>Community<br>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<br>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<br>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.
4. The Land Use Equivalency Matrix does not apply to School Concurrence Determinations.

Village E will have internal connections to US 41, West Villages Parkway, Mezzo Drive, Merlot Avenue, and Playmore Road. Operational analyses to determine turn lane requirements at project access points are completed with individual site plan submittals. The SMH site approved to be developed for public/ institutional uses and civic spaces may have a full access right-in/ right-out access to West Villages Parkway, and a full access via the State College of Florida's access road.

### 3.7.2 Schools

The previously approved Index Map had a 60-acre school site at the northeast corner of West Villages Parkway and Playmore Road. School locations have been moved to Village K, near River Road, south of Manasota Beach Road. As such, this 60-acre parcel has been incorporated into the Village E VDPP to facilitate development of office/retail/restaurant activities, and residential development.

School concurrency review is required 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 Chapter 9 School Facilities Objective 1.6, and Policy 1.6.1. of the City of North Port Comprehensive Plan, as applicable.

### 3.7.3 Fire and Police Protection

The proposed 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 three (3) fire station locations. Fire Station 86, located along Preto Boulevard, in Village D, along US 41, is operational. This facility also houses North Port and Sarasota County Fire Departments. The other proposed locations for Public Safety facilities are at the intersection of Preto Boulevard and Manasota Beach Road, south of Village E, and along River Road, east of Village E, consistent with the Index Map.

The City of North Port and Sarasota County currently have an interlocal agreement for County fire services. The city also provides services from its Station #82, located at Dallas White Park. Normal protocol for Firefighters/EMTs is to respond to emergencies, regardless of political boundaries.

Residential neighborhoods within Wellen Park 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. Normal protocol for officers involves the continuous patrolling of various sections of the city while concurrently dispatched to emergency calls. The city Police Department has a substation at the Public Safety Building, (Fire Station 86) located at the intersection of Preto Boulevard & US 41, in Village D.

### 3.7.4 Transit

Public bus lines serve this area of Sarasota County; however, ridership is relatively low. Some possible reasons for this low ridership could be a result of limited population densities in the area, as well as limited pedestrian-oriented design in this part of the city. The proposed village plan for Village E includes pedestrian linkages and multi-modal trails that will encourage alternative forms of transportation. Given the design of Village E, use of transit is expected to be more feasible. However, it is important to note that transit use is typically relatively low in this less urbanized area.

The Breeze Transit has a fixed route, #9 that traverses Tamiami Trail, linking the City of North Port to the City of Venice, where riders may transfer to buses that reach the City of Sarasota. Route #9 begins service at the intersection of Tamiami Trail and Sumter Boulevard.. State College of Florida, south of Tamiami Trail, and west of Village E, has one transit stop on route #9.

Future transit routes and stops within Village E 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.

### 3.7.5 Hurricane Evacuation

Policy 13.1.I of the Comprehensive Plan states that where appropriate, civic structures, schools, clubhouses, and other structures shall be designed as hurricane shelters to provide a safe environment for residents or employees.

Village E is located primarily in Evacuation Zones A and B.

In the event of an evacuation order for a Category one or two storm, residents will be required to evacuate. For that reason, civic structures, schools, clubhouses and other structures are not planned to be designed as hurricane shelters. Rather, residents will be required to evacuate.

The primary evacuation route from Wellen Park 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.

### **3.7.6 Solid Waste**

Future residents and businesses of Village E will receive waste services from the City of North Port Solid Waste Division.

It is important to note that this project is part of the WVID and will be subject to the agreement reached between the City and WVID, as it relates to proportionate share of cost of services.

## 3.8 Miscellaneous Performance Standards

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

### 3.8.1 Perimeter Walls

Perimeter walls are permitted within any commonly-owned open space tract or right-of-way within the Village. The village perimeter walls provide identity and definition to different uses and spaces that they separate throughout the Village. In addition, these walls provide separation, safety, and tranquility for various uses and outdoor spaces in and out of the village. Appropriate locations for such walls are around the Village edges, within the Village Greenbelt, along neighborhood boundaries, along the Town Center boundary, and around any use within a Village or Town Center. Perimeter walls may be permitted up to ten (10) feet in height, exclusive of any berm. Village perimeter walls must be constructed to resemble one or a combination of the following materials: masonry, wood, PVC, aluminum, and wrought iron. Chain link fencing may only be allowed if treated with black or green vinyl cladding and landscaped with a continuous hedge at the base.

### 3.8.2 Utility Facilities

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

### 3.8.3 Temporary Model Homes/Sales Center

Model homes and sales centers shall be permitted anywhere within Village E. Model homes and sales centers within Village E may continue to operate until such time as 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/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. Upon completion of sales, parking spaces will be removed.

### 3.8.4 Open Space

Minimum open space criteria shall be established for each area within Village E, as shown on Figure 3.3.A - 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 planned 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, when pervious materials are used

### 3.8.5 Lighting

**See Section 13 of the WVPB.**



### 3.9 Village E Design Standards

The architectural fabric for Wellen Park is intended to provide a unique community experience that draws its architectural context from the local identity. The elements in the overall architectural arrangement are designed to encourage individuality. There will be multimodal trails, pedestrian paths, and an integrated roadway network connecting neighborhoods to Village E. The integrated multimodal network will help to establish a sense of community. With the development of Village-E, 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 integrity of the overall project.

Although an architectural framework has been established for residential and non-residential development, no prerequisites or predetermined design solutions shall be enforced. Each design shall be evaluated on its individual merit and creativity. It is not the intent to, in any way, constrain the expression of personality. Notwithstanding the above, by virtue of the control of both the quality of materials and range of color scheme choices, a unique community atmosphere which both enhances the individual shops and businesses and establishes a cohesive setting will be created.

The objectives for Village E Town Center development include:

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

**Figure 3.9.A**



**Figure 3.9.B**



Town Center is intended to have a functional and attractive development pattern that promotes a commercial, residential, mixed use, and walkable destination where people can live, work, shop, and play. The following conceptual site plan graphics offer a general example of what may be developed in Town Center. Buildings, landscape, and hardscape areas are intended to provide a comfortable pedestrian and vehicular environment and may include outside gathering spaces such as squares, plazas, and parks. Architectural styles will be complementary and create interest within Town Center. A coordinated vehicular and pedestrian network will allow for comfortable and functional pedestrian and vehicular movement.

**Figure 3.9.C**





### 3.9.1 Town Center Design Principles

The following standards shall be used in designing the Town Center in Village E:

Approximate Size: 415 Gross Acres  
313 Adjusted Gross Acres

Minimum Density: See Figure 3.3.A – Design Standards

Maximum F.A.R.: See Figure 3.3.A – Design Standards

Density and Intensity shall be calculated for the land areas identified on Figure 3.3.A – Development Standards (Mixed Use Area, Mixed Use Residential Neighborhood), and as shown on the Proposed Village District Pattern Plan (Figure 3.2.A).

#### Figure 3.9.A

| Land Use Mix                                           | Minimum Land Area Required | Maximum Land Area Required |
|--------------------------------------------------------|----------------------------|----------------------------|
| 1. Residential                                         | 10%                        | 60%                        |
| 2. Commercial Retail Services                          | 30%                        | 85%                        |
| 3. Office                                              | 0%                         | 30%                        |
| 4. Light Industrial                                    | 0%                         | 20%                        |
| 5. Overall Commercial, Office and Industrial (2, 3, 4) | 30%                        | 85%                        |
| 6. Parks and Open Space                                | 10%                        | No Max                     |
| 7. Public/Institutional Uses and Civic Spaces          | 10%                        | No Max                     |

Land area dedicated to vertically integrated mixed use buildings and associated parking, shall count toward commercial/office/residential for the purpose of calculating Land Use Mix, based on use at time of establishment. Should first phase ground floor residential convert to non-residential, the land use mix allocation shall be reevaluated. Any residential unit that is developed within a mixed use building shall be counted towards the overall entitlement for the Wellen Park.

