



A C H I E V E A N Y T H I N G



Ordinance 2019-25
Village E Village Development
Pattern Plan (VDC-17-159)

Planning & Zoning Division



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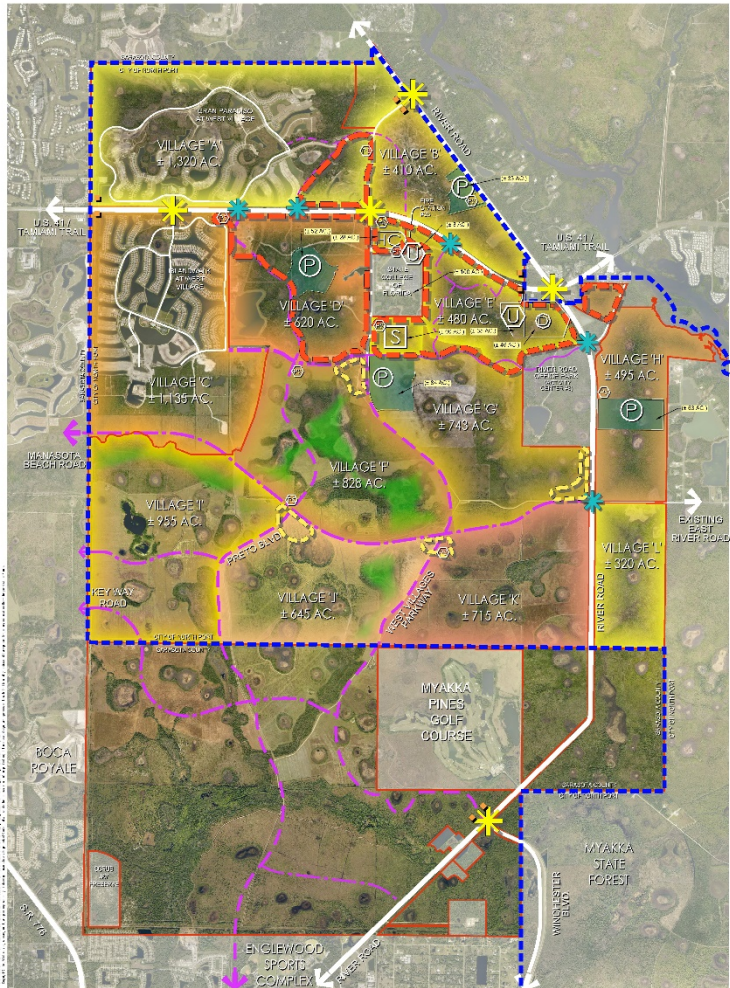
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VDPP Review Process



- Site Analysis
- Preliminary VDPP
- **Proposed VDPP**
- Final VDPP

West Villages Index Map



WEST VILLAGES INDEX MAP

LEGEND

EXISTING ROADWAY	APPROXIMATE SCHOOL LOCATION (1:12)	RECREATION / OPEN SPACE / RECREATIONAL FACILITIES	APPROXIMATE TOWN CENTER LOCATION(S)
4 AND 6 LANE HWY & 8 S DOWLS	HOSPITAL / HEALTH CARE SERVICES	COMMERCIAL / SERVICE / RETAIL / COMMUNITY	EXISTING TRAIL OR BIWAY
2 AND 4 LANE HWY & 8 S DOWLS & 8 S DOWLS	UTILITIES / PUBLIC FACILITIES / LOCAL (ON TRAIL)	STATE COLLEGE OF FORESTRY	MULTIMODAL / PUBLIC / COMMUNITY / LOCAL (ON TRAIL)
2 AND 4 LANE HWY & 8 S DOWLS	APPROXIMATE PARK LOCATION (ON TRAIL)	APPROXIMATE VILLAGE CENTER LOCATION(S)	CITY OF NORTHPORT CITY LIMITS
10 LANE HWY & 8 S DOWLS	DEPOSITORY / VEHICLE LOCATION	POTENTIAL NEW POLICE STATION LOCATION (ALTERNATIVE)	

