



## City of North Port

### ORDINANCE NO. 2020-14

**AN ORDINANCE OF THE CITY OF NORTH PORT, FLORIDA, AMENDING THE UNIFIED LAND DEVELOPMENT CODE, CHAPTER 53, ARTICLE XVIII – V VILLAGE, SECTION 53-214.F.(6), VILLAGE F VILLAGE DISTRICT PATTERN PLAN (WEST VILLAGES); AMENDING THE BOUNDARY OF VILLAGE F TO ADD ±8.00 ACRES TO THE SOUTHEAST AREA OF THE VILLAGE AND ADJUSTING THE NEIGHBORHOOD LAYOUT; PROVIDING FOR FINDINGS; PROVIDING FOR ADOPTION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

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

**WHEREAS**, between the years of 2000 and 2015, the lands that are part of the future Village F were annexed into the City; and

**WHEREAS**, pursuant to Chapter 189 of the Florida Statutes, in 2004, the West Villages Improvement District was established; and

**WHEREAS**, on November 24, 2003, the City adopted Ordinance 2002-49, establishing the Village Zoning District and the underlying criteria for establishing a Village, including the creation of a Village District Pattern Book to govern the process of overall development of the West Villages and a Village District Pattern Plan to do the same for each underlying village; and

**WHEREAS**, on August 8, 2005, the City adopted the West Villages Index Map, identifying village boundaries, identifying future park locations, and identifying future public facilities, which was subsequently amended on January 9, 2006, November 13, 2007, September 13, 2016, and July 24, 2018; and

**WHEREAS**, on August 8, 2005, the City adopted the West Villages Village District Pattern Book, providing a guideline for the development of subsequent Village District Pattern Plans within the West Villages, which was subsequently amended on November 13, 2007; and

**WHEREAS**, on July 23, 2019, the City adopted Ordinance 2019-19, adopting the Village F Village District Pattern Plan and incorporating the Pattern Plan by reference into the Unified Land Development Code; and

**WHEREAS**, on May 7, 2020, the Planning and Zoning Advisory Board, designated as the Local Planning Agency, held a properly noticed public hearing to receive public comments on the adoption of this ordinance; and

**WHEREAS**, at the same meeting, the Planning and Zoning Advisory Board, recommended that the City Commission approve Ordinance 2020-14; and

**WHEREAS**, at first and second reading, the City Commission of the City of North Port held properly noticed public hearings to review the recommendations of the Planning and Zoning Advisory Board and to receive public comment on the proposed Village District Pattern Plan; and

**WHEREAS**, the City Commission has determined that the proposed Village District Pattern Plan serves the public health, safety, and welfare of the citizens of the City of North Port, Florida, and

**WHEREAS**, the City Commission has also found that the proposed Village District Pattern Plan is consistent with the City's Comprehensive Plan, Future Land Use Element, Goal 5 ("Village Land Use") and underlying Objectives and Policies, as well as Section 53 of the Uniform Land Development Code providing for minimum requirements of the Village zoning district.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF NORTH PORT, FLORIDA:**

#### **SECTION 1 – FINDINGS**

1.01 The recitals outlined above are incorporated by reference as findings of fact.

#### **SECTION 2 – ADOPTION**

2.01 The City Commission hereby amends the Unified Land Development Code, Section 53-214.F.(6), Village F Village District Pattern Plan (West Villages), as shown in "Exhibit A," attached hereto and incorporated by reference into this ordinance as if set forth herein.

#### **SECTION 3– CONFLICTS**

3.01 In the event of any conflicts between the provisions of this ordinance and any other ordinance or portions thereof, the provisions of this ordinance shall prevail to the extent of such conflict.

#### **SECTION 4 – SEVERABILITY**

4.01 If any section, subsection, sentence, clause, phase, or provision of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions hereof.

#### **SECTION 5 – EFFECTIVE DATE**

5.01 This ordinance shall take effect immediately upon adoption by the City Commission of the City of North Port, Florida.



84 READ BY TITLE ONLY at first reading by the City Commission of the City of North Port, Florida in public  
85 session the \_\_\_\_ day of \_\_\_\_\_ 2020.

86  
87 PASSED AND DULY ADOPTED by the City Commission of the City of North Port, Florida on the second and  
88 final reading in public session this \_\_\_\_ day of \_\_\_\_\_ 2020.

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90  
91 CITY OF NORTH PORT, FLORIDA  
92

93  
94 \_\_\_\_\_  
95 DEBBIE MCDOWELL  
96 MAYOR  
97

98 ATTEST  
99

100  
101 \_\_\_\_\_  
102 HEATHER TAYLOR, CMC  
103 CITY CLERK  
104

105  
106 APPROVED AS TO FORM AND CORRECTNESS  
107

108  
109 \_\_\_\_\_  
110 AMBER L. SLAYTON  
111 CITY ATTORNEY  
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# Village F Village District Pattern Plan Proposed VDPP

Prepared For:  
Manasota Beach Ranchlands, LLLP  
July 23, 2019  
REVISED APRIL 8, 2020

Prepared By:





**Village F  
Village District Pattern Plan  
(VDPP)**

**Owner:**

**John Luczynski, Senior Vice President  
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# Proposed Village District Pattern Plan

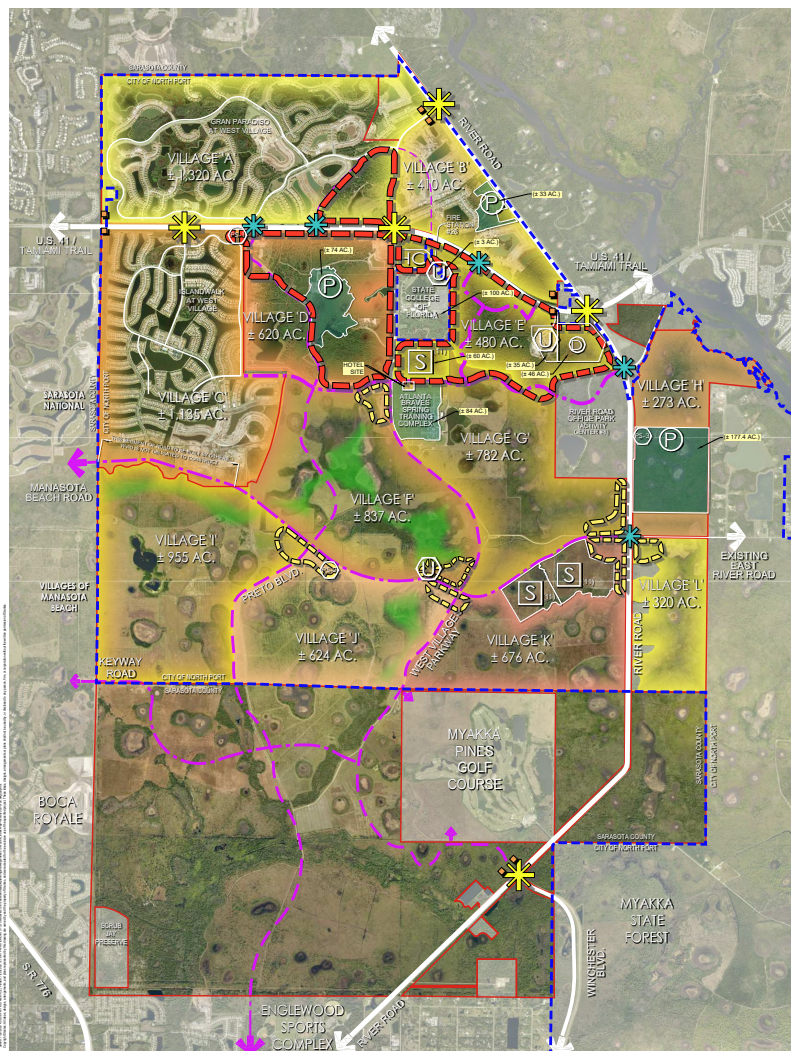




## 3.1 Community Goals

Village F furthers the following community goals:

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



WEST VILLAGES INDEX MAP

LEGEND			
	EXISTING ROADWAY		APPROXIMATE SCHOOL LOCATION (K-12) (11)
	4 LANE W/ NEV & 8' SIDEWALKS		SARASOTA MEMORIAL HOSPITAL - HEALTH CARE SERVICES ± 28 AC.
	2 LANE W/ NEV, 8' SIDEWALK, & 5' SIDEWALK		APPROXIMATE UTILITIES / PUBLIC FACILITIES LOCATION (10)
	2 LANE W/ NEV, & 5' SIDEWALKS		APPROXIMATE PARK LOCATION (10)
	POTENTIAL WEST VILLAGES GATEWAY LOCATIONS		DIocese OF VENICE LOCATION
	RECREATIONAL / OPEN SPACE / RECREATIONAL TRAIL SYSTEM		APPROXIMATE TOWN CENTER LOCATION (2)
	POTENTIAL ROADWAY CONNECTION TO ADJACENT COMMUNITY		EXISTING TRAFFIC SIGNAL
	STATE COLLEGE OF FLORIDA		APPROXIMATE FUTURE FULL MEDIAN OPENINGS, TRAFFIC CONTROL T.B.D.
	APPROXIMATE VILLAGE CENTER LOCATION (2)		CITY OF NORTH PORT - CITY LIMITS
	FIRE / POLICE STATION LOCATIONS		

### 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 300-1,000 ACRES OF TOWN CENTER AND MAY INCLUDE VILLAGE DEVELOPMENT AT THE DENSITY / INTENSITY ESTABLISHED IN THE V.D.P.P., CONSISTENT WITH SECTION 53-212 U.L.D.C. FINAL LOCATIONS WILL BE DETERMINED DURING THE V.D.P.P. PROCESS.
- (3) THE INDEX MAP DEPICTS THE GREENBELT FRAMEWORK BY IDENTIFYING VILLAGE EDGES ADJACENT TO MAJOR ENVIRONMENTAL FEATURES OR ROADWAYS AND MULTI-USE PATHWAYS. ADDITIONALLY, THIS FRAMEWORK CONNECTS VILLAGE CENTERS AND TOWN CENTERS, CONSISTENT WITH COMPREHENSIVE PLAN POLICY 1.3.8 AND SEC. 53-214 OF THE U.L.D.C. COMPLIANCE WITH THESE POLICIES WILL BE FURTHER DEMONSTRATED WITH FUTURE VILLAGE DISTRICT PATTERN PLANS.
- (4) LOCATION AND CONFIGURATION OF PARKS SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTH PORT, IN ACCORDANCE WITH THE PRINCIPLES OF AGREEMENT.
- (5) MULTI-MODAL TRAILS MAY BE SATISFIED BY AN 8' SIDEWALK AND 4' BIKE LANES, AND SHALL BE FURTHER REFINED WITH FUTURE VILLAGE DISTRICT PATTERN PLANS.
- (6) 8' - 12' TRAILS WILL BE DELINEATED ON V.D.P.P., AND MAY BE COMBINED WITH INTERNAL ROADWAYS.
- (7) THE WEST VILLAGES IMPROVEMENT DISTRICT WILL COORDINATE WITH THE APPLICABLE GOVERNING AUTHORITY TO ESTABLISH ACCESS MANAGEMENT CRITERIA.
- (8) FINAL LOCATIONS OF TOWN CENTERS, PUBLIC FACILITY SITES, SCHOOL SITES, VILLAGE BOUNDARIES AND ROADWAY CORRIDORS SHALL BE DETERMINED DURING THE V.D.P.P. PROCESS AND/OR DEVELOPERS AGREEMENT.
- (9) FINAL ALIGNMENT OF CORRIDORS / ROADWAYS IS SUBJECT TO FINAL APPROVAL OF JURISDICTIONAL AGENCIES.
- (10) FINAL SIZE, LOCATION, AND CONFIGURATION OF UTILITIES/PUBLIC FACILITIES SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTH PORT.
- (11) SCHOOL SITE SHOWN IN VILLAGE E WILL BE REMOVED IN FAVOR OF SCHOOL SITES SHOWN IN VILLAGE K UPON APPROVAL OF AN AGREEMENT WITH SARASOTA COUNTY SCHOOL BOARD.

Approved XXX XX, 2020  
ORDINANCE NUMBER 2020-XX  
PETITION NUMBER VIA-XX-XXX

West Villages  
Index Map

January 28, 2020



Proposed VDPP

## 3.2 Proposed Village District Plan

### Introduction

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

The objectives of the Village District Pattern book (VDPB) are to establish a broad community framework, to encourage development interests the flexibility to express themselves through the development of sustainable Villages, without restrictive regulations that hamper creativity or adaptability to changing market conditions.

To further these objectives, the West Villages Review Committee (WVRC) was created in 2017. This committee includes one individual from Manasota Beach Ranchlands, LLLP, the Master Developer; two individuals appointed by the West Villages Improvement District; and one individual from the City of North Port, who serves as a non-voting advisory member, appointed by the City of North Port's City Manager to serve on the committee. They are responsible for reviewing architectural features, design components, and landscape plans of retail/commercial, mixed-use, and residential buildings and sites within Village F.

The WVRC uses the West Villages VDPB, as well as design standards established for Village F, contained in this VDPP, for guidance in making approval decisions. Unless otherwise indicated, the specifications relating to landscaping contained in the City of North Port Unified Land Development Code shall be the minimum standard the Design Review Committee is empowered to approve.

Granting authority to the WVRC does not eliminate the City's review authority to evaluate applications to confirm consistency with the VDPB, this VDPP, and the ULDC.

Upon approval of this VDPP, future application submittals are required to include evidence of approval from the WVRC with submittals to the City of North Port.

Village F will primarily consist of residential neighborhoods (see Figure 3.2.A). Proposed entitlements include 1,800 residential units, 150,000 square feet of commercial/retail uses, and 50,000 square feet of office uses. There will be 1,500 residential and 180 non-residential equivalent residential connections within Village F. The Proposed Village District Pattern Plan for Village F identifies two Mixed-Use Areas located primarily along the West Villages Parkway corridor, which may include a mix of uses, and is envisioned as the primary focus of retail and commercial uses. The plan includes five residential neighborhoods, which would allow for a range of residential unit types. Mixed-use development areas are located at appropriate locations and major intersections to provide transitions from Village D to the north, Village G and the Atlanta Braves Spring Training Facility to the east, and Islandwalk, or Village C, to the west, while also accommodating the retail, commercial, and office needs of residents and other visitors of West Villages. Mixed-use Residential Neighborhood areas are intended to serve as activity centers and transitional areas.

Individual neighborhoods may have Neighborhood Centers as amenity areas to serve the residents. Recreational open space areas may also be identified during the development process, to augment the multimodal trail system.

This amended VDPP is intended to adjust the boundary of Village F, to accurately reflect the alignment of Manasota Beach Road, along the southern boundary. This revision results in the addition of approximately 12 acres in the southwest corner, and reduction of 4 acres in the southeast corner, for a net increase of approximately 8 acres. The Pattern Plan has been further amended to relocate the proposed fire/police station from Village F to Village J, near the southeast corner of Preto Boulevard and Manasota Beach Road. The location of the future Water Treatment Plant is also shown west of the intersection of Manasota Beach Road and West Villages Parkway. A Village Center Area has been added to the MU-2 Area. A mix of retail, office, and residential development will be incorporated in that area, consistent with the ULDC. Finally, in order to ensure the VDPP accurately reflects development plans for Village F, Residential Neighborhood 5 has been added north of the intersection of Manasota Beach Road and West Villages Parkway. These modifications are intended to more accurately reflect anticipated growth and development in Village F, consistent with this Pattern Plan.

Consistent with the ULDC which outlines the regulatory hierarchy between documents, where conflicts between regulating documents arise, the approved Pattern Plan and



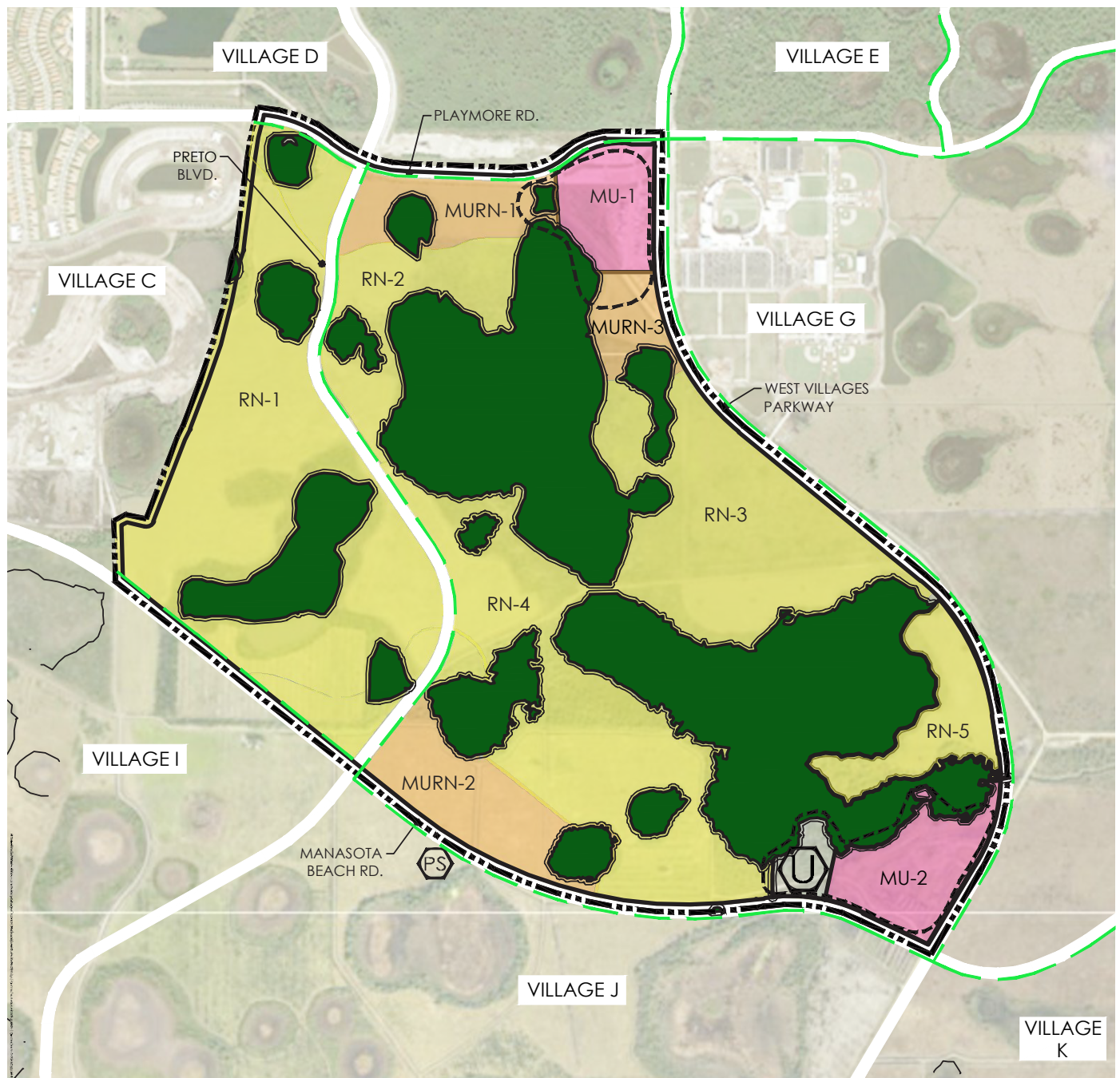
Pattern Book shall control. In places where these documents remain silent the ULDC shall control. This section states:

VDPP shall meet the requirements of all applicable City, State and Federal requirements.