To ensure incremental development of the Village E Town Center, consistent with the density and intensity thresholds established with this VDPP, and the required Land Use Mix indicated above, a Tracking Chart shall be included on the cover sheet of each Site & Development Plan, Subdivision/Infrastructure Plan, Plat/Replat, and Major Site and Development Plan.

Public, non-profit, and institutional uses are permitted and shall count toward non-residential intensity or residential density for the purpose of calculating land use mix. The analysis of impacts for those uses is the responsibility of the public, nonprofit or institutional entity (i.e., approved commercial entitlement may not be utilized for public/nonprofit/institutional uses unless otherwise approved by the Master Developer).

### 3.9.2 Use Restrictions

The range of permitted uses for Village E are established with this VDPP (see Fig. 3.3.A – Development Standards), and those permitted by the City of North Port and the West Villages. Uses such as utility trailer display and storage and adult book stores or other "Adult" oriented businesses or establishments shall not be allowed. Other accessory uses are permitted.

1. There shall be no permanent outside display or storage of materials, products, or goods except in designated areas approved by the WVRC. Events such as "sidewalk sales" are permitted on a periodic basis. There shall be no advertising flags, pennants, streamers, or the like displayed on any building or on the property unless they are a part of the overall project identity graphics and approved by the WVRC.
2. Free-standing "kiosk" type buildings or small light structures are permitted in the general areas or service areas outside of the main building.
3. No commercial vehicle of any kind shall be permitted to be parked on the property for a period of more than four (4) hours unless said vehicles are temporarily present, necessary, and incidental to the business on the property. No commercial vehicle shall be parked overnight, except within a screened enclosure (out of public view).
4. Overnight parking of recreational vehicles and boats, boat trailers or trailers of any kind, and campers or mobile homes may be permitted to park on or near common areas (i.e., parking lots) within Town Center, as authorized by the WVRC.
5. None of the vehicles named in 3. and 4. above

shall be used as a domicile or residence, either permanent or temporary.

### 3.9.3 Site Development

Re-platting, subdividing, and establishing required utility easements 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 pedestrian walkways, open areas, and buffers throughout the site. This open space network should be designed to promote and provide pedestrian/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 the structure and throughout the site.

Areas on-site that are not devoted to structures, pedestrian areas, or paved vehicle use areas, must be landscaped, and irrigated per the minimum standards in the Landscape and Irrigation Standards Section 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 used.

No outside antennas, antenna poles, antenna masts, antenna towers, satellite dish, or electronic devices shall be permitted unless screened from view, or as approved by the WVRC. Any such devices shall comply with Federal and/or State Regulations.

Temporary construction facilities and signs are permitted during construction. All such temporary facilities and signs shall be further subject to applicable City Codes and Ordinances.

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

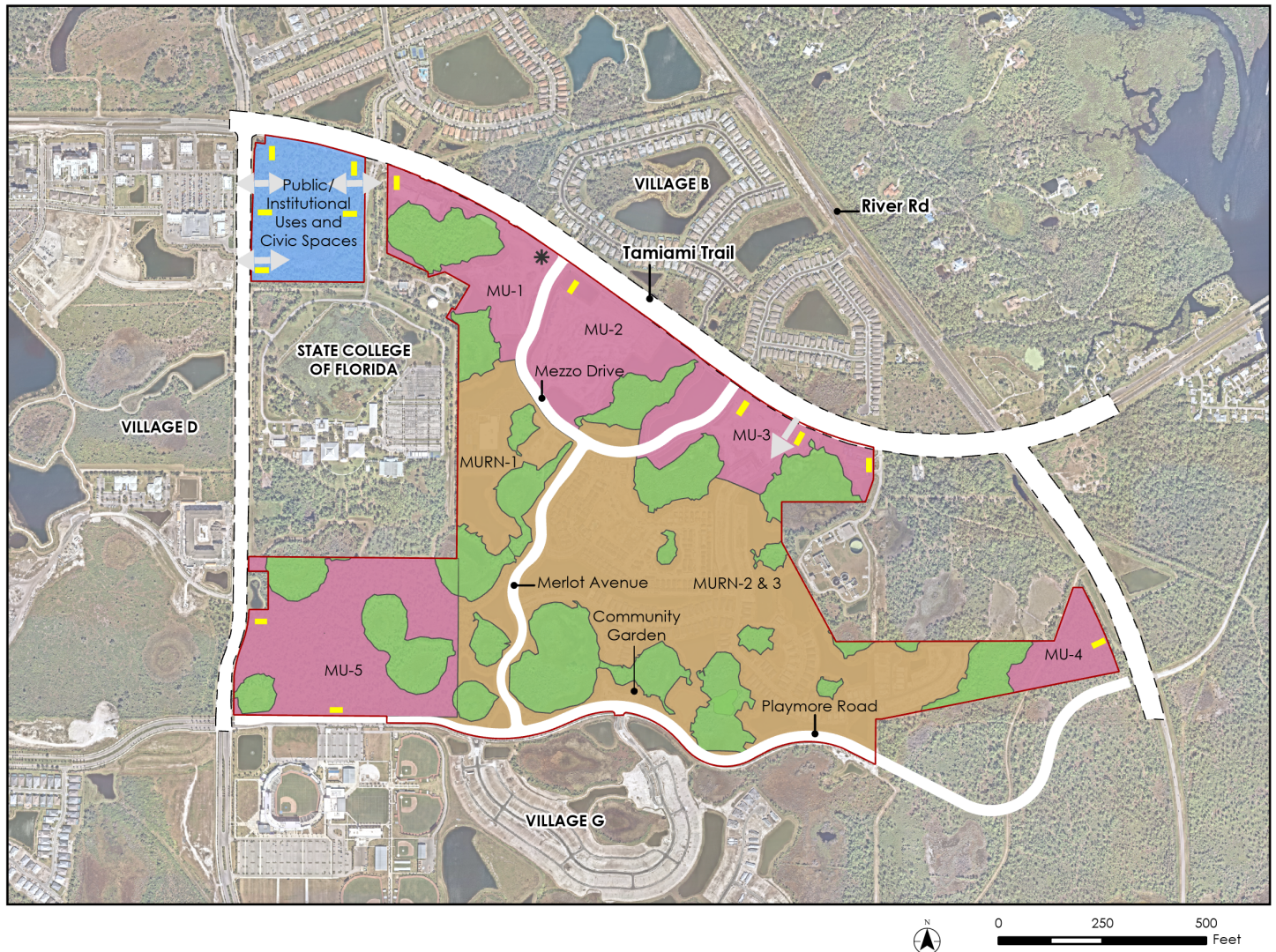
All air-conditioning units, mechanical equipment, etc., whether roof-mounted or ground-mounted, shall be located to minimize off-site noise impacts and contained or shielded to minimize visibility, as determined by the WVRC.

For nonresidential 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 (i.e., mixed-use street, see Fig. 3.4.B), 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.



Figure 3.9.4.A



## LEGEND

- Mixed-Use
- Mixed-Use Residential Neighborhood
- Public/Institutional Uses and Civic Spaces
- Village Boundary
- Wetlands
- Gateway Monument Sign
- Freestanding Sign
- Access Points

## CONCEPTUAL FREESTANDING SIGN PLAN

VILLAGE E

### 3.9.4 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; all signage shall comply with ULDC Chapter 5 – Signs.

### Signage Design and Installation Standards

**Signage Design and Installation Standards will follow Section 13 of the VDPB.**

### 3.9.5 Non-Residential Building Criteria

**Non-Residential building criteria will follow Section 13 of the VDPB.**

### 3.9.6 General Off-Street Parking Lights

1. All general off-street parking lighting fixtures may be either metal halide, LED, or High Pressure Sodium “cut-off” light with a concealed source.
2. Light posts shall be round, tapered metal, painted black; or integrally colored, octagonal, tapered concrete to match Wellen Park standards.
3. The color of the light fixture and arm (if applicable) shall be black, unless otherwise approved by the WVRC.
4. No general parking lot illumination light shall be attached to any structure.
5. The total illumination caused by all property outdoor lighting, including light sources, diffraction, and reflections from on-site objects, shall be limited as shown below.

