



A C H I E V E   A N Y T H I N G



**Ordinance 2019-26**  
**Village G Village Development**  
**Pattern Plan (VDC-17-161)**

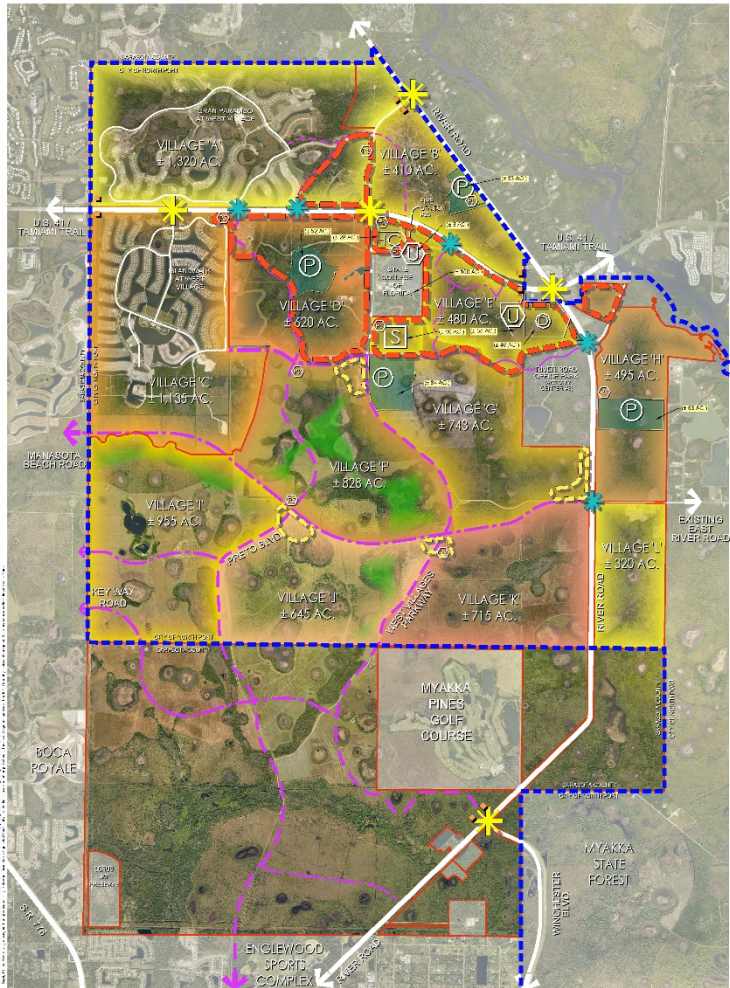
# Planning & Zoning Division



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# 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 DOWLAWS	HOSPITAL / HEALTH CARE SERVICES	COMMERCIAL / RETAIL / ADJACENT COMMUNITY	EXISTING TRAIL TO BOWLA
2 AND 4 LANE HWY & 8 S DOWLAWS & 8 S DOWLAWS	UTILITIES / PUBLIC FACILITIES / LOCAL GOVT. BLDG.	STATE COLLEGE OF FLORIDA	APPROXIMATE TOWN CENTER / MALL / DISCOUNT STORES / GROCERIES / ETC.
2 AND 4 LANE HWY & 8 S DOWLAWS	APPROXIMATE PARK LOCATION (1:12)	APPROXIMATE VILLAGE CENTER LOCATION(S)	CITY OF NORTHPORT CITY LIMITS
10 LANE HWY & 8 S DOWLAWS	VEHICLE / TRUCK / TRAILER / RAMP / ETC.	POTENTIAL NEW POLICE STATION LOCATION / ALTERNATIVES	