1. Where there are conflicts between VDPP, ULDC provisions, the general land use, subdivision or other applicable regulations, those adopted and shown on the approved Pattern Book and VDPP shall apply.
2. Where the VDPP does not address an area, the ULDC shall apply.
3. Deviations may be requested by the applicant, but shall be specified on the VDPP and approved by the City.
4. The proposed Pattern Book and VDPP shall be consistent with the intent of the comprehensive plan, and the future land use designation of the site which is currently in effect.
5. All VDPPs shall be consistent with the criteria and standards of the District Pattern Book and Village Index Map as applicable.

During the course of review of this Village District Pattern Plan, significant amendments to the Village District Pattern Book have been initiated. One of the motivations for the amendments is to address consistency between the documents (i.e., VDPB, VDPPs) governing development in the West Villages while ensuring standards are up to date with development practice. Village characteristics including land uses, development styles, and other community features will be explained in sections 3.8 and 3.9. The standards contained in this VDPP are reflective of and will be consistent with the standards in the 2020 VDPB.

Figure 3.2.A



VILLAGE F

\*NOTE: ADDITIONAL CONNECTIONS TO WEST VILLAGES PKWY, MANASOTA BEACH RD, AND PLAYMORE RD MAY BE CONSTRUCTED AND WILL BE EVALUATED AT TIME OF SITE DEVELOPMENT APPLICATION

SCALE: 1" = 1250'

- MIXED-USE
- MIXED-USE RESIDENTIAL NEIGHBORHOOD
- RESIDENTIAL NEIGHBORHOOD
- GREENBELT/WETLANDS
- VILLAGE BOUNDARY
- VILLAGE CENTER BOUNDARY
- 8'-12' MULTIMODAL TRAIL (GREENBELT)
- PS FIRE/POLICE STATION
- U UTILITIES

PROPOSED VILLAGE DISTRICT PLAN  
MANASOTA BEACH RANCHLANDS, LLLP



Figure 3.2.B



**VILLAGE F**

**LEGEND**



RETAIL /  
OFFICE



MULTI-FAMILY



SINGLE-FAMILY

**Note:**

Designs are for illustrative purposes only and are not intended to be regulatory or limiting to layout, roadway networks, parking lots, open space, buffers, development plans, uses, or other design features.

## 3.3 Proposed Neighborhoods Plan

### 3.3.1 Neighborhood Character

Village F is intended to primarily serve as a residential development with Mixed-Use Areas at major intersections. Two areas adjacent to West Villages Parkway are primarily envisioned for mixed-use development, with a focus on retail and commercial uses. These areas are identified as MU-1 and MU-2 on the Village District Plan, Figure 3.2.A. The Mixed-Use Areas will primarily serve the commercial/retail and office needs of Village F and provide meaningful transitions between villages.

The development standards are envisioned to permit a broad range of non-residential uses that will promote the long-term economic sustainability of the West Villages. Three Mixed-Use Residential Neighborhoods are identified within Village F and are intended to serve as activity centers and transitional areas within the Village. Not only will this Village offer a variety of residential, mixed-use, and development, but it will also support the institutional/commercial/mixed-use development associated with the Atlanta Braves Spring Training Facility to the east, which will further the goals of the Village Land Use by encouraging a jobs/housing balance. Finally, these neighborhoods are planned to offer a variety of residential unit types. Townhouses, stacked townhouses, and multi-family units may also be developed within the Mixed-Use Areas.

Consistent with the Village Index Map, Village Centers are identified at the southwest corner of West Villages Parkway and Playmore Road. Portions of these areas are identified as MURN-1 and MURN-3. These areas are envisioned as nodes of activity, to include a mix of uses that will serve the day-to-day needs of West Villages residents.

Five distinct moderate density residential neighborhoods, identified as RN-1, RN-2, RN-3, RN-4, and RN-5 are envisioned for Village F. The Residential Neighborhoods will include a broad range of residential land uses including multi-family, townhouses, single-family semi-detached, and single-family detached units. Residential support uses are also envisioned within this neighborhood.

The residential unit types, recreational amenities, and conservation of natural and environmental features will enhance the character of these neighborhoods.

An important element of the village design includes a multimodal trail network that connects areas to Village Centers, Mixed-Use Areas, open spaces, and parks. These features facilitate citizen interaction by linking village areas and neighborhoods to on-site and adjacent amenities and facilities. These trails will provide residents with recreational opportunities and access to the natural environment and open spaces.

This Village is designed to be an area that offers a variety of development opportunities, which may be mixed vertically and horizontally with retail, commercial, and office uses. The vision is to create a compact urban form in Mixed-Use Areas 1 and 2. Multifamily, mixed-use, office, and commercial opportunities are intended to meet the daily needs of residents of West Villages. Traditional moderate-density residential neighborhoods are intended to offer a range of housing types in Residential Neighborhoods 1 through 5.



### 3.3.2 Structure Types

Village F is planned to include a range of housing types, which may include single-family detached, single-family semi-detached, or paired villas, single-family attached townhouses, stacked townhouses, multi-family, and residential units within mixed-use buildings. See Development Standards for specific dimensional requirements.

A single-family detached unit is a standalone house, not attached to any other dwelling by any means, and surrounded by open space or yards. Lot sizes vary to allow a variety of private yard space.

An accessory apartment is a permitted use on single-family detached lots, which would allow an accessory dwelling unit with a separate means of ingress and egress containing a separate kitchen, bathroom and sleeping facilities that is either physically attached to or contained within an existing single-family house or occupies the second story of an existing garage or accessory building on the same lot as the principal dwelling. The minimum area of an accessory apartment will be 200 square feet. Accessory apartments will not count as a dwelling unit for density calculation purposes.

A single-family semidetached unit, or paired villa, is a one-family dwelling attached to one other one-family dwelling by a common vertical wall, with each dwelling located on a separate lot. Lots contain one side yard on the opposite side of the common wall and a front and rear yard.

A single-family attached townhouse is a one-family dwelling in a row of at least two such units in which each unit has access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. Neighborhoods may include single-family attached units with front or side-loaded garages, or rear-loaded garages where an alley exists.

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

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

A mixed-use dwelling is one that is located within a mixed-use building, which contains a variety of complementary uses in a single building.

Maximum density for West Villages has been established. Comprehensive Plan Policy 13.1.n establishes that 16,400 dwelling units is the maximum number of units that may be developed in areas of the West Villages that lie within the City of North Port, consistent with Figure 13.1.n of the Comprehensive Plan. To demonstrate compliance with this requirement, future Site and Development Plans and/or Plat applications will include a tracking chart, prepared by the Master Developer, to indicate the allocation of units to individual developments within the West Villages. Residential density will be calculated for the land areas identified on the Proposed Village District Pattern Plan (Mixed-Use, Mixed-Use Residential Neighborhood, and Residential Neighborhood). The maximum density shown on the Development Standards Table may be exceeded for an individual project, as long as the overall density for the area (MU, MURN, RN) remains at or below the established density for that area. Public, nonprofit, and institutional uses are permitted in all areas and shall count toward non-residential or residential intensity or density.

If, during development, it is found that transportation impacts in Village F are more than what was contemplated in the Traffic Impact Analysis, additional analysis will be conducted.

**Figure 3.3.A**  
**Village F Development Standards**

VILLAGE F DEVELOPMENT STANDARDS			
	MIXED USE	MIXED USE RESIDENTIAL NEIGHBORHOOD	RESIDENTIAL NEIGHBORHOOD
(+/-) ACRES	75	100	661
(+/-) ADJUSTED GROSS ACRES	62	75	427
OPEN SPACE (+/-) ACRES	13	25	234
FLOOR AREA RATIO (3) DENSITY LIMITATIONS (4)	3.0 FAR 24 Dwelling units per Acre	2.0 FAR 16 Dwelling units per Acre	0.25 FAR 6 Dwelling units per Acre
Permitted Uses(1)(6)(7)	<b>Residential:</b> Model homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&B, Accessory Apartment, Single-Family Semi-Detached Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses <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, Single Family Detached - Type A and Type B, Accessory Apartment, Single Family Attached, Townhouses, Stacked Townhouses, Multi-Family, Residential Support Uses <b>Non-Residential:</b> Parking/Utility
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, non-residential)	42 Feet (s.f.), 72 Feet (townhouses, multi-family, community center, gatehouse, non-residential)
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

**Notes:**

(1) Aboveground utility structures shall be allowed anywhere within the Village provided that such facilities incorporate adequate levels of buffers to appropriately protect enjoyment on adjacent uses.

(2) Fences, walls, columns, entry monumentation, decorative features, and utility facilities such as lift stations, storage tanks, ground-mounted transformers, and wells shall be exempt from any setback standards. A berm up to 8' in height may be constructed as part of a buffer. Up to 8' in height of wall or fence may be constructed with or without a berm as part of the landscape or buffering plans.

(3) Floor-to-area ratio (FAR) standards shall be calculated for the land areas identified on the Village District Plan (MU, MURN) (Fig. 3.2.A). With each Site & Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the required Land Use Mix. The Tracking Chart shall also demonstrate that the total FAR does not exceed 1.0, pursuant to Comprehensive Plan Policy 13.2 and ULDC Section 53-212.C.

(4) Residential density shall be calculated for the land areas identified on the Village District Plan (MU, MURN, RN) (Fig. 3.2.A). With each Site & Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the overall maximum density of West Villages and to ensure compliance with the required Land Use Mix. The Tracking Chart shall also demonstrate that the total density does not exceed 4 DU/Adjusted Gross Acre without Transfer of Development Rights, pursuant to Comprehensive Plan Policy 13.2 and ULDC Section 53-212.C. If total density exceeds 4 DU/Adjusted Gross Acre, Transfer of Development Rights must be demonstrated through the identification of Sending and Receiving Areas, consistent with Comprehensive Plan Policy 13.10 and ULDC Section 53-218.

(5) Setbacks may be reduced to 0 feet when the subject parcel is adjacent to public/private right-of-way, easement, open space tract or water body that is at least 10 ft in width. Air conditioning units, pool pumps, and other mechanical equipment shall be permitted in side yard setbacks.

(6) Utility structures may be located in easements or in rights-of-way as indicated in roadway cross sections.

(7) Lakes and ponds may be used for irrigation and/or storage of reclaimed water.

## Figure 3.3.B

### Typical Configurations for Structures

The specific notes referenced below apply to the development standards outlined on the following pages for the structure types listed below.

Single-Family - Detached Type A  
 Single-Family - Detached Type B  
 Single-Family - Semi-detached Paired Villa  
 Single-Family - Attached Townhome (Front Loaded)  
 Single-Family - Attached Townhome (Rear Loaded)  
 Multi-Family  
 Mixed-Use

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

#### Notes

- 1 Front Loading Garage (FLG), Side Loading Garage (SLG), Recessed Garage Option (RGO)
- 2 Screen enclosures for Townhomes and Single-Family Attached (SFA) units will have a 5 FT side setback without a privacy wall, or a 0 FT side setback with a min. 6 FT high privacy wall, provided that the screen is located atop the wall.
- 3 Patios and pool decks for Townhomes and SFA units may have a 0 FT side setback provided units 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 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 dimension.
- 6 Townhome units may include two or more attached units.
- 7 Cornices, veneers, or other non-structural projections shall not count towards setbacks and shall be treated similar to roof overhangs.
- 8 Side yard setbacks for Single-Family Detached units are a combined 10 FT.
- 9 Minimum lot area and width for curvilinear lots may be less than required provided that all min. setback requirements are met and the average lot width (front lot line and rear lot line) is equal to or greater than the min. lot width required. Irregular lot dimensions that meet minimum lot size are permitted.
- 10 Lot coverage is defined as the percent of lot area under fixed roof. Lot coverage does not include pools, decks, driveways, patios, sidewalk, etc.
- 11 Air-conditioning units and mechanical equipment shall be allowed in side yard setbacks no closer than 1.5' from lot line.
- 12 For Single-Family Detached type A and B, A is provided for illustrative purposes. B reflects the minimum dimensional standards.
- 13 FLG setback is to the garage face. SLG and RGO setback minimum shall apply to the non-garage portion of the structure.

SINGLE-FAMILY

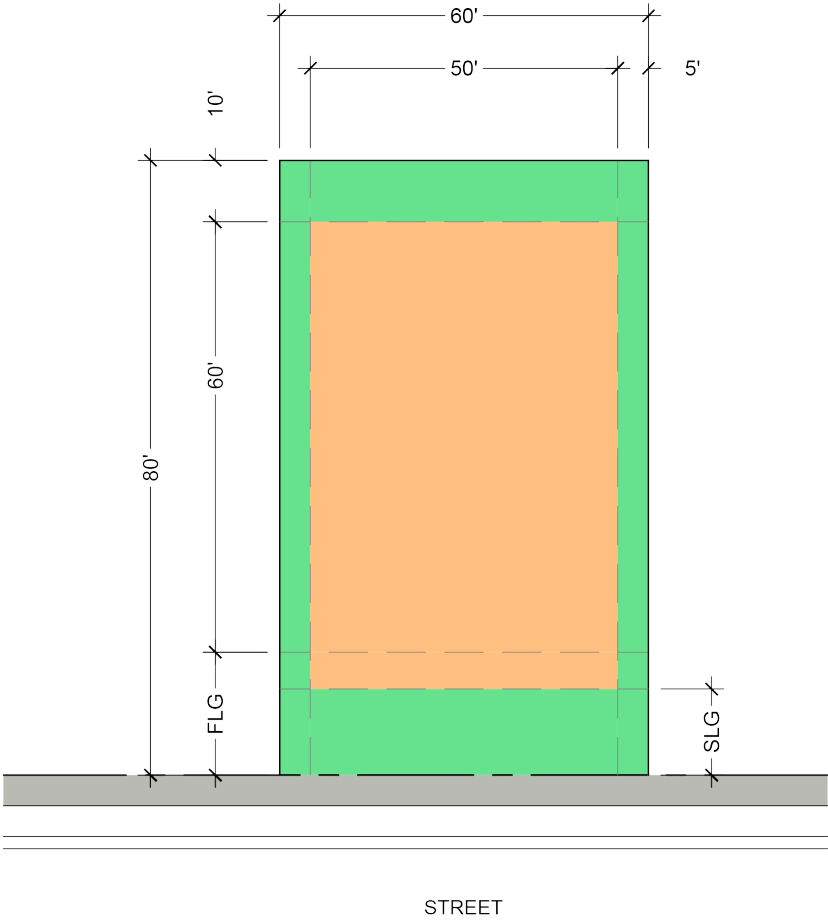
DETACHED - TYPE A

Development Standards

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

Single-Family Detached (Type-A)

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





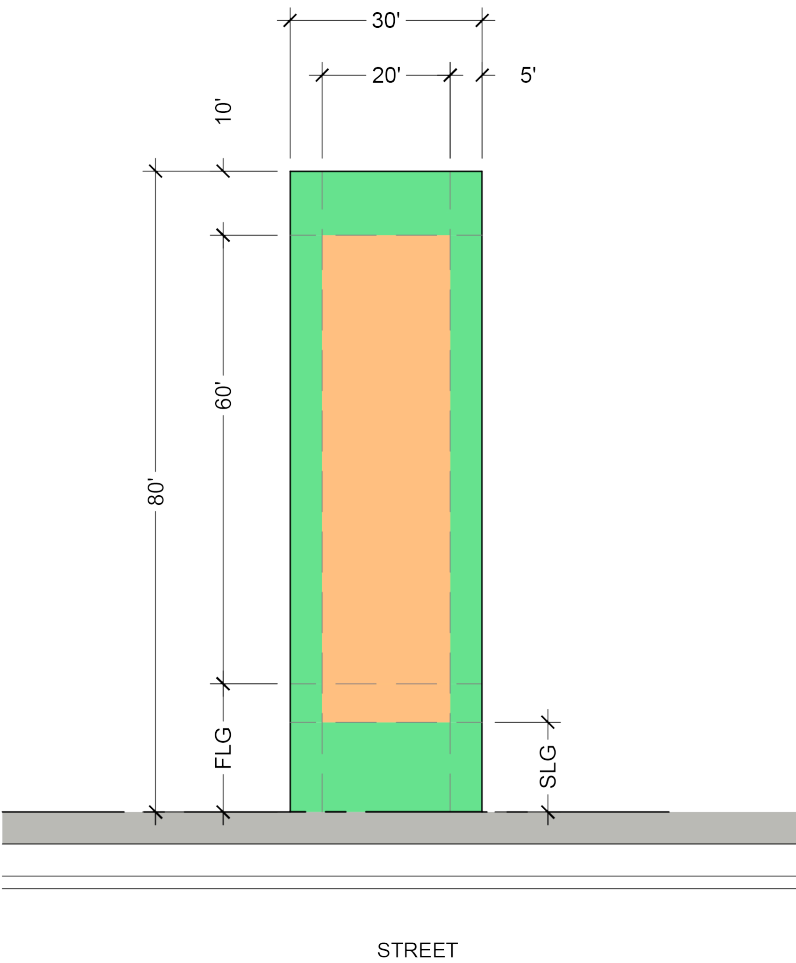
SINGLE-FAMILY  
DETACHED - TYPE B

Development Standards

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

Single-Family Detached (Type-B)

