

Village "A"

Adopted November 28, 2005 (DCP-05-03)
Adopted as Amended July 27, 2009 (VBA-90-93)
Adopted as Amended October 24, 2014 (VPA-14-010)



Village District Site Analysis, Preliminary VDPP, & Final VDPP *Amendment for Neighborhood No. 8*

Prepared for:

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November 2016

Village "A"

Revisions:
1. Added Paragraph 4

INTRODUCTORY NOTE

This book consists of three chapters, each representing a required step in the Village District planning process. The book begins with Chapter Three, the Final Village District Pattern Plan (VDPP), which contains the most up-to-date information. Chapters One and Two (Site Analysis and Preliminary VDPP) provide additional data, as well as a record of the planning process.

Please note that the eastern property boundary has been modified to accommodate the proposed alignment of West Villages Parkway. This has resulted in small variations between the site data presented in Chapter Three and the previous two chapters.

The approved amendment (VBA-09-93) added Single Family Detached Structure Type F and applicable notes and dimensional standards as illustrated in Figures 3.1.B and 3.1.C

This amendment includes the northeastern area within Village A (approximately 71 acres). This area is being called Neighborhood 8.



Village "A"

ii

Table of Contents

CHAPTER THREE	FINAL VILLAGE DISTRICT PLAN
4	Community Goals
5	Index Map B
6	Proposed Village Plan
8	Proposed Neighborhoods Plan
9	Proposed Neighborhood Centers Plan
10	Land Use Standards
11	Land Use Standards Neighborhood 8
12	Dimensional and Performance Standards
18	Roadways and Pathways
22	Infrastructure
24	Environmental Management Plan
30	Public Facilities Plan
37	Village Economic Impact Plan
39	Appendix



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Revisions:

1. Updated Table of Contents

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Chapter Three

*F*INAL VILLAGE DISTRICT
PATTERN PLAN

VILLAGE DISTRICT SITE ANALYSIS, PRELIMINARY VDPP, & FINAL VDPP

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Village "A"

4

Community Goals

Village "A" furthers the following community goals:

Create neighborhoods that have a distinct sense of identity and place with a neighborhood civic center or focal point and served by a mixed-use town/village center.

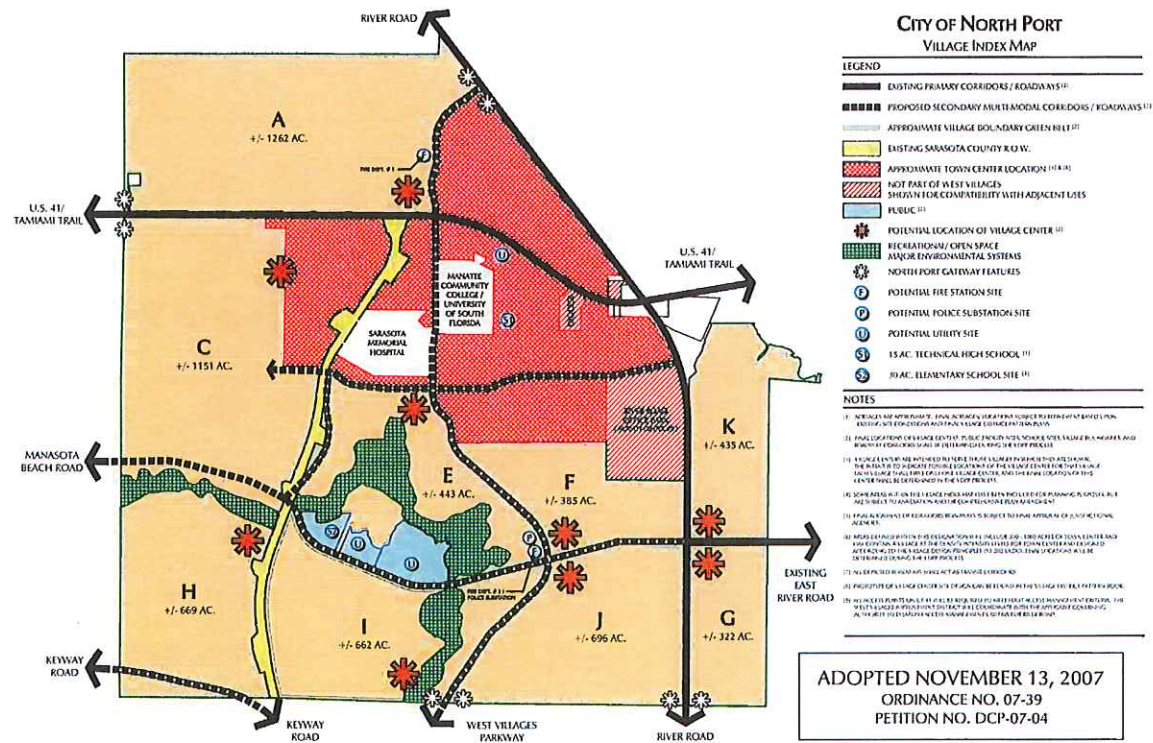
Provide for a high quality and safe pedestrian environment with appropriate streetscape design, pedestrian paths and bike paths connecting various neighborhoods, villages, neighborhood centers, and village centers.

Provide for a mixture of uses within safe walkable distance that encourages use of non-vehicular transportation.

Provide diversified housing types to cater to a spectrum of socio-economic groups.

Build a community which is environmentally sensitive that preserves and conserves natural terrain, drainage patterns, native habitat, wildlife corridors, upland habitat areas and other environmentally sensitive areas.

Build a community which is environmentally friendly that creates an ample amount of open spaces and recreational areas.



CITY OF NORTH PORT West Villages Public Lands Map

LEGEND

- VILLAGE
- APPROXIMATE TOWN CENTER LOCATION
- PARK LAND
- PUBLIC FACILITIES SITES
- RECREATIONAL/ OPEN SPACE
- MAJOR ENVIRONMENTAL SYSTEMS
- EXISTING SARASOTA COUNTY R.O.W.
- NOT PART OF WEST VILLAGES
SHOWN FOR COMPATIBILITY WITH ADJACENT USES
- R.O.W.
- 12' MULTI-MODAL TRAIL
- 8' - 12' TRAIL
- 8' SIDEWALK
- 5' SIDEWALK

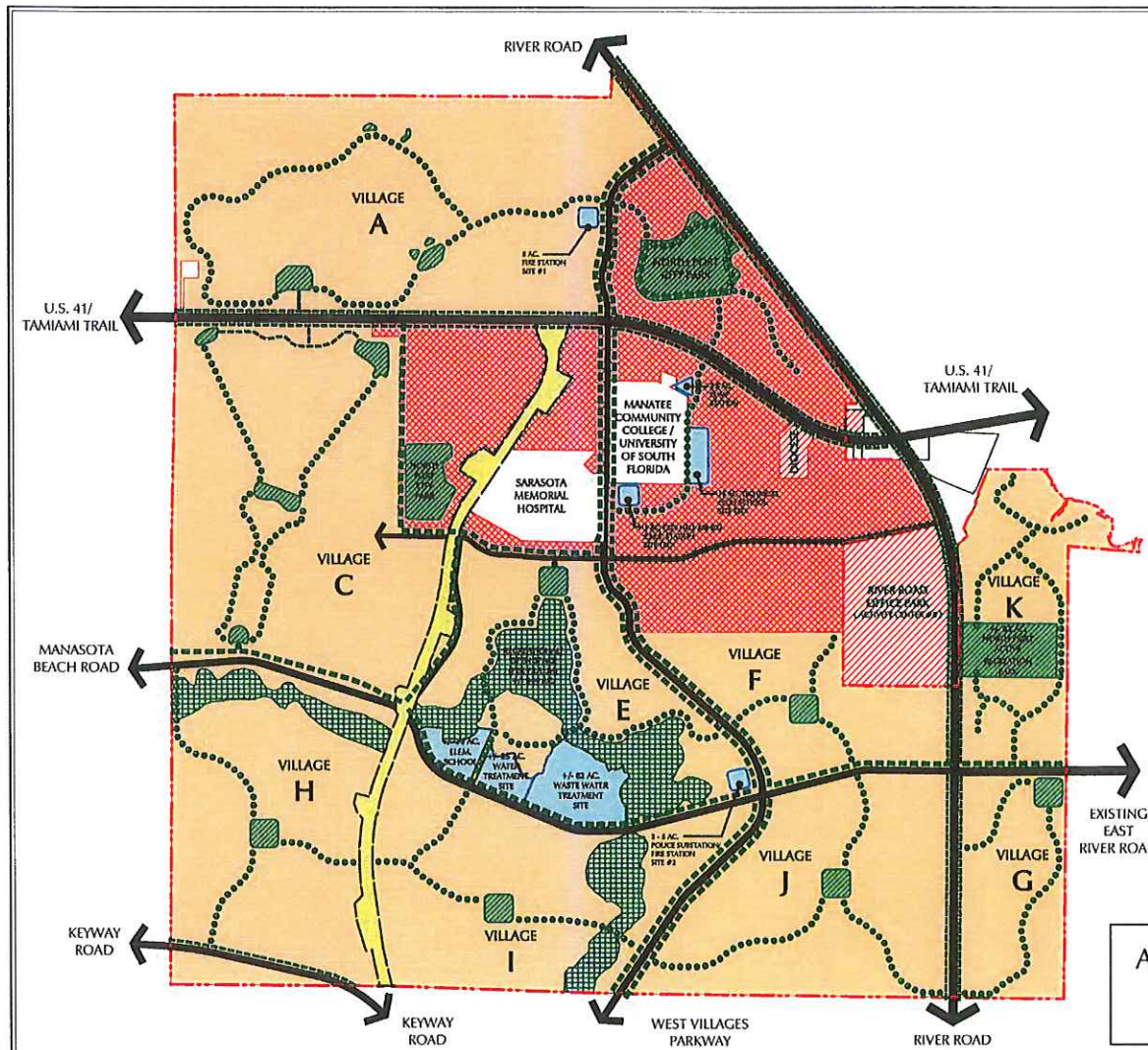
NOTES

- [1] ACRES ARE APPROXIMATE. FINAL ACRES/LOCATIONS SUBJECT TO REFINEMENT BASED UPON EXISTING SITE CONDITIONS AND FINAL VILLAGE DISTRICT PATTERN PLANS.
- [2] AREAS DEFINED WITHIN THIS DESIGNATION WILL INCLUDE 300 - 1000 ACRES OF TOWN CENTER AND MAY CONTAIN A VILLAGE AT THE DENSITY/INTENSITY LEVELS FOR TOWN CENTER AND DESIGNATED ACCORDING TO THE VILLAGE DESIGN PRINCIPLES (VDP-200 LDC). FINAL LOCATIONS WILL BE DETERMINED DURING THE VDPF PROCESS.
- [3] ANNEXATION ORDINANCE 01-43, 02-06, 02-27, 02-40, 02-41, 02-43 AND 03-44 REQUIRE THAT UP TO FIVE PERCENT (5%) OF THE ANNEXED ACREAGE WILL BE DEDICATED TO THE CITY FOR PUBLIC USE. THE PUBLIC USES SHOWN ARE CONCEPTUAL ONLY. THESE LOCATIONS SHALL NOT BE INTERPRETED AS SATISFYING ALL OF THE CITY'S CONCURRENCY REQUIREMENTS.
- [4] FINAL LOCATION AND CONFIGURATION OF THE ACTIVE RECREATION PARK SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTH PORT.
- [5] 12' MULTI-MODAL TRAIL MAY ALSO BE SATISFIED BY AN 8' SIDEWALK AND A 4' BIKELANE.
- [6] FINAL LOCATION AND CONFIGURATION OF TECHNICAL HIGH SCHOOL AND ELEMENTARY SCHOOL SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE SARASOTA COUNTY SCHOOL BOARD.
- [7] SCHOOL SITES SHOWN ARE NOT INCLUDED IN THE DATA SUMMARY TABLE BELOW.
- [8] 8' - 12' TRAILS MAY BE COMBINED WITH INTERNAL ROADWAYS.
- [9] ALL ACCESS POINTS ON US 41 WILL BE REQUIRED TO MEET TPO ACCESS MANAGEMENT CRITERIA. THE WEST VILLAGES INVENTORY DISTRICT WILL COORDINATE WITH THE APPLICABLE GOVERNING AUTHORITY TO ESTABLISH ACCESS MANAGEMENT CRITERIA FOR RIVER ROAD.

DATA SUMMARY - PUBLIC LANDS

PUBLIC UTILITIES/FIRE & E.M.S./CITY HALL SITES:	124 AC.
2 PUBLIC NORTH PORT PARKS:	133 AC.
NORTH PORT ACTIVE RECREATION PARK:	63 AC.
8 ADDITIONAL VILLAGE PARKS (4" - 10 AC. EA.)	80 AC.
SUBTOTAL:	400 AC.
MULTI-USE TRAIL:	15 AC.
RECREATIONAL/OPEN SPACE (PER LUMS)	444 AC.
TOTAL PUBLIC LANDS ACREAGE:	859 AC.

ADOPTED NOVEMBER 13, 2007
ORDINANCE NO. 07-39
PETITION NO. DCP-07-04



West Villages

West Villages Index Map - "B" - Public Lands Map

Revisions:
1. Updated Village Index Map

NORTH PORT, FLORIDA

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Proposed Village District Plan

SECTION 1.1 - FINAL VILLAGE PLAN

The Final Village Plan for Village "A" of the West Villages implements the basic design principles of the West Villages Pattern Plan, tailored to fit this specific location. It builds upon the generalized vision that was set forth during the Preliminary VDPP planning process that is described in Chapter Two of this document. Figure 1.1A shows the Final Village Plan, including neighborhoods and neighborhood centers, open space and environmental systems, and roadways.

The objectives of the Village District Pattern Book (VDPB) are to establish a broad community framework within which the private sector can express itself in the building of sustainable Villages, while not being overly regulatory or restrictive to its creativity or ability to adapt to changing market conditions. To further these objectives, a Design Review Committee (DRC) comprised of a minimum of three representatives will be established by the Gran Paradiso Property Owners Association, Inc. Their responsibility will be to review architectural features, design components, and landscape plans of residential buildings and sites within the community of Gran Paradiso. The DRC will use Section 10 of the West Villages Village District Pattern Book for guidance in making their approval decisions. In all cases, the specifications relating to landscaping contained within the North Port Land Development Code shall be the minimum standard the Design Review Committee is empowered to approve.