#### 6. Criteria - Commercial

(min) Average:

5.0 foot-candle for metal halide;

3 foot-candles for LED

(max) Average:

10.0 foot candle

Avg./Min:

N/A

Max/min:

10:1 foot-candle for metal halide;

5:1 for LED.

Max. foot candle:

N/A

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 non-residential

Mounting Height:

35' (Max)

Fixture Wattage:

400 (Max), Cutoff

Source:

Metal Halide (MH)

LED or High Pressure Sodium



### 3.9.7 Landscape and Irrigation Standards

Consistent with the Comprehensive Plan Policy 13.8 and ULDC Sec. 53-216 village greenbelts for Wellen Park are comprised of several elements that are shown on the 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.

#### 3.9.7.1 Landscape Requirements for Major Roads and Parkways

**Landscape Requirements for Major Roads and Parkways will follow Section 13 of the VDPB.**

#### 3.9.7.2 Abutting Property Requirements

**Abutting property requirements standards will follow Section 13 of the VDPB.**

#### 3.9.7.3 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.

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 20 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 be planted with one (1) canopy tree, shrubs, and groundcover.

Landscaped divider strips may be provided at an average of every sixth (6th) 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 four (4) 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.

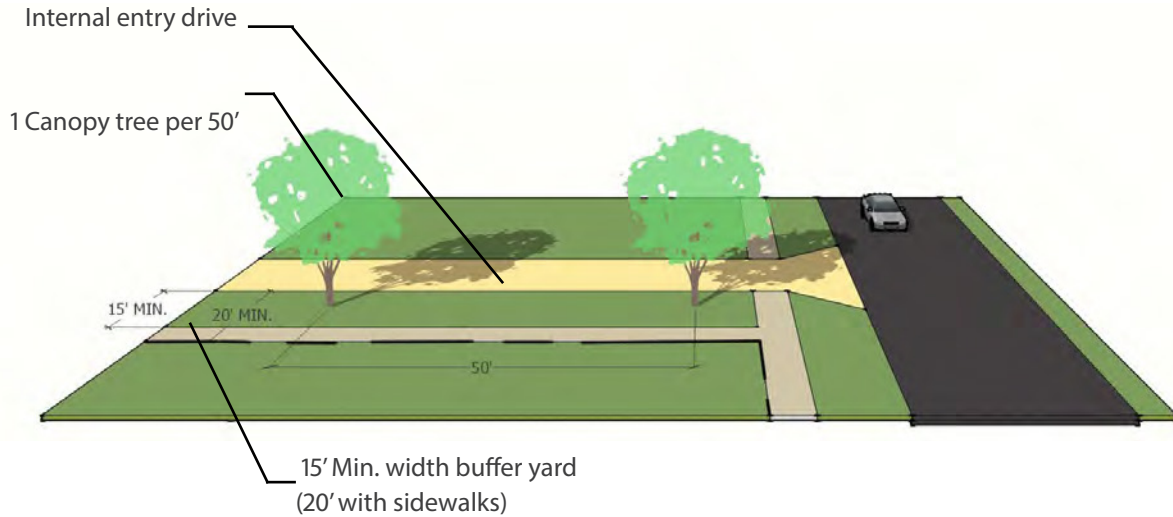
#### 3.9.7.4 Building Perimeter Landscape Requirements

**Building perimeter landscape requirements standards will follow Section 13 of the VDPB.**



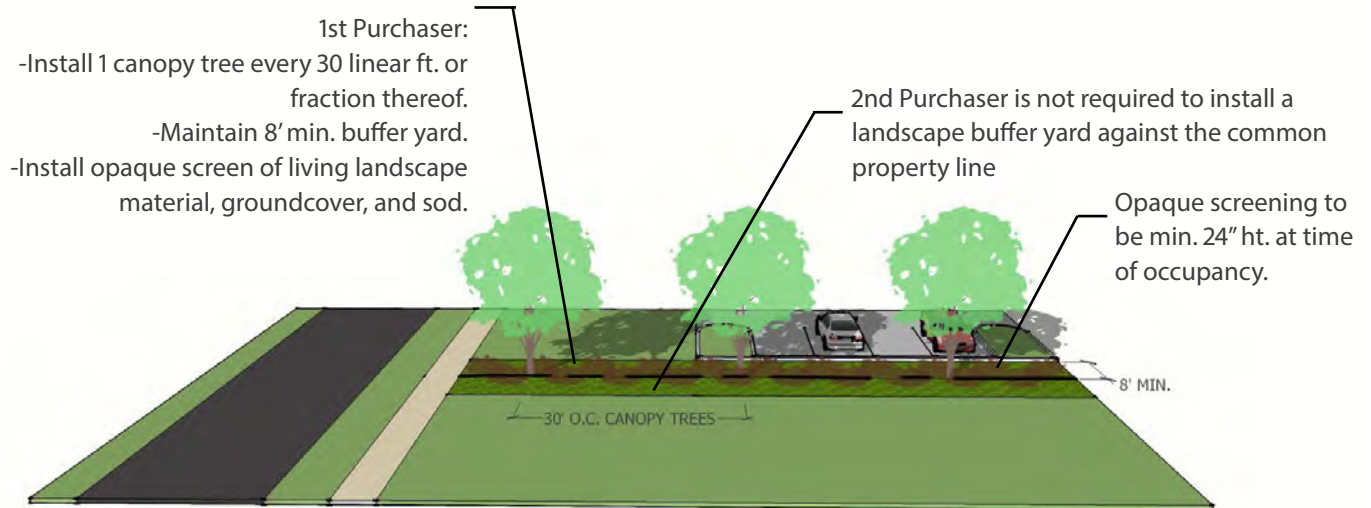
### Figure 3.9.7.2.A

Abutting Property Against Common Internal Street/Entry Drive



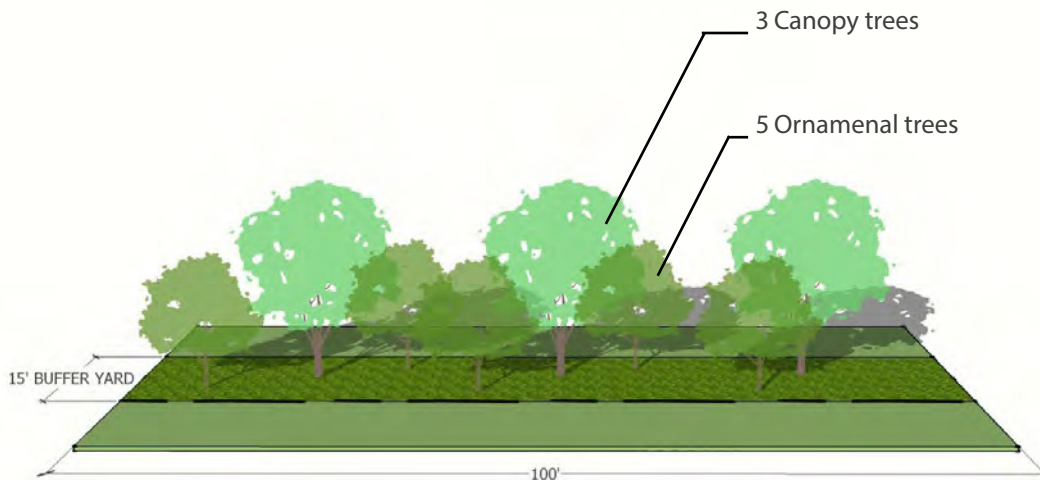
### Figure 3.9.7.2.B

Abutting Property Against Adjacent Purchaser/Lessee Properties:



### Figure 3.9.7.2.C

Abutting Property Against Private West Villages Property



### **3.9.8 Non-Residential Parking Requirements**

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

Unless otherwise specified in this VDPP or the VDPB, parking must comply with ULDC Article X – Parking and Loading.