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



# SINGLE-FAMILY

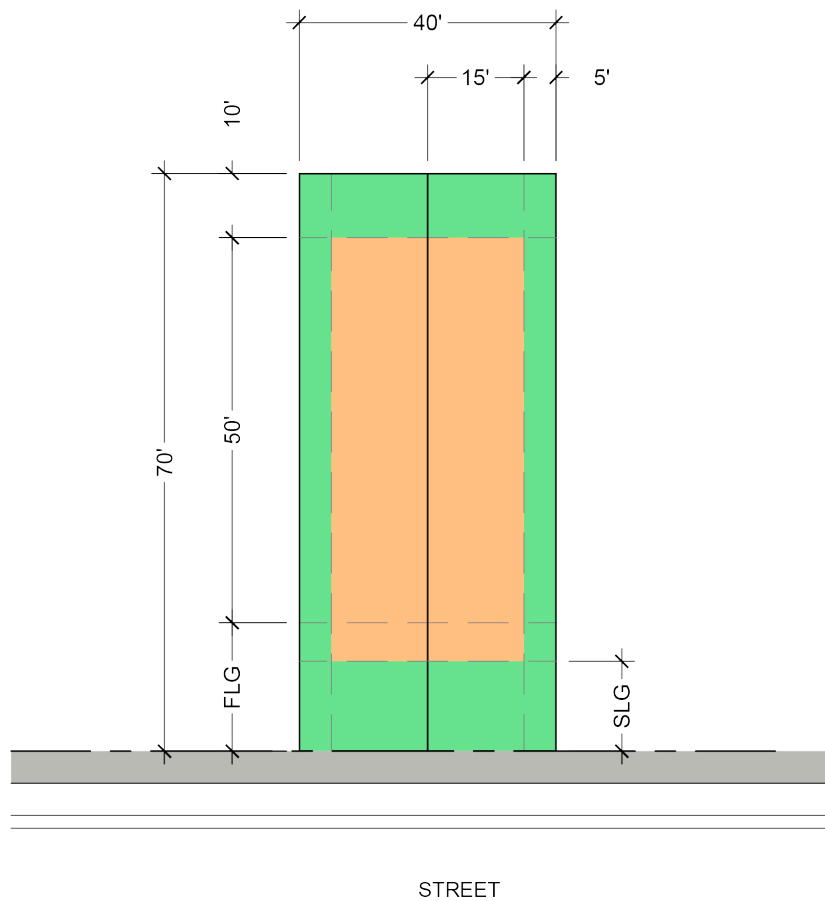
SEMI-DETACHED - PAIRED VILLA

## Development Standards

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

## Single-Family Semi-detached (Paired Villa)

1,400 SF (per unit)  
 20 FT  
 70 FT  
 75%  
 20 FT (FLG) / 10 FT (SLG)(RGO)  
 10 FT Between Structures (0 FT Common Wall/Shared Lot Line) / 5 FT Corner Lot  
 3 FT (0 FT Common Wall/Shared Lot Line) / 5 FT (Side Yard Pool Edge)  
 10 FT  
 0 FT (deck/screen) / 3 FT (Pool Edge)



# SINGLE-FAMILY

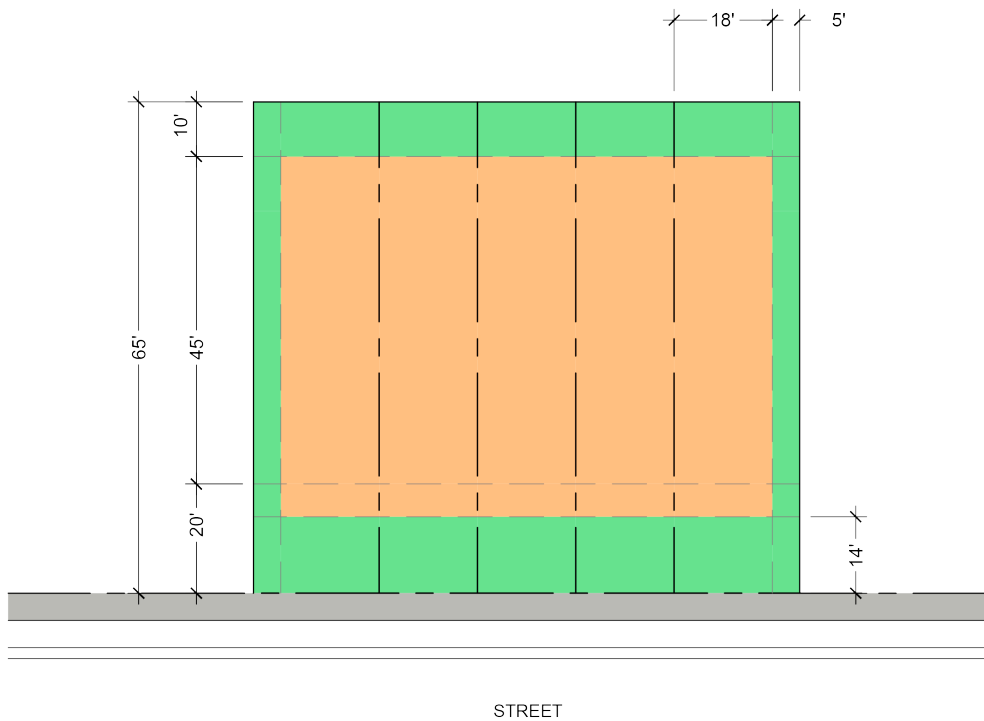
ATTACHED - TOWNHOME (FRONT-LOADED)

## Development Standards

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

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

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



# SINGLE-FAMILY

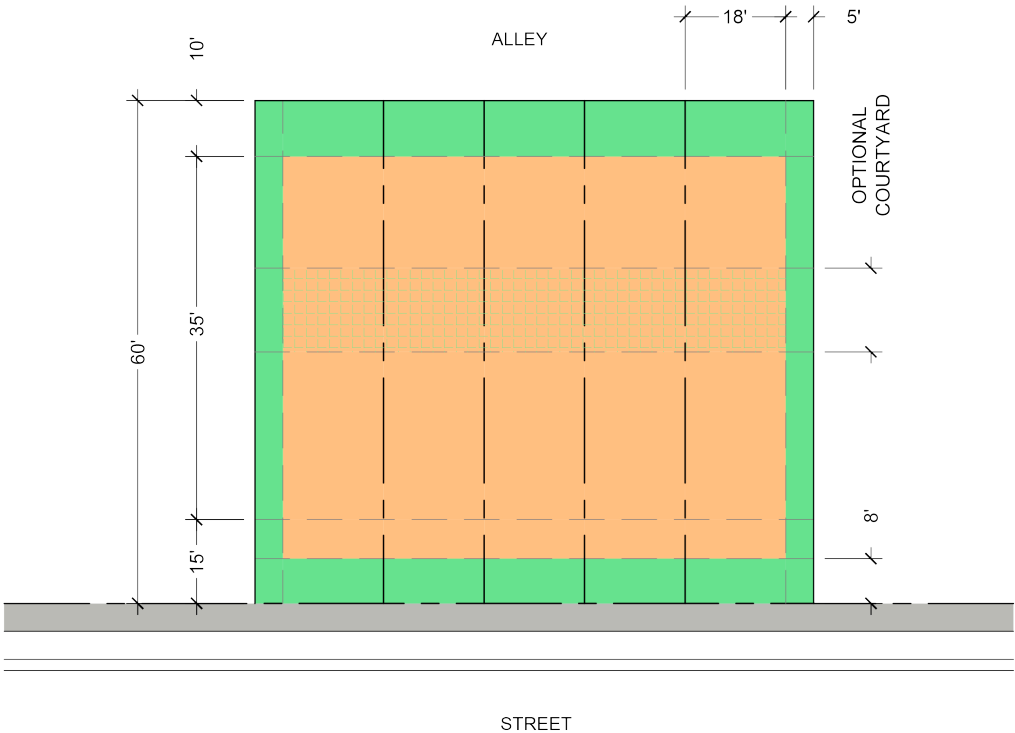
ATTACHED - TOWNHOME (ALLEY-LOADED)

**Development Standards**

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

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

- 1,080 SF (per unit)
- 18 FT
- 60 FT
- 80%
- 7 FT / 0 FT (Porch/Stoop)
- 5 FT (0 FT Common Wall/Shared Lot Line) / 10 FT Corner Lot
- 4 FT (0 FT Common Wall/Shared Lot Line) / 5 FT (Side Yard Pool Edge)
- 5 FT
- N/A



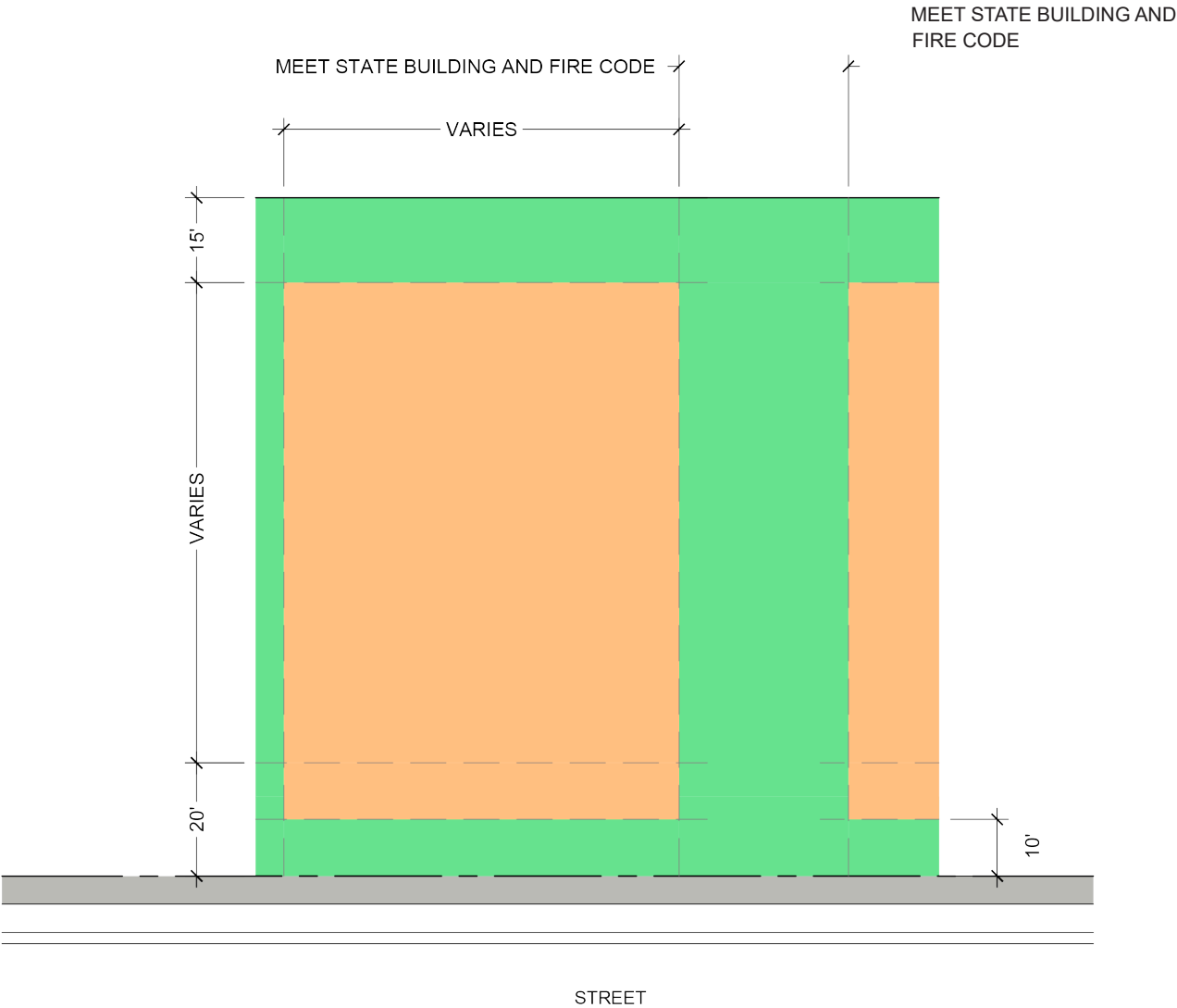
MULTI-FAMILY/STACKED TOWNHOUSE

Development Standards

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

Multi-Family

- N/A
- N/A
- N/A
- N/A
- 0' / 20 FT (FLG) / 10 FT (SLG)(RGO)
- Meet State Building and Fire Code
- N/A
- 15 FT
- N/A



Development Standards

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

Mixed-Use

- N/A
- N/A
- N/A
- N/A
- 0 FT
- Meet State Building and Fire Code
- N/A
- N/A
- N/A



### 3.3.3 Neighborhood Center

Neighborhood Center areas are intended to serve residential neighborhoods as community centers providing a concentration of activities for the immediate area. These neighborhood centers may be community centers for residential neighborhoods, passive or active parks, neighborhood greens, or civic nodes. These spaces shall be shown at the subdivision plan stage.

Neighborhood Center areas in Residential Neighborhoods 1-4 may be designed as amenity centers, passive or active parks, neighborhood greens, or civic nodes. Neighborhoods will be designed, so homes are generally within a ½ mile radius of the Neighborhood Center.

## 3.4 Roadways and Pathways

### 3.4.1 Roadways and Pathways

Roadways within Village F will comfortably and safely accommodate vehicular, pedestrian, Neighborhood Electric Vehicles, and bicycle traffic. Through design and development of Village F, the proposed maximum posted speed will be up to 35-miles per hour, to encourage the use of Neighborhood Electric Vehicles as an alternative mode of transportation for trips within the West Villages. A sidewalk system will be constructed to facilitate pedestrian circulation. In addition, roadways will be landscaped and lit to enhance the community appearance and contribute to pedestrian comfort. Described below are five types of roadways and pathways that may be implemented for the village development: Boulevards, Mixed-Use Streets, Avenues, Residential Neighborhood Streets, and Alleys. Typical cross sections are depicted in the subsequent section.

The Roadways and Pathways depict improvements that may be eligible for impact fee and mobility fee credits or reimbursements and are to be constructed and maintained by the WVID and/or the Master Developer. The phasing of roadways within Village F will be consistent with Village F development phasing to provide sufficient and safe access, as well as bicycle and pedestrian connectivity, concurrent with the development, as determined by the Master Developer.

# Roadways and Pathways

Figure 3.4.A

## Boulevard

Boulevards are generally two- to four-lane divided thoroughfares.

- Typically, a two- to four-lane divided thoroughfare
- May be designed for up to 35-mile-per-hour speed limit.
- May include trees and landscaping in median and public frontages.
- Designed to accommodate pedestrian, bicycle, and small electric-powered vehicles.

Design Parameters	Min.	Max.
Target Speed	15	35
<b>Travel Way Dimensions</b>	<b>Min.</b>	<b>Max.</b>
Travel Lane(s) Width (ft)	11	14
Turn Lane Width	10	12
Bike Lane Width (ft)	5	7 (Buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
<b>Public Frontage</b>	<b>Min.</b>	<b>Max.</b>
Planting Type	Planted/Grass	
Planting Width (ft)	0	-
Walkway Width (each side) (ft)	5	-
<b>Right Of Way</b>	<b>Min.</b>	<b>Max.</b>
ROW Width	100	-





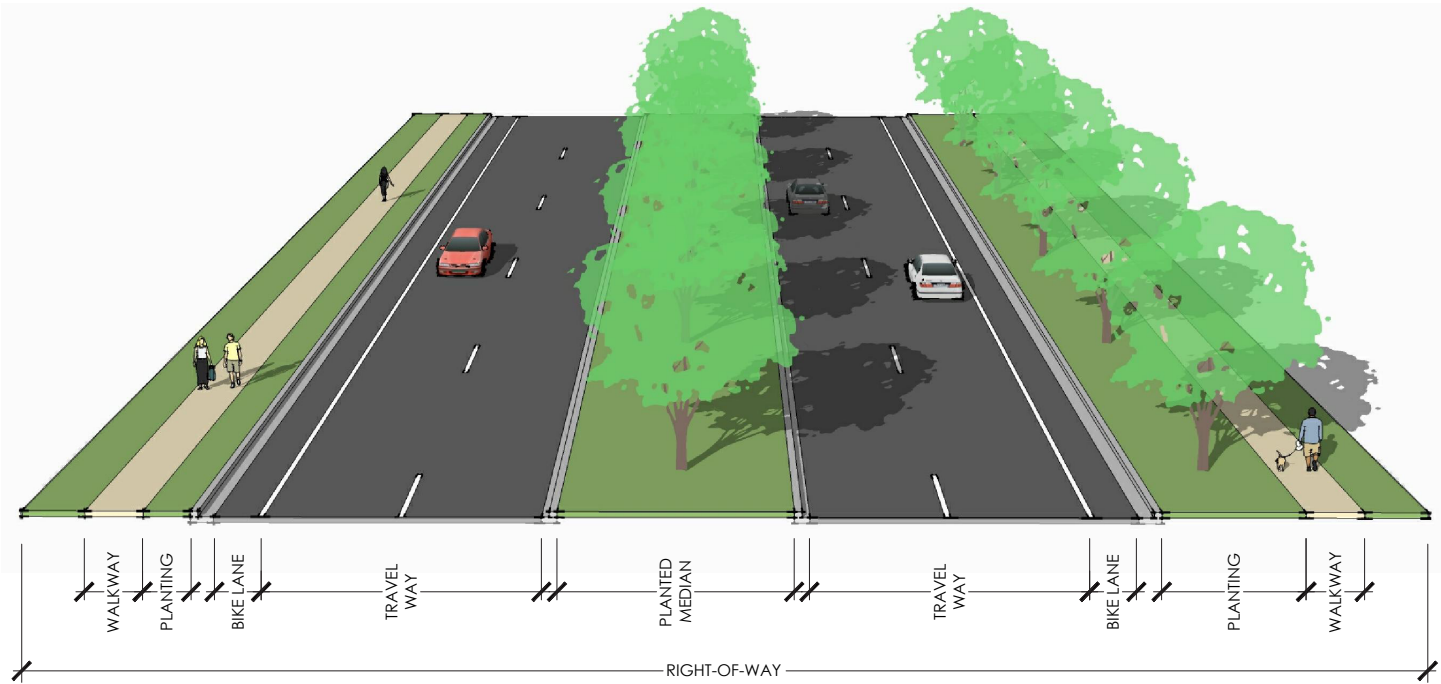
Figure 3.4.B

Boulevard Option 2

Boulevards are generally two- to four-lane divided thoroughfares.