In addition to the Lighting design standards outlined in Section 10 of VDPB, Gran Paradiso may, as an alternative to Metal Halide Lighting, use a High Pressure Sodium Vapor (HPSV) as a softer lighting source along Local Streets - Residential as depicted in Section 10 (Examples of "Great Streets", H.) of the VDPB. Gran Paradiso may also utilize the standard poles and fixtures provided by FPL, as an alternative to the poles and fixtures noted in the Section 10 of the VDPB. With respect to the lighting design for sidewalks in Section 10 of the VDPB, sidewalks located within Gran Paradiso alongside roadways are considered part of the roadway and have lighting requirements of the adjacent roadway. All other sidewalks will be illuminated per the Pedestrian Pathway Lights standards per Section 10 of the VDPB.

The design of the site recognizes the opportunities and constraints identified in the Site Analysis portion of this book. A significant system of connected environmental and open space features has been preserved. This system helps to define the location of the neighborhoods, and creates opportunities for views, pathways and neighborhood centers related to these amenities. Similarly, the constraint of the canal in the southeastern portion of the village has created an opportunity for an avenue paralleling the canal and providing views, paths, and a neighborhood center adjacent to the canal. In order to limit access to U.S. 41 and minimize noise impacts to residents, the south side of the village, adjacent to U.S. 41, is developed with non-residential uses. A greenbelt of 71 feet to 2,480 feet surrounds the village on all sides.

Three access points serve Village "A": U.S. 41 on the south, West Villages Parkway Extension (proposed) on the east, and another eastern access point from West Villages Parkway Extension that will link to the future Village Center. Village "A" includes eight neighborhoods, each with one or two neighborhood centers within easy walking distance. A Village Center is proposed adjacent to Village "A" on the east side. Village "A" also adjoins the Town Center on its eastern edge. Village "A" contributes to internal trip capture by providing: internal recreational amenities and gathering places for residents; adjacency to a mixed-use future village center; adjacency to a future mixed-use town center; an internal roadway and pathway system that supports and encourages non-vehicular transportation; connection to an external roadway and pathway system that supports and encourages non-vehicular transportation. The village neighborhoods 1-7 are planned to support a maximum of 1,999 residential units on 1,068 acres and neighborhood 8 is planned to support a maximum of 230 units on 72 acres, and will be developed in phases to achieve its ultimate build-out.



Figure 1.1A Final Village Plan
Colors identify individual neighborhoods.

October 2016 Revisions:

1. Updated Figure 1.1A and Corresponding Text in Paragraph 5

October 2016 Revisions:

1. Updated Village "A" Final VDPP



Neighborhoods Plan

SECTION 1.2 - NEIGHBORHOODS PLAN

Village "A" includes eight neighborhoods. Neighborhood location and character are strongly influenced by the network of environmental and open space lands within the village. Neighborhood centers have been sited to take advantage of these features and these features help to create a distinct identity and sense of place for each neighborhood. Most residential units look out onto an environmental or open space area such as a wetland, lake, canal or park.

The West Villages Pattern Book places a strong emphasis on creating a high-quality pedestrian environment. Within Village "A", this takes several forms. A safe and attractive non-vehicular transportation network, ranging from unpaved eco-trails to wide paved pathways along major roadways, links the entire village, as well as connecting to the Town Center and to other villages. Each neighborhood has one or more neighborhood centers within easy walking distance. Parks will be designed with seating and shade for pedestrian comfort. The larger neighborhood centers, as well as the future Village Center, include retail and service components which will allow residents to meet many of their daily and weekly needs without driving a car.

Village neighborhoods are intended to support a variety of housing types and styles. In general, Neighborhoods Two, Three, Four, Five, Six, Seven, and Eight will include a variety of single-family attached and single-family detached housing types. Neighborhood One has a more urban feel, with a predominance of multi-family structures. As the nearest neighborhood to the Village Center, it allows convenient non-vehicular access for more residents, and creates a step-down of intensity from the Village Center to lower-density single-family neighborhoods. These housing types and styles are described in the Preliminary VDPP (Chapter Two of this document) and are further defined in subsequent sections of this document, including typical lot dimensions and illustrative photographs.

Revisions:

1. Updated Figure 1.2.A
2. Updated paragraphs 1 and 2

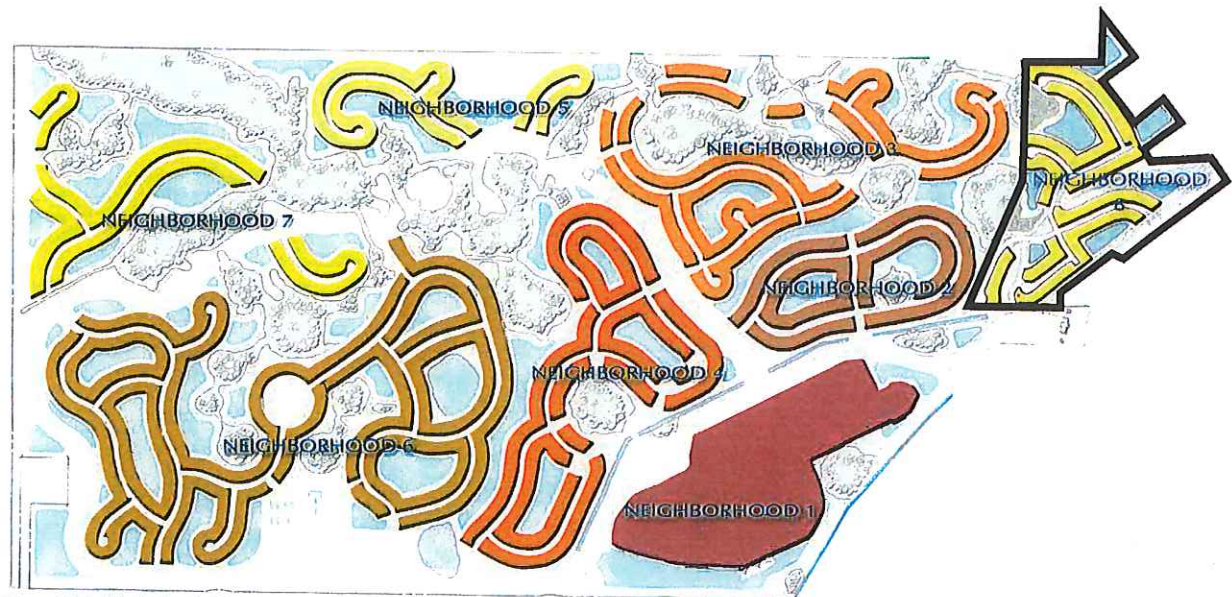


Figure 1.2.A Neighborhoods Plan

Colors identify individual neighborhoods.



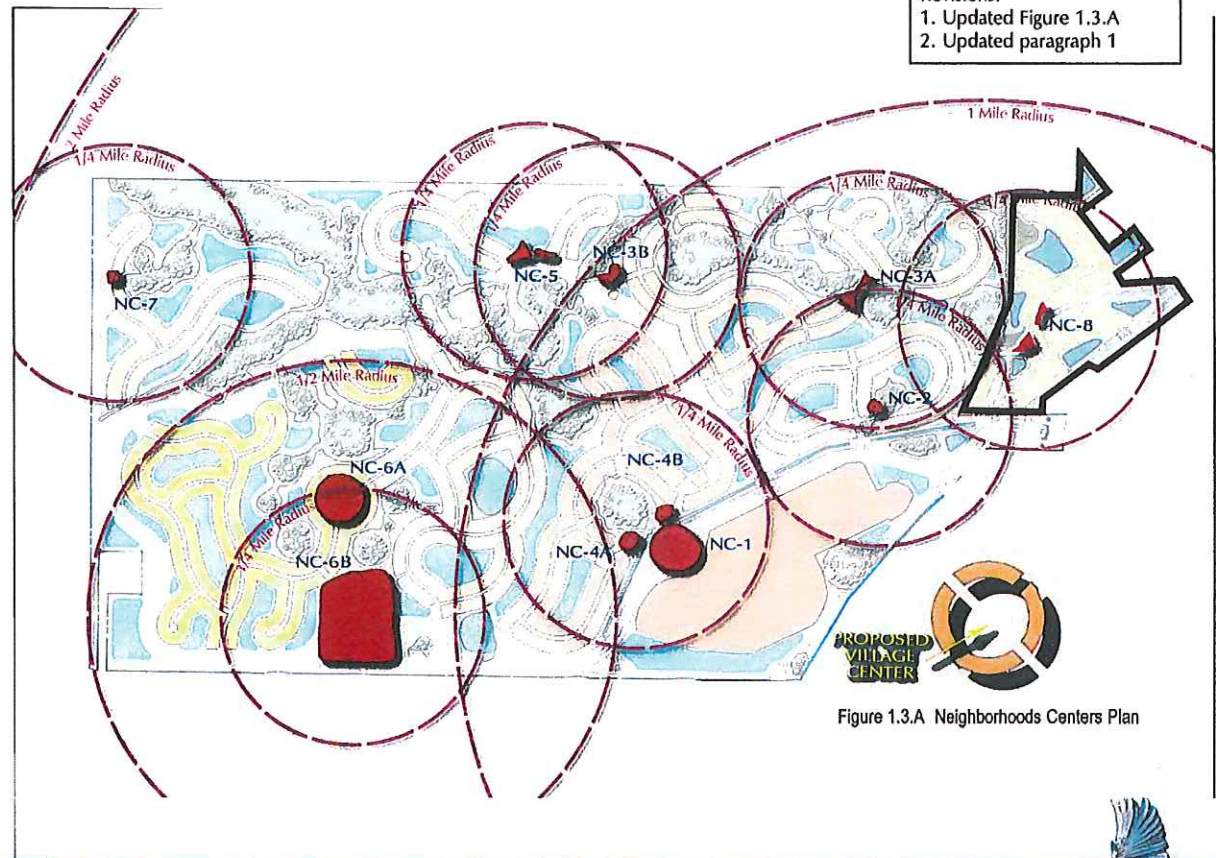
Neighborhood Centers Plan

SECTION 1.3 - NEIGHBORHOOD CENTERS PLAN

The Neighborhood Centers Plan, Figure 1.3.A, shows that each of the eight neighborhoods in Village A has one or two neighborhood centers associated with it. These centers are located within easy walking distance of each dwelling. All residents are within 1/2 mile of a neighborhood center, and most are within 1/4 mile.

Neighborhood centers may range from small passive parks to larger mixed-use areas that include active recreation and neighborhood-serving commercial uses. Because of the abundance of environmental and open space features in Village A, many neighborhood centers here consist of a park or a visual or trail link to a habitat area. Whatever its design, each neighborhood center serves as a gathering place where neighbors can meet one another. Because each has a unique location and character, it also provides a distinct identity for the neighborhood that surrounds it.

The size and character for each neighborhood center was initially described as part of the Preliminary VDPP planning process (Chapter 2). The size of each neighborhood center and the uses permitted within it are described in the subsequent Land Use and Dimensional and Performance Standards sections of this document.



Revisions:

1. Updated Figure 1.3.A
2. Updated paragraph 1

Figure 1.3.A Neighborhood Centers Plan



Land Use Standards

SECTION 2.1 - LAND USE STANDARDS

Figure 2.1.A specifies the uses, heights, setbacks and Floor to Area (FAR) ratios for development within each neighborhood and neighborhood center. This table, along with the typical lot configurations in Figures 3.1.B, 3.1.C, and 3.1.D, and the site plan in Figure 1.1.A serve as the regulating plan for Village "A".

	Neighborhood 1	Neighborhoods 2, 4 & 6	Neighborhood 3	Neighborhoods 5 & 7	Neighborhood Center
Floor to Area Ratio (FAR) or Density Limitations	16 Dwelling units per Acre	7 Dwelling units per Acre	5 Dwelling units per Acre	3 Dwelling units per Acre	0.25 FAR
Permitted Uses	Community Center Gatehouse Multi-Family Apartments / Condominiums Single-family Detached Single-family Attached Townhouses Model Homes / Sales Center Park / Recreation Facilities Utility Structures	Community Center Gatehouse Multi-Family Apartments / Condominiums Single-family Detached Single-family Attached Model Homes / Sales Center Park / Recreation Facilities Utility Structures	Community Center Gatehouse Single-family Detached Single-family Attached Model Homes / Sales Center Park / Recreation Facilities Utility Structures	Community Center Single-family Attached Townhouses Model Homes / Sales Center Park / Recreation Facilities Utility Structures	Neighborhood Commercial/Professional Offices, and Institutional Active / Passive Recreation Park / Recreation Facilities Utility Structures Model Homes / Sales Centers Community Center
Minimum Lot Size	None	4,500 Square Feet	6,000 Square Feet	8,000 Square Feet	None
Maximum Structure Height	50 Feet	35 Feet	35 Feet	35 Feet	50 Feet
Setbacks	<u>Residential</u> - See specific structure type in Section 3.1.B of Proposed VDPP <u>Non-residential</u> - 10 Feet Front 10 Feet Rear 10 Feet Side	<u>Residential</u> - See specific structure type in Section 3.1.B of Proposed VDPP <u>Non-residential</u> - 10 Feet Front 10 Feet Rear 10 Feet Side	<u>Residential</u> - See specific structure type in Section 3.1.B of Proposed VDPP <u>Non-residential</u> - 10 Feet Front 10 Feet Rear 10 Feet Side	<u>Residential</u> - See specific structure type in Section 3.1.B of Proposed VDPP <u>Non-residential</u> - 10 Feet Front 10 Feet Rear 10 Feet Side	10 Feet - Front 10 Feet - Side 10 Feet - Rear
Notes: (1) 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, decorative features, and utility facilities such as lift stations, storage tanks, ground mounted transformers and wells shall be exempt from any setback standards, (except Type F side yard setbacks) (3) The rear setback may be reduced to 0 ft when the rear property line abuts an open space area (with 10 ft maintenance easement in the open space) or a waterbody (minimum waterbody width of 50') (4) Setbacks for accessory structures such as pool cages and pool equipment, shall be 5 feet from the rear property line. Air conditioning equipment, pool pumps, and the like shall be permitted in side yard setbacks, (except for Type F) (5) Multi-family shall not be excluded from Neighborhood 6. (6) Commercial uses in Neighborhood Centers shall not exceed 20,000 sq. feet. (7) Minimum building separation for multi-family structures shall be 20 feet. (8) Additional standards contained within Section 3.1.B, 3.1.C, and 3.1.D and Table 3.1.B shall be met in addition to the above.					



Land Use Standards for Neighborhood 8

SECTION 2.1 - LAND USE STANDARDS

Figure 2.1.B specifies the uses, heights, setbacks and Floor to Area (FAR) ratios for development within each neighborhood and neighborhood center. This table, along with the typical lot configurations in Figures 3.1.B and 3.1.C, and the site plan in Figure 1.1.A serve as the regulating plan for Village "A".