## 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.                                                                                               |
| Accessory Apartment                                                      | An accessory dwelling unit with a separate means of ingress and egress containing separate kitchen, bathroom, and sleeping facilities, that is (1) physically attached to or contained within an existing single-family house or (2) occupies the second story of an existing garage or accessory building on the same lot as the principal dwelling. |
| 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.                                                                                                                                                                                                                      |

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.                                                                                                                                                   |
| Health Club                                | An establishment that houses exercise equipment and space for the purposes of physical exercise.                                                                                                                                                                                                                         |
| Veterinary Hospital                        | A place where animals are given medical care and the boarding of animals is limited to short-term care incidental to the hospital use.                                                                                                                                                                                   |
| Artist's Studio                            | A place of work for an artist, artisan, or craftsperson, 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.                                                                                                                                                                              |
| Child-Care Center                          | An establishment providing for the care, supervision, and protection of children.                                                                                                                                                                                                                                        |

| The Following are included and permitted under Retail Uses:                        |                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Commercial Use                                                                     | Activity involving the sale of goods or services carried out for profit.                                                                                                                                                                                                                                                                                                                                                    |
| Retail Services                                                                    | Establishments providing services or entertainment, as opposed to products, to the general public for personal or household use, including eating and drinking places; hotels and motels; finance, real estate, and insurance offices; personal services; theaters; amusement and recreation services; health, educational, and social services; museums; and galleries; self-storage (including drive through facilities). |
| Big-Box Store                                                                      | A large, freestanding, single-story retail store, of generally more than fifty thousand square feet, and usually part of a regional or national chain (including drive through facilities).                                                                                                                                                                                                                                 |
| Retail Store, Convenience                                                          | A retail establishment of up to five thousand square feet selling primarily food products, beverages, newspapers and magazines, candy, cigarettes, household items, and a limited amount of freshly prepared foods such as sandwiches and salads for off-premises consumption (including drive through facilities).                                                                                                         |
| Gasoline Station and Convenience Center                                            | A retail facility combining a gasoline station and a convenience store.                                                                                                                                                                                                                                                                                                                                                     |
| Retail Store, Express                                                              | Smaller version of the large-scale retail store (big-box retailer), serving rural areas or smaller urban areas.                                                                                                                                                                                                                                                                                                             |
| Hotel/Motel                                                                        | A facility offering transient lodging accommodations to the general public and that may include additional facilities and services, such as restaurants, meeting rooms, entertainment, personal services, and recreational facilities.                                                                                                                                                                                      |
| Theater                                                                            | A building or part of a building used to show motion pictures or for drama, dance, musical or other stage performances.                                                                                                                                                                                                                                                                                                     |
| The Following are included and permitted under Parking/Utility/Communication Uses: |                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Utility Box                                                                        | Electric transformers switch boxes, telephone pedestals and telephone boxes, cable television boxes, traffic control boxes, and similar devices.                                                                                                                                                                                                                                                                            |
| Parking Area                                                                       | Any public or private area, under or outside of a building or structure, designed and used for parking motor vehicles, including parking lots, garages, private driveways, and legally designated areas of public streets.                                                                                                                                                                                                  |
| Wireless Telecommunications Towers and Facilities                                  | A parcel of land containing a tower, sending and receiving antennas attached to the tower, and a prefabricated or modular structure or cabinets containing electronic equipment                                                                                                                                                                                                                                             |
| Essential Services                                                                 | Services and utilities needed for the health, safety, and general welfare of the community, such as underground, surface, or overhead electrical, gas, telephone, steam, water, sewerage, and other utilities and the equipment and appurtenances necessary for such systems to furnish an adequate level of service for the area in which they are located, including community entry way, art, and monumentation.         |



The following are included and permitted under Public/Institutional Uses and Civic Spaces:

|                                            |                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public/Institutional Uses and Civic Spaces | These facilities are generally recognized as having an essential purpose for the health, safety, and welfare of the community. Such facilities may include major existing or programmed public/quasi-public facilities, such as major healthcare facilities, educational facilities, or public or private utilities (i.e. water or wastewater treatment facilities). |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

(SEAL)

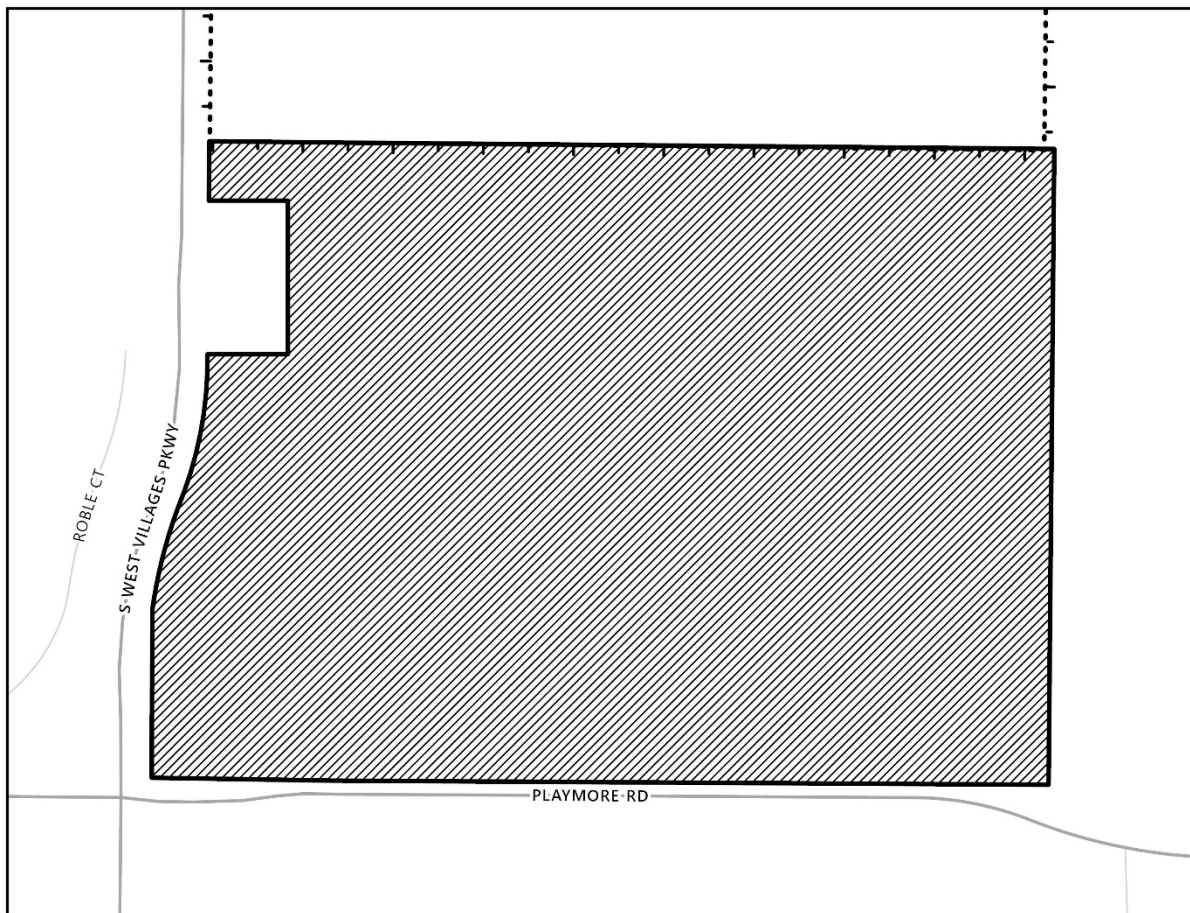
**PUBLIC HEARING  
NOTICE OF INTENT TO CONSIDER  
PETITION NO. PMCPA-24-00000083 (formerly VPA-24-083)**

NOTICE IS HEREBY GIVEN, that the Planning and Zoning Advisory Board designated as the Local Planning Agency (LPA) will hold a public hearing at **9:00 a.m.** or shortly thereafter, on **Thursday, July 16, 2026**, in the City Chambers located at 4970 City Hall Boulevard, North Port, Florida, to consider and act upon Petition No. PMCPA-24-00000114 (formerly VPA-24-083)

**DEVELOPMENT MASTER PLAN AMENDMENT PETITION NO. PMCPA-24-00000083 (formerly VPA-24-083)**

**Development Master Plan Amendment approval to amend the Village E Village District Pattern Plan (West Villages A.K.A. Wellen Park) to expand the District Boundary by Incorporating Approximately 81 Acres of Land, Modify Development Entitlements, and Update Signage and Parking Regulations; Amending Section 3.4.1. Of The Unified Land Development Code (ULDC) to Incorporate the Amended Pattern Plan by Reference; Amending Section 5.3.2. of the ULDC to Require Village E Signage to Comply with ULDC Chapter 5 Standards and to Provide Deemed Compliance and Legal Nonconforming Status for Certain Existing Signs. Located at the Northeast corner of the intersection of Playmore Road and West Villages Parkway (Section 10, Township 40 South, Range 20 East)**

Site Location Map



**Note:** Proposed PMCPA-24-00000083 (formerly VPA-24-083), (boundary of the area) is depicted on this map.

The documents pertinent to the proposed petition are on file in the Development Services Department, Planning & Zoning Division for inspection by the public between the hours of 8 a.m. to 4 p.m., Monday through Friday.