- Typically, a two- to four-lane divided thoroughfare
- May be designed for up to 35-mile-per-hour speed limit.
- May include trees and landscaping in median and public frontages.
- Designed to accommodate pedestrian, bicycle, and small electric-powered vehicles.

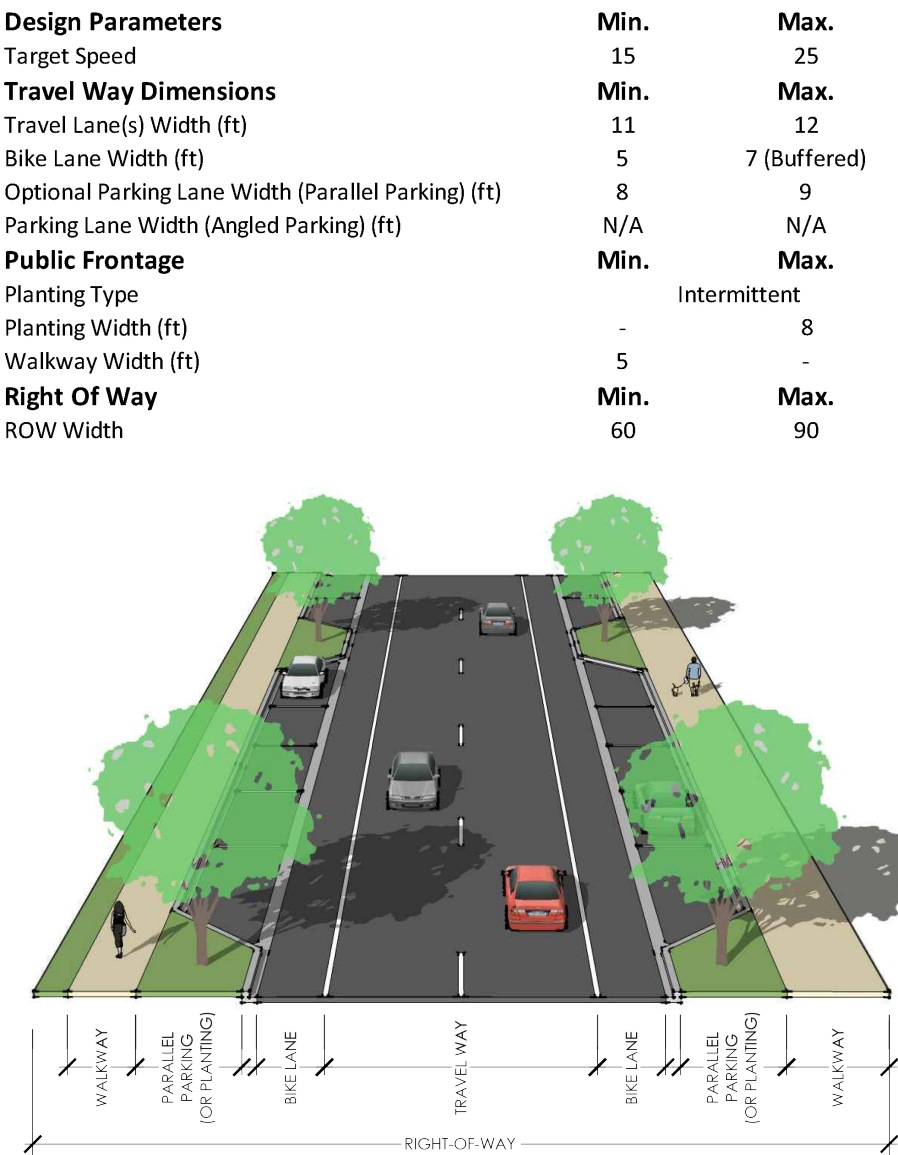
Design Parameters	Min.	Max.
Target Speed	15	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	14
Turn Lane Width	10	12
Bike Lane Width (ft)	5	7 (Buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted/Grass	
Planting Width (ft)	0	-
Walkway Width (each side) (ft)	5	-
Right Of Way	Min.	Max.
ROW Width	100	-



**Figure 3.4.C**  
**Mixed-Use Street A**

Mixed-Use Streets are generally free-movement local roadways that provide on-street parking for higher density areas, including shops, offices, multi-family buildings, and townhouses.

- Free-movement local roadway providing on-street parking for higher intensity uses including shops, offices, multi-family buildings, and townhouses.
- Typically, a two-lane undivided roadway.
- May be designed for 25-mile-per-hour speed limit.
- Designed for on-street parking (angled or parallel).
- Public frontages may include landscaped planters with vegetation.
- Designed to accommodate pedestrian, bicycle connectivity, and Neighborhood Electric Vehicles.



**Figure 3.4.D**  
**Mixed-Use Street B**

Mixed-Use Streets are generally free-movement local roadways that provide on-street parking for higher density areas, including shops, offices, multi-family buildings, and townhouses.

- Free-movement local roadway.
- May provide frontage and on-street parking for higher density uses including shops, offices, multi-family buildings, and townhouses.
- Typically, a two-lane undivided roadway.
- May accommodate parallel parking.
- May be designed for 25-mile-per-hour speed limit.
- Designed to accommodate pedestrian connectivity with sidewalks, separated from vehicular traffic with landscaping, as well as bicycles and Neighborhood Electric Vehicles.

<b>Design Parameters</b>	<b>Min.</b>	<b>Max.</b>
Target Speed	15	25
<b>Travel Way Dimensions</b>	<b>Min.</b>	<b>Max.</b>
Travel Lane(s) Width (ft)	11	12
Bike Lane Width (ft)	N/A	N/A
Optional Parking Lane Width (Parallel Parking) (ft)	8	9
Optional Parking Lane Width (Angled Parking) (ft)	N/A	N/A
<b>Public Frontage</b>	<b>Min.</b>	<b>Max.</b>
Planting Type	Intermittent	
Planting Width (ft)	4	-
Walkway Width (ft)	5	-
<b>Right Of Way</b>	<b>Min.</b>	<b>Max.</b>
ROW Width	54	80

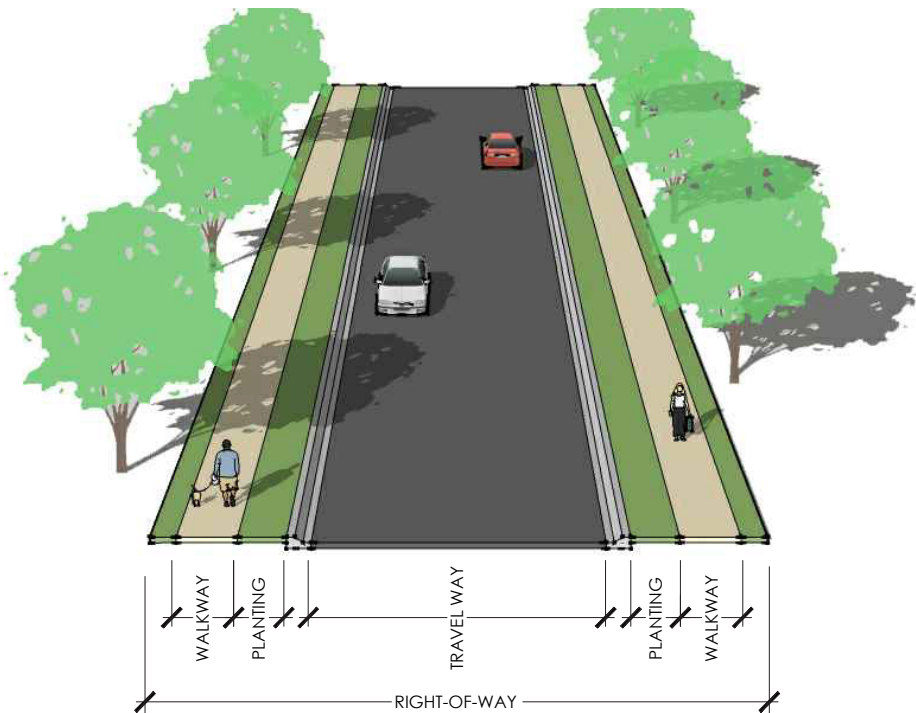


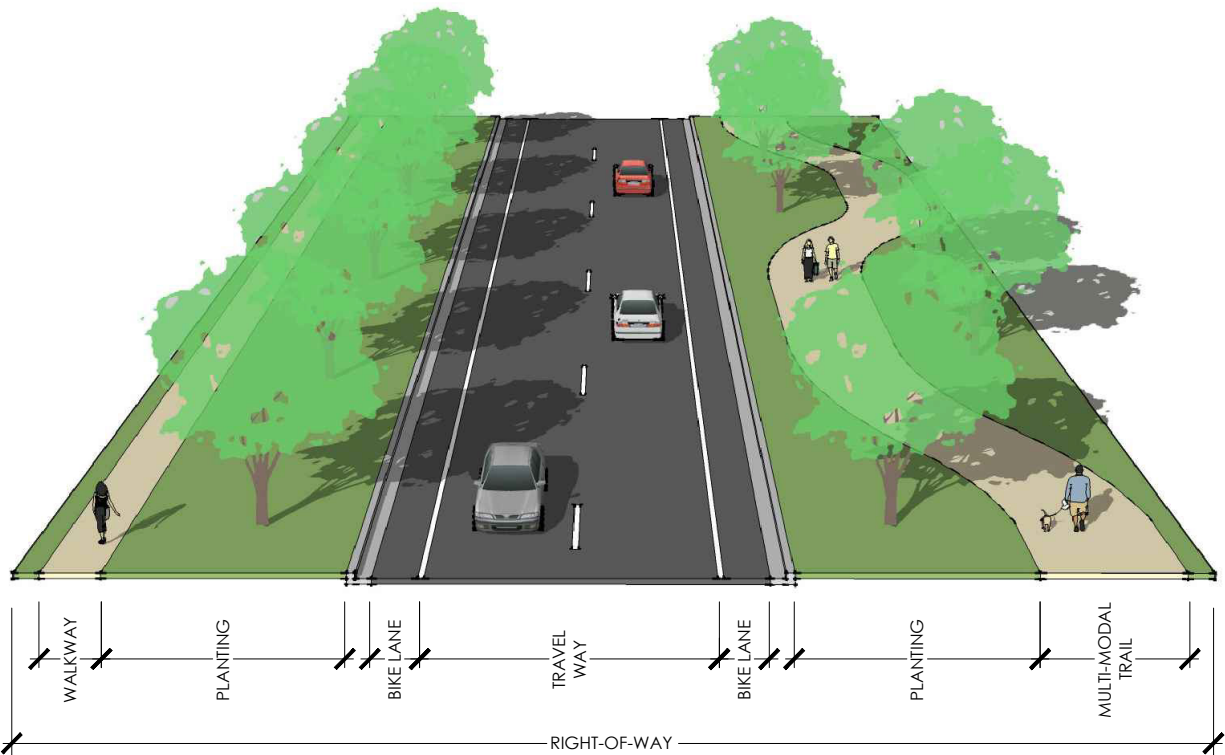
Figure 3.4.E

Avenue

Avenues are frequently used roadways, intended to connect neighborhoods to one another. They are typically free movement local roadways that provide circulation and connectivity to other areas of the community. Avenues are intended to divert higher traffic volumes away from residential neighborhoods while allowing for interconnectivity within the Village.

- Frequently used roadways, intended to connect neighborhoods to one another.
- Typically, a two-lane undivided roadway.
- Designed to accommodate pedestrian, bicycle, and Neighborhood Electric Vehicles (may be a trail).
- May be designed for 35-mile-per-hour speed limit.
- May be lined with canopy trees.

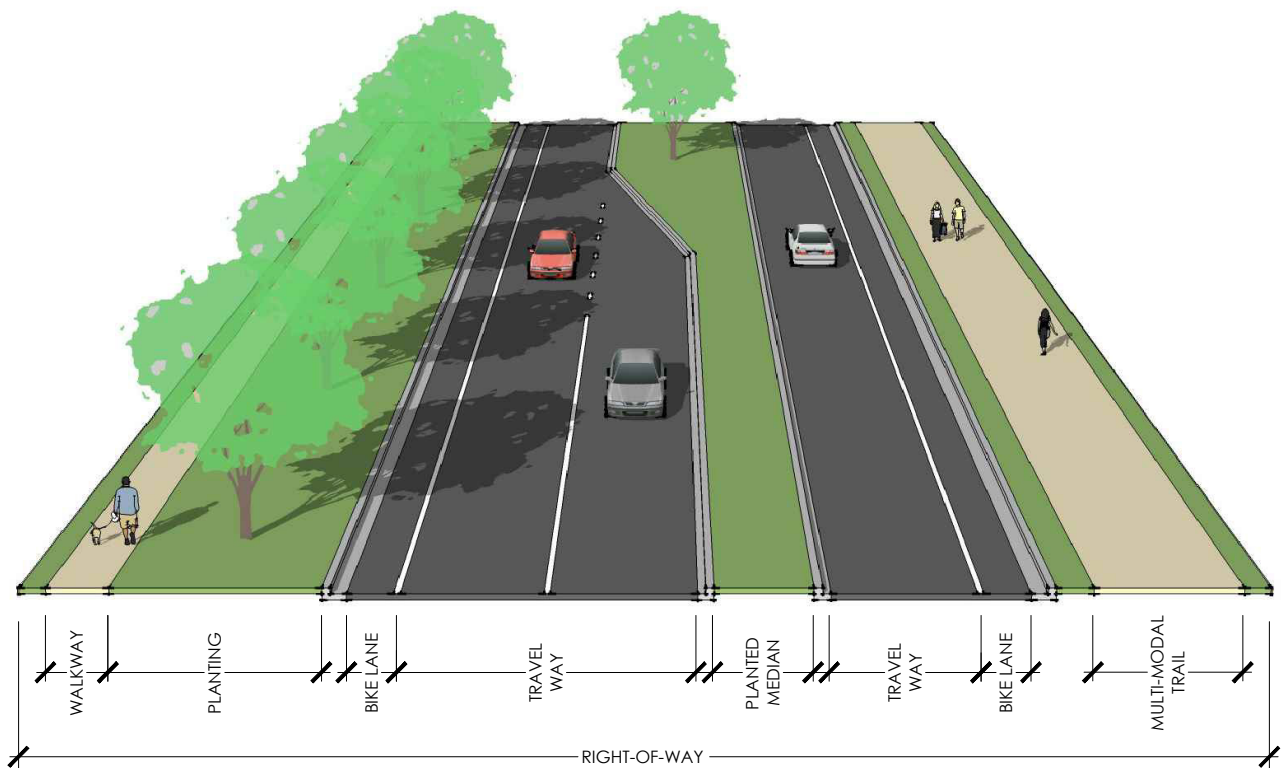
Design Parameters	Min.	Max.
Target Speed	25	35
<b>Travel Way Dimensions</b>	<b>Min.</b>	<b>Max.</b>
Travel Lane(s) Width (ft)	11	12
Optional Bike Lane Width (ft)	5	7 (Buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
<b>Public Frontage</b>	<b>Min.</b>	<b>Max.</b>
Planting Type	Planted/Grass	
Planting Width (ft)	4	-
Optional Walkway Width (ft)	5	-
Multi-Modal Trail Width (ft)	8	12
<b>Right Of Way</b>	<b>Min.</b>	<b>Max.</b>
ROW Width	50	100



**Figure 3.4.F**  
**Avenue At Intersection**

- Frequently used roadways, intended to connect neighborhoods to one another.
- Typically, a two-lane undivided roadway.
- Designed to accommodate pedestrian, bicycle, and Neighborhood Electric Vehicles (may be a trail).
- May be designed for 35-mile-per-hour speed limit.
- May be lined with canopy trees.
- Turn lanes are included to accommodate safe turning movements.

Design Parameters	Min.	Max.
Target Speed	25	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Turn Lane Width (ft)	10	12
Optional Bike Lane Width (ft)	5	7 (buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted	
Planting Width (ft)	4	-
Optional Walkway Width (ft)	5	-
Multi-Modal Trail Width (ft)	8	12
Right Of Way	Min.	Max.
ROW Width	60	120

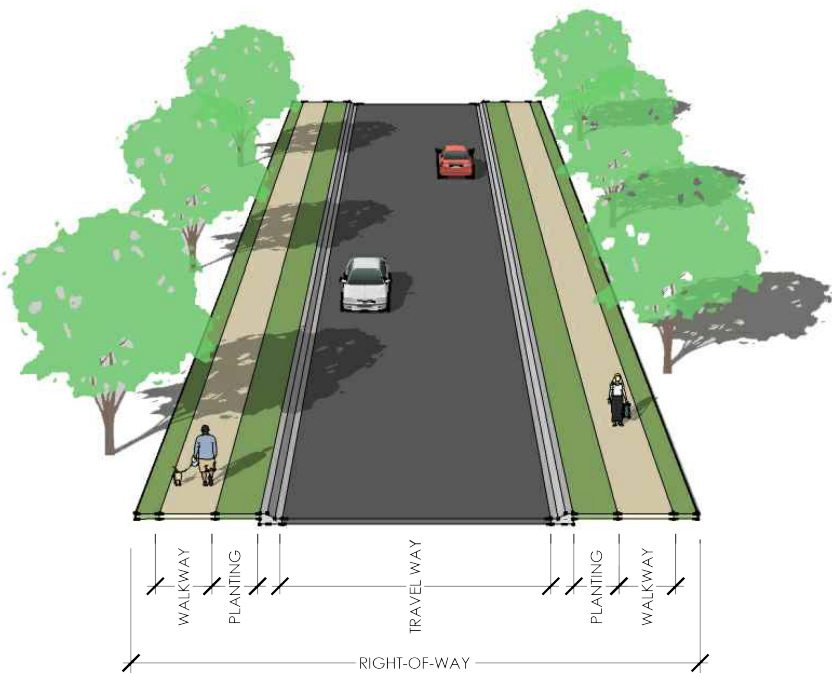


**Figure 3.4.G**  
**Residential Neighborhood Street**

Residential Neighborhood Streets are roadways intended for use in residential neighborhoods. They are intended to accommodate neighborhood vehicles, pedestrians, bicycles, and electric vehicles They are typically two-lane, undivided roads intended to link neighborhoods and neighborhood centers to avenues.