Revisions:
1. Page added for
Neighborhood 8 only.

	Neighborhood 8	Neighborhood Center 8
Floor to Area Ratio (3) (FAR) or Density Limitations	0.15 FAR/ 4 Dwelling units per Acre	0.25 FAR
Permitted Uses (1) (5)(6)	Community Center Gatehouse Single-family Detached - Types G, H, and I Model Homes / Sales Center Park / Recreation Facilities Utility Structures Parking	Active Recreation Park / Recreation Facilities Utility Structures (1)(5)(6) Parking
Minimum Lot Size	See Figure 3.1.C	No min. lot area
Maximum Structure Height	42 Feet	35 Feet
Setbacks (2)(4)	Residential - See specific structure type in Section 3.1.C Non-residential - 10 Feet Front 10 Feet Rear (4) 10 Feet Side (4)	10 Feet Front 10 Feet Rear (4) 10 Feet Side (4)

Notes: (1) Above ground utility structures shall be allowed anywhere within Neighborhood 8 provided that such facilities incorporate adequate levels of buffers to appropriately protect enjoyment on adjacent uses.
(2) Fences, walls, columns, 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 an 8' high 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 applied to individual parcels in which a non-residential use is proposed and don't apply to residential units.
(4) Setbacks may be reduced to 0 feet when the subject parcel is adjacent to an easement, open space tract or water body that is at least 30 feet in width.
(5) Utility structures shall be located in easements or in right-of-ways as indicated in roadway cross-sections.
(6) Lakes and ponds may be used for irrigation and or storage of reclaimed water.



Dimensional and Performance Standards

SECTION 3.1 - DIMENSIONAL STANDARDS

Residential development within Village "A" falls into one of three structure types; Single-family Detached, Single-Family Attached, and Multi-Family. Within the Single-family Detached type, there are nine specific lot sizes and configurations. Chapter Two - Section 2.3 of this document describes these structure types in general terms. While Figure 2.1.A establishes general land use standards, this section specifies the dimensional standards for the individual residential structure types. Rather than specifying lot dimensions and setback regulations for the neighborhood, these regulations are assigned to the individual residential structure type. Figures 3.1.B and 3.1.C graphically describe each residential structure type while establishing dimensional standards for each.

Figure 3.1.A (1) Single-family Detached



Figure 3.1.A (2) Single-family Detached



Figure 3.1.A (3) Single-family Attached



Figure 3.1.A (4) Multi-family

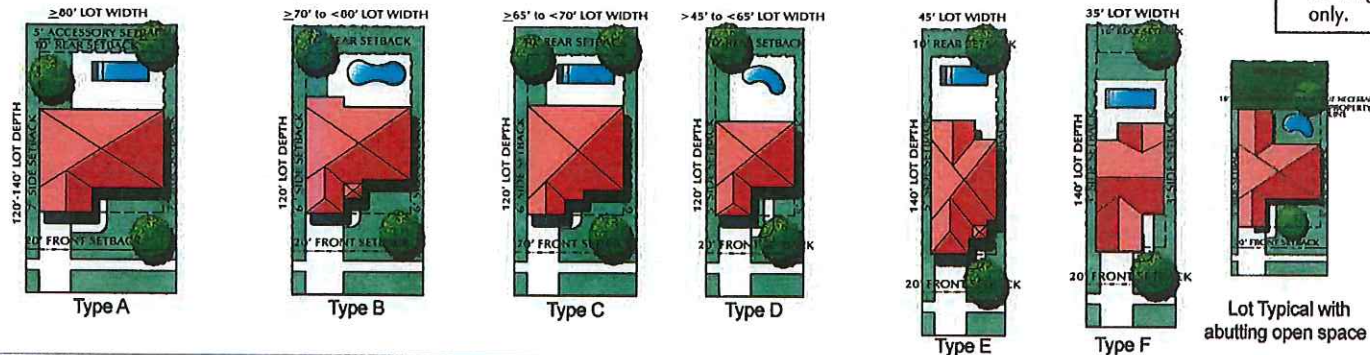


Note: These images are intended to be examples of each residential structure type. Actual structure design may be modified to styles other than those shown in these photographs. Structures shall be designed pursuant to the dimensional standards established in Figures 3.1.B and 3.1.C and Table 3.1.B.



Dimensional and Performance Standards...continued

Figure 3.1.B Single-Family Detached Structure Types and Standards for Neighborhoods 1-7



Revisions:
1. Updated subtitle to clarify for Neighborhoods 1-7 only.

TABLE 3.1.B DIMENSIONAL STANDARDS FOR INDIVIDUAL SINGLE-FAMILY DETACHED RESIDENTIAL STRUCTURE TYPES

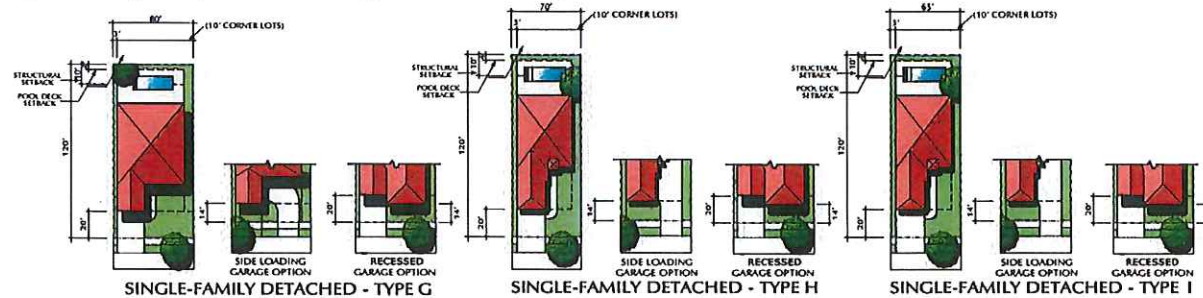
DEVELOPMENT STANDARDS	SINGLE-FAMILY DETACHED TYPE A	SINGLE-FAMILY DETACHED TYPE B	SINGLE-FAMILY DETACHED TYPE C	SINGLE-FAMILY DETACHED TYPE D	SINGLE-FAMILY DETACHED TYPE E	SINGLE-FAMILY DETACHED TYPE F(6)
LOT AREA (MIN)(1)	9,600 S.F.	8,400 S.F.	7,800 S.F.	6,240 S.F.	6,300 S.F.	4,900 S.F.
LOT WIDTH(MIN)(1)	80 FT.	70 FT.	65 FT.	>45 FT.	45 FT.	35 FT.
LOT DEPTH(MIN)	120-140 FT.	120 FT.	120 FT.	120 FT.	140 FT.	140 FT.
LOT COVERAGE (MAX)(5)	50 %	50 %	50 %	50 %	50 %	50 %
FRONT SETBACK (MIN)(9)	20 FT.	20 FT.	20 FT.	20 FT.	20 FT.	20 FT.
SIDE SETBACK (MIN) (STRUCTURES)(2)(4)	7 FT.	6 FT.	6 FT.	5 FT.	5 FT.	3 FT.
REAR SETBACK (MIN)(3)(4)	10 FT. (STRUCTURE) / 5 FT. (ACCESSORY)	10 FT. (STRUCTURE) / 5 FT. (ACCESSORY)	10 FT. (STRUCTURE) / 5 FT. (ACCESSORY)	10 FT. (STRUCTURE) / 5 FT. (ACCESSORY)	10 FT. (STRUCTURE) / 5 FT. (ACCESSORY)	10 FT. (STRUCTURE) / 5 FT. (ACCESSORY)

NOTES: To be able to adjust to marketing conditions, changes to the Building Code, resident input, etc. product styles / building footprints illustrated in Fig. 3.1.B above may be adjusted from shown and shall meet all dimensional standards and conditions established herein.

- (1) Min. 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.
- (2) Air conditioning equipment, above ground pool pumps, and the like shall be permitted in side yard setbacks EXCEPT for Type F structure types with side yards setbacks of 3 ft.. Type F structures shall place air conditioning and pool equipment within the front or rear yard setbacks and shall be screened to maximum extent possible.
- (3) The rear yard setback may be reduced to 0 ft when the rear property line abuts an open space area (with 10 ft maintenance easement in the open space) or a waterbody (minimum waterbody width of 50').
- (4) Cornices, veneers or other non-structural projections shall not count towards setbacks. They shall be treated similar to roof overhangs.
- (5) Lot Coverage is defined as percent of lot area under fixed roof. Lot Coverage does not include pools, decks, driveways, patios, sidewalks, etc.
- (6) Type F structures shall be designed with gutter and downspout systems to minimize stormwater runoff from roof into side setback areas.
- (7) All structure types shall maintain the minimum building separation as required by building code. When structures are within 10-ft. of another structure, windows and/or openings shall be minimized for fire safety. All structures shall meet Building and Fire Code requirements.
- (8) Windows shall be placed on adjacent structures as to minimize fire impacts (i.e. staggered window placement). Roof overhangs extending into three foot (3') side setbacks on Type F structures shall have a minimum one (1) hour fire rating.
- (9) Front setback shall be 14 ft for side loading garages.

Dimensional and Performance Standards for Neighborhood 8

Figure 3.1.C Single-Family Detached Structure Types and Standards for Neighborhood 8



Revisions:
1. Updated subtitle to clarify for Neighborhood 8 only.

DEVELOPMENT STANDARDS	SINGLE-FAMILY DETACHED - TYPE G	SINGLE-FAMILY DETACHED - TYPE H	SINGLE-FAMILY DETACHED - TYPE I
LOT AREA (MIN)(8)	9,600 SF	8,400 SF	7,800 SF
LOT WIDTH(MIN)(7)(8)	80 FT	70 FT	65 FT
LOT DEPTH(MIN)	120 FT	120 FT	120 FT
LOT COVERAGE (MAX)(9)	55 %	55 %	55 %
FRONT SETBACK (MIN) (1)	20 FT (FLG) / 14 FT (SLG) (RGO)	20 FT (FLG) / 14 FT (SLG) (RGO)	20 FT (FLG) / 14 FT (SLG) (RGO)
SIDE SETBACK (MIN) (STRUCTURES)(3)(4)(6)(7)	3 FT / 10 FT (CORNER LOTS)	3 FT / 10 FT (CORNER)	3 FT / 10 FT (CORNER)
SIDE SETBACK(MIN) (POOL DECKS, PATIOS, AND SCREEN ENCLOSURES)(2)(3)(6)(7)	3 FT	3 FT	3 FT
REAR SETBACK (MIN) (5)(6)	10 FT (PRINCIPAL STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE)	10 FT (PRINCIPAL STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE)	10 FT (PRINCIPAL STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE)

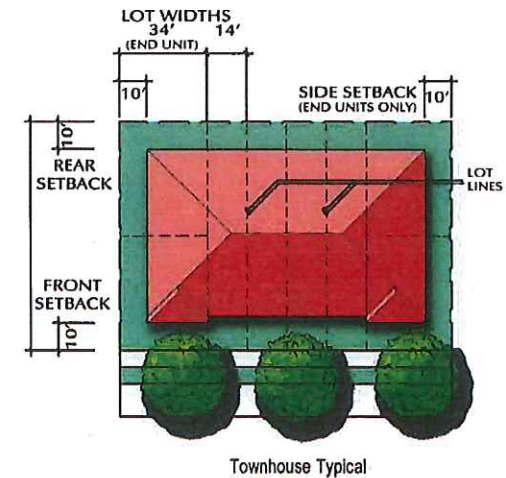
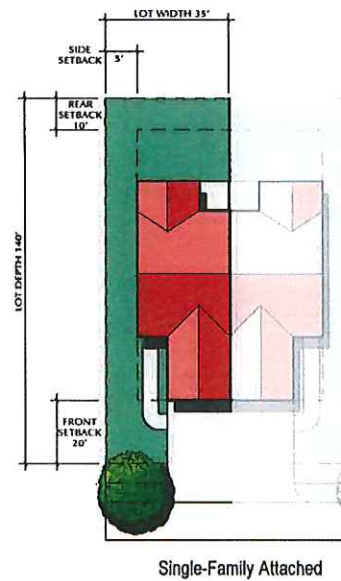
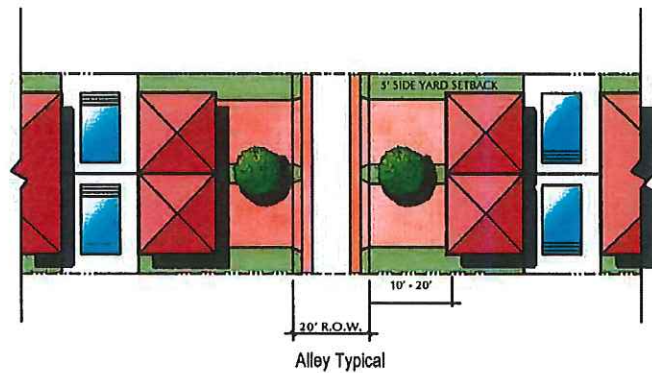
NOTES: To be able to adjust to marketing conditions, changes to the Building Code, resident input, etc. product styles / building footprints illustrated in Fig. 3.1.C above may be adjusted from shown and shall meet all dimensional standards

- (1) Front loading garage = (FLG) Side loading garage = (SLG), Recessed garage options = (RGO)
- (2) Screen enclosures for Townhouses and Single-Family Attached will have a 5 FT side setback without a privacy wall, or a 0 FT side setback with a privacy wall min. 6 FT, provided that the screen is located atop the privacy wall.
- (3) Patios and pool decks for Townhouses and Single-Family Attached may have a 0 FT side setback provided they abut a shared privacy wall.
- (4) Corner setbacks do not apply when the side property line is adjacent to a platted open space tract of at least 5 FT in width.
- (5) The rear setback for accessory structures, pools, pool decks and screen enclosures may be reduced to 0 FT when the rear property line abuts an easement, water body or open space tract of at least 30 FT in width.
- (6) Cornices, veneers or other non-structural projections shall not count towards setbacks. They shall be treated similar to roof overhangs.
- (7) Side yard setbacks for Single Family Type G, Type H, and Type I as shown are 3FT and shall have a combined separation of at least 10 FT.
- (8) Min. 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.
- (9) Lot Coverage is defined as percent of lot area under fixed roof. Lot Coverage does not include pools, decks, driveways, patios, sidewalks, etc.