NOTES

- (1) ACRES ARE APPROXIMATE. FINAL ACRES ARE SUBJECT TO CITY ENGINEER'S DESIGN AND SITE CONDITIONS AND TRAIL VILLAGE DISTRICT PATTERN PLAN.
- (2) AREAS DEFINED WITHIN THIS DEVELOPMENT WILL BE 300-1,000 ACRES OF TOWN CENTER AND MAY INCLUDE VILLAGE DEVELOPMENT AT THE CITY VILLAGE DISTRICT ESTABLISHED IN THE VILLAGE DISTRICT PATTERN PLAN. FINAL LOCATIONS WILL BE DETERMINED BY THE CITY ENGINEER.
- (3) THE TRAIL DEVELOPMENT SHALL BE DESIGNED TO PROVIDE IDENTICAL VILLAGE CODES ADJACENT TO MANATEE RIVER TRAIL FEATURES OR ROADWAYS AND MULTIPLE PATHWAYS. ADDITIONALLY, THE TRAIL DEVELOPMENT SHALL BE DESIGNED TO PROVIDE IDENTICAL VILLAGE CODES ADJACENT TO MANATEE RIVER TRAIL FEATURES OR ROADWAYS AND MULTIPLE PATHWAYS. ADDITIONALLY, THE TRAIL DEVELOPMENT SHALL BE DESIGNED TO PROVIDE IDENTICAL VILLAGE CODES ADJACENT TO MANATEE RIVER TRAIL FEATURES OR ROADWAYS AND MULTIPLE PATHWAYS.
- (4) LOCATION AND CONFIGURATION OF TRAILS SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTHPORT IN ACCORDANCE WITH THE PRINCIPLES OF AGREEMENT.
- (5) TO MULTIMODAL TRAILS MAY BE DESIGNED BY 4-8 S DOWLS AND 4-8 LANE HWY & 8 S DOWLS. TO BE FURTHER REFERRED TO THE VILLAGE DISTRICT PATTERN PLAN.
- (6) 12-12 TRAILS WILL BE DESIGNED ON VILLAGE DISTRICT PATTERN PLAN.
- (7) THE WEST VILLAGES IMPROVEMENT DISTRICT WILL COORDINATE WITH THE APPROPRIATE GOVERNMENT AGENCY TO ESTABLISH ACCESS MAINTENANCE CRITERIA.
- (8) FINAL LOCATIONS OF TOWN CENTERS, PUBLIC FACILITIES, SCHOOLS, STREETS, VILLAGE BOUNDARIES AND ROADWAY CORRIDORS SHALL BE DETERMINED BY THE CITY ENGINEER'S DESIGN AND SITE CONDITIONS AND TRAIL VILLAGE DISTRICT PATTERN PLAN.
- (9) FINAL LOCATION AND CONFIGURATION OF TRAILS SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTHPORT.