### NOTES

- (1) ACRES ARE APPROXIMATE. FINAL ACRES ARE SUBJECT TO CITY ENGINEER'S DESIGN AND SITE CONDITIONS AND FINAL LAYOUT.
- (2) AREAS DEFINED WITHIN THIS DEVELOPMENT ARE SUBJECT TO 300-1.200 ACRES OF TOWN CENTER AND MAY INCLUDE VILLAGE DEVELOPMENT AT THE CITY / TOWN CENTER ESTABLISHED IN THE VILLAGE DEVELOPMENT SECTION 300-1.200 ACRES. FINAL LOCATIONS WILL BE DETERMINED BY THE CITY ENGINEER.
- (3) THE DEVELOPMENT OF THE DEVELOPMENT FRAMEWORK BY IDENTIFYING VILLAGE CODES ADJACENT TO MAJOR HIGHWAY / TRAIL / ROADWAYS AND MULTIPLE PATHWAYS. ADDITIONALLY, THE FRAMEWORK COORDINATES VILLAGE CENTERS AND TOWN CENTERS, COORDINATE WITH COMMUNITY PLANNING / DESIGN / DESIGN OF THE VILLAGE COMPLIANCE WITH THESE POLICIES WILL BE FURTHER COORDINATED WITH THE VILLAGE DEVELOPMENT FRAMEWORK.
- (4) LOCATION AND COORDINATION OF PARKS SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTHPORT, IN ACCORDANCE WITH THE PRINCIPLES OF AGREEMENT.
- (5) TO MULTI-MODAL TRAILS MAY BE DESIGNATED BY 4 AND 8 LANE HWY AND 4 AND 8 LANE HWY. BE FURTHER REFERENCE WITH FUTURE VILLAGE DEVELOPMENT FRAMEWORK.
- (6) 12 LANE TRAILS WILL BE DESIGNATED ON VILLAGE AND MAY BE COORDINATED WITH THE TRAIL ROADWAYS.
- (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, SITES, VILLAGE BOUNDARIES AND ROADWAY CORRIDORS SHALL BE DETERMINED BY THE CITY ENGINEER / DESIGNER / DEVELOPER / DESIGNER.
- (9) FINAL LOCATION OF CORRIDORS / ROADWAYS IS SUBJECT TO FINAL APPROVAL OF THE CITY OF NORTHPORT.
- (10) FINAL LOCATION AND COORDINATION OF UTILITIES / PUBLIC FACILITIES 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