Dimensional and Performance Standards...continued

Figure 3.1.D Alley, Single-Family Attached and Multi-Family Structure Types, Standards, and Typicals for Neighborhoods 1-7

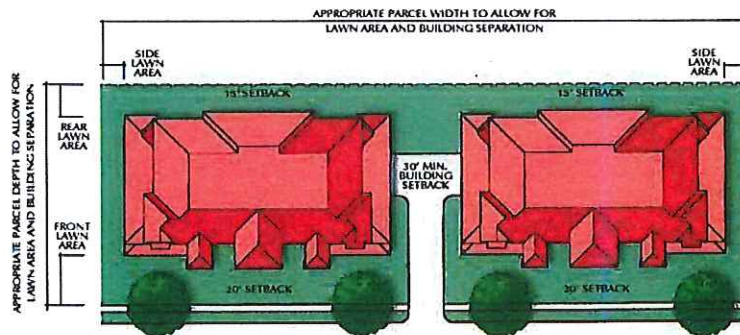
Revisions:
1. Updated subtitle to clarify for Neighborhoods 1-7 only.



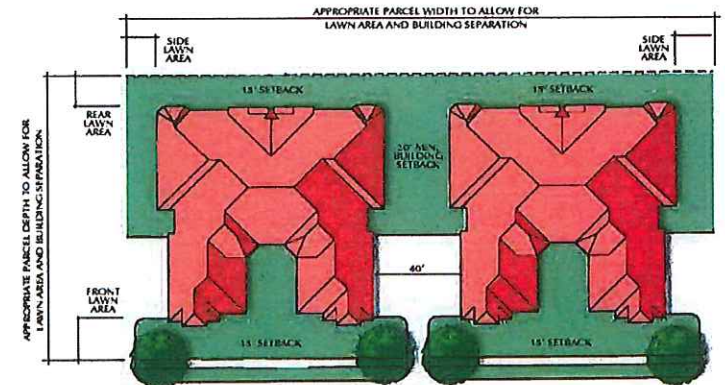
Comment: Townhouse and Apartment/Condominium typicals intended to illustrate the general character for these structure types. Final designs may be modified.



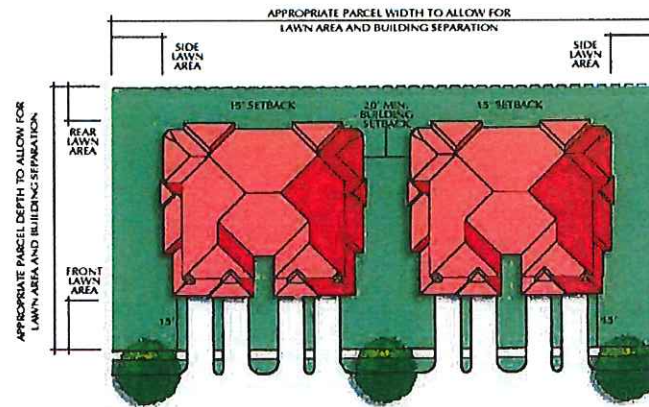
Dimensional and Performance Standards...continued



3 Story Over Parking Typical



4 Plex Stacked Flat Typical



4 Plex Stacked Flat Typical



Dimensional and Performance Standards...continued

SECTION 3.3 - MISCELLANEOUS PERFORMANCE STANDARDS

There are some uses and development forms that may occur within Village "A" that require additional standards to ensure land use compatibility and an attractive community. The following subsections establish additional and specific performance standards for various uses within Village "A".



SECTION 3.3.A. - Village Perimeter Walls

Village 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 through out the village. In addition, these walls provide separation, safety and tranquility for various uses and outdoor spaces within and outside the village. These decorative walls along the southern village boundary of US 41 separate motorized traffic from pedestrian ways for safe, attractive and calm pedestrian ways in addition to providing identity and definition to the village. Appropriate locations for such walls are around the Village edges, within the Village Greenbelt, along neighborhood boundaries, along neighborhood center boundaries, and around any use within a neighborhood center. Village Perimeter Walls shall be limited to seven feet six inches. Village Perimeter Walls shall 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.



SECTION 3.3.B. - Utility Facilities

Utility facilities such as ground-mounted transformers, wells, storage tanks and lift stations shall be allowed anywhere within the village so long as such structures are appropriately buffered from adjacent uses. Necessary provisions and precautions will be taken to address noise and smell around these facilities. Specifically, utility facilities such as those listed above which are located within residential areas shall include landscaping treatments to screen their appearance from adjacent homes. Utility lines shall not be subject to these standards.



SECTION 3.3.C - Temporary Model Homes/Sales Center

Model homes and sales centers shall be permitted anywhere within Village "A". Additionally, a temporary sales center may be allowed along U.S. 41 in order to facilitate home sales for the village. Model homes and sales centers within Village "A" 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.



Roadway and Pathway Plan

SECTION 4.1 - TYPICAL ROADWAY STANDARDS

The Final Village Plan identifies a hierarchy of streets, including:

- Parkways
- Avenues
- Local Streets
- Alleys

The location of the street types is shown in Figure 4.1.A, and typical cross-sections are shown in Figures 4.1.B (1)-(6) on the following pages. The cross sections also address site-specific conditions that might arise, such as when environmental constraints result in limited right-of-way, or when on-street parking is appropriate.

In brief, the roadway types provide the following functions:

Parkways facilitate regional vehicular travel to and from the village
Avenues are primary internal roadways which collect traffic from local streets, and provide a strong visual identity for the village
Local Streets accommodate light neighborhood traffic to and from individual residences
Alleys are very small streets intended to access individual rear-loading garages behind residential units

A more detailed discussion of the purpose and appropriateness of each street type can be found in the Preliminary VDPP (Chapter 2, Section 2 of this document).

Revisions:

1. Updated Figure 4.1.A

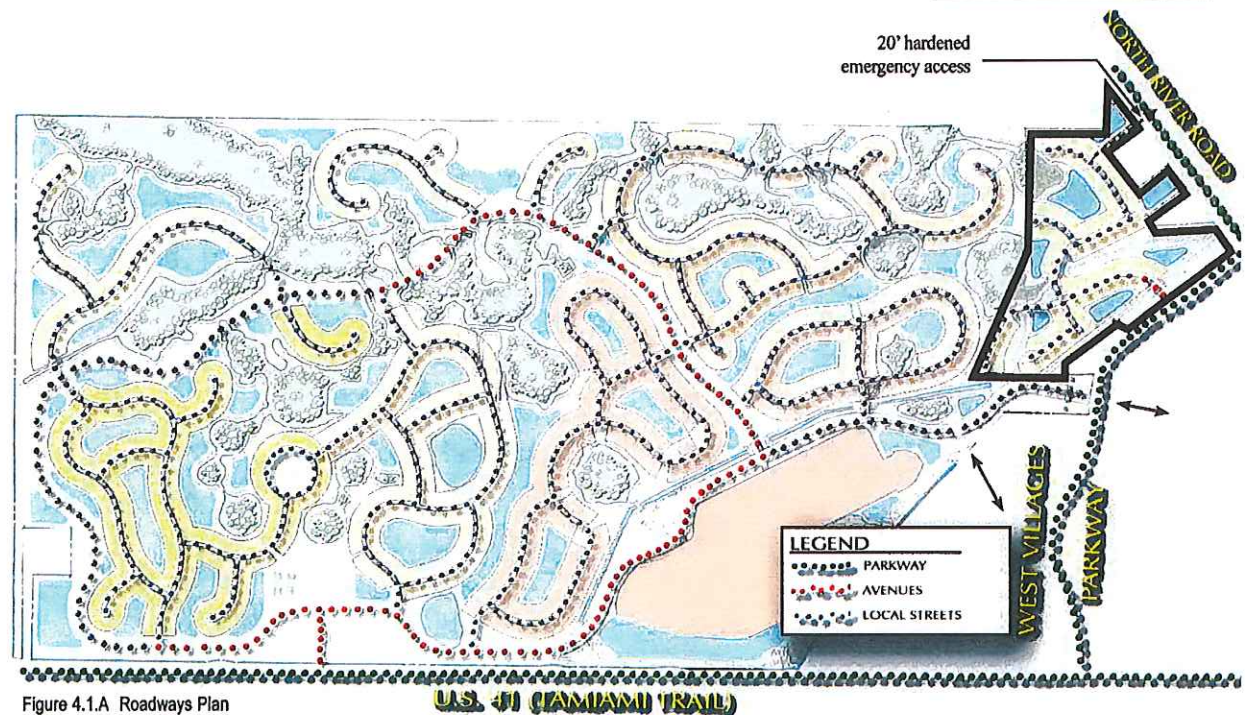


Figure 4.1.A Roadways Plan

Roadway and Pathway Plan...continued

Figure 4.1.B (1) Typical Parkway Section

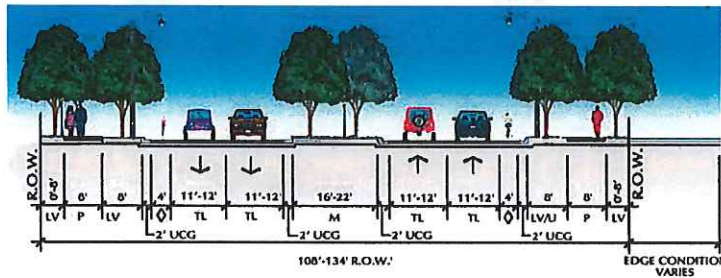


Figure 4.1.B (2) Typical Avenue Section

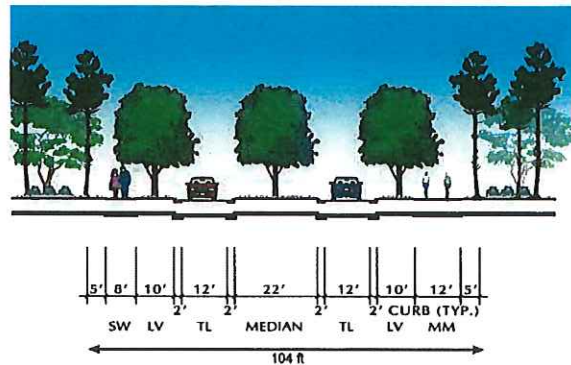


Figure 4.1.B (3) Typical Residential Local Roadway Section

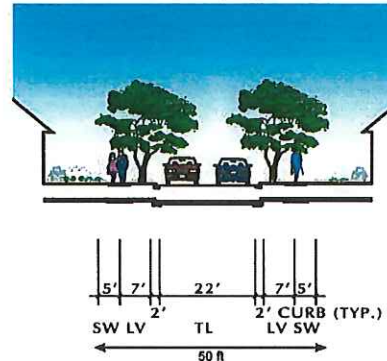
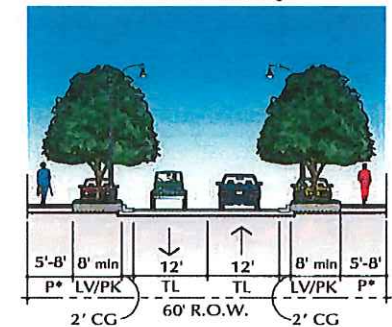


Figure 4.1.B (4) Local Urban Type 3 Roadway with On-Street Parking



Roadway and Pathway Plan ...continued

Figure 4.1.B (5) Typical Local Roadway Section

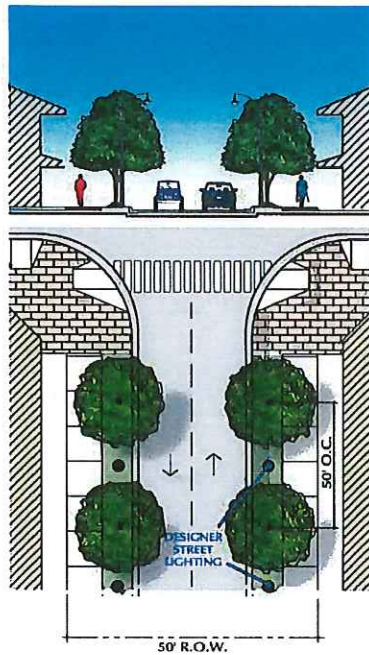
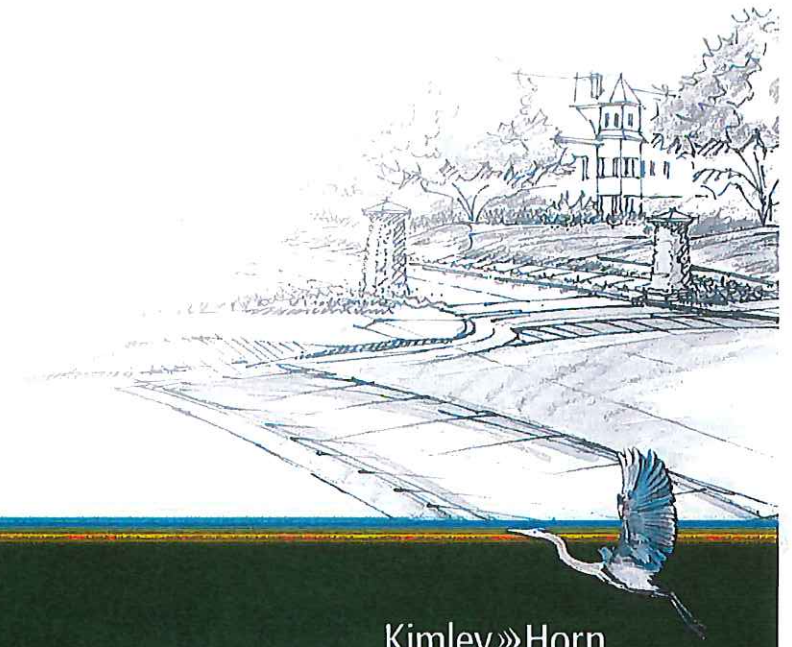
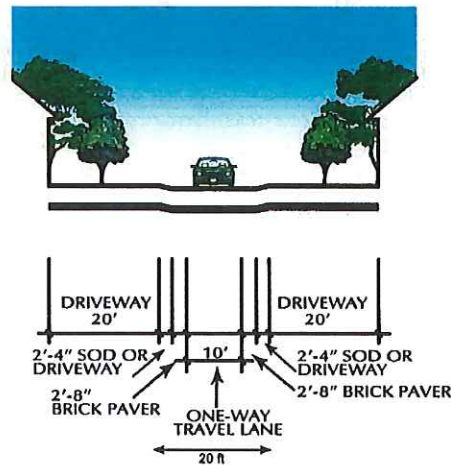


Figure 4.1.B (6) Typical Alley Section



Revisions:
1. Updated Figure 4.2.A

Roadway and Pathway Plan...continued

SECTION 4.2 - TYPICAL PATHWAY STANDARDS

In addition to the vehicular network, the Final Village Plan includes an extensive network of sidewalks and trails designed for non-automobile traffic. These users might include pedestrians, bicyclists, in-line skaters, and small electric vehicles. Most of the network is associated with a roadway; however, there will also be some off-road trails, as illustrated in Figure 4.2.A. Typical cross-sections are shown in Figures 4.2.B.