Approved XXXX XX, 2019
ORDINANCE NUMBER XXXX-XX
PETITION NUMBER XXX-XX-XXX

June 24, 2019



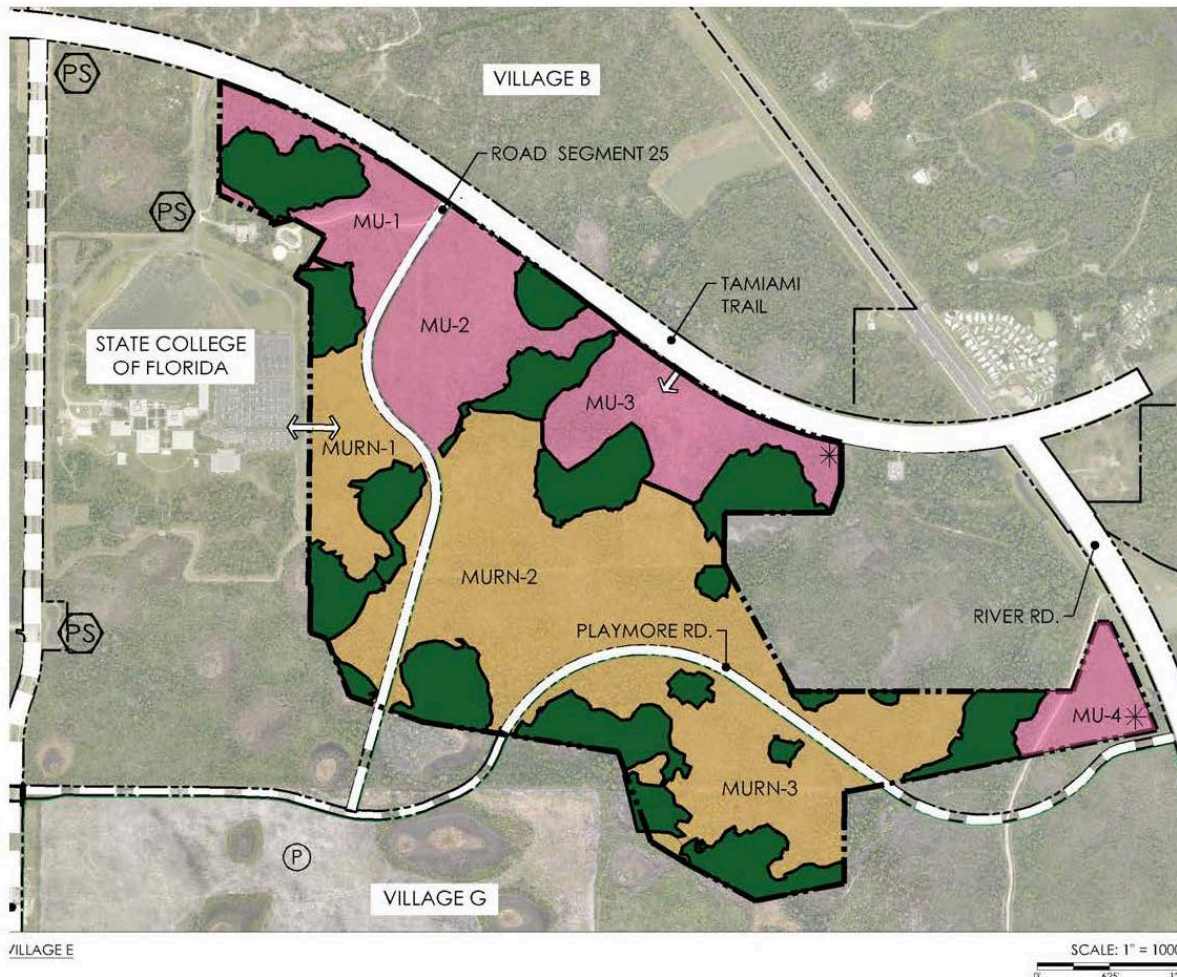
Proposed Development



- Bounded by West Villages Parkway, Playmore Road, US 41, and River Road.
- Entirely in Town Center
- Will be made up of 7 distinct areas
 - 4 Mixed Use
 - 3 along US 41
 - 1 at River Road and Playmore
 - 3 Mixed Use Residential