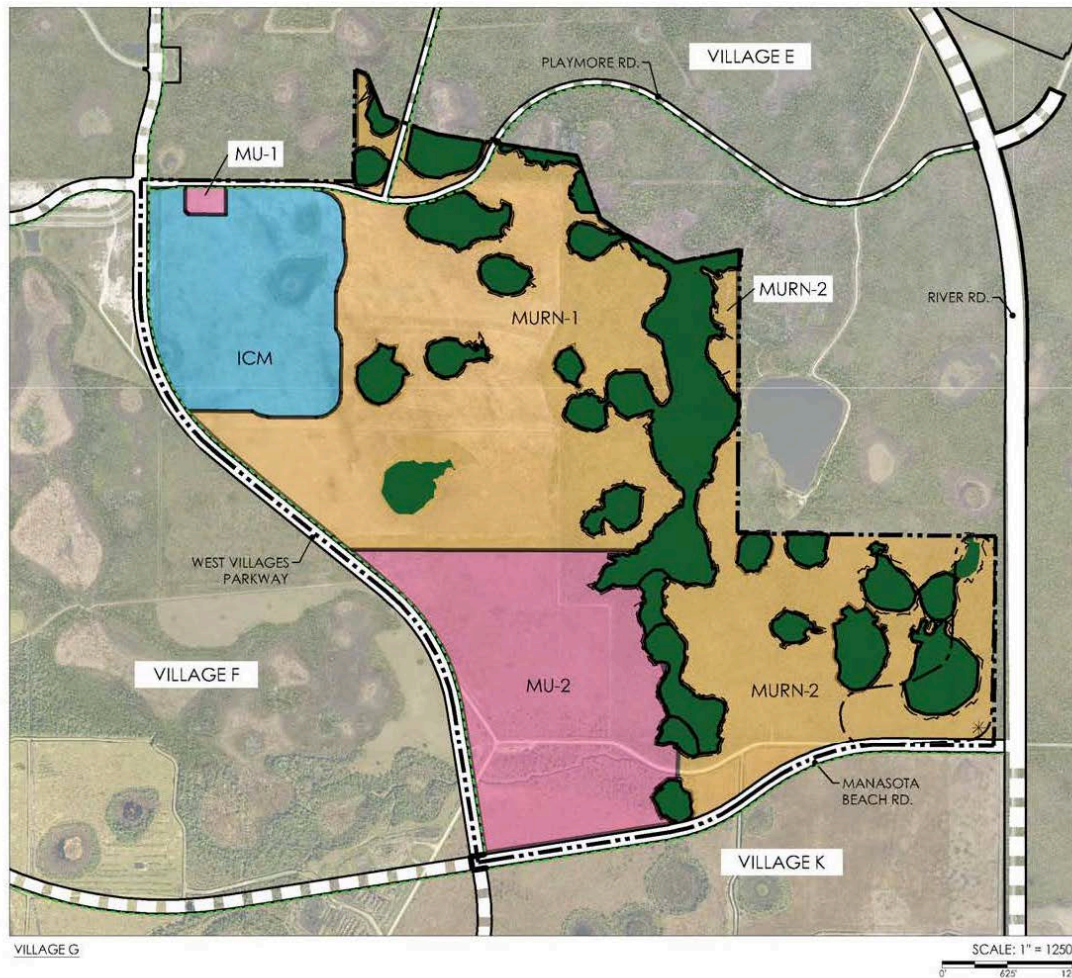


- Bounded by West Villages Parkway, Playmore Road, River Road, and Manasota Beach Road.
- Will be made up of 5 distinct areas
  - 1 Institutional/Mixed Use (Atlanta Braves Spring Training Site)
  - 2 Mixed Use
  - 2 Mixed Use Residential