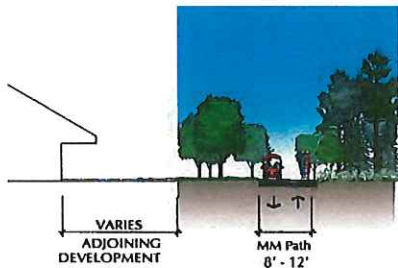


Figure 4.2.B (1) Proposed Multi-Use Pathway

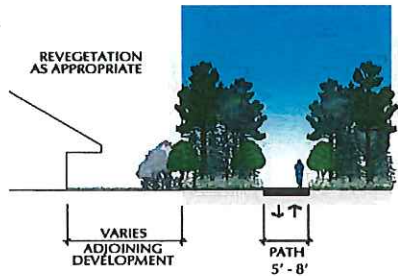


Figure 4.2.B (2) Proposed Trail

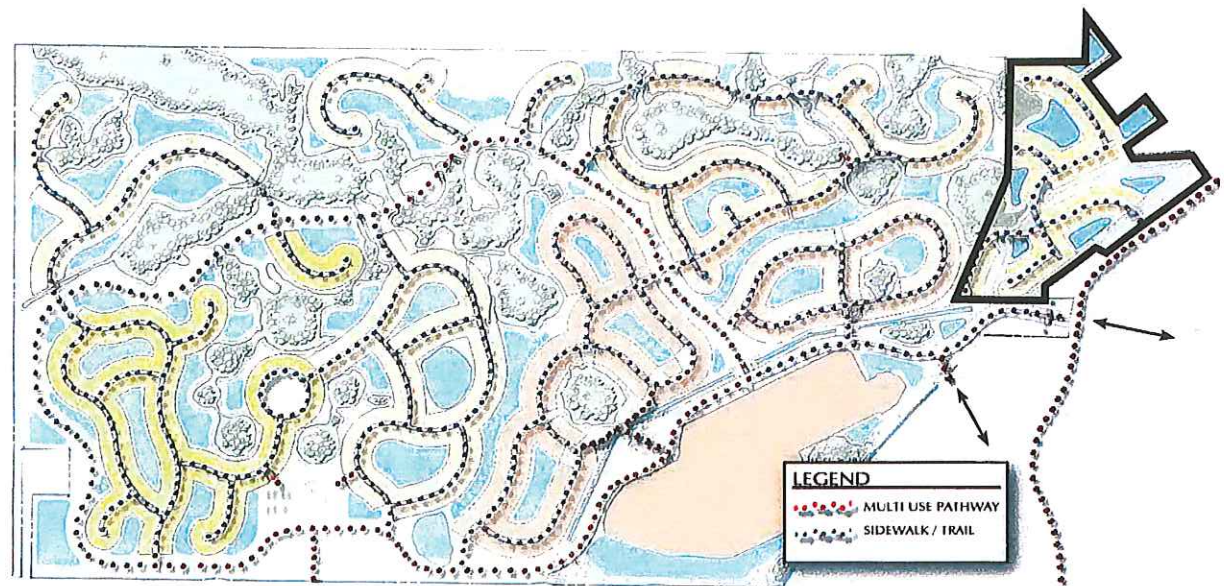


Figure 4.2.A Proposed Pathway Plan



Water, Wastewater, and Irrigation Plan

SECTION 5.1 - UTILITY DESCRIPTION

Water and wastewater services are not presently available to serve this property. However, the West Villages Improvement District (WVID) has been formed to coordinate and construct needed infrastructure to ensure the availability of such services. The City of North Port has indicated that it currently has capacity to serve the property and will enter into a developer's agreement to reserve capacity. This project will be subject to the agreement reached by the City, the property owners and WVID regarding the proportionate cost of services. This agreement, the post annexation agreement, is currently under negotiation. The City and developer have already entered into an interim utility agreement to serve Village "A".

SECTION 5.2 WATER PLAN

Based on current City of North Port code, each Equivalent Residential Connection (ERC) is allocated an Average Daily Flow (ADF) of 250 gallons-per-day. The property is assumed to have up to 2,176 ERCs which include 1,639 single family units and 280 3-bedroom multi-family units at 1.0 ERC per unit, 280 2-bedroom multi-family units at 0.833 ERCs per unit, and amenities at 24 ERCs. Based on these values, the total average daily demand is estimated at 0.49 million gallons per day (MGD). Water main sizes are based on the Max Day peaking factor of 1.75, for a Max Day demand of 0.86 MGD, and fire flow demands of 1,000 gallons-per-minute (gpm) for residential areas. The system was designed and modeled to maintain a minimum residual pressure of 20 psi at fire flow demands. The line sizes presented in Figure 5.2.A are based on the most current information available.

Water service will be provided by a 16-inch water line originating from a connection to the City of North Port potable water system and running along U.S. 41. A re-pumping station and storage tank provides the necessary pressure during fire flow events.

Revisions:

1. Updated Figure 5.2.A
2. Updated Paragraphs 2 and 3

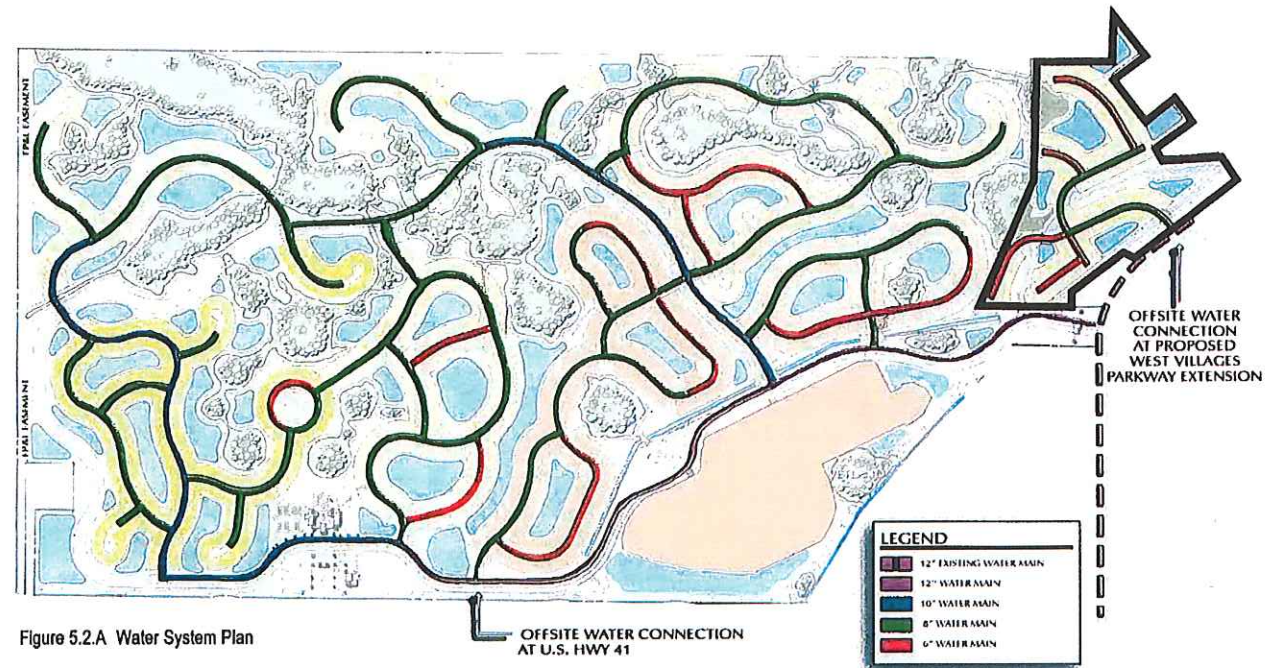


Figure 5.2.A Water System Plan

Water, Wastewater, and Irrigation Plan...continued

SECTION 5.3 - WASTEWATER

City of North Port code establishes ERC allocation for wastewater at 225 gpd per ERC. Based on the above mentioned ERC breakdown, the wastewater ADF is estimated at 0.44 MGD. A peak hour factor of 3.2 (based on Ten-States standards) is applied for a total peak hour flow of 1.41 MGD. The line sizes and lift station locations presented in Figure 5.3.A are based on the most current information available. Flows from the development will be collected from gravity sewers within residential areas, into a system of lift stations which will transport the wastewater to a master lift station. Lift station locations were selected to maximize service area while balancing lift station depth and to minimize aesthetic impacts as well as any potential odor problems that might arise. As such, a system of five lift stations, including the master lift station, is anticipated. Force mains originating from each of the smaller lift stations will manifold into two force mains running along the principal development road and be discharged into the master lift station gravity sewer collection system, except for neighborhood 8, which will have an independent lift station connected to the existing force main along West Villages Parkway..

Wastewater will be carried offsite by means of a 12-inch force main along the north side of U.S. 41. This force main will terminate at the City of North Port wastewater treatment plant (WWTP). Long term service will be provided by a new WWTP to be constructed within the West Villages. Flows from the development will then be re-routed to the new WWTP which will be turned over to the City for operation and maintenance.

SECTION 5.4 - IRRIGATION

Land area to be irrigated was based on a breakdown of different land uses: Residential, Commercial, Right-of-Way (ROW) and Landscaping. Discounting the percent-area potentially occupied by structures, the total irrigated area was estimated to be approximately 300 acres. The average annual irrigation demand is 0.82 MGD, based on an irrigation rate of 0.7 inches per week. Irrigation will be provided from the existing irrigation main on West Villages Parkway. All Village "A" development shall be required to hook-up to the City of North Port reclaimed water system when it becomes available. Details to be determined at a later date.

Revisions:

1. Updated Figure 5.3.A
2. Updated Paragraphs 1, 2 and 3

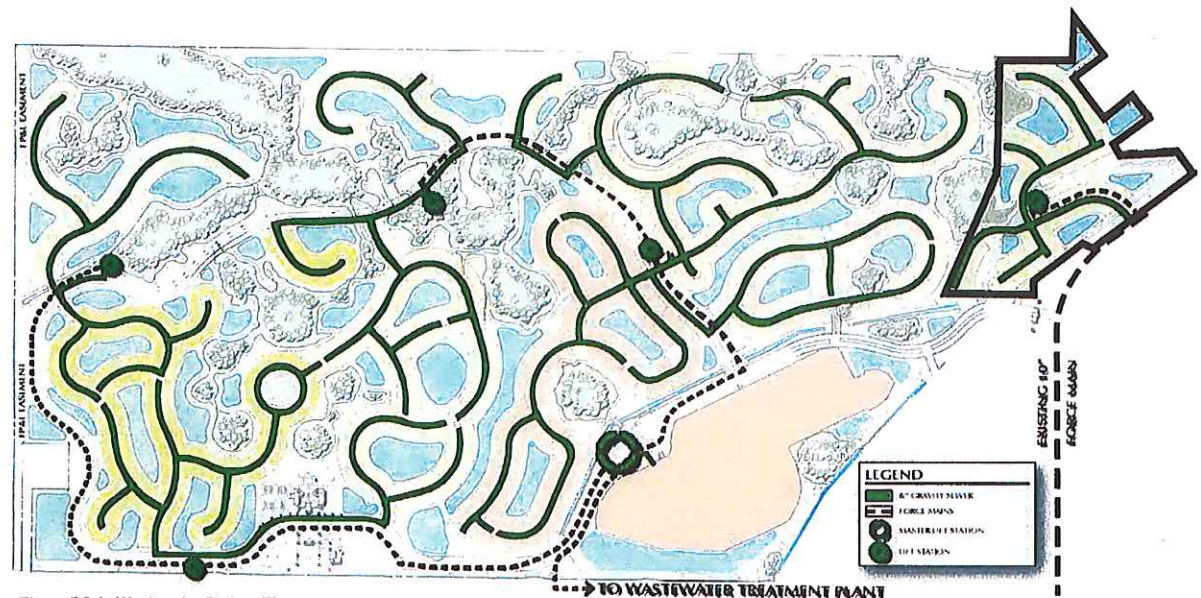


Figure 5.3.A Wastewater System Plan

Environmental Management Plan

SECTION 6.1 ENVIRONMENTAL IMPACTS

The site design is sensitive to the preservation of the property's most viable natural resources. Every effort has been made to direct development from sensitive wetland habitats, especially along the northern property boundary, to areas previously altered by agricultural activities. Preserved wetlands and mitigation areas will be further protected with upland buffers. Where wetland impacts are unavoidable, the impacts have been primarily confined to altered areas as well as areas with diminished wetland functions and values. All unavoidable impacts to wetland habitats will be mitigated in accordance with federal, state, and City of North Port permitting criteria. The potential presence of state and federally listed wildlife has also been extensively investigated on the subject project. Coordination and permitting with state and federal wildlife agencies will occur as appropriate to ensure the conservation requirements of listed species documented on the project site.

The project site currently supports 23 different vegetative communities comprised of both upland and wetland habitats. Several of the native vegetation communities have been modified as a result of onsite agricultural activities including ditching and fire suppression. Areas that were historically extensive open forests or wiregrass prairies have since become heavily forested or have been cleared for cattle grazing and a commercial tree nursery. Extensive ditching has also altered the hydrology of several of the wetland systems onsite, particularly where the ditches bisect or are adjacent to wetlands. These land altering activities have compromised, to a certain extent, the overall quality of several of the onsite vegetation communities.

SECTION 6.2 - WETLANDS AND OTHER SURFACE WATERS

As discussed and mapped in the Site Analysis, the project contains 152.2 acres of wetlands, representing 14.3% of the total acreage of the site, consisting of 9.1 acres of wetland hardwood forests, 4.3 acres of mixed wetland hardwoods, 51.5 acres of willow and buttonbush, 1.3

acres of buttonbush, 2.7 acres of willow and dogwood wetland, 20.5 acres of disturbed vegetated non-forested wetland, 59.1 acres of freshwater marsh, and 3.7 acres of disturbed freshwater marshes.

Areas of Other Surface Waters (OSW) which are not classified as wetlands include a network of upland-cut ditches, totaling 12.52 acres, and borrow areas, totaling 10.53 acres that currently serve as the water management system for the on-going agricultural operations on the parcel. In addition, 12.39 acres of unsuccessful catfish ponds are located on the subject property.

SECTION 6.3 WETLAND IMPACTS

Although every effort has been made to avoid wetland impacts, certain impacts are unavoidable; however, the proposed design minimizes the impacts to the greatest extent practicable. Wetland impacts total 4.74 acres, or 3.1% of the total wetland acreage, and are detailed below and illustrated on Figure 6.3.A.