- Small-scale, slow movement local roadways suitable for neighborhoods.
- Typically two lanes, undivided.
- Link neighborhoods and Neighborhood Centers to avenues.
- May be designed for speed limits of up to 25-miles-per-hour, typically posted lower.
- Accommodates neighborhood vehicles, pedestrians, bicycles, and Neighborhood electric vehicles.

<b>Design Parameters</b>	<b>Min.</b>	<b>Max.</b>
Target Speed	15	25
<b>Travel Way Dimensions</b>	<b>Min.</b>	<b>Max.</b>
Travel Lane(s) Width (ft)	10	12
Turn Lane Width (ft)	N/A	N/A
Bike Lane Width (ft)	N/A	N/A
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
<b>Public Frontage</b>	<b>Min.</b>	<b>Max.</b>
Planting Type	Planted/Grass	
Planting Width (ft)	6	-
Walkway Width (ft)	5	-
<b>Right Of Way</b>	<b>Min.</b>	<b>Max.</b>
ROW Width	40	60



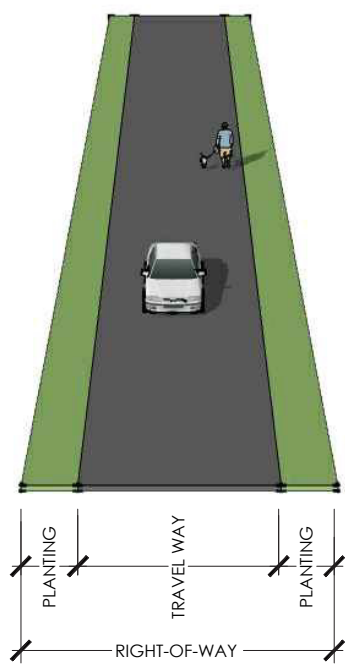
NOTE: Sidewalk only required along frontage of residential units.

**Figure 3.4.H**  
**Residential Neighborhood Alley**

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

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

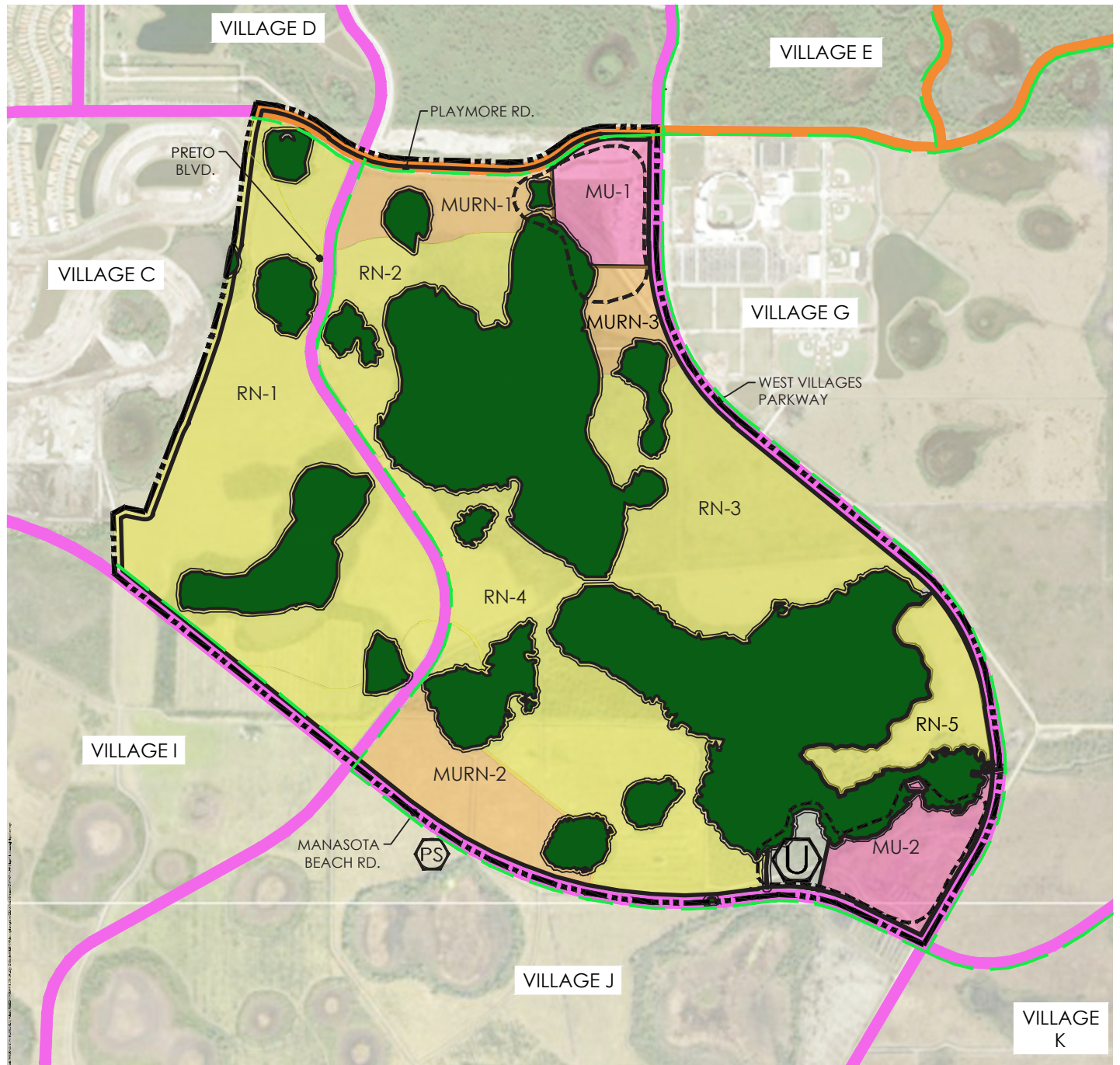
<b>Design Parameters</b>	<b>Min.</b>	<b>Max.</b>
Target Speed	N/A	N/A
<b>Travel Way Dimensions</b>	<b>Min.</b>	<b>Max.</b>
Travel Lane(s) Width (ft)	10	16
Turn Lane Width (ft)	N/A	N/A
Bike Lane Width (ft)	N/A	N/A
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
<b>Public Frontage</b>	<b>Min.</b>	<b>Max.</b>
Planting Type	N/A	N/A
Planting Width (ft)	N/A	N/A
Walkway Width (ft)	N/A	N/A
<b>Right Of Way</b>	<b>Min.</b>	<b>Max.</b>
ROW Width	15	25





### 3.4.2 Multimodal Trails

Multimodal Trails are designed in designated rights-of-way. They are intended to be 8-to 12-foot trails that blend with surrounding neighborhood centers with landscaping, native vegetation, and trees that are consistent with surrounding areas. Finally, the surface of the trail may vary from paved to other materials (i.e., mulch, shell, etc.).



VILLAGE F

- BOULEVARD
- MIXED-USE STREET
- 8'-12' MULTI-MODAL TRAIL
- VILLAGE CENTER BOUNDARY
- PS FIRE/POLICE STATION
- U UTILITIES

SCALE: 1" = 1250'

0' 625' 1250'

ROADWAYS AND PATHWAYS PLAN  
MANASOTA BEACH RANCHLANDS, LLLP  
DATE: 02/12/2020



## 3.5 Proposed Infrastructure Plan

Provisions have been made for water, wastewater, stormwater, and solid waste as required by the City of North Port's ULDC. The West Villages are already subject to the Principles of Agreement addressing the provision of major infrastructure to serve the existing and planned villages. The Principles of Agreement and Utility Agreement serve to meet the Developers Agreement requirements pursuant to the ULDC.

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

### 3.5.1 Water and Wastewater

As each Village is developed, an interconnected network of water and sewer infrastructure will be put in place to maximize efficiency and promote redundancy in the water and sewer systems. The current force main and sewer system has limited capacity available for use and will not support the full buildout of Villages E, F, and G. As such, a wastewater treatment plant is proposed adjacent to Village E near the intersection of Tamiami Trail and River Road to serve the West Villages. This plant is currently under construction and is expected to be operational by 2020. It is important to note that the option exists to reallocate available capacity in the sewer system based on development timelines. For example, the construction of the Atlanta Braves Spring Training Facility is expected to be complete by 2020, so the project will utilize a portion of the existing sewer system capacity.

The current water system can serve the full buildout of Villages E, F, and G. Through proper networking and interconnectivity, the existing water tower near the northeast edge of Village E can effectively provide sufficient pressure and flow to the water system for Villages E, F, and G at full buildout. The Utilities Agreement contemplates a water treatment plant for West Villages in the future. However, as stated, sufficient capacity exists within the system to serve Village F through the existing 16-inch water main on Tamiami Trail.

The primary irrigation source for Villages E, F, and G will be provided by the WVID from the new Wastewater Treatment Plant, supplemented through an agreement with the Englewood Water District, Sarasota County, and may be augmented through withdrawals from wells and surface waters as permitted by existing water use permits in the interim. The long-term service requirements of the West Villages are planned to be served with

centralized water and sewer systems, as well as a dispersed reclaimed water system.

The WVID will be required to design and construct water and wastewater treatment plants, then ultimately turn them over to the City to own and operate.

### 3.5.2 Stormwater Management

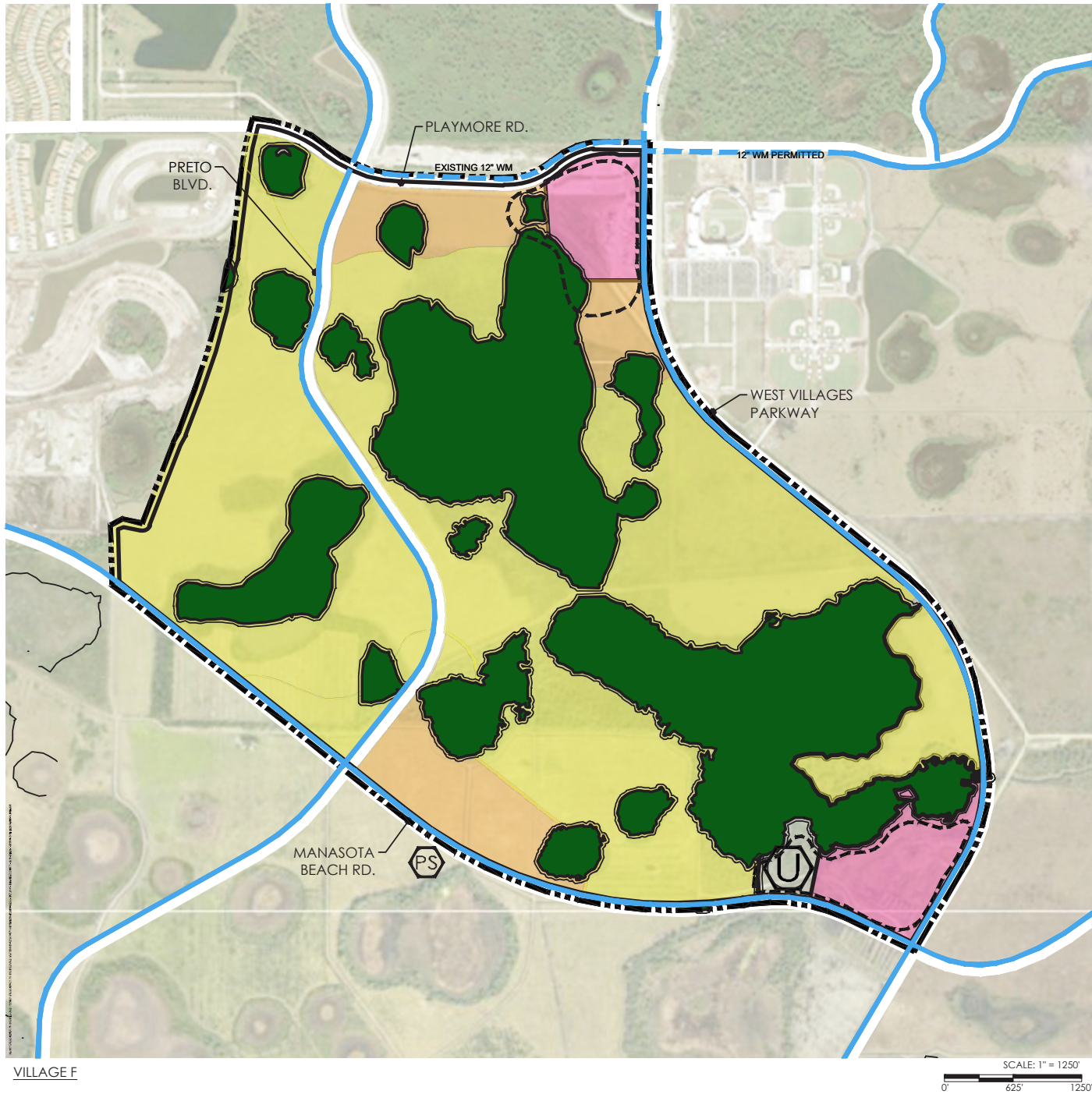
Stormwater will be retained in a system of lakes within the village. Ideally, the lakes will serve the village as a whole, including the individual areas and neighborhoods. The stormwater lakes are being sized to effectively accommodate stormwater demand for residential and non-residential uses. These features will serve as a community amenity. Specific lake size and topographic alterations will be developed as part of the next steps of the Village District planning process and construction plan development.

The VDPB permits the consideration of Low Impact Design (LID) strategies to address Stormwater management requirements in the West Villages.

### 3.5.3 Solid Waste

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

Figure 3.5.1.A  
Water System Plan



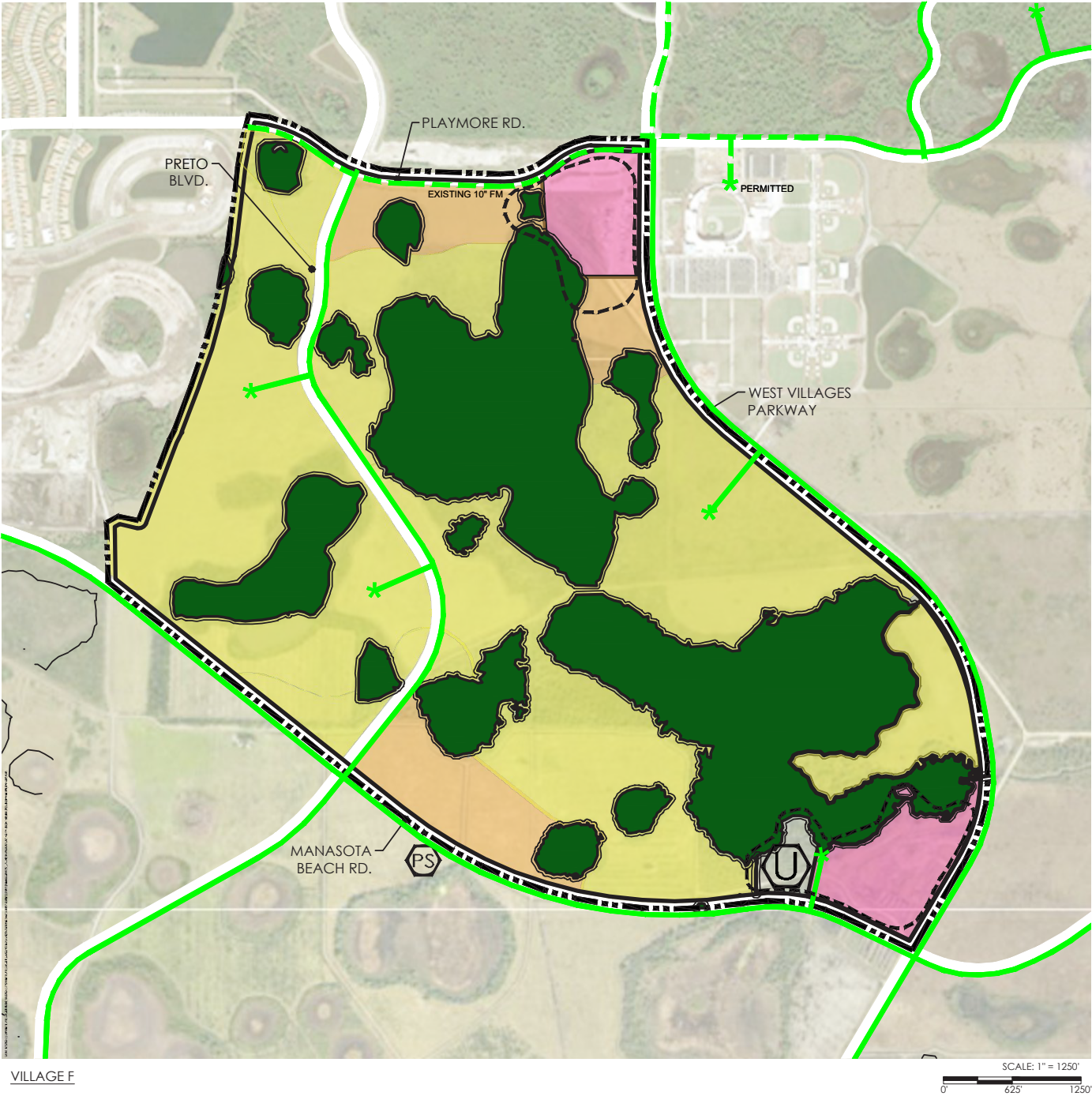
\*NOTE: SUBJECT TO FINAL REVIEW AND APPROVAL BY CITY  
STAFF DURING SUBDIVISION/INFRASTRUCTURE REVIEW.