# Village G

Figure 3.2.A



- 150,000 SF Commercial
- 50,000 SF Office
- 1,800 Residential Units

# Conceptual Site Plan

Figure 3.2.B



## LEGEND



RETAIL /  
OFFICE



SINGLE-FAMILY



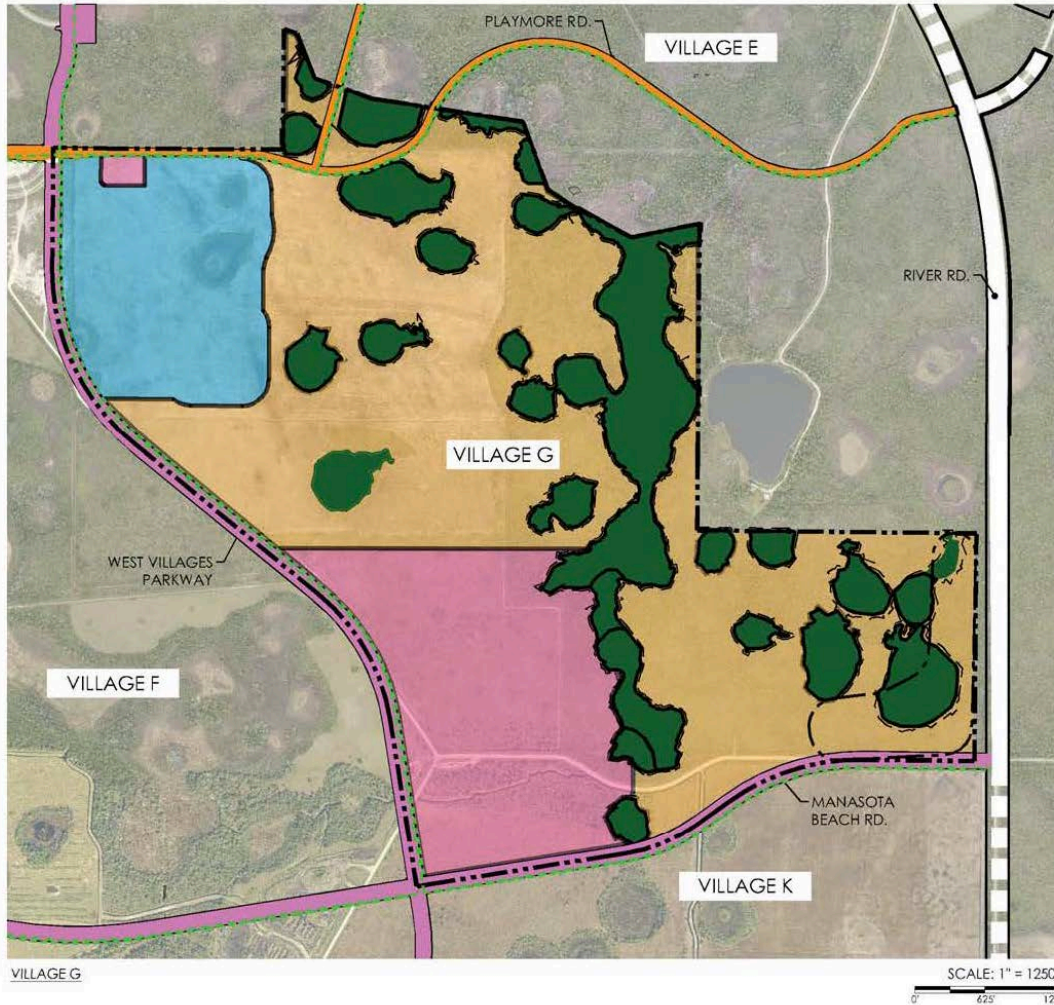
# Development Standards

Figure 3.3.A

## Village G Development Standards

VILLAGE G DEVELOPMENT STANDARDS			
	MIXED USE	MIXED USE RESIDENTIAL NEIGHBORHOOD	INSTITUTIONAL/ COMMERCIAL/ MIXED USE
(+/-) ACRES	152	498	92
(+/-) ADJUSTED GROSS ACRES	140	371	92
OPEN SPACE (+/-) ACRES	12	127	0
FLOOR AREA RATIO (3) DENSITY LIMITATIONS (4)	3.0 FAR 24 Dwelling units per Acre	2.0 FAR 16 Dwelling units per Acre	2.0 FAR 16 Dwelling units per Acre
Permitted Uses(1)(6)(7)	<b>Residential:</b> Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&B, Accessory Apartment, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses <b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility/Communication	<b>Residential:</b> Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses <b>Non-Residential:</b> Commercial/Service, Retail, Parking/Utility	<b>Residential:</b> Model Homes/Sales Center, Community Center, Gatehouse, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses <b>Non-Residential:</b> Commercial/Service, Retail, Institutional, Parking/Utility/Communication/ <del>Essential Services</del>
Minimum Lot Size	<b>Residential:</b> See Typical Configurations for Structures; <b>Non-residential:</b> No min. lot area	<b>Residential:</b> See Typical Configurations for Structures; <b>Non-residential:</b> No min. lot area	<b>Residential:</b> See Typical Configurations for Structures; <b>Non-residential:</b> No min. lot area
Maximum Structure Height	50 Feet (s.f.), 60 feet (community center, gatehouse, townhouse), 120 Feet (multi-family, hotel/motel, non-residential)	42 Feet (s.f.), 80 Feet (townhouses, community center, gatehouse), 120 feet (hotel/motel, multifamily, nonresidential)	42 Feet (s.f.), 80 Feet (townhouses, community center, gatehouse), 120 feet (hotel/motel, multifamily, nonresidential)
Setbacks(2)(5)	<b>Residential</b> - See Typical Configurations for Structures <b>Non-residential</b> - Meet State Building and Fire Code	<b>Residential</b> - See Typical Configurations for Structures <b>Non-residential</b> - Meet State Building and Fire Code	<b>Residential</b> - See Typical Configurations for Structures <b>Non-residential</b> - Meet State Building and Fire Code

# Roads and Multi-Modal Trails



\*NOTE: SUBJECT TO FINAL REVIEW AND APPROVAL BY CITY STAFF DURING SUBDIVISION / INFRASTRUCTURE REVIEW.

- BOULEVARD
- MIXED-USE STREET
- 8'-12' MULTIMODAL TRAIL (GREENBELT)
- VILLAGE CENTER BOUNDARY



# 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 \$27,138,902
    - Operates at a surplus immediately, due to Braves complex
  - 3,292 new jobs created
    - 1,313 directly from development
    - 1,899 indirectly.

*In correcting the tax issue on the Braves property, the net operating surplus over 30 years was reduced to \$1,896,820.*

# 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 2019-26

## 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 19-26 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



A C H I E V E   A N Y T H I N G

Thank you!