Wetland 1

The proposed impact occurs at the eastern portion of Wetland 1 and totals 0.10 acres. This impact is for the placement of minor fill slopes for residential lots. This impact occurs at the extreme periphery of the system.

Wetland 1A

The two proposed impacts for this system total 0.89 acres and occur at the eastern and central extents of Wetland 1A, which have previously been disturbed by the construction of the catfish ponds, and are for the construction of the main roadway that will provide access to the majority of the property.

Wetland 1B

The three proposed impacts to Wetland 1B total 0.69 acres and occur at the southern, southeastern, and western extents of the wetland and are for the construction of the main roadway. Wetland 1B is a higher quality wetland; however, the location of the impacts was carefully planned to minimize disturbances to the system. Structures will be placed under the road to maintain hydrology and to provide a wildlife corridor through the area.

Wetland 3

The proposed impact occurs at the eastern limit of the system where it connects to Wetland 1B and totals 0.21 acres. This impact is for the same major roadway crossing that will impact Wetland 1B. Wetland 3 is also a high quality wetland; however, the location of impact was carefully planned to minimize disturbances to the system. Structures will be placed under the road to maintain hydrology and to provide a wildlife corridor through the area.

Wetland 4

The proposed impact occurs at the north western extent of Wetland 4 and totals 0.04 acres. This small wetland impact will result from the construction of the arterial road. This impact occurs at the extreme periphery of the system.

Wetland 5A

The proposed impact occurs at the northern extent of Wetland 5 and totals 0.03 acres. This small wetland impact will result from the placement of fill slopes for residential lots. This impact occurs at the extreme periphery of the system.

Wetland 6

The proposed impact occurs at the northern extent of Wetland 6 and totals 0.21 acres. Similar to other proposed impacts in the vicinity, construction of the main roadway will impact the subject wetland. The roadway will impact an area of Wetland 6 that has experienced a moderate level of disturbance from the construction of the ditch, catfish ponds to the south, and improved pastures to the east.

Wetland 8

The proposed impact occurs along the southeast corner of Wetland 8 and totals 0.14 acres. This impact is for a road crossing and residential lot placement. The area of proposed impact is of moderate quality and has been altered by ditching, roller chopping, feral pig rooting, and a primitive road system.



Environmental Management Plan...continued

Wetland 9

Impacts to Wetland 9 are proposed in three locations: at the extreme north, west and southern portions of the system, and total 0.16 acres. These proposed impacts will result from the placement of residential lot fill slopes. Locations where impacts are proposed have been previously disturbed from agricultural activities including roller chopping of uplands, primitive trails and large ditches to the east and west of the system.

Wetland 10

The proposed impact occurs along the southern edge of Wetland 10 and total 0.54 acres. This impact is for a road crossing and a minor residential lot fill slope. This wetland offers limited quality and function in its current condition.

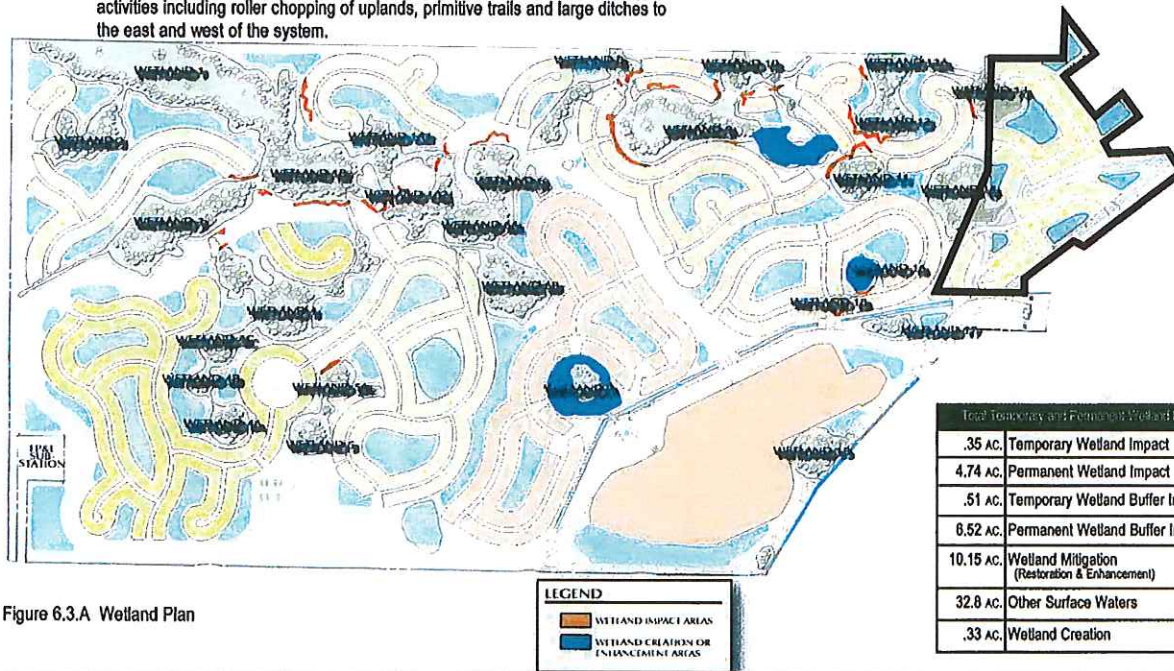


Figure 6.3.A Wetland Plan

Revisions:

1. Updated Figure 6.3.A

Wetland 11

The proposed impact occurs along the northwestern corner of Wetland 11 and totals 0.38 acres. This impact is for a road crossing. The area of proposed impact is of moderate quality and has been altered by a large ditch that traverses the northern portion of the system, feral pig rooting, and a primitive road system.

Wetland 12

The proposed impact occurs along the southwestern edge of Wetland 12 and totals 0.63 acres. This impact is for a road crossing and residential lot placement. Wetland 12 has a large ditch running its length, which has severely altered its natural hydrology. The impact occurs along the lowest quality portion of the wetland.

Wetland 12A

The proposed impact occurs along the western edge of Wetland 12A and totals 0.05 acres. This impact is for the placement of a residential lot fill slope. Wetland 12A has a large ditch running its length, which has altered its natural hydrology. The impact occurs at a lower quality portion of the wetland.

Wetland 13

The proposed impact occurs along the western edge of Wetland 13 and totals 0.18 acres. This impact is for the placement of fill slopes for residential lots. Wetland 13 is a high quality wetland, with the exception that it has been subject to pig rooting, and the impact occurs on the extreme periphery of the system.

Wetland 16

The proposed impact occurs along the southern extent of Wetland 16 and totals 0.23 acres. This impact is for construction of a roadway, and creation of a wetland buffer. Wetland 16 is a low quality wetland that has been subject to severe roller chopping and draining due to a large ditch, which is approximately 100 meters to the south. This wetland will be restored and enhanced as mitigation area R-3.

Environmental Management Plan...continued

Wetland 18

The proposed impact for residential lot placement and road construction will encompass the entire wetland, or .23 acres. Wetland 18 is the lowest quality wetland onsite due to the large ditch abutting the southern edge of the wetland, a primitive road, and severe rollerchopping.

Temporary impacts, totaling 0.35 acres, will occur in several wetlands to construct discharge structures that will maintain the hydrology of onsite wetlands post-construction. Temporary impacts will occur in very small areas and likely include, but not be limited to, open trenching a small area for the placement of a structure and a headwall to daylight into each wetland where a structure is proposed. The open trench will be backfilled and the areas will be allowed to naturally recruit from desirable wetland plant species seed sources within these wetland system.

In addition, 32.8 acres of permanent OSW impacts, which represent 95.2% of the OSW onsite, will be impacted. The catfish ponds and the majority of the ditches onsite will be filled for road and lot placement or will be excavated for lakes associated with the surface water management system. The two borrow pits will be not be impacted and will be incorporated into the surface water management system. The largest northeast/southwest ditch in Section 29 will remain intact as a conveyance of surface water offsite.

SECTION 6.4 WETLAND COMPENSATION

Mitigation for the impacts discussed above will be coordinated with the appropriate state and federal agencies and provided within the project area. The project proposes to restore 8.89 acres of wetlands to compensate for the 4.58 acres of permanent wetland impacts. While not proposed as compensation, nuisance/exotic species will also be controlled in preserved wetlands and their associated buffers.

The following summarizes the proposed restoration that will be formalized during wetland agency review and approval. Wetland restoration will be undertaken for two drained areas, a historic wetland (currently upland) and Wetland 7 (Figure 6.3.A). The restoration effort for the historic wetland will consist of grading and replanting two distinct slough/wet prairie zones, and maintaining a 25-foot buffer zone with existing desirable transitional/upland species. Planting of the outer Zone A will include, but not be limited to sand cordgrass (*Spartina bakeri*) and buttonbush (*Cephalanthus occidentalis*). Planting of the inner Zone B will include, but not be limited to, maidencane (*Panicum hemitomon*), spikerush (*Eleocharis interstincta*), soft rush (*Juncus effusus*), and arrowhead (*Sagittaria* spp.). The 25-foot Buffer Zone will be maintained in its existing condition and no planting is proposed.

The outermost edge of Wetland 7 will be graded and replanted with one shrub and scrub zone and a 25-foot buffer zone. Planting of Zone A will include, but not be limited to, buttonbush, sand cordgrass, and stiff cornel (*Cornus foemina*). The 25-foot Buffer Zone will be maintained intact which currently supports desirable upland species. No additional planting is proposed in the 25-foot buffer.

SECTION 6.5 LISTED SPECIES

(Endangered, Threatened, or of Special Concern)

A number of state- and/or federally listed species have been documented on or might be expected to use the subject parcel. Each is discussed briefly below.

Florida Sandhill Cranes

The Florida Sandhill Crane (*Grus canadensis pratensis*) is state and federally listed as Threatened. In April 2005, eight (8) nests were observed in Wetland 2; however, only

one breeding pair was observed. Sandhill Cranes often build multiple nests so young can rest while foraging. No construction is proposed within several hundred feet of the observed nest locations, and no impacts are proposed for the entirety of Wetland 2. Post-development, the wetland will be surrounded by stormwater lakes and a 30-foot upland buffer. The project will not adversely affect this species and it is anticipated that nesting and foraging habitat for Sandhill Cranes will increase due to the rehydration of preserved wetlands and the construction of the aforementioned stormwater ponds.

Gopher Tortoise

Gopher tortoise populations are present on the property, according to a completed 20% census of desirable habitat. Gopher tortoises will be addressed through one of several state permitting options, as deemed appropriate, prior to any site clearing or construction.

Eastern Indigo Snake

Eastern Indigo snakes are a state- and federally threatened species that may occur in a wide variety of natural habitats. To ensure protection of Indigo snakes during site development, a protection and education plan will be implemented in accordance with U.S. Fish and Wildlife Service guidelines to minimize risks from construction activities.

Wading Birds

Wading birds (state listed as a Species of Special Concern), including a Little Blue Heron (*Egretta caerulea*) and a White Ibis (*Eudocimus albus*), were observed foraging onsite and a rookery was observed in April 2005. The project is not anticipated to adversely impact the rookery and no construction is proposed within several hundred feet of its observed location. Development of the site is expected to increase habitat for wading birds through the rehydration of preserved wetlands and the proposed creation of stormwater ponds, which will contain vegetated littoral shelves.



Environmental Management Plan...continued

SECTION 6.6 TREES

Large-scale planned communities such as those in the West Villages offer greater opportunities for protection of native habitats and trees than do conventional platted subdivisions. With larger land areas and master planning, development areas can be located to maximize protection of natural features. This is evident in Village "A," where more than 25% of the site will be preserved as native habitat. In the areas planned for development, there will be impacts upon existing trees; however trees and landscaping will also be added as part of streetscapes, parks, and community amenity areas. In addition to the tree preservation inherent in the design of Village "A," this VDPP identifies Heritage Trees within the community. The VDPP also defines a process for protecting smaller trees. The goal is that Village "A" shall provide a minimum of 35% canopy coverage at maturity.

In order to maximize tree protection while accommodating the necessary development activities for a project of this scale, the following shall serve as the Tree Protection methodology for Village "A." A Tree Inventory Plan

and assessment report shall be submitted at the time of Preliminary Subdivision Plan application. The Tree Inventory Plan shall identify all tree hammocks and other natural clusters of trees on the site. These clusters shall be designated on an aerial photograph and information shall be provided regarding the total estimated number of trees greater than 4 1/2" diameter at breast height (DBH) in each cluster, the species found in each cluster, the estimated number of trees greater than 4 1/2" DBH of each species, and the average size by species. Development activities shall be designed to minimize impacts to existing healthy tree communities. The Tree Inventory Plan and assessment report shall serve as the necessary documentation for a tree removal permit, if needed, for any portion of Village "A," including individual lots. The 35% canopy coverage at maturity shall be achieved through a combination of 1) native habitat preservation 2) tree preservation during design and development and 3) landscaping and streetscape provided as part of each phase of development.



SECTION 6.6.A. Heritage Trees

Per Chapter 45, Tree Protection Regulations, of the City of North Port's Unified Land Development Code (LDC), 37 trees were found to meet the criteria of a Heritage Tree: 30 inch or greater DBH and native. However, 21 of the 37 trees can be excluded as Heritage Trees based on condition (diseased, dying, and/or multiple trees). Tree health, based on Section 45-6B(6), has been assessed by a qualified forestry biologist. Of the 14 Heritage Trees: six are in areas set aside to not be developed, one is within the current design of a stormwater lake, two are within the current alignment of the road, two are within areas designated as floodplain compensation, and three are within the multifamily neighborhood (Figure 6.6.A and 6.6B). In addition, the vast majority of the greater than 30" DBH native trees that can be discounted based on condition will also remain undisturbed in areas of open space; however, these trees are not expected to survive in the long term due to poor health. The 14 Heritage Trees will be addressed under future construction permitting, in conformance with Sections the Tree Protection Regulations of the LDC. Additional review of the Site Plan to preserve Heritage Trees will be undertaken and where feasible, site improvements will be designed to protect Heritage Trees; however, if Heritage Tree removal is unavoidable, permitting and mitigation will be coordinated with the Director.