- EXISTING WATER MAIN
- FUTURE WATER MAIN

VILLAGE F WATER SYSTEM PLAN  
MANASOTA BEACH RANCHLANDS, LLLP  
DATE: 01/07/2020



Figure 3.5.1.B  
Wastewater Systems Plan



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

- EXISTING FORCE MAIN (MAY BE RELOCATED OR ABANDONED)
- FUTURE FORCE MAIN
- LIFT STATION (APPROXIMATE LOCATION)

VILLAGE F WASTEWATER SYSTEM PLAN  
MANASOTA BEACH RANCHLANDS, LLLP  
DATE: 01/09/2020

## 3.6 Environmental Management Plan

### 3.6.1 Environmental Overview

Environmental Consulting & Technology, Inc. (ECT) has identified areas of native habitats and listed species that have potential to be impacted by the Village District Pattern Plan (VDPP) as required under Section 53-214(C)(9)(c)(iii) of the City of North Port (CONP) Unified Land Development Code (ULDC). The site analysis portion of the VDPP characterized native habitats and listed species associated with Village F, which contains a total of 836 acres of uplands and 272<sup>1</sup> acres of wetlands and surface waters. As noted in the site analysis, the jurisdictional extent of wetlands and surface waters were previously verified and approved by the Southwest Florida Water Management District (SWFWMD) pursuant to Formal Determination of Wetlands and Other Surface Waters Petition No. 42032522.000 issued on 16 August 2007. This jurisdictional determination expired in August 2012, but the Applicant is in the process of having SWFWMD reevaluate these wetland lines under a new formal wetland determination, which is still under review (SWFWMD Application No.'s 762220 and 762223). Therefore, the jurisdictional extent of wetlands and surface waters reflected in this VDPP are subject to change upon issuance of these formal determinations, in which case the new wetland lines will become binding for purposes of future development permitting.

Most of the uplands on this site are characterized by improved pasture that is used by cattle, but the site also contains expansive wetland systems and native upland habitats that encompass approximately 50% (415 acres) of the project area. Native habitats on site consist of freshwater marsh wetlands (FLUCFCS 641) with vegetated buffers that are characterized by pine flatwoods (FLUCFCS 411). These vegetated buffers are the only upland areas that haven't been converted to pasture with the exception of shrub and brushland (FLUCFCS 329) located on the east side of Village F. Most of the wetlands and portions of these vegetated buffers will be preserved as part of the greenway corridors. Native habitats and listed species that have potential to be impacted by the VDPP are summarized below.

### 3.6.2 Impacts to Native Habitats

As depicted on the Environmental Impact Plan (Figure 3.6.1.A), most development is expected to occur in uplands; however, some wetland impacts are inevitable to accommodate future roadway alignments and residential and commercial/retail uses. Although the wetlands will not be avoided in entirety, minimization efforts will be required during future site planning to comply with state and federal regulations. Since the VDPP is an early entitlement process, this Environmental Impact Plan only attempts to identify impacts that can reasonably be expected from future development. Final details pertaining to wetland impacts will be refined during future permitting efforts when site and grading plans are being developed, in which case wetland impacts could change. Below is an overview of impacts that are anticipated for upland habitats and wetlands.

#### Upland Habitats

In an effort to avoid and minimize wetland impacts, the uplands will be targeted for development. Since much of the uplands have already been converted to pasture, impacts associated with native upland habitats will only occur in the shrublands (FLUCFCS 329) and pine flatwoods (FLUCFCS 411) buffering the wetlands. At a very minimum, buffers measuring twenty-five (25) feet will need to be maintained around all wetlands to comply with SWFWMD regulations and will encompass these pine flatwood habitats. Expanded buffers will also be provided along the greenway corridors surrounding the larger wetland systems which will provide for additional preservation of native upland habitats.

#### Wetlands and Surface Waters

The Environmental Impact Plan (Figure 3.6.1.A) identifies approximately 3.65 acres of potential impacts to wetlands that can be reasonably expected as a result of roadway alignments and development associated with residential or commercial/retail uses, particularly where the small isolated wetlands are difficult to design around. The locations and/or acreages of these wetland impacts may change during future permitting efforts when detailed site plans are developed for these areas. Regardless of the extent of wetland impacts, avoidance and minimization efforts will be required before mitigation will be considered. Mitigation will need to be provided for unavoidable wetlands when no other reasonable alternative exists. Mitigation will be provided consistent with state and federal requirements to ensure no net loss of wetland functions and values and may consist of wetland enhancement, restoration, creation, preservation, or the use of a mitigation bank.

For all preserved wetlands, mandatory buffers<sup>2</sup> will be maintained around wetlands to avoid secondary wetland impacts consistent with SWFWMD criteria. Minor buffer encroachments may be necessary in some cases to accommodate roads, stormwater infrastructure, and rear grading of lots, but this will be revisited when detailed site plans are developed in support of future permitting.

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<sup>1</sup>All wetlands and surface waters are considered jurisdictional to the State with the exception of a 0.91-acre stormwater pond that treats runoff from West Villages Parkway

<sup>2</sup>15-foot min. width, 25-foot average width, per SWFWMD requirements

In addition to wetlands, approximately 7.31 acres of surface waters will likely be impacted to accommodate future development and roadway alignments. These surface waters are associated with ditches (FLUCFCS 513) and irrigation ponds (FLUCFCS 527), all of which are man-made. They are not considered native habitat because of the fact that they are man-made, nor is mitigation required for these features.

### 3.6.3 Impacts to Listed Species

ECT conducted a preliminary listed species survey as part of the site analysis to evaluate for state and federally listed species and no listed species were observed. However, since conducting the site analysis, ECT has spent a substantial amount of time on this site for the delineation efforts and has observed a total of three (3) listed species. Species observed in recent months (February - April 2018) include gopher tortoise (*Gopherus polyphemus*) burrows, bald eagles<sup>3</sup> (*Haliaeetus leucocephalus*), and Florida sandhill cranes<sup>2</sup> (*Antigone canadensis pratensis*). No other listed species were directly observed, but certain species are still recognized as having potential to occupy certain habitats on-site. Below is a summary of potential impacts the Proposed VDPP may have on listed species.

#### Gopher Tortoises

A few gopher tortoise burrows were observed in the shrublands community (FLUCFCS 329) on-site and are also expected to occur in the pine flatwoods. Prior to future construction, a 100% gopher tortoise survey will be required in accordance with Florida Fish and Wildlife Conservation Commission's (FWC) Gopher Tortoise Permitting Guidelines (Revised January 2017) to locate all tortoises and their burrows within the development footprint. Once all tortoises (and their burrows) are located, appropriate permits will be obtained from FWC to relocate tortoises off-site to an approved recipient site.

#### Eastern Indigo Snakes

No Eastern indigo snakes (*Drymarchon corais couperi*) or indications of their presence were observed during the preliminary survey, but their cryptic nature can make them difficult to detect. Eastern indigo snakes have potential to occur onsite as they can be found in nearly any wooded habitat throughout Florida including pine flatwoods, hardwood forests and hammocks. They are also a commensal species commonly

associated with gopher tortoise burrows. The potential for this species to occur on-site will be investigated further during the 100% gopher tortoise survey. Regardless of whether this species is observed, the Applicant will be required to follow the U.S. Fish and Wildlife Service's (USFWS) Standard Protection Measures for the Eastern Indigo Snake (August 2013) to minimize potential conflicts with this species during construction.

#### Sherman Fox Squirrel

No Sherman's Fox Squirrels<sup>4</sup> (*Sciurus niger shermani*) have been observed nor are they expected to occur on-site given the upland habitats are not suitable for this species. They generally inhabit open, fire-maintained forested upland communities such as longleaf pine, turkey oak, sandhills, and flatwoods. The pine flatwoods are not considered suitable habitat for this species since they are so overgrown as a result of fire suppression. Therefore, no adverse impacts are anticipated for fox squirrels.

#### Florida Scrub Jays

No Florida Scrub-Jays (*Aphelocoma coerulescens*) were observed nor does the site contain any suitable xeric scrub habitat or scrubby flatwoods. The pine flatwoods and shrublands on this site are highly overgrown from fire suppression and not considered ideal habitat for scrub jays.

#### Bald Eagles

Bald Eagles have been observed flying over the site on a frequent basis, which is expected since an active eagle nest is located approximately half a mile north of this site (on Village D). The eagles successfully nested this year (2017/2018) and two eaglets have been observed that just fledged the nest (in April 2018), but are still actively using the nest and surrounding areas. ECT has been actively monitoring the nest and has observed a lot of activity with the adults tending to their young who often scavenge for food on the surrounding lands. As a result, eagle sightings can be expected on Village F and other neighboring lands. Village F is well outside of the 660-foot protection zone of this nest. Therefore, future development on Village F is not expected to result in adverse impacts to bald eagles.

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<sup>1</sup>15-foot min. width, 25-foot average width, per SWFWMD requirements

<sup>2</sup>State Threatened

<sup>3</sup>Protected under the Bald and Golden Eagle Protection Act

<sup>4</sup>Federally Threatened

## **Southeastern American Kestrels**

Southeastern American Kestrels<sup>1</sup> (*Falco sparverious paulus*) have previously been observed on Village D to the north perched on power lines, but no kestrels have been observed on Village F. Furthermore, kestrel sightings on Village D occurred during the winter season when the non-listed northern subspecies (*Falco sparverious*) typically migrates to Florida. The kestrels on Village D were likely the non-listed species because no kestrels have been observed since the migratory season ended in April. ECT will continue to monitor for kestrel activity on Village F since it offers foraging opportunity, but ECT did not observe any suitable kestrel nesting sites. Therefore, future development on Village F is not expected to result in adverse impacts to kestrels.

## **Listed Wading Birds**

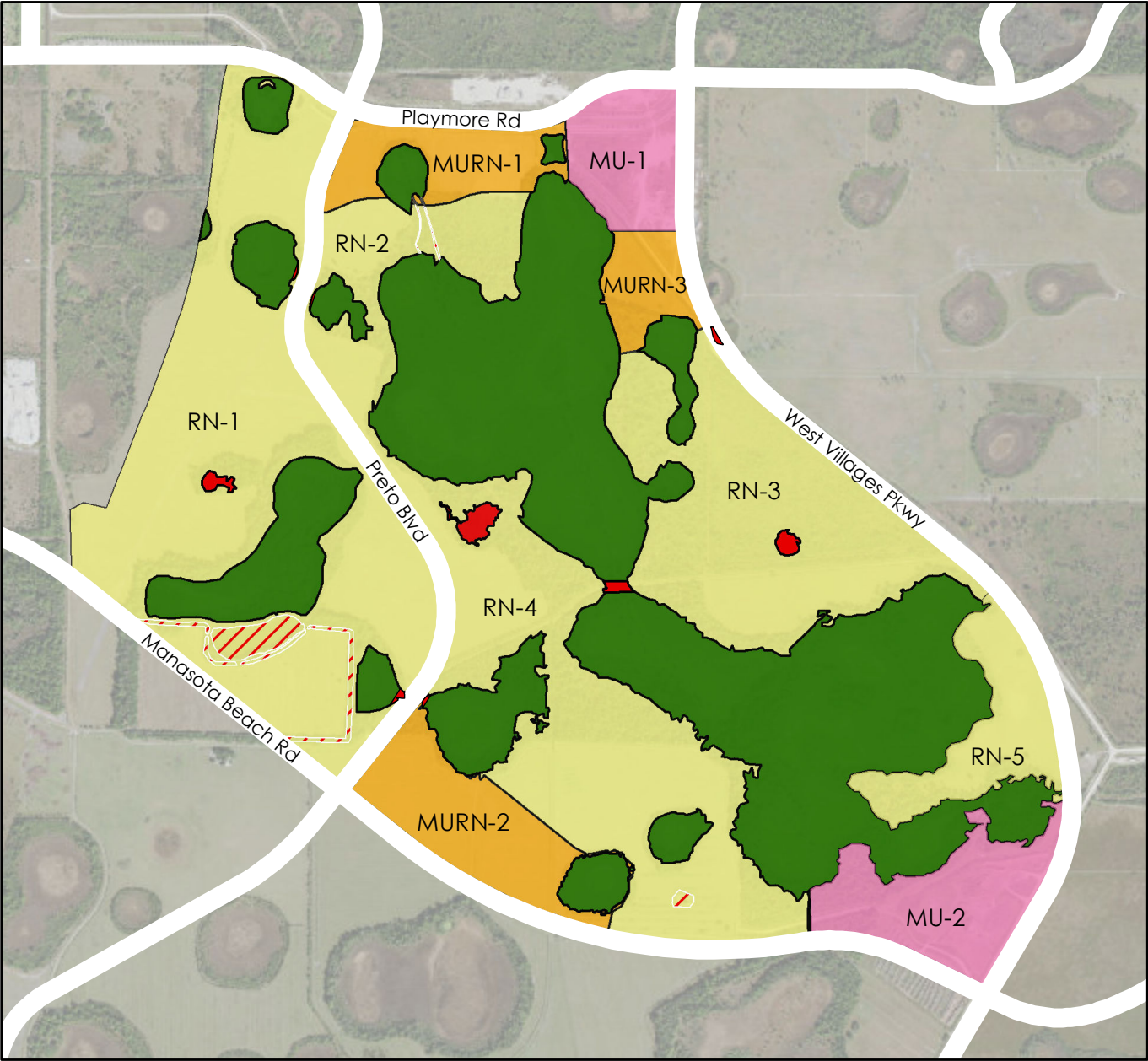
Florida Sandhill Cranes<sup>1</sup> have been observed on Village F, which is expected given the extent of wetlands and foraging opportunity in the pastures. Although no other listed wading birds were directly observed, wading bird use is expected given the amount of habitat on-site and the proximity of a nearby wood stork (*Mycteria americana*) colony located in the Myakka River two miles from the site. Development of this site is not expected to result in adverse impacts to wading birds since most of the wetlands will be avoided and any impacts that occur as a result of development will be mitigated. Furthermore, stormwater ponds will be created as part of future development which will provide substantial foraging opportunities for wading birds in addition to the habitat that already exists.

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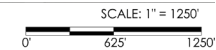
1. State Threatened



Figure 3.6.1.A  
Wetland Impact Plan



VILLAGE F



- WETLAND
- PRELIMINARY WETLAND IMPACT AREA
- PRELIMINARY SURFACE WATER IMPACT AREA

MANASOTA BEACH RANCLANDS, LLLP  
01/13/2020



## 3.7 Public Facilities Plan

### 3.7.1 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. A combined Transportation Impact Analysis for Village E, F, and G has been completed to predict the impacts of the three Villages on the transportation system and to identify improvements. The traffic impacts are based on the proposed village plan with an initial phase, Phase 1, to be completed in 2025 and a buildout year of 2032.

Because each Village will act as a separate project under the larger umbrella of the West Villages, the overall study area was based on the combined study areas of each Village (i.e. Village E, F, and G). The study area was based on the total buildout of the Villages and consists of arterial and collector roads where project traffic equals or exceeds five percent of the adopted two-way peak-hour service volume, as specified by the 2012 FDOT Generalized Service Volume Tables or Sarasota County's 2016 Generalized Level of Service Tables.

Per the criteria, 21 segments meet or exceed the five percent significance threshold for at least one Village. In addition to the roadway segments evaluated in the study area, intersections of regulated roadways within the study area were evaluated. The 20 regulated roadway intersections that were studied are listed below.

1. River Rd/I-75 NB
2. River Rd/I-75 SB
3. River Rd/Venice Ave
4. River Rd/Center Rd
5. River Rd/W Villages Pkwy
6. River Rd/US 41
7. River Rd/East River Rd
8. River Rd/Winchester Rd
9. River Rd/Pine St
10. Jacaranda Blvd/US 41
11. Woodmere Park Blvd/US 41
12. Venice E Blvd/US 41
13. Rockley Blvd/US 41
14. Preto Blvd/US 41
15. W Villages Pkwy/US 41
16. Ortiz Blvd/US 41
17. Biscayne Dr./US 41
18. Pan American Blvd/US 41
19. North Port Blvd/US 41
20. Tuscola Blvd/US 41

A transportation concurrency analysis was performed for the PM peak-hour. The transportation concurrency analysis identified roadway and intersection deficiencies for the existing, background, and total traffic conditions. Chapter 2011-139, Laws of Florida and Chapter 163.3180 of the Florida Statutes, as amended by HB 319, the necessary improvements to correct preexisting deficiencies shall be considered in place. A developer is only responsible for correcting those transportation deficiencies that are directly created by the addition of their project traffic. A summary of the background and project-related deficiencies is shown in Figure 3.7.1.A.