Village E

Figure 3.2.A



- 300,000 SF Commercial
- 100,000 SF Office
- 1,000 Residential Units




Conceptual Site Plan

Figure 3.2.B



VILLAGE E

LEGEND

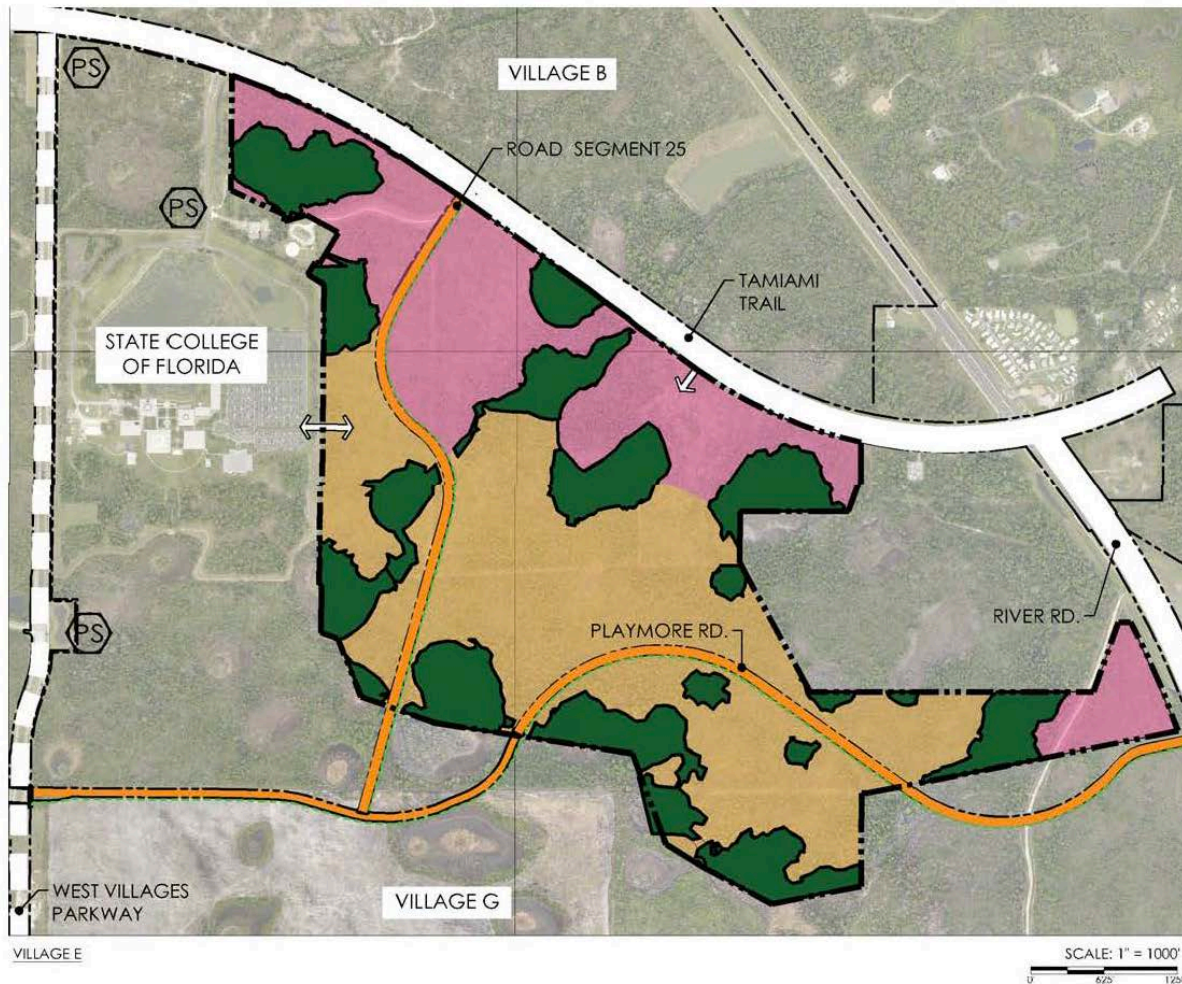
-  COMMERCIAL/
RETAIL
-  OFFICE
-  HOTEL
-  SINGLE-FAMILY

Development Standards

Figure 3.3.A
Village E Development Standards

VILLAGE E DEVELOPMENT STANDARDS		
	MIXED USE	MIXED USE RESIDENTIAL NEIGHBORHOOD
(+/-) ACRES	111	196
(+/-) ADJUSTED GROSS ACRES	79	148
OPEN SPACE (+/-) ACRES	32	48
FLOOR AREA RATIO (3) DENSITY LIMITATIONS (4)	3.0 FAR 24 Dwelling units per Acre	2.0 FAR 16 Dwelling units per Acre
Permitted Uses(1)(6)(7)	Residential: Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses Non-Residential: Commercial/Service, Retail, Parking/Utility/Communication	Residential: Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses Non-Residential: Commercial/Service, Retail, Parking/Utility
Minimum Lot Size	Residential: See Typical Configurations for Structures; Non-residential: No min. lot area	Residential: See Typical Configurations for Structures; Non-residential: No min. lot area
Maximum Structure Height	50 Feet (s.f.), 60 feet (community center, gatehouse, townhouse), 120 Feet (multi-family, hotel/motel, non-residential)	42 Feet (s.f.), 80 Feet (townhouses, community center, gatehouse), 120 feet (hotel/motel, multifamily, nonresidential)
Setbacks(2)(5)	Residential - See Typical Configurations for Structures Non-residential - Meet State Building and Fire Code	Residential - See Typical Configurations for Structures Non-residential - Meet State Building and Fire Code

Roads and Multi-Modal Trails



- BOULEVARD
- MIXED-USE STREET
- 8'-12' MULTIMODAL TRAIL (GREENBELT)
- POTENTIAL FIRE / POLICE STATION LOCATION ALTERNATIVES

ROADWAYS AND PATHWAYS PLAN
MANASOTA BEACH RANCHLANDS, LLLP
DATE: 4/25/2019

Differences between VDPP and ULDC



Proposed

Use	Minimum %	Maximum %
Residential	10	60
Commercial Retail	30	85
Office	0	30
Light Industrial	0	20
Overall Commercial Office Industrial	30	85
Parks and Open Space	10	No Max

VDPP/Comp Plan

Use	Minimum %	Maximum %
Residential	5	30
Commercial Retail and Services	10	70