Tree Number	Species	DBH (inches)	Condition	Heritage Tree (Y/N)	Location
1	Live Oak	30+	Good health	Y	In preserved area
2	Laurel Oak	30+	2 trees	N	In preserved area
3	Live Oak	34	Good health	Y	In preserved area
4	Live Oak	42	Dying	N	In preserved area
5	Live Oak	42	2 trees	N	In preserved area
6	Laurel Oak	32	2 trees	N	In preserved area
8	Live Oak	32	Good health	Y	In preserved area
9	Live Oak	40	5 trees	N	In preserved area
10	Live Oak	33.5	2 trees	N	In preserved area
11	Live Oak	41	Poor health	N	In preserved area
12	Live Oak	30.75	Poor health	N	In preserved area
13	Live Oak	37	Poor health	N	In preserved area
14	Live Oak	30.5	Poor health	N	In preserved area
15	Live Oak	35.25	Poor health	N	In preserved area
16	Live Oak	46.5	Poor health	N	In preserved area
17	Laurel Oak	30.5	2 trees	N	In preserved area
18	Laurel Oak	36.5	Good health	Y	In preserved area
19	Laurel Oak	29.5	Dying, too small	N	In preserved area
20	Laurel Oak	38	Good health	Y	In preserved area
21	Live Oak	34.5	2 trees	N	In preserved area
22	Live Oak	33.5	Good health	Y	Within a road
23	Laurel Oak	33	Good health	Y	Floodplain area
24	Laurel Oak	34.5	Good health	Y	Floodplain area
25	Laurel Oak	46	Dying	N	Within lake
26	Live Oak	35.5	Good health	Y	Within lake
27	Live Oak	31.5	Good health	Y	Within a road
28	Live Oak	30	Good health	Y	In preserved area
29	Laurel Oak	35	Diseased	N	Within a road
30	Live Oak	30	2 trees	N	In preserved area
31	Live Oak	32	Poor health	N	In preserved area
32	Live Oak	42.5	Diseased	N	Within neighborhood
33	Live Oak	33	Good health	Y	Within neighborhood
34	Live Oak	33.5	2 trees	N	Within lake
35	Live Oak	31	Good health	Y	Within neighborhood
36	Live Oak	32	Exposed roots	N	Within neighborhood
37	Live Oak	33.5	Good health	Y	Within neighborhood

Figure 6.6.B Potential Heritage Trees in Village "A"



Village "A"

29

Revisions:
1. Updated Figure 6.6.B



Figure 6.6.B Heritage Tree Locations Map

source: Biological Research Associates
Sarasota, Florida 941.378.0660

VILLAGE DISTRICT SITE ANALYSIS, PRELIMINARY VDPP, & FINAL VDPP

Kimley»Horn

Expect More. Experience Better.



Public Facilities Plan

SECTION 7.1 - ROADWAYS

Comprehensive Plan Policy 13.6 requires that each Village District Pattern Plan include an evaluation of the public facilities needed to support the development. In support of this policy, a Transportation Impact Analysis of Village "A" has been completed to predict the impacts of Village "A" on the area transportation system and to identify any needed improvements. The traffic impacts were based on the proposed village plan and a buildout year of 2015. When the Transportation Impact Analysis was completed two scheduled improvements were considered to be in place at the time of buildout.

The first project, which was undertaken by Sarasota County, involves lane geometry improvements at the intersection of U.S. 41 & Jacaranda Boulevard. At this intersection, the southbound left-turn lane and the right-turn lane were extended. In addition, a second eastbound left-turn lane was constructed. These improvements are now complete.

The second project will consist of the widening of Center Road to a four-lane, divided section from Jacaranda Boulevard to River Road. As part of the widening project, lane geometry and traffic control improvements (i.e. signalization) are expected to be constructed at the River Road & Center Road intersection. At this intersection, a northbound left-turn lane and southbound right-turn lane will be constructed along River Road. In addition, this intersection will be signalized. The construction contract for these improvements is scheduled to be awarded in September 2005.

In addition to the currently scheduled improvements noted above, the West Villages Parkway is a proposed north/south roadway located adjacent to the eastern edge of Village "A" and indicated in the West Villages Index Map. Specifically, this future thoroughfare will link River Road on the north and U.S. 41 on the south. The West Villages Improvement District is expected to construct this facility using funding from benefiting developments including Village "A". The schedule for constructing this roadway will depend on development of Gran Paradiso or other adjacent development in the Town Center. It is anticipated that the roadway will be constructed when Gran Paradiso requires a second permanent access. If other surrounding development is proposed adjacent to this roadway prior to needing a second permanent access to Gran Paradiso, then the roadway would be constructed with this other development.

The aforementioned improvements were considered to be in place when projecting the roadway improvements that will be warranted with buildout of the Village development.



SECTION 7.2 - TRANSPORTATION STUDY AREA

The portion of the roadway network included within the Village "A" impact area was defined by general traffic concurrency methods and includes all the roadway segments for which the Village traffic is expected to consume at least 5.0 percent of the two-way, peak-hour LOS service volume for each affected segment. The following roadway segments are anticipated to meet the impact criteria for Village "A" traffic and are included in the study area:

U.S. 41

- Jacaranda Boulevard to Woodmere Park Boulevard;
- Woodmere Park Boulevard to Venice East Boulevard;
- Venice East Boulevard to Rockley Boulevard;
- Rockley Boulevard to Village "A";
- Village "A" to West Villages Parkway;
- West Villages Parkway to River Road;
- River Road to Ortiz Boulevard

River Road

- Venice Avenue to Center Road;
- Center Road to West Villages Parkway;
- West Villages Parkway to U.S. 41;
- U.S. 41 to East River Road



Public Facilities Plan...continued

In addition to the above study roadway segments, the Village is anticipated to impact nine (9) existing intersections. These intersections are shown in Figure 7.2.A and include:

- U.S. 41 & Jacaranda Boulevard;
- U.S. 41 & Woodmere Park Boulevard;
- U.S. 41 & Venice East Boulevard;
- U.S. 41 & Rockley Boulevard;
- U.S. 41 & River Road;
- U.S. 41 & Ortiz Boulevard;
- River Road & Venice Avenue;
- River Road & Center Road;
- River Road & East River Road

All of the study intersections along U.S. 41 are currently signalized with the exception of U.S. 41 & Venice East Boulevard. The U.S. 41 & Venice East Boulevard intersection is currently stop-sign controlled on the minor street southbound approach (Venice East Boulevard). All of the study intersections along River Road (north and south of U.S. 41) are currently unsignalized with stop-sign control on the minor street approach.

As shown in the Proposed Village Plan, access to Village "A" will be provided through one intersection directly on U.S. 41 with additional access to U.S. 41 and River Road via West Villages Parkway. All access points are expected to provide for full turning movements to and from U.S. 41.

It should be noted that the adopted LOS performance standard for the study roadway segments and intersections along U.S. 41 is LOS D based upon FDOT standards for state roadways within Sarasota County. The City of North Port's Comprehensive Plan identifies a LOS C performance standard for all roadways within the City limits, including U.S. 41. Thus, both standards shall be considered in the analysis of Village

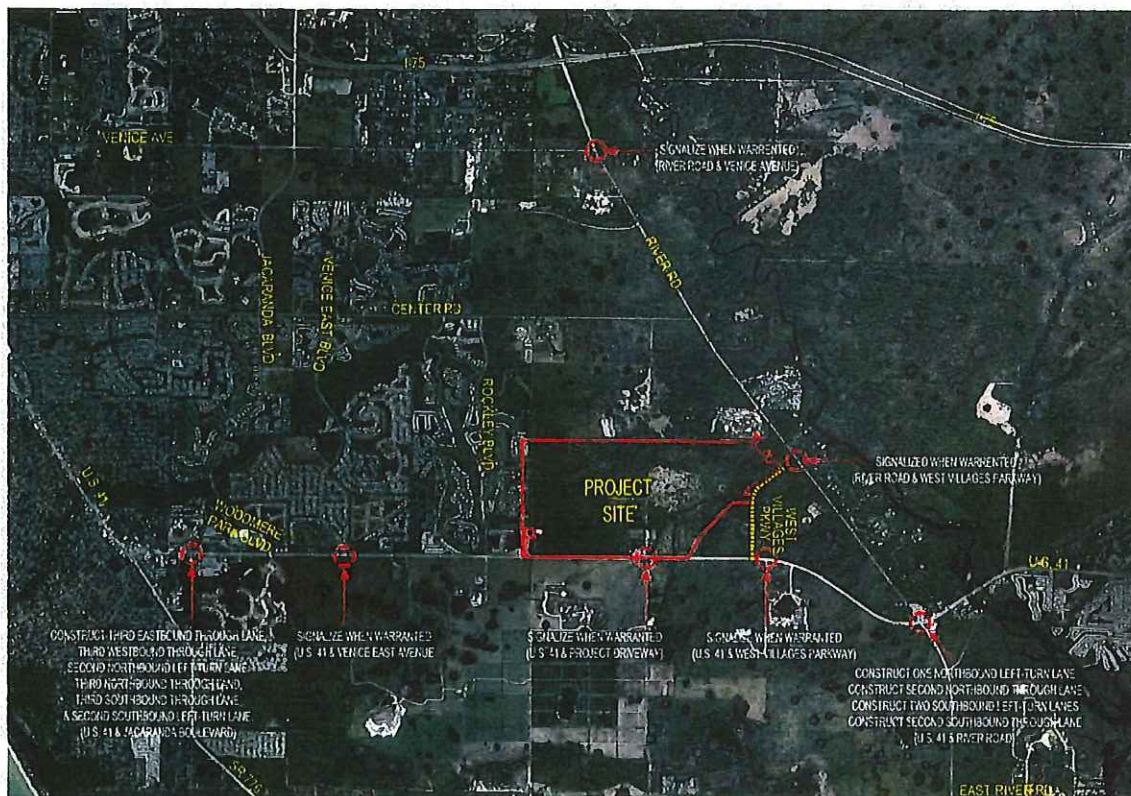


Figure 7.2.A Future Intersection Improvement Needs

Public Facilities Plan...continued

impacts to the roadway segments and intersections along U.S. 41 that are entirely within the City limits.

Necessary Transportation Improvements - After considering the anticipated Village intensities, the existing transportation networks, planned public improvements, projected growth trends and infrastructure shortfalls, several transportation improvements will need to be implemented before the Village is fully developed. All the study area roadway segments are predicted to operate at or above the appropriate LOS performance standards at buildout of Village "A" with no roadway widening improvements needed. There are, however, several intersections that will require lane geometry and/or traffic control improvements to meet LOS standards at buildout. Specifically, the following intersection improvements are predicted to be needed to support the Village "A" development within the West Villages:

U.S. 41 and Jacaranda Boulevard - lane geometry improvements
U.S. 41 and Venice East Boulevard - signalization
U.S. 41 and Village Entrance - signalization
U.S. 41 and West Villages Parkway - signalization
U.S. 41 and River Road - lane geometry improvements
River Road and Venice Avenue - signalization
River Road and West Villages Parkway - signalization

It should be noted, however, that many of these intersection improvements are needed to support background growth and other future developments in the general vicinity. All of these intersection improvements are not warranted solely because of the anticipated development within Village "A". In keeping with this assumption, these improvements may be conducted by public agencies or other developments in the area or as part of private partnerships between development entities. Furthermore, the intersection improvements anticipated at U.S. 41 and River Road are expected to be conducted by the West Villages Improvement District (WVID). The cost for this improvement will be provided by the District as funds are collected via special assessments to individual units within the West Villages. Also, each residential dwelling unit in village "A" will be assessed a transportation impact fee of \$1,874.43 for single-family and \$1,608.01 for multi-family. By build-

out, the Village is expected to generate approximately \$3.6 million to be earmarked for future transportation improvements in the area. While the developer may be entitled to some credits for work performed, these fees ensure that future development helps pay for anticipated impacts on the roadway network.

Finally, it should be noted that additional detailed traffic studies will be conducted and submitted as part of the construction plan permitting process. Traffic studies will be submitted along with individual future phases in order to assess more current roadway conditions at the time of actual development.

SECTION 7.3 SCHOOLS

With the addition of new homes within a development, a new student population is expected to attend local schools. Utilizing standard student generation rates, the Sarasota County School Board could expect Village "A" to generate 450 students, but, the School Board recognizes that the standard student generation rate may not apply to Village "A." It is expected that Village "A" will generate considerably fewer public school children due to the product type and price points anticipated at Village "A," and its target market of active adults. This can be demonstrated by comparison of Village "A" with the Pelican Pointe development. Both communities are high end projects (with price points of Village "A" expected to be higher than those of Pelican Pointe), with similar housing types, similar splits between single-family and attached villa products, and both are aimed at the active adult market. Both communities are being developed by the same development company and both are located within southern Sarasota County. According to data provided by the School Board in August 2005, Pelican Pointe has a total of 8 students enrolled in the public schools. Pelican Pointe had 1,245 households as of October 2005 while Village "A" is expected to include 1,999 households at build-out. Assuming a similar proportion of students to households, Village "A" will be expected to generate fewer than 25 public school students.

Figure 7.3.A shows the schools Village "A" students are expected to attend. As of January 2005, each of these schools was utilizing portable buildings to provide additional needed classroom space.

In order to mitigate impacts of new development on the school system, an impact fee of \$2,032.00 per single-family dwelling unit and \$474.00 per multi-family dwelling unit is assessed at the time of Certificate of Occupancy. The City of North Port adds a 1% administrative fee, for a total of \$2052.32 per single family dwelling, and \$478.74 per multi-family dwelling. Village "A" is projected to provide approximately \$3.2 million in revenue via these impact fees. Additionally, a portion of the annual ad valorem taxes are earmarked for School Board use.

FIGURE 7.3.A SCHOOL ENROLLMENT AND CAPACITY			
SCHOOL	ELEMENTARY	MIDDLE	HIGH
	Taylor Ranch	Venice Middle	Venice High
CAPACITY	1143	1398	2576
CURRENT ENROLLMENT	869	913	2208
AVAILABLE CAPACITY	274*	485	368

Source: School Board of Sarasota County. Capacity data is from the Florida Inventory of School Houses and may overstate the actual capacity of local schools. *Note: The Thomas Ranch owners have donated 33 acres of property immediately adjacent to the Taylor Ranch Elementary School for future school expansion.



Public Facilities Plan...continued

SECTION 7.4 - FIRE AND POLICE PROTECTION

With all new developments within previously undeveloped areas, an increased demand is placed on public safety. With the development of communities within Village "A", new demands will be placed on the Sarasota County Fire Department and the City of North Port Fire and Police Departments.

The village design is urban in character and includes sufficient water supply lines and infrastructure specifically designed to provide the required fire flows and pressures. As a result, fire hydrants will be located and readily available in an area that is not presently served with this type of fire protection service. In addition, to mitigate the increased demand generated by the new development, each single-family dwelling unit will be assessed \$321 at time of Certificate of Occupancy via a fire protection impact fee. Upon build-out, the village is projected to have provided \$603,623 in fire protection impact fees.