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

**West Villages Parkway:**

Current Terminus to Manasota Beach Road (4-lane divided)

**Preto Boulevard:**

US 41 to Manasota Beach Road (4-lane divided)

**Manasota Beach Road:**

River Road to western West Villages boundary (4-lane divided)

**Playmore Road:**

IslandWalk (Village C) to Village E (2-lane undivided)

## Figure 3.7.1.A

### Improvement Summary

Improvement Location	Background Improvements (Not Project Related)		Project Improvements		Villages E, F, & G Combined PM Peak-Hour Project Unit Threshold <sup>1</sup>
	Phase 1	Buildout	Phase 1	Buildout	
Roadway Segments					
River Rd from US 41 to I-75	Widen to 4-lane roadway				
US 41 from Jacaranda Blvd to Woodmere Park Blvd		Widen to 6-lane roadway			
US 41 from Woodmere Park Blvd to National Blvd				Widen to 6-lane roadway	3,600th unit
US 41 from National Blvd to Village E Driveway					2,500th unit
US 41 from Village E Driveway to the Myakka River					2,000th unit
Intersections					
River Rd/I-75 NB Ramps	Signalize				
River Rd/I-75 SB Ramps	Signalize			Add 2nd EB right turn lane	2,000th unit
River Rd/Venice Ave	Add 2nd NB/SB through lanes on River Road as part of roadway improvements				
River Rd/Center Rd					
River Rd/West Villages Pkwy					
River Rd/East River Rd				Signalize	3,600th unit
Jacaranda Blvd/US 41	Adjust phase splits and offset	Add 3rd EB/WB through lanes on US 41 as part of roadway improvements			
Woodmere Park Blvd/US 41	Add SB left turn phase, adjust phase splits and offset	Adjust phase splits		Add 3rd EB/WB through lanes on US 41 as part of roadway improvements	3,600th unit
Venice E Blvd/US 41	Signalize and add a southbound right turn lane				3,600th unit
Rockley Blvd/US 41					2,500th unit
Preto Blvd/US 41	Signalize				2,500th unit
West Villages Pkwy/US 41					2,500th unit
River Rd/US 41					2,000th unit
Ortiz Blvd & US 41		Change cycle length to 150 seconds and update phase splits and offsets			
Biscayne Dr & US 41					
Pan American Blvd & US 41					
North Port Blvd & US 41					
Tuscola Blvd & US 41					

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

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

Currently, the land uses at buildout are envisioned to consist of 1,800 dwelling units, 150,000 square feet of commercial, and 50,000 square feet of office. Future market conditions may dictate a different mix of residential, commercial, and office uses or the inclusion of a different type of use. The equivalency matrix (Fig 3.7.1.B) shows how different development types and intensities can be exchanged without increasing the trip generation from the site.

Land use exchanges will be limited to non-residential uses, until such time that all residential units within the West Villages (16,400) have been exhausted. A tracking chart, prepared by the Master Developer, will be submitted with a request for a Land Use Exchange, to confirm entitlements for Village F. These land use exchanges will be approved administratively up to the entitled 16,400 units while maintaining the area's assigned density.

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

CHANGE FROM:	CHANGE TO:						
	270: Residential Planned Unit Development	310: Hotel	445: Multiplex Movie Theater	492: Health/Fitness Club	495: Recreational Community Center	710: General Office Building	820: Shopping Center
	270: Residential Planned Unit Development	2.818 room/du	0.126 ksf/du	0.176 ksf/du	0.226 ksf/du	0.416 ksf/du	0.167 ksf/du
	310: Hotel	0.355 du/room	0.045 ksf/room	0.062 ksf/room	0.08 ksf/room	0.148 ksf/room	0.059 ksf/room
	445: Multiplex Movie Theater	7.919 du/ksf	22.318 room/ksf	1.391 ksf/ksf	1.792 ksf/ksf	3.295 ksf/ksf	1.323 ksf/ksf
	492: Health/Fitness Club	5.694 du/ksf	16.045 room/ksf	0.719 ksf/ksf	1.288 ksf/ksf	2.369 ksf/ksf	0.951 ksf/ksf
	495: Recreational Community Center	4.419 du/ksf	12.455 room/ksf	0.558 ksf/ksf	0.776 ksf/ksf	1.839 ksf/ksf	0.739 ksf/ksf
	710: General Office Building	2.403 du/ksf	6.773 room/ksf	0.303 ksf/ksf	0.422 ksf/ksf	0.544 ksf/ksf	0.402 ksf/ksf
	820: Shopping Center	5.984 du/ksf	16.864 room/ksf	0.756 ksf/ksf	1.051 ksf/ksf	1.354 ksf/ksf	2.49 ksf/ksf

1. Land use changes are based on the peak-hour of adjacent street traffic, one hour between 4 and 6 PM.

2. Equivalency factors are based on the ITE Trip Generation Manual 9th Edition average rate for each land use.

3. du = dwelling unit; ksf = 1,000 square feet.

Village E, F, and G will have internal connections to West Villages Parkway, Preto Boulevard, Manasota Beach Road, and Playmore Road. The number and location of those connections is not known at this time. In addition, Village E will have a connection to US 41, and Village G will have a connection to River Road. Operational analyses to determine turn lane requirements at the project access points were not evaluated as part of this analysis due to the uncertainty of the number, location, and amount of development accessing each driveway connection. The access analysis will be deferred and completed as part of each project's site plan submittal.

If intersection improvements are required to support background growth and other future developments in the general vicinity, they may be funded and constructed by public agencies or other developments in the area, or as part of private partnerships between development entities.

### 3.7.2 Schools

Residential development contemplated for Village F has the potential to add school-aged children to the population of West Villages. This property is primarily located in the Taylor Ranch Elementary, Venice Middle School, and Venice High School attendance zones, among others.

In consideration of the long-range development of West Villages and the demands it may place on existing schools, the owners of West Villages entered into a Real Property Dedication Agreement with the School District of Sarasota County on October 6, 2016. This agreement memorializes the owners' completed conveyance of 60+/- acres of property, having frontage on West Villages Parkway and generally located northeast of Village F.

The School Board is entitled, but not obligated, to construct Educational Facilities on the donated land, and may construct an elementary school, middle school, high school, or any combination of such schools as a shared campus. In exchange, the owners are entitled to Educational System Impact Fee Credits, as described in the Agreement.

School concurrency review will occur at time of plat, plan, or functional equivalent, in accordance with the requirements of the Sarasota County School Board Policy, the Interlocal Agreement for Public School Facility Planning (as amended), and Objective 1.6, and Policy 1.6.1 of the City of North Port Comprehensive Plan, as applicable.

### 3.7.3 Fire and Police Protection

The proposed village design will include sufficient water supply lines and infrastructure to provide the required fire flows and pressures. Fire hydrants will be appropriately located and readily available for fire protection. The West Villages Index Map depicts the 9 alternative future fire station locations necessary to serve future development.

The City of North Port and Sarasota County currently have an interlocal agreement for County fire services. Sarasota County Fire Station #26 is located adjacent to the State College of Florida campus, west of this village, and accessed from US 41. The City also provides services from its Station #82, located at the Old City Hall, currently Dallas White Park. Normal protocol for Firefighters/EMTs is to respond to emergencies, regardless of political boundaries.

Residential neighborhoods within the Village are anticipated to have gated entrances or other security features. These elements are expected to minimize demand for police presence.

The City's Police Department is currently headquartered on City Hall Boulevard next to City Hall. Normal protocol for officers involves the continuous patrolling of various sections of the City while concurrently dispatched to emergency calls.

### 3.7.4 Transit

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

The Sarasota County Area Transit (SCAT) has bus #9, a fixed-route which traverse Tamiami Trail, linking the City of North Port to the City of Venice, where riders may transfer to buses that reach the City of Sarasota. Route #9 begins service at the intersection of Tamiami Trail and Sumter Boulevard and takes approximately 55 minutes to reach the intersection of East Tampa and US 41 Business. State College of Florida, south of US 41 and north of Village F, has one transit stop on route #9.

Future transit routes and stops within Village F will be coordinated with SCAT during future thoroughfare roadway design. At a minimum, design for transit stops and/or bus shelters will follow the design criteria established by SCAT.

### 3.7.5 Hurricane Evacuation

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

The majority of Village F is located in Evacuation Level Zone C, with portions in Evacuation Level Zone B.

In the event of an evacuation order for a Category two (2) or three (3) storm, residents will be required to evacuate. For that reason, civic structures, schools, clubhouses and other structures are not proposed to be designed as hurricane shelters. Rather, residents will be required to evacuate.

The primary evacuation route from West Villages is I-75, from either River Road or Jacaranda Boulevard.

River Road is considered the "Englewood Interstate Connector (EIC)" and serves as a major hurricane evacuation route for

both Sarasota and Charlotte counties. The Florida Department of Transportation (FDOT) will improve four miles of River Road from I-75 to West Villages Parkway and Sarasota County will improve the section between West Villages Parkway and US 41. Sarasota County has designed and plans to construct a six-lane improvement project for River Road from Tamiami Trail North to Center Road and four lanes from Center Road to I-75.

### **3.7.6 Solid Waste**

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

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

## 3.8 Miscellaneous Performance Standards

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

### 3.8.1 Perimeter Walls

Perimeter walls are permitted within any commonly-owned open space tract or right-of-way within the village. These walls provide identity and definition to different uses and spaces that they separate. In addition, these walls provide separation, safety, and tranquility for various uses and outdoor spaces in and out of the village. Appropriate locations for such walls are around the village edges, within the Village Greenbelt, along neighborhood boundaries, along Village Center boundaries, and around any use within a neighborhood or Village Center. Village Perimeter Walls may be permitted up to ten (10) feet in height, exclusive of any berm. Village Perimeter Walls must be constructed primarily as masonry walls, and may be accented with wood or wrought iron, upon approval of the WVRC.

### 3.8.2 Utility Facilities

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

### 3.8.3 Temporary Model Homes/Sales Center

Model homes and sales centers shall be permitted anywhere within Village F. Model homes and sales centers may continue to operate until such time as all residences have been initially sold. Model homes/sales centers shall be permitted to include all functions that may be associated with residential sales transactions. Model homes/sales centers may be constructed prior to final certification of all infrastructure in the phase, with approval of the Building Official.

Up to ten (10) model homes and twenty (20) parking spaces may be constructed in each neighborhood, upon approval of an Infrastructure Plan, identification of a water source, and provision of stabilized access. Parking spaces and model homes shall be landscaped in accordance with this VDPP. Upon completion of sales, parking spaces shall be removed.

### 3.8.4 Open Space

Minimum open space criteria shall be established for each area within Village F, as shown on Figure 3.3.A, Development Standards.

Open space areas include, but are not limited to, the following:

- Buffers
- Landscaped areas in off-street parking areas
- Dry detention areas
- Existing or proposed bodies of water, including stormwater management areas, consistent with the ULDC
- Active and passive recreation areas, such as playgrounds, golf courses, multimodal trails, and other similar open spaces
- Interior landscaped areas within commercial and mixed-use areas
- Building perimeter landscaping
- Pedestrian oriented hardscape areas such as plazas and outdoor dining spaces where pervious materials are used

### 3.8.5 Lighting

In addition to the lighting design standards outlined in the VDPB, Residential Neighborhoods within Village F may, as an alternative to Metal Halide Lighting, use a High-Pressure Sodium Vapor (HPSV) or LED as a softer lighting source. To minimize glare, use of LED lighting shall be at appropriate locations and appropriate intensities, depending on application, as approved by the WVRC. Village F may also utilize the standard poles and fixtures provided by FPL. Sidewalks located along roadways are considered part of the roadway and will comply with the lighting requirements of the adjacent roadway. Other sidewalks will be illuminated per the Pedestrian Pathway Lights standards, per the VDPB, or may be unlit.



## 3.9 Village F Mixed-Use Design Standards

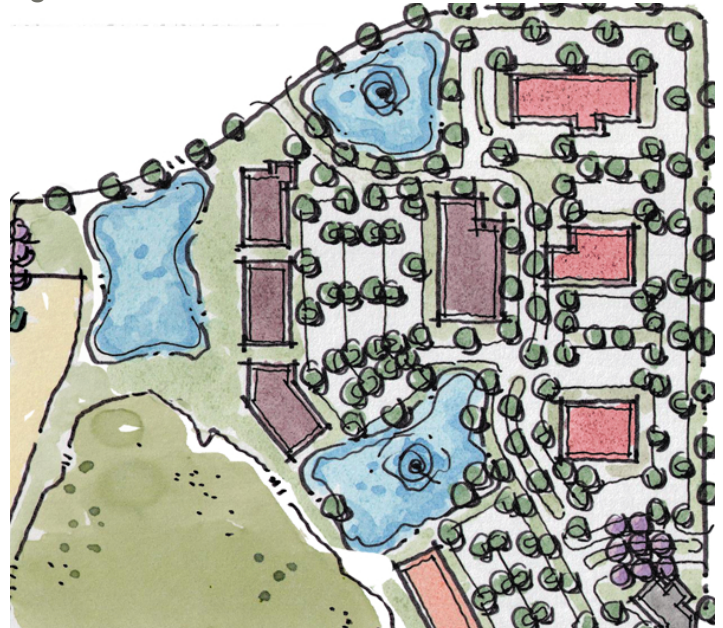
The architectural fabric for West Villages is intended to provide a unique community experience that draws its architectural context from the local identity. The elements in the overall architectural arrangement are designed to encourage individuality. There will be multimodal trails, pedestrian paths and an integrated roadway network connecting neighborhoods to nearby commercial areas. The integrated multimodal network will help to establish a sense of community. With the development of Mixed-Use Areas, each developer/tenant is encouraged in its design efforts to creatively develop a community atmosphere with canopy overhangs, transoms and signage personalities that will reflect individual product presentation, while retaining the integrity of the overall project.

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

The objectives for Village F Mixed-Use development include:

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

Figure 3.9.B



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

Figure 3.9.A

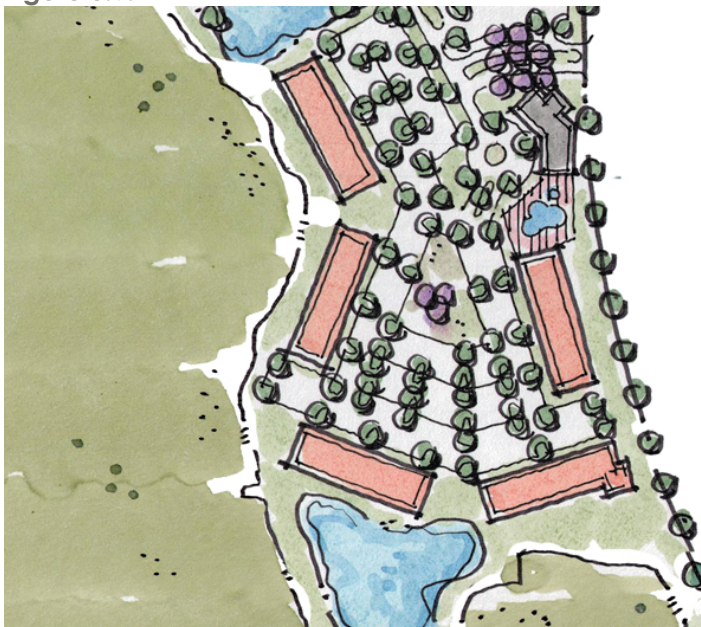


Figure 3.9.C



### 3.9.1 Site Development

Re-platting, subdividing, and establishing required utility easements will be subject to the review and approval, and the requirements of the governing agencies, utility companies, etc.

Design should be conscious of providing an open space network of pedestrian walkways, open areas, and buffers throughout the site. This open space network should be designed to promote and provide pedestrian/bicycle access from the public and private streets to individual buildings.

Connections and transitions to and from adjacent and nearby properties shall be provided through the use of the multimodal transportation network, as well as appropriately located plazas, public spaces and landscape materials both around the structure and throughout the site.

Areas on site that are not devoted to structures, pedestrian areas, or paved vehicle use areas, must be landscaped and irrigated per the minimum standards in the Landscape and Irrigation Standards Section of the VDPB and/or these Standards. Where conflicts exist, these standards shall govern. A continuous concrete curb shall protect all landscaped areas adjacent to roads and parking areas unless Low Impact Development methods are being used.

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

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

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

All air-conditioning units, mechanical equipment, etc., whether roof-mounted or ground-mounted, shall be located to minimize noise impacts and contained or shielded to minimize visibility, as determined by the WVRC. All ground mounted air-conditioning units shall be screened with a minimum 3' hedge.

For non-residential uses, provisions may be made through site design, to provide adequate space for service and delivery vehicles to park at the rear of buildings, where physically possible. For buildings that are within 10 feet of an interior roadway that provides on-street parking (i.e., Mixed-Use Street,

see Fig. 3.4.C and Fig. 3.4.D), the available on-street parking may be utilized for service and delivery vehicles where no other alternative exists.

The use of decorative paving is permitted within the project. Suggested finishes and products include colored concrete, concrete pavers, stamped concrete, brick pavers, or natural stone suitable for outdoor/pedestrian application.

Site clearing shall be permitted upon approval of appropriate development order for:

- (i) Plat
- (ii) Minor site and development plan.
- (iii) Major site and development plan.
- (iv) Subdivision plan, infrastructure areas only.
- (v) Special exception approval.

### 3.9.2 Non-Residential Signage Standards

Except for traffic control signage in conformance with the requirements of regulatory agencies and Manual on Uniform Traffic Control Devices (MUTCD) and public purpose signage on West Villages Improvement District Property and rights-of-way, no signs, either permanent or temporary, shall be erected or displayed on the property, or any building, structure, or window, unless the placement, character, form, size, and time of placement of such sign comply with the standards or comparable standards approved by the West Villages Review Committee (WVRC). In case of conflicts, these VDPP requirements shall apply. The West Villages Improvement district shall issue approvals for any proposed signs on its roads or right-of-way.

Building wall signs, logos, and insignia will receive review of the following elements:

1. size,
2. style
3. types
4. placement

National logos, flags, or insignias will be allowed, provided they are sized, executed, placed, and out of the sight triangles.