All interested parties may attend the hearing and be heard with respect to the proposed Petition.

This public hearing may be continued from time to time.

No stenographic record by a certified court reporter is made of these meetings. If a person decides to appeal any decisions made with respect to any matter considered at the meeting(s) or hearing(s) noticed herein, he/she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which any appeal is to be based.

The North Port City Hall is wheelchair accessible. Special parking is available on the west side of City Hall and the building may be accessed from the parking area. Persons with hearing difficulties may contact the City Clerk to obtain a hearing device for use during meetings. Pursuant to the Americans with Disabilities Act, any person requiring special accommodations to participate in the meeting is asked to submit such a request at least 48 hours before the meeting by contacting the City Clerk's Office via email ([cityclerk@northportfl.gov](mailto:cityclerk@northportfl.gov)), fax (941-429-7008), or telephone (941-429-7270; this telephone voice number can be reached by persons using TTY/TDD equipment via the Florida Relay Service at 711).

/s/

Heather Faust, MMC  
City Clerk

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**Please publish in legal section: June 30, 2026**

**Ad Size:** Standard Legal

**Please furnish proof of publication to to [swillette@northportfl.gov](mailto:swillette@northportfl.gov); [hfaust@northportfl.gov](mailto:hfaust@northportfl.gov); [mpowell@northportfl.gov](mailto:mpowell@northportfl.gov)**

**Internal Info:**

**Emailed on:** June 24, 2026

ULDC Section 1-12 C. 2010 ULDC.



Description: PMCPA-24-00000083

Ad Number: 3993099

**PUBLISHER'S AFFIDAVIT OF  
PUBLICATION STATE OF FLORIDA COUNTY  
OF CHARLOTTE:**

Before the undersigned authority personally appeared Amber Douglas, who on oath says that she is the Legal Advertising Representative of The Daily Sun, a newspaper published at Charlotte Harbor in Charlotte County, Florida; that the attached copy of advertisement, being a Legal Notice that was published in said newspaper in the issue(s)

06/30/26

as well as being posted online at [www.yoursun.com](http://www.yoursun.com) and [www.floridapublicnotices.com](http://www.floridapublicnotices.com).

Affiant further says that the said newspaper is a newspaper published at Charlotte Harbor, in said Charlotte County, Florida, and that the said newspaper has heretofore been continuously published in said Charlotte County, Florida, Sarasota County, Florida and DeSoto County, Florida, each day and has been entered as periodicals matter at the post office in Punta Gorda, in said Charlotte County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

\_\_\_\_\_  
(Signature of Affiant)

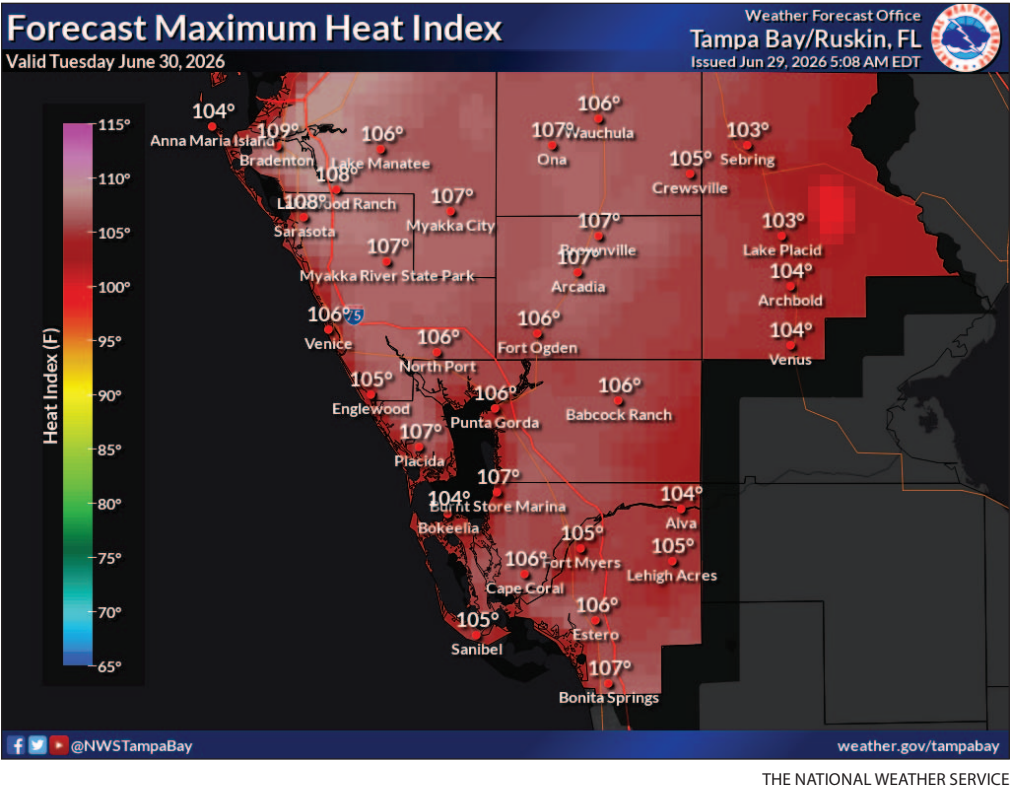
Sworn and subscribed before me this 30th day of  
June, 2026

\_\_\_\_\_  
(Signature of Notary Public)



Personally known   X   OR        Produced Identification





The heat index forecast for June 30.

## Heat/

from A1

high dust.

The NWS in Tampa forecasts a heat index of 106 degrees Fahrenheit in South-west Florida on Tuesday and temperatures will slightly decrease starting as July begins on Wednesday.

The current heat index predicted for July 4 is 100 degrees.

The NWS recommends that people who are working or outside for other reasons should drink water and beverages with electrolytes, wear sunscreen and loose clothing, avoid sun exposure and find shade and air-conditioning when possible.

Gloria Cutts serves produce on North Access Road



SUN PHOTO BY NICHOLE DROEGER

Gloria Cutts remains in the heat for vegetable stand off of South McCall Road and along North Access Road in Englewood East.

in Englewood East. She said she loves being outdoors and relies on the breeze to cool down.

“I just love what I’m doing,” Cutts said.

For more information

about the SAL, visit aoml.noaa.gov/what-is-the-saharan-air-layer/.

For more information about the heat index, visit weather.gov/tbw/dailyheatindex.

## Budget/

from A1

also nixed.

Another \$24.9 million in prison repairs, and \$56.4 million for new prison cells at Lancaster Correctional Institution in Gilchrist County were tied

to the approval of the HB 5403E and fell to DeSantis’ veto.

The money for new prisons and maintenance at corrections facilities would have come from a debt reduction fund, which DeSantis has highlighted

throughout his term as governor.

DeSantis said that while he supported the hikes in pay for prison guards in recent budgets to help retain and recruit employees to an agency plagued with turnover,

the extensive borrowing required by the bill led him to quash it.

“It was a casualty of saying, ‘OK, we’re going to rob Peter to pay Paul,’” DeSantis said. “That accounts for a decent chunk of the vetoes.”

In other parts of the budget, there’s more than \$30 billion for K-12 schools, or about \$9,338 per student, about \$150 more than the prior year. That includes about \$4.5 billion for the state’s school vouchers program, which pays parents a

stipend to send their children to private schools or for homeschooling.