Office and Light Industrial	0	50
Overall Office/Commercial/Industrial	30	70
Civic	5	No Max
Parks and Open Space	10	No Max

Differences between VDPP and ULDC



- Greater floor area ratios
- More maximum units per acre
- Taller maximum building heights
- Residential lot dimensions – smaller minimum lot size, smaller minimum lot frontage, smaller front and rear setbacks, larger/smaller side setback, greater lot coverage
- Narrower sidewalk widths
- Narrower minimum right-of-way widths
- Slower speed limits
- Fewer parking lot landscape islands
- Fewer minimum parking spaces
- Dimmer parking lot lighting requirement
- Larger square footage signage allowances overall



- Over 30 years
 - Operating surplus of \$7,671,786
 - Net operating deficit during first 10 years
 - 4,630 new jobs created
 - 1,083 directly from development
 - 3,547 indirectly.

In correcting the number of units to reflect the maximum of 1,000, the net operating surplus over 30 years was reduced to \$2,067,317.

Ordinance Review



- Reviewed and approved by the City Attorney as to form and correctness.
- Advertised pursuant to State and local regulations on June 5, 2019

Ordinance 2019-25

Consistency with VDPB



- The Applicant has indicated that the VDPP will be consistent with the West Villages VDPB Revision that is currently under review by City Staff.
- Prior to Commission approval of the VDPB, the following items will be inconsistent with the existing West Villages VDPB.
 - Taller maximum building height
 - Smaller front setbacks
 - Narrower sidewalks
 - Narrower right-of-way widths for most street types
 - Slower speed limits on some street types
 - Narrower sidewalk to road widths
 - Shorter turn widths
 - Wider bike lane width
 - Taller mounting height for off street parking light poles
 - Fewer trees required in frontage yards

Options for Recommendation



- Approve Ordinance 2019-25 as presented
- Modify request, approving portions of request but revise waivers and modifications to the ULDC
- Deny the Ordinance and write findings to support this decision



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Thank You!