Currently, Village "A" is located within the area for which Sarasota County and the City of North Port have an interlocal agreement for the County to provide fire services. Sarasota County Fire Station #26 is located adjacent to the Manatee County Community College. Additionally, the City provides service from its Station #2 located on North Port Boulevard at City Hall. Normal protocol for Firefighters/EMTs is to respond to emergency situations as needed regardless of political boundaries.

In general, police departments project providing 1.9 officers per 1,000 persons. Based on the proposed land plan for Village "A", the demand created by development of this community will be approximately 9 officers. However, utilizing the village's design,

anticipated daily security operations, police protection impact fees and ad valorem tax revenues, these anticipated demands on the City's police force will be mitigated.

Upon development, the village is planned to have a gated entrance and other associated security measures. This security mechanism is expected to mitigate some of the police needs created by the community. Additionally, each single-family dwelling unit shall be assessed a \$110 law enforcement impact fee at Certificate of Occupancy. The village is projected to generate over \$206,826 in law enforcement impact fees at build-out.

The City's Police Department is currently headquartered at City Hall on North Port Boulevard. A new facility is expected to be located on Sumter Boulevard. Normal protocol for Officers involves the continuous patrolling of various sections of the City while concurrently dispatched to emergency calls.

SECTION 7.5 - TRANSIT

The area is presently served by public bus lines although ridership is relatively low. In part, low transit utilization is probably associated with the lack of density and pedestrian oriented form in this area of the City. The proposed village plan for Village "A" includes an abundance of pedestrian linkages and pathways that encourage alternate forms of transportation. Given the village's proposed design, transit use is expected to be more feasible. However, it should be acknowledged that transit use is relatively low in this less-urbanized area.

The Sarasota County Area Transit (SCAT) has two fixed-routes, #9 and #19, that travel U.S. 41 linking the City of North Port to the City of Venice where riders may then transfer to buses that reach the City of Sarasota. Route #9 begins service at the intersection of U.S. 41 and Sumter Boulevard and takes approximately 55 minutes to reach the intersection of East Tampa and U.S. 41 Business. Route #19 begins service at the Venice Train Depot by the Venice Avenue Bridge and takes approximately one hour to reach the intersection of U.S. 41 and Sumter Boulevard. Design and construction of sidewalks and bus shelters at various locations along U.S. 41 within the City are planned for the Year 2006/2007.



Public Facilities Plan...continued

SECTION 7.6- HURRICANE EVACUATION

Village "A" residents will use I-75 as the major evacuation route out of the area. The interstate can be accessed from both River Road and Jacaranda Blvd. being east and west of Village "A" respectively. Both roads link to I-75 from U.S. 41.

River Road was recently selected as the "Englewood Interstate Connector (EIC)" to improve hurricane evacuation capability after a number of other north/south routes were ruled out. Based on this determination, Sarasota County has begun design of a 6-lane improvement project for River Road from U.S. 41 north to Center Road and 4 lanes from Center Road to I-75. The project is currently funded through design. Construction funding from Federal and State agencies is anticipated.

Jacaranda Blvd. is presently a 4-lane section from U.S. 41 to I-75. It is designated as a 6-lane road from Center Road north to I-75 but the additional widening is not programmed at this time. Both Jacaranda Blvd. and River Road intersect with U.S. 41. Residents evacuating Village "A" will travel East or West on U.S. 41 to River Road and Jacaranda Blvd. respectively. Once at either location the residents will travel north to I-75.

One other route to north River Road will be the proposed West Villages Parkway. The West Villages Parkway which connects U.S. 41 to River Road would allow residents an option to access River Road north of the U.S. 41 intersection. The road will eventually be a 4-lane segment. It is anticipated that this road will be built in phases as development requires. Most likely it will begin as a 2-lane segment with 2 lanes added as traffic rates warrant.

SECTION 7.7 - SOLID WASTE

The future residents of Village "A" are anticipated to be serviced by the City of North Port Solid Waste Division. The City provides its citizens with this service and assess the residents a yearly fee for it. Based on buildout conditions Village "A" will generate approximately 12,950 lbs of waste per day based on the projections shown in figure 7.7.A.

These projections are based on a population of 2.3 persons per household from the methodology outlined for ERC generation City of North Port Ordinance No. 92-27 and the City's Utility Master Plan.

This project is part of the WVID and will be subject to the agreement reached between the City and WVID relative to proportionate share of costs of services. In addition each resident will be required to pay the then current solid waste assessment fee as required by the City of North Port.

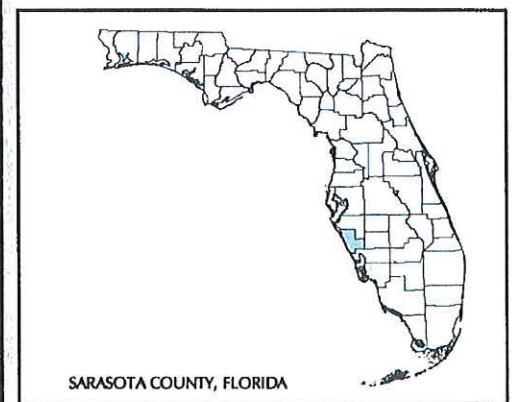
	Equivalent Residential Connections	Population per ERC	Per Capita Waste Generation (lb per day)	Total Waste Generation (lb per day)
Village "A"	2199	2.3	2.56	12,950
				12,950

Figure 7.7.A Solid Waste Generation

Notes:

- (1) Equivalent Residential Connections (ERC) are based upon water and wastewater utility generation procedure as found in the City of North Port Ordinance No. 92-27, Chapter 220.
- (2) Population per ERC based on the City of North Port's 1999 Utility Master Plan.
- (3) A Waste Generation factor of 1.4 tons per year of solid waste per ERC is based upon a phone conversation with Jim Bursick, Director of Public Works, on May 12, 2005.





Legend

- ★ POLICE STATIONS
- ⊕ FIRE STATIONS
- EVACUATION ROUTES
- GRAN PARADISO BOUNDARY

VILLAGE "A"

PUBLIC FACILITIES MAP - POLICE, FIRE & EVACUATION ROUTES

DATE: 29 JUNE, 2004
CONTACT: ALAN MAIO, 941-922-8187

NORTH PORT, FLORIDA





Legend

- SCHOOLS
- BUS ROUTES
- SCHOOL BOUNDARY
- PARKS BOUNDARY
- GRAN PARADISO BOUNDARY

VILLAGE "A"

PUBLIC FACILITIES MAP - SCHOOLS, BUS ROUTES & PARKS

DATE: 29 JUNE, 2004
CONTACT: ALAN MAIO, 941-922-8187

NORTH PORT, FLORIDA



Village Economic Impact Analysis

SECTION 8.1 - VILLAGE ECONOMIC IMPACT ANALYSIS

The planned Village is expected to have a positive economic impact on the City of North Port. The many public improvement projects required for the planned Village will be funded in part by the Village developers, future tax assessments, and the West Villages Improvement District. Details regarding the anticipated public improvements and anticipated public services are identified in Chapter 3 - Section 7 of this document. This portion of the Proposed VDPP will address revenues associated with Village development.

SECTION 8.2 - IMPROVEMENT AND MAINTENANCE ENTITIES

Generally, the majority of the future services will be provided by the City of North Port. The City will be the sole provider for water/sewer, police, fire, planning and zoning, and solid waste. Capital improvements that will serve the West Villages will be facilitated by either the West Villages Improvement District or a Village Property Owners Association (for Village "A"). The village developers will also construct and fund many initial improvements; however other entities, such as the West Villages Improvement District, will oversee long-term maintenance and long-range capital improvement projects. These other entities will fund and maintain items such as roads, security, landscaping and utility infrastructure that directly benefits the communities within the West Villages. Other functions such as police, fire, schools, transit and libraries will be administered by other governmental agencies and operated using ad valorem tax revenues generated by the villages development.

The West Villages Improvement District (WVID) will fund, initiate and maintain various improvements that will benefit property within the West Villages. Specifically, the WVID will initiate, fund and maintain the West Villages Parkway and other public roadways within the West Villages, along with utility infrastructure throughout the development. Additionally, the WVID will fund and maintain common areas, such as parks, medians, retention ponds, and other open space areas. These functions will

relieve the City of these activities and place the responsibility on management boards associated with West Villages. It is anticipated that water and wastewater facilities will be turned over to the City. All other infrastructure such as roads will be maintained by the West Villages Improvement District. Funding for the WVID may be provided through special assessments placed upon each dwelling unit and property within the West Villages that receives a direct benefit. While these assessments have not been commissioned to date, assessments are anticipated to be paid as part of the annual property tax bills in the future.

A property owner's association (POA) or a unit of development within the West Villages Improvement District will be created for Village "A" as part of its initial construction phases in order to create an internal funding and management entity to oversee maintenance within the Village. The village developer or unit of development will be responsible for the initial funding and development of the Village's infrastructure, landscaping, and other essential services, however, upon village completion (or portions thereof), the developer will transition responsibility of routine maintenance and repair of all the common areas and much of the infrastructure within the Village to the POA or a unit of development within the West Villages Improvement District. Following initial construction by the developer, the POA or a unit of development within the West Villages Improvement District will also fund and manage the Village's security systems including gates, walls, personnel and vehicles. Additionally the internal roadways and pathways may be maintained by the POA or a unit of development within the West Villages Improvement District. Generally, all items and services that are reserved solely for Village residents will be funded and managed by a property owners association while public facilities are maintained by a Unit of Development.

SECTION 8.3 - REVENUE GENERATION ESTIMATES

Village "A" is anticipated to generate three specific revenue sources that will help fund and maintain necessary public services for village residents. The first source is focused on impact and connection fees that will be charged as one-time assessments for each dwelling unit. The fees are intended to mitigate impacts on area roads, schools, fire protection services, libraries, parks and other utility infrastructure. These various impact and connection fees are listed as line items and normally paid

at or around the time a certificate of occupancy is issued for each unit. Upon build-out, the Village is expected to generate over \$12,972,548 in impact and connection fees to be utilized by the various governmental agencies. Figure 8.3.A lists the impact and connection fees estimates as applicable to residential development within Village "A".

The second revenue source is via ad valorem tax generation. Generally, the average tax rate for this area of North Port is 18.8299 per \$1,000 of assessed property value. In most cases, an individual property owner is entitled to a \$25,000 homestead exemption that is deducted from the overall assessed value. Based on similar communities in the area and within the Florida region, the Village developers have estimated the initial property value for each lot type. In addition, preliminary planning has estimated a finite number of units for each lot type. After applying these estimates, the Village is expected to generate average annual ad valorem tax revenues of \$15,309,858 by build out. This tax generation is expected to increase as part of annual property appreciation in the area. Figure 8.3.B lists the ad valorem tax revenue calculations as applicable to residential development within the Village.

The final revenue source includes special assessments that will be assigned by the West Villages Improvement District (WVID). These special assessments are anticipated to be listed as additional line items on property tax bills and collected annually. At present, the WVID has assigned an assessment to 3 (three) properties within the Unit of Development Number 2, which includes Village "A". These assessments are for contracting utilities and roadways. Village "A" is expected to see other generate approximately \$9,500,000 in assessment revenue for the construction of the Unit of Development Number 2 infrastructure. Additional other West Village Improvement District projects and associated assessments may be attributed to Village "A" in the future.



Village Economic Impact Analysis...continued

FIGURE B.3.A - IMPACT FEE & CONNECTION FEE ASSESSMENTS

IMPACT FEE	SINGLE-FAMILY	MULTI-FAMILY
LIBRARY	\$217.61	\$160.86
PARK	\$290.00	\$229.00
LAW ENFORCEMENT	\$110.00	\$87.00
FIRE DEPARTMENT	\$321.00	\$254.00
TRANSPORTATION	\$1,874.43	\$1,608.01
SCHOOL BOARD	\$2,052.32	\$478.74
PUBLIC UTILITY CONNECTION		
WATER	\$1,070.00	\$950.00
SEWER	\$1,340.00	\$1140.00
TOTAL REVENUE AT BUILDOUT:		
Source: City of North Port, Florida		

FIGURE B.3.A.F - SOLID WASTE ASSESSMENT FEE

ANNUAL SOLID WASTE ASSESSMENT FEE	\$209.00 per unit

Note:

The fees indicated on this page were accurate at the time of printing of the original approved Village "A" VDPP, dated November 28th, 2005, however Impact and Assessment Fees are subject to change, and may not reflect the current adopted fee amounts.

FIGURE B.3.B - ESTIMATED AD VALOREM TAX REVENUE (RESIDENTS ONLY)

HOUSING TYPE	ESTIMATED PROPERTY VALUE	ADJUSTED PROPERTY VALUE	ESTIMATED AD VALOREM TAX PER PROPERTY	TOTAL NUMBER OF UNITS	ESTIMATED ANNUAL AD VALOREM TAX REVENUE
SINGLE-FAMILY ATTACHED	\$300,000	\$275,000	\$5,178	388	\$2,009,150
SINGLE-FAMILY DETACHED - TYPE E	\$375,000	\$350,000	\$6,590	225	\$1,482,750
SINGLE-FAMILY DETACHED - TYPE D	\$400,000	\$375,000	\$7,061	340	\$2,400,740
SINGLE-FAMILY DETACHED - TYPE C	\$450,000	\$425,000	\$8,002	281	\$2,248,562
SINGLE-FAMILY DETACHED - TYPE B	\$500,000	\$475,000	\$8,944	245	\$2,191,329
SINGLE-FAMILY DETACHED - TYPE A	\$600,000	\$575,000	\$10,521	152	\$1,599,332
MULTI-FAMILY	\$350,000	\$325,000	\$5,947	568	\$3,377,995
					\$15,309,858

Source: Gran Paradiso Ltd I & II & Sarasota



Appendix

PREPARATION OF THE VDPP INVOLVED THE CITY STAFF AND THE COMMUNITY AS FOLLOWS:

- Public workshops were coordinated with City staff, noticed and held at the Site Analysis, Preliminary, and Proposed VDPP stages to allow for community input
- Drafts were provided to North Port Planning staff
- Drafts were provided to the Sarasota and Charlotte County Planning staff
- The applicant attended a Pre-App conference with City Staff Dec 2nd, 2014

Public workshops were held:

- July 15, 2004 at 4:30 p.m. at the North Port City Hall Commission Chambers
- December 21, 2004 at 4 p.m. at the North Port City Hall Commission Chambers
- March 13, 2005 at 6 p.m. at the North Port City Hall Commission Chambers
- June 18, 2009 at 6 p.m. at the Selby Community Room, Manatee Community College - Venice (VBA-09-93)