The funding also sets aside \$1.5 billion to boost teacher pay, with more than \$201 million for teachers with at least 10 years of experience, although the increase will be capped at \$3,000 per year.

There is also \$665 million for Everglades restoration projects, another priority for DeSantis throughout his two terms in office.

“This budget continues to move Everglades restoration forward so that Floridians — and those that visit our great state — can realize the ultimate benefits ahead of schedule,” said Everglades Trust CEO Anna Upton in a released statement. “Restoring the natural flow of water south through the Everglades and decreasing harmful discharges from Lake Okeechobee will mean that Florida’s economy, which relies on clean water, will continue to thrive.”

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adno=3990105-1

SEAL OF CITY OF NORTH PORT  
INCORPORATED 1959  
FLORIDA

PUBLIC HEARING  
NOTICE OF INTENT TO CONSIDER  
PETITION NO. PMCPA-24-00000083  
(formerly VPA-24-083)

NOTICE IS HEREBY GIVEN, that the Planning and Zoning Advisory Board designated as the Local Planning Agency (LPA) will hold a public hearing at 9:00 a.m. or shortly thereafter, on Thursday, July 16, 2026, in the City Chambers located at 4970 City Hall Boulevard, North Port, Florida, to consider and act upon Petition No. PMCPA-24-00000114 (formerly VPA-24-083).

Development Master Plan Amendment approval to amend the Village E Village District Pattern Plan (West Villages A.K.A. Wellen Park) to expand the District Boundary by Incorporating Approximately 81 Acres of Land, Modify Development Entitlements, and Update Signage and Parking Regulations; Amending Section 3.4.1. Of The Unified Land Development Code (ULDC) to Incorporate the Amended Pattern Plan by Reference; Amending Section 5.3.2. of the ULDC to Require Village E Signage to Comply with ULDC Chapter 5 Standards and to Provide Deemed Compliance and Legal Nonconforming Status for Certain Existing Signs. Located at the Northeast corner of the intersection of Playmore Road and West Villages Parkway (Section 10, Township 40 South, Range 20 East)

Site Location Map

Note: Proposed PMCPA-24-00000083 (formerly VPA-24-083), (boundary of the area) is depicted on this map.

The documents pertinent to the proposed petition are on file in the Development Services Department, Planning & Zoning Division for inspection by the public between the hours of 8 a.m. to 4 p.m., Monday through Friday.

All interested parties may attend the hearing and be heard with respect to the proposed Petition.

This public hearing may be continued from time to time.

No stenographic record by a certified court reporter is made of these meetings. If a person decides to appeal any decisions made with respect to any matter considered at the meeting(s) or hearing(s) noticed herein, he/she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which any appeal is to be based.

The North Port City Hall is accessible in accordance with the Americans with Disabilities Act (ADA). Designated, accessible parking is available on the west side of City Hall, with building access from the parking area. Any person requiring a reasonable accommodation to participate in this meeting is asked to contact the City Clerk's Office at least 48 hours in advance by email at cityclerk@northportfl.gov or by telephone at (941) 429-7270. Persons using TTY/TDD may access this number via the Florida Relay Service by dialing 711. Accommodations are provided at no cost. Translation services are available at no cost. We ask that requests be made at least 48 hours in advance by email at cityclerk@northportfl.gov or by telephone at (941) 429-7270.

/s/  
Heather Faust, MMC  
City Clerk

Publish in legal section: June 30, 2026

adno=3993099-1



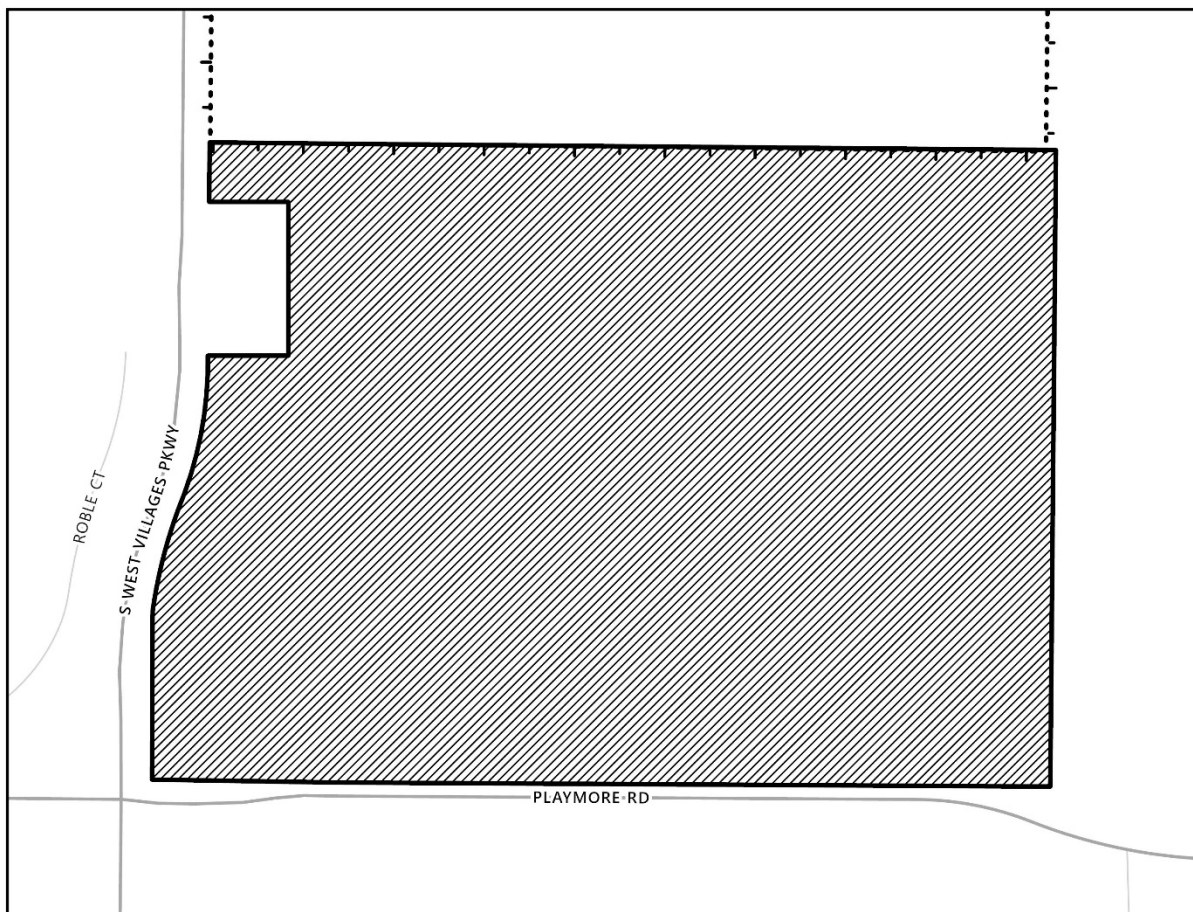
(SEAL)

**PUBLIC HEARING  
NOTICE OF INTENT TO CONSIDER  
AMENDING THE VILLAGE E VILLAGE DISTRICT PATTERN PLAN (WEST VILLAGES) AND THE UNIFIED  
LAND DEVELOPMENT CODE  
PETITION NO. PMCPA-24-00000083 (formerly VPA-24-083)  
ORDINANCE NO. 2026-23**

NOTICE IS HEREBY GIVEN that the City Commission of the City of North Port will hold a first reading public hearing at **10:00 a.m.** or shortly thereafter, on **Tuesday, September 8, 2026**, and a second reading public hearing at **6:00 p.m.**, or shortly thereafter, on **Tuesday, September 22, 2026**, in the City Chambers located at 4970 City Hall Boulevard, North Port, Florida to consider and act upon the adoption of the following proposed City Ordinance No. 2025-23:

