



**CITY OF NORTH PORT  
ORDER OF APPROVAL  
4970 City Hall Boulevard, North Port, FL 34286  
941-429-7156**

**PROJECT: CENTRAL PARC AT NORTH PORT (FORMERLY SABAL TRACE)**

FILE NO.	DMP-18-071	Related Project Number:	CPAL-18-060, REZ-18-070	Application Type:	DMP
			Department:	Neighborhood Development Services - Planning	
PZAB Hearing:		April 18, 2019	Prepared By:	Nicole Galehouse, AICP, Planning Division Manager	
City Commission Hearings:		May 2, 2019 July 23, 2019	Date:	September 20, 2019	
Other:	Activity Center development consisting of two phases of low-density residential, totaling 500 units, plus a mixed-use phase that allows up to 100 medium-density units.			Expiration Date:	September 20, 2021
				Legal Description:	A ±207.5-acre parcel located north of Greenwood Ave., west of Sumter Blvd., east of North Port Blvd., and south of Appomattox Dr. in Section 29, Township 39S, and Range 21E.
APPLICANT/PROJECT: CENTRAL PARC AT NORTH PORT (FORMALLY SABAL TRACE)					

The **Development Master Plan** was approved by City Commission with the following conditions:

1. The last wildlife survey was done in January 2018. This survey shows presence of gopher tortoise but is older than 90 days. Within 30 days and no more than 90-days of proposed start of land clearing, perform another wildlife survey and include 100% survey of potential gopher tortoise habitat per FWC Gopher Tortoise Permitting Guidelines for the site. The gopher tortoise survey must be completed prior to scheduling the pre-construction meeting or applying for a land clearing permit. The gopher tortoise survey and relocation prior to land clearing must meet the requirements and timing specified by Florida Fish and Wildlife Conservation Commission (FWC). All gopher tortoise burrows found on-site must either be avoided or relocated with an FWC relocation permit for the relocation secured, and a copy provided to the City. On completion of the relocation actions, submit a summary After Action report to the City that identifies the total number of tortoises relocated to the designated property.
2. Approval of an FDEP Interim Source Removal work plan for arsenic remediation to permit residential development is required prior to issuance of a Development Order for the infrastructure plans. Evidence of progress in obtaining this remediation plan must be submitted 1. with the application for infrastructure plan approval. The applicant shall copy the City of North Port on all applications and information submitted to FDEP during the process of receiving this plan approval and shall forward any responses from FDEP to the City within 5 business days of receipt. The remediation work must be completed with the construction of the infrastructure. Confirmational samples must be taken after all cleanup work is complete to ensure that arsenic levels are appropriate for residential development before a building permit for a residential structure will be issued, along with any additional work required by FDEP to complete cleanup on the site. During the remediation, dewatering and stormwater system construction activities, sampling must be conducted to make sure that Arsenic concentrations entering the City's stormwater system (City's potable water supply) does not exceed allowable regulatory limits. After the

construction is complete, subsequent sampling may be required pursuant to the Interim Source Removal work plan to ensure no further leaching of arsenic into the City's stormwater system. All remediation work must be completed with no adverse effect to the environment or the City's potable water supply.

3. If the applicant is unable to obtain a remediation plan that allows for residential development, the 85% of the site that is allocated to low density residential development shall be maintained to comply with all City of North Port standards to avoid any nuisance to surrounding properties and shall be maintained at no cost to the City. Alternatively, the applicant could seek a new Comprehensive Plan Amendment and Text Amendment to change the permitted uses on the property.
4. A two-lane bridge, including multi-use paths on both sides of the roadway, over the Cocoplum Waterway extending Tuscola Boulevard north, connecting to Greenwood Avenue is to be constructed by the Developer. An associated agreement between the Developer and the City, whereby costs of the bridge are to be paid by the Developer and reimbursed by the City through transportation impact fees, is to be executed as part of this development approval. The width of the multi-use paths to be provided and the timing of construction of the bridge shall be specified in such agreement. If an agreement to construct the bridge cannot be reached, the applicant must provide the transportation system improvements identified in the alternative scenario presented in the traffic impact statement.
5. If the bridge in condition 4 is constructed, the right and left turn lane recommendations of the Traffic Impact Analysis including the Cocoplum Waterway bridge connection to Tuscola Boulevard, submitted for this proposed development are to be completed simultaneously with Phase 1. The Developer shall evaluate the Tuscola Boulevard extension intersection to Greenwood Avenue at the main entrance into this proposed development for a four-way stop condition, and if justified, include this with the Tuscola Boulevard extension.
6. The existing reclaimed storage tank and pump station on site will be removed at the cost of the developer and a new reclaimed storage pond/lake will be excavated with the reclaimed water being metered as it enters the pond.
7. When construction begins, the buffer requirements must be installed for each phase prior to the start of any remaining site work.
8. Approved Development Master Plans shall expire in 2 years if commencement of development procedures and evidence of applications to pursue development is not satisfactory.
9. The turn lanes identified in the applicant's traffic impact study shall be provided as follows:
  - a. In providing the project's entrance to Greenwood Avenue, the applicant shall construct (i) an eastbound to northbound left-turn lane; and (ii) a westbound to northbound right-turn lane.
  - b. In providing the project's entrance to Appomattox Drive (not the emergency-only access) the applicant shall construct a westbound to southbound left-turn lane.
10. If single-family residences and villas constructed within Phase 1 and Phase 2 are designed and constructed to contain fire-sprinklers in a form and manner approved by the City's Fire Marshal and Building Official, then the development within Phase 1 and Phase 2 may receive the following waivers:
  - a. Reduction of internal street width to 20 feet (two 10-foot travel lanes);
  - b. Increase fire hydrant spacing, potentially reducing the number of hydrants; and
  - c. Flexibility with regard to providing longer dead-end streets and reduced setbacks/building separation, to be determined by the City's Fire Marshal and Building Official.

In addition, the development within Phase 1 and Phase 2 would be eligible to apply for a waiver of or credit for City Fire/Rescue impact fees, pursuant to the process defined in Chapter 58 of the Code of the City of North Port.

DIRECTOR :   
Frank Miles, MPA, Director – Neighborhood Development Services

Date: 9-20-19

PROJECT MANAGER:   
Nicole Galehouse, AICP, Planning Division Manager

Date: 9-20-19