**AN ORDINANCE OF THE CITY OF NORTH PORT, FLORIDA, APPROVING PETITION NO. PMCPA-24-00000083 (formerly VPA-24-083) TO AMEND THE VILLAGE E VILLAGE DISTRICT PATTERN PLAN (WEST VILLAGES A.K.A. WELLEN PARK) TO EXPAND THE DISTRICT BOUNDARY BY INCORPORATING APPROXIMATELY 81 ACRES OF LAND, MODIFY DEVELOPMENT ENTITLEMENTS, AND UPDATE SIGNAGE AND PARKING REGULATIONS; AMENDING SECTION 3.4.1. OF THE UNIFIED LAND DEVELOPMENT CODE (ULDC) TO INCORPORATE THE AMENDED PATTERN PLAN BY REFERENCE; AMENDING SECTION 5.3.2. OF THE ULDC TO REQUIRE VILLAGE E SIGNAGE TO COMPLY WITH ULDC CHAPTER 5 STANDARDS AND TO PROVIDE DEEMED COMPLIANCE AND LEGAL NONCONFORMING STATUS FOR CERTAIN EXISTING SIGNS; PROVIDING FOR FINDINGS, ADOPTION, CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.**

## Site Location Map



Note: The boundary of the area proposed for the Village E Village District Pattern Plan (Wellen Park) and Unified Land Development Code Amendment via Master Concept Plan Amendment Petition No. PMCPA-24-00000083 (formerly VPA-24-083) and Ordinance No. 2026-23 is depicted on this map. The property is located at the northeast corner of the intersection of Playmore Road and West Villages Parkway,

(Section 10, Township 40 South, Range 20 East), and comprises ± 415 acres total Village E; (Includes 60-acre expansion area and 21 acres for the Playmore Road alignment adjustment.

The proposed Ordinance with complete legal description by metes and bounds is on file in the Office of the City Clerk for inspection by the public between the hours of 8 a.m. to 4 p.m. Monday through Friday. The files pertinent to PMCPA-24-00000083 (formerly VPA-24-083) are on file in the City of North Port Development Services Department, Planning & Zoning Division for inspection by the public between the hours of 8 a.m. to 4 p.m. Monday through Friday.

All interested parties may attend the meeting and be heard with respect to the proposed Petition/Ordinance.

This public hearing may be continued from time to time.

No stenographic record by a certified court reporter is made of these meetings. If a person decides to appeal any decisions made by the City Commission with respect to any matter considered at the meeting(s) or hearing(s) noticed herein, he/she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

*The North Port City Hall is accessible in accordance with the Americans with Disabilities Act (ADA). Designated, accessible parking is available on the west side of City Hall, with building access from the parking area. Persons using TTY/TDD may access this number via the Florida Relay Service by dialing 711. Accommodations are provided at no cost. Translation services are available at no cost. We ask that requests for accommodations be made to the City Clerk's Office at least 48 hours in advance by email at [cityclerk@northportfl.gov](mailto:cityclerk@northportfl.gov) or by telephone at (941) 429-7270.*

/s/

Heather Faust, MMC  
City Clerk

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**Please publish in legal section:** October 8, 2025

**Ad Size:** headline 18-point, size 4 x 10

**Please furnish proof of publication to** [swillette@northportfl.gov](mailto:swillette@northportfl.gov); [hfaust@northportfl.gov](mailto:hfaust@northportfl.gov); [mpowell@northportfl.gov](mailto:mpowell@northportfl.gov)

**Internal Info:**

**Emailed on:** June 25, 2026

**Requirement:** F.S. 166.041(3)(c) and (a), City Charter Section 7.01(c), once in a newspaper at least ten (10) days prior to adoption.



City of North Port  
Development Services  
Planning & Zoning Division  
4970 City Hall Boulevard  
North Port, FL 34286

**PUBLIC NOTICE - CITY OF NORTH PORT**  
**NOTICE OF PUBLIC HEARING FOR ORDINANCE NO. 2026-23**  
**PETITION NO. PMCPA-24-00000083 (formerly VPA-24-083)**

**NOTICE IS HEREBY GIVEN**, pursuant to Florida Statutes 166.041 and Section 7.01 (c) of the Charter of the City of North Port, Florida, that the City Commission of the City of North Port proposes to approve the following:

AN ORDINANCE OF THE CITY OF NORTH PORT, FLORIDA, APPROVING PETITION NO. PMCPA-24-00000083 (formerly VPA-24-083) TO AMEND THE VILLAGE E VILLAGE DISTRICT PATTERN PLAN (WEST VILLAGES A.K.A. WELLEN PARK) TO EXPAND THE DISTRICT BOUNDARY BY INCORPORATING APPROXIMATELY 81 ACRES OF LAND, MODIFY DEVELOPMENT ENTITLEMENTS, AND UPDATE SIGNAGE AND PARKING REGULATIONS; AMENDING SECTION 3.4.1. OF THE UNIFIED LAND DEVELOPMENT CODE (ULDC) TO INCORPORATE THE AMENDED PATTERN PLAN BY REFERENCE; AMENDING SECTION 5.3.2. OF THE ULDC TO REQUIRE VILLAGE E SIGNAGE TO COMPLY WITH ULDC CHAPTER 5 STANDARDS AND TO PROVIDE DEEMED COMPLIANCE AND LEGAL NONCONFORMING STATUS FOR CERTAIN EXISTING SIGNS; PROVIDING FOR FINDINGS, ADOPTION, CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

A Public Hearing will be held before the Planning and Zoning Advisory Board, designated as the Local Planning Agency (LPA), at **9:00 a.m.** or shortly thereafter, on **Thursday, July 16, 2026**, in the City Chambers located at 4970 City Hall Boulevard, North Port, Florida to consider Petition No. PMCPA-24-00000083.

A Public Hearing for the first reading of Ordinance No. 2026-23, Petition No. PMCPA-24-00000083 (formerly VPA-24-083) will be held before the City Commission of the City of North Port at **10:00 a.m.**, or shortly thereafter, on **Tuesday, September 8, 2026**. A Public Hearing for the second reading will be held before the City Commission of the City of North Port at **6:00 p.m.**, or shortly after, on **Tuesday, September 22, 2026**.

«NAME1»  
«NAME\_ADD2»  
«NAME\_ADD3»  
«NAME\_ADD4»  
«NAME\_ADD5»  
«CITY», «STATE» «ZIP»  
«COUNTRY»



City of North Port - Location Map  
PMCPA-24-00000083  
(FKA VPA-24-083)  
Village E VDPP Amendment

0 350 700 Feet

 Petition Boundary

Disclaimer: This map is for reference purposes only and is not to be construed as a legal document. Any reliance on the information contained herein is at the user's risk. The City of North Port and its agents assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

| NAME1                                                   | NAME_ADD2                       | NAME_ADD3                              | NAME_ADD4                         | NAME_ADD5                       | CITY               | STATE | ZIP        |
|---------------------------------------------------------|---------------------------------|----------------------------------------|-----------------------------------|---------------------------------|--------------------|-------|------------|
| ANTIGUA AT WELLEN PARK HOMEOWNERS ASSOCIATION INC       |                                 |                                        | 19503 S WEST VILLAGES PKWY STE 14 |                                 | VENICE             | FL    | 34293      |
| BROIS HELENE                                            |                                 |                                        | 11480 BURGUNDY DR                 |                                 | VENICE             | FL    | 34293-1781 |
| COOLEY GARY LEE                                         | COOLEY RENEE DIANE              |                                        | 19145 BORDEAUX CT                 |                                 | VENICE             | FL    | 34293-1776 |
| CRH WP OWNER LLC                                        |                                 |                                        | 80 E RICH ST STE 120              |                                 | COLUMBUS           | OH    | 43215-5249 |
| EPC SPARROW WELLEN LLC                                  |                                 |                                        | C/O SPARROW CAPITAL PARTNERS LLC  | 2500 BEE CAVES RD STE 1 STE 380 | AUSTIN             | TX    | 78746-5888 |
| HACKMAN DOUGLAS M (TTEE)                                | TRAN NANCY (TTEE)               | DOUGLAS AND NANCY HACKMAN FAMILY TRUST | 16 PROMINENCE                     |                                 | LAKE FOREST        | CA    | 92630-1454 |
| HANBY DERRICK RALPH                                     | HANBY TAMMY LYNN                |                                        | 19155 BORDEAUX CT                 |                                 | VENICE             | FL    | 34293-1776 |
| HENDERSON KEITH EUGENE                                  | HENDERSON LAURA IRENE           |                                        | 11471 BURGUNDY DR                 |                                 | VENICE             | FL    | 34293-1782 |
| ICI HOMES OF TAMPA LLC                                  |                                 |                                        | 2379 BEVILLE RD                   |                                 | DAYTONA BEACH      | FL    | 32119-8720 |
| KANTHALU RAMESH BABU KRISHNAMOORTHY                     | WHITE LILY                      |                                        | 11460 BURGUNDY DR                 |                                 | VENICE             | FL    | 34293-1781 |
| LEVY CARL ANTHONY                                       | LEVY LATANEY ONESHA             |                                        | 11463 BURGUNDY DR                 |                                 | VENICE             | FL    | 34293-1782 |
| MAIN STREET RANCHLANDS LLLP                             |                                 |                                        | 19503 S WEST VILLAGES PKWY STE 14 |                                 | VENICE             | FL    | 34293-5108 |
| MANASOTA BEACH RANCHLANDS LLLP                          |                                 |                                        | 19503 S WEST VILLAGES PKWY STE 14 |                                 | VENICE             | FL    | 34293-5108 |
| MANASOTA BEACH RANCHLANDS LLLP                          |                                 |                                        | 19503 SOUTH WEST VILLAGES PRWY    |                                 | VENICE             | FL    | 34293      |
| MANATEE COMMUNITY COLLEGE DISTRICT BOARD OF TTEES       |                                 |                                        | PO BOX 1849                       |                                 | BRADENTON          | FL    | 34206-7046 |
| MANATEE COMMUNITY COLLEGE DISTRICT BOARD OF TTEES (LESS | 1 SOURCE TOWERS II LLC (LESSEE) |                                        | PO BOX 1849                       |                                 | BRADENTON          | FL    | 34206-7046 |
| MOORE JESSE                                             | MOORE BRANDI                    |                                        | 19165 BORDEAUX CT                 |                                 | VENICE             | FL    | 34293-1776 |
| NEAL SIGNATURE HOMES LLC                                |                                 |                                        | 5800 LAKEWOOD RANCH BLVD          |                                 | SARASOTA           | FL    | 34240      |
| NORTH PORT BALLPARK HOTEL LLC                           |                                 |                                        | 233 PARK AVE STE 201              |                                 | MINNEAPOLIS        | MN    | 55415-1132 |
| POLIMENI ANTHONY                                        | POLIMENI TRACEY A               |                                        | 4 KENWOOD ST                      |                                 | SETAUKET           | NY    | 11733-2048 |
| RED APPLE AT NORTH PORT ELC LLC                         |                                 |                                        | 800 CORPORATE DR STE 124          |                                 | FORT LAUDERDALE    | FL    | 33334-3618 |
| ROWLES THOMAS                                           |                                 |                                        | 10341 FOX RUN RD                  |                                 | WOODBURY           | MN    | 55129-8504 |
| SARASOTA COUNTY                                         |                                 |                                        | 1660 RINGLING BLVD                |                                 | SARASOTA           | FL    | 34236-6808 |
| SUMMERVILLE JOEY R                                      | SUMMERVILLE JENNIFER B          |                                        | 11500 BURGUNDY DR                 |                                 | VENICE             | FL    | 34293-1813 |
| TOLL SOUTHEAST LP COMPANY INC                           |                                 |                                        | 10401 HIGHLAND MANOR DR STE 120   |                                 | TAMPA              | FL    | 33610-9114 |
| VANCE FORREST ALAN                                      | VANCE JOY NELSON                |                                        | 12335 HARDWOOD STREET             |                                 | VENICE             | FL    | 34293      |
| VERSAGGI ROSS G                                         | VERSAGGI KAREN E                |                                        | 19125 BORDEAUX CT                 |                                 | VENICE             | FL    | 34293-1776 |
| WEST VILLAGES IMPROVEMENT DISTRICT                      |                                 |                                        | 4901 VINELAND RD STE 450          |                                 | ORLANDO            | FL    | 32811-7229 |
| WEST VILLAGES IMPROVEMENT DISTRICT                      |                                 |                                        | 2501-A BURNS RD                   |                                 | PALM BEACH GARDENS | FL    | 33410      |
| WEST VILLAGES IMPROVEMENT DISTRICT                      |                                 |                                        | C/O SPECIAL DISTRICT SERVICES INC | 2501 BURNS RD STE A             | PALM BEACH GARDENS | FL    | 33410-5207 |
| WEST VILLAGES IMPROVEMENT DISTRICT                      |                                 |                                        | 2501 BURNS RD STE A               |                                 | PALM BEACH GARDENS | FL    | 33410-5207 |
| WP BUILD TO RENT HOLDINGS LLC                           |                                 |                                        | 4800 N SCOTTSDALE RD STE 2900     |                                 | SCOTTSDALE         | AZ    | 85251-7724 |





**Memorandum of Neighborhood Meeting  
Wellen Park Village E VDPP Amendment  
October 23, 2024**

**Presenters:**

Katie M. LaBarr, AICP, Stantec  
Frank Domingo, P.E., Stantec  
Kerri MacNutt, Monarch Ecology Group  
John Luczynski, Wellen Park

The team was setup and ready at 5:55 pm with maps including the Index Map, proposed Village District Plan, and the proposed rendering for Village E.

The workshop was held in the Wellen Park Welcome Center and seven (7) members of the public attended.

John and Katie began with an introduction to Wellen Park, an overview of the Index Map, and the twelve villages that comprise Wellen Park. The purpose of the amendment is to revise the Village District Pattern Plan (VDPP) for Village E, which is a major component of the Town Center at Wellen Park.

Katie and the team shared details regarding changes to Village E, which include the following:

**Change in Area:**

- Area has increased to 415 acres adding the 60 acres parcel (Mixed Use area-5) and the newly added 28 acres SMH parcel (Ordinance 20204-26).

**Change in Entitlement:**

- Previous entitlement:
  - 1,000 residential units,
  - 300,000 square feet of commercial/retail uses,
  - 100,000 square feet of office.
- New entitlement using the LUEM, including the additional 60-acre parcel and SMH parcel:
  - 910 residential units,
  - 341,000 SF of commercial/retail/ institutional,
  - 160,000 SF of office and
  - 3.6 million SF of public/civic/institutional use.

Clarifying language is added to note a maximum FAR of 3.0 is permitted on an individual site if that does not exceed overall FAR of 1.0.

Roadway information has been updated to reflect current conditions.

- Newly constructed roads, such as Merlot Avenue and Mezzo Drive, have been added.
- Completed improvements on River Rd, Venice E Blvd, a section of US 41, and other roadways have been removed from the previous document.



A provision for administrative adjustments has been included, allowing flexibility in parking requirements.

- These adjustments will be determined based on an analysis of comparable uses by the City of North Port's Director of Land Development Services.

Environmental consultant for Village E has changed to Monarch Ecology Group, LLC. Changes are made to reflect the existing condition, most recent data, survey, and the recent Village E amendment.

Throughout the presentation, attendees were invited to ask questions. Very few questions were directly related to the changes noted above and were more general in nature regarding timing of commercial development, the need for vertically integrated mixed-use development, the desire of residents to have more and varied dining options – both in price point and convenience. Residents expressed the value they put on walkability and sense of community. Some attendees were encouraged to hear about the vision for the area of Village E, north of the Spring Training Facility. Some stated their familiarity with Fenway Park and other iconic baseball districts. They expressed a desire to prioritize non-residential development over multifamily. The team confirmed that a healthy balance of land uses is necessary to promote a vibrant and thriving community. John Luczynski shared that Wellen Park is aggressively pursuing tenants to meet the demands of the community. Residential demand will have to continue to increase to draw commercial tenants. There was some discussion regarding small businesses and a request for consideration for attracting such businesses to Wellen Park.

Once all questions were answered, the meeting adjourned at around 7:15 pm.