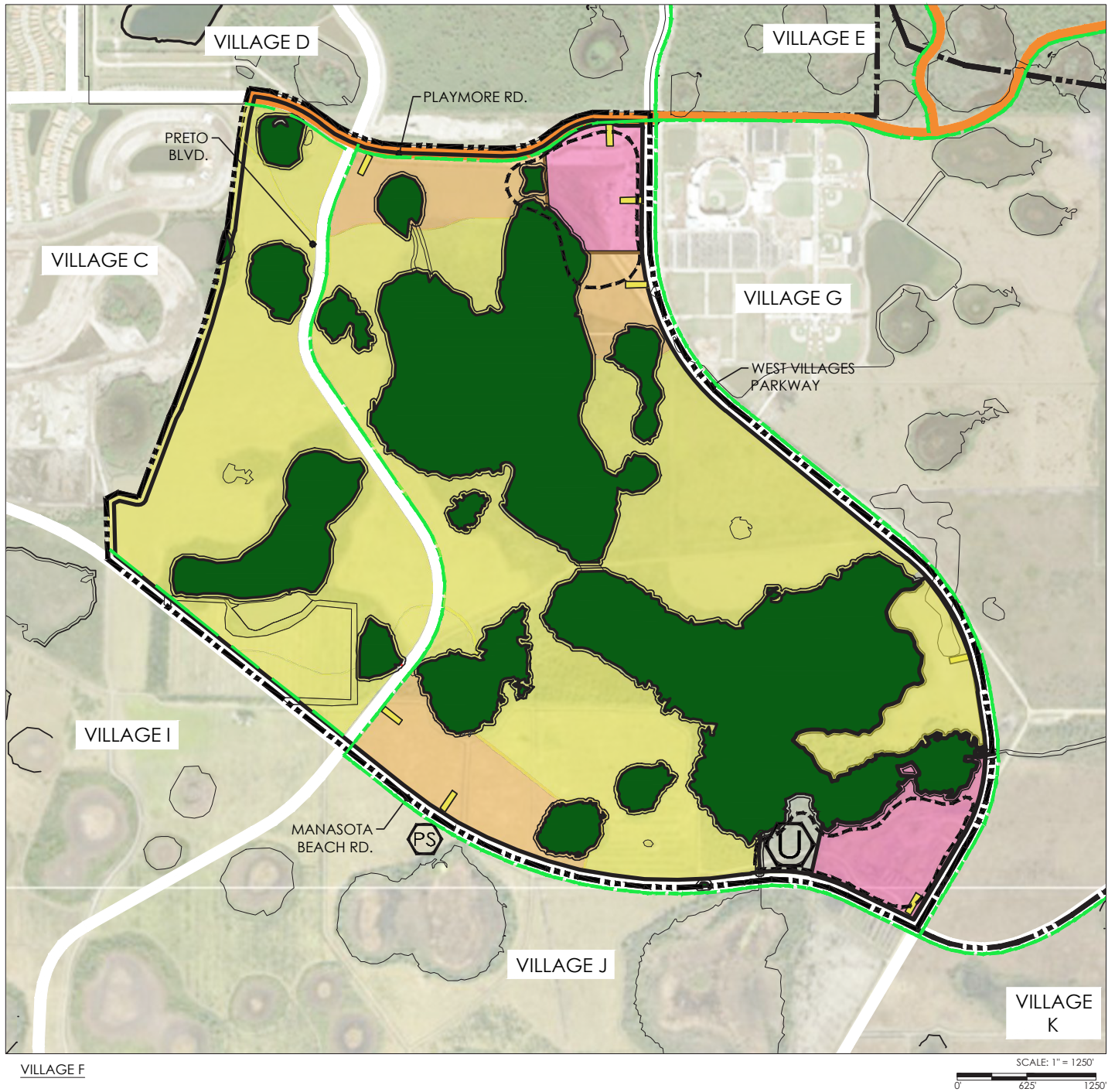
Building sign design shall be submitted in accordance with the Sign Criteria.

Signs shall be either internally illuminated or externally illuminated. No exposed fluorescent exterior illumination shall be allowed.

The WVRC shall review and approve all logos, flags, and insignia. They shall determine color palate consistency and compatibility of the architectural finishes for signs, in order to ensure overall theme, as well as compatibility between buildings and signage.



Figure 3.9.2.A Conceptual Free Standing Sign Plan



\*NOTE: ADDITIONAL CONNECTIONS TO WEST VILLAGES PKWY, MANASOTA BEACH RD, AND PLAYMORE RD MAY BE CONSTRUCTED AND WILL BE EVALUATED AT TIME OF SITE DEVELOPMENT APPLICATION

- MIXED-USE
- MIXED-USE RESIDENTIAL NEIGHBORHOOD
- RESIDENTIAL NEIGHBORHOOD
- GREENBELT/WETLANDS
- VILLAGE BOUNDARY
- VILLAGE CENTER BOUNDARY
- 8'-12' MULTIMODAL TRAIL (GREENBELT)
- PS FIRE STATION

CONCEPTUAL FREE STANDING SIGN PLAN  
MANASOTA BEACH RANCHLANDS, LLLP  
DATE: 01/07/2020

Sign types and associated permitted square footage of sign face are permitted for each lot, parcel, or building and each lot, parcel, or building shall be entitled to erect each sign type.

## Pylon Signs:

Maximum number of Pylon Signs in Mixed-Use Residential Neighborhood 1:

- 1 Sign

Maximum number of Pylon Signs in Mixed-Use Residential Neighborhood 2:

- 2 Signs

Maximum number of Pylon Signs in Mixed-Use Residential Neighborhood 3:

- 1 Sign

Maximum number of Pylon Signs in Mixed-Use Area 1:

- 2 Signs

Maximum number of Pylon Signs in Mixed-Use Area 2:

- 2 Signs

Maximum Height of Pylon Signs:

- 18 feet

Sign Area:

Pursuant to the ULDC, Pylon signs shall be permitted a maximum of seventy-five (75) square feet for a building up to one hundred fifty (150) feet in length. For buildings over one hundred fifty (150) linear feet, the sign area shall be 0.50 square feet of sign area per linear foot of building frontage. Maximum sign area for Pylon signs shall be one hundred twenty (120) square feet.

## Monument Signs:

Monument signs in Mixed-Use Residential Neighborhoods and Mixed-Use Areas: 1 monument sign (maximum height of 10 feet) per outparcel.

Sign Area

Monument signs shall be permitted a maximum of 100 square feet per sign face.

## Changeable copy/electronic signs

Shall be permitted as part of a pylon and/or monument sign, as determined by the WVRC. The changeable copy portion of the sign shall be included in total sign area calculations and the electronic portion shall measure up to 60% of the permitted

sign area, or as permitted by the ULDC, whichever is greater. Signage shall be reviewed and approved by the WVRC.

## Building Signs

The following parameters apply to building signs. Local authority review, approval, and permitting is also required.

All storefront signage and graphics are to be reviewed and approved by the WVRC. All sign packages shall include locations, sizes, colors, style of lettering, materials, types of illumination, installation details, and logo design.

- a. No roof-mounted signs are permitted.
- b. "Box" or "can" type signs are not permitted.
- c. Store identification signs may include trade name. Any crest, shield, logo, or other established corporate insignia is permitted and shall be included within the allowable sign area.
- d. Any sign, notice, or other graphic display, particularly self-illuminated signs, located in the interior of the premises and easily legible from the exterior, except those which are required by applicable laws, codes, ordinances, or regulations, are permitted, upon approval of the WVRC.
- e. All attachment devices, wiring, clips, transformers, lamps, tubes, bulbs, lighting sources, manufacturer's labels or plates, and other mechanisms required for signage shall be concealed from public view.
- f. Letters may be interior-illuminated with lamps contained entirely within the depth of the letter.
- g. Any structure containing one (1) or more nonresidential occupants shall be allowed to display wall signs as follows:
  1. Maximum of four (4) wall signs for that portion of the building that is leased/owned by a tenant/occupant, which is visible and/or accessible to the public. Maximum cumulative sign area shall be calculated as follows: ten percent (10%) of the surface area of the exterior wall included in an occupant's individually leased or owned premises, up to a maximum sign area of one hundred (100) square feet.

- a. The following types of storefront signs will be permitted:
  - Individual dimensional work or metal back-lit ("halo effect") letter. These letters must be a

## Peripheral Parcel Identity Monument Sign

minimum of 6" in height.

- Internally-illuminated channel letters with opaque metal sides and translucent plastic faces. Letters must be at least 6" high; or
  - Exposed neon tubes forming letters and/or logo may be used in a decorative, as well as informative, manner.
- h) No exposed neon cross-over, raceways, ballast boxes, or transformers will be permitted for wall-mounted signs. Raceways needed to support otherwise floating letters (not mounted to a wall) shall be painted to match the adjacent building. All penetrations of the building structure required for sign installation shall be sealed in a watertight condition and shall be patched to match adjacent finish.
- i) Sign company names or stamps must be concealed.
- j) The following types of signs and sign components and devices shall not be permitted unless otherwise approved by the WVRC:
- Boxed or cabinet type, except where totally recessed,
  - Cloth, paper, cardboard, and similar stickers or decals around or on the exterior surfaces of the storefront
  - Exterior changeable letters or signs
  - Signs painted directly on the storefront sign band

### Project Identity/Monument/Community Entrance Signs

A sign constructed on the ground with a continuous footing or foundation with the base at grade. This may be for residential or non-residential development.

Monument/Community Entrance signs may include tenant or development name, dependent on location.

**Area:** Maximum of 100 square feet per sign face.

**Location:** 1 monument sign (maximum height of 10 feet) per outparcel in Mixed-Use Areas.

Entry features for residential development shall be allowed on both sides of community entrances or as monumentation within a central island. Final locations shall be approved by the WVRC.

Monument signs shall be permitted. These monument signs may be internally or externally illuminated, as approved by the WVRC.

#### a. Entrance Features

1. All entrance features shall correspond with the theming of the development, as approved by the WVRC.
2. Select colors that are compatible with exterior colors, as approved by the WVRC. Keep color scheme simple, and avoid combinations of primary or Day-Glo colors.

#### b. Wayfinding

1. Wayfinding signs shall be consistent with the overall development theme. These signs shall be a maximum of twenty (20) square feet in copy/graphic area and a maximum of ten (10) feet in height.

#### c. Directional Signs

1. Directional signs, symbols, or devices relating to traffic, parking, public services, facilities, or warnings on private property include, but are not limited to, "entrance", "exit", "slow", "no trespassing", "restrooms", and "telephones".
2. These signs shall be a maximum of twelve (12) square feet in copy/graphic area and a maximum of four (4) feet in height.

#### d. Light Pole Banners

1. Light pole banners may be installed in parking lot areas, along entrances to, and roadways within Mixed-Use and Mixed-Use Residential Neighborhoods.
2. These banners shall be exempt from regulation of quantity, location, and design.
3. The internal banner designs may be changed without review and approval of the City of North Port.

## Signage Design and Installation Standards

### Blanks

Sign blanks must be 0.80-gauge aluminum; thicker, 0.125-gauge aluminum should be used for signs prone to vandalism, such as the 'no motorized vehicle' signs.

Blanks must be covered with reflective sheeting of street transportation quality vinyl.

There must be two, predrilled, 3/8-inch holes. The holes must be centered horizontally with the center of each hole being 1/2 inch from the top and bottom edges.

Corners must be rounded with a 1-inch to 1 1/2-inch radius, depending on the size of the sign.

### Sign Mounting Hardware

8-inch, vandal resistant, steel drive rivets.

### Post Specification

Posts shall be constructed of 1 3/4" x 1 3/4", 12-gauge, square steel tubing with 7/16-inch, pre-punched knockouts on 1-inch centers. Post lengths must be 6'-0" feet.

All steel posts shall be powder coated with color to match the design theme for the development.

Prior to fabrication, color samples shall be submitted for approval by the WVRC.

### Sleeve and Anchor Specification

Sleeves and anchors shall be used in locations where it is possible for a vehicle to come into contact with the signpost, such as adjacent to a street.

The use of the sleeve and anchor promotes easy breaking away of the sign post in the event of a collision and increases the ease at which the sign can be replaced.

### Installation:

Signposts adjacent to streets are to be installed according to the City of North Port Standard Details, and the MUTCD with style and finish as outlined in the Pattern Book and VDPP for the proposed development.

In non-roadside locations the signpost can be mounted directly into concrete. The finished height of the post should be 5'-6". Various combinations of signs can be mounted on a single post to address management needs of the particular area.

### Lettering:

Font must be consistent (or similar styles)

Point size should be relative to the size of the sign.

### Colors:

Background must be the same color, consistent with the overall theme of West Villages Main Street, with reflective lettering and symbols. For regulatory signs such as the 'no motorized vehicle' sign, shall be as required by the City.



### 3.9.3 Non-Residential Building Criteria

#### 1. General

Architectural design of all peripheral property buildings shall be designed to be compatible with one another. Actual color and material shall be approved by the WVRC.

#### 2. Sustainable Construction

All building construction will apply elements of the Leadership in Energy and Environmental (LEED) Green Building Rating System or Florida Green Building Coalition (FGBC) Florida Green Development, Commercial, High Rise Residential and Residential Development Standards, without the requirement to obtain certification from LEED or FGBC. These elements shall be identified as a part of the site plan, subdivision, or infrastructure approval process.

Figure 3.9.3.A



Figure 3.9.3.B



Figure 3.9.3.C



Figure 3.9.5.D



#### 3. Exterior Design Elements

The style of the development is intended to reflect a variety of architectural forms exemplified by the original architectural styles such as, but not limited to: Neo Classical, Old World European, Florida Coastal, Craftsman, Colonial, Federal, West Indies, and Mission, or other forms, as approved by the WVRC.

Figure 3.9.3.E



Figure 3.9.3.F



Figure 3.9.3.G





Figure 3.9.3.H



#### 4. Exterior Materials

All materials shall be compatible with the overall scope of the community. All materials and colors shall be submitted for review and approval by the WVRC. Acceptable materials include, but are not limited to:

- Asphalt Shingles (Dimensional)
- Hard Coat Section Stucco
- Clay Roof Tiles
- ArcusStone
- Concrete Roof Tiles
- Finish Concrete
- Cast Stone
- Marble
- Precast Stone
- Brick (possibly painted)
- Metal roof
- Siding
- Stone Veneer
- Natural stone
- Decorative shutters
- Aluminum awnings
- Cementitious siding

#### 5. Exterior Requirements:

The following exterior standards are intended to ensure continuity of style and quality of appearance. This may be accomplished through articulated entrance(s), variegated roof lines, sloping roof planes, ordered variety of window shapes and sizes, and vertically and horizontally varied building masses.

No single architectural style has been established for the surrounding developments.

Materials should be selected which provide an appearance of weight, mass and permanence.

Wood, tile, and metal may be used for accent, embellishment, or accessory detailing only. These materials should generally not exceed 15% coverage on structures. (Windows and door frames, metal roofs, and roll-up doors are excluded from the coverage limitations.)

Entries may be articulated. The use of overhangs, covered entries and courtyard entries is encouraged in order to create interest, provide weather shelter and foster an inviting pedestrian scale.

Figure 3.9.5.I



Color should be integral to the materials; where painted or applied finishes occur, use complementing hues.

Awnings are permitted, but should be used as accent, accessory elements only.

Surface printed signage is permitted as well as cast lighting onto awning surface for graphic illumination and awning accent.

Figure 3.9.3.J



Varied and pitched roof – Roofing finishes, dimensional shape and color shall be submitted for review and approval by the WVRC. Raised seam metal, dimensional architectural asphalt shingle and concrete tiles are encouraged as approved surfaces.

Retaining walls where required should be carefully integrated into the building form or resolved into landscape materials.

### 6. Building Height

Maximum building heights are established in the Development Standards of this VDPP (see Figure 3.3.A).

### 7. Solar Collectors

Solar collectors may be permitted at locations approved by the WVRC.

### 8. Exterior Planting and Furniture

Open space areas are to be landscaped in accordance with the landscape theme established by the VDPB, as may be amended from time to time. Landscaping shall also be consistent with these Standards. Modifications for individual Purchaser/Lessee identity, will be permitted as approved by the WVRC.

Purchaser/Lessee shall be permitted to place flower pots, window boxes, planters, and furniture within their entrance areas, subject to approval of the WVRC.

All furniture and bicycle racks should be durable and intended for exterior use.

Photograph or cut sheet on all furnishings will be submitted for review and approval by the WVRC prior to installation or placement.

## 3.9.4 General Off-Street Parking Lights

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

(Min) Average:	5.0 foot-candle for metal halide; 3 foot-candles for LED
(Max) Average:	10.0 foot candle No Avg./Min
Max/min	10:1 foot-candle for metal halide; 5:1 for LED. No Max. foot candle
Min. foot candle	0.5-foot candle (priority design requirement)
Trespass:	0.2-foot candle (max) adjacent to residential 0.5-foot candle (max) adjacent to commercial
Mounting Height:	35’ (Max)
Fixture Wattage:	400 (Max), Cutoff
Source:	Metal Halide (MH), LED or High Pressure Sodium



### 3.9.5 Landscape and Irrigation Standards

Consistent with the Comprehensive Plan Policy 13.8 and the ULDC, village greenbelts for West Villages are comprised of several elements that are shown on the VDPP and will take on more definition during site design and development. The village greenbelt may include perimeter buffers and/or perimeter walls, preserved environmental features, wetlands and wetland buffers, as well as adjacent roadways and multi-use pathways within rights-of-way. These elements are intended to discourage sprawl by providing a definable village edge. The landscape and irrigation standards in this section establish requirements for non-residential development. Any landscape requirements that are not detailed below will be in compliance with the ULDC, and will be reviewed and approved by the WVRC.

Landscape areas are four (4) separate zones: landscaping against major roads and parkways, against abutting properties, interior landscaping, and building perimeter landscaping.

All plant material used for landscaping shall meet or exceed the criteria established by the current edition of the Florida Grades and Standards for Nursery Plants.

Given the variability of the plant nursery market, canopy trees shall have a minimum 3-inch caliper and be a Florida #1 or better.

Hedges shall be a minimum of 24" tall, planted 3' on center at time of installation.

All other shrubs shall be a minimum of 12-18" in height with spacing noted on landscape plans.

All landscape material and placement is subject to review and approval of the WVRC.

The WVRC shall have authority to review and approve designs consistent with the Southwest Florida Water Management District (SWFWMD) Design Standards.

#### 3.9.5.1 Landscape Requirements for Major Roads and Parkway

Street trees, shrubs, and sod within the right of way will be provided and installed by the West Villages Improvement District. All landscape requirements between the right-of-way and proposed development will be provided and installed by the developer, unless otherwise specified.

Berms may be used as landscape treatment. No building structures, except walls, freestanding signs, or fencing, shall be constructed on the berm.

- a) There will be a landscaped frontage yard no less than 15'-wide on the Purchaser/Lessee property between the right-of-way line and the paved ground surface area. It will be continuous along the entire right-of-way containing trees, shrubs, ground cover and turf grass (except for pedestrian and vehicular access locations).
- b) The frontage yard shall include two (2) canopy trees and three (3) ornamental trees planted every 100 feet, or fraction of frontage yard. The frontage yard shall contain no more than 50% sod. No canopy tree shall be planted closer than five (5) feet to the Purchaser/Lessee curb, or closer than seven (7) feet to a sidewalk. See Figure 3.9.5.1.A.
- c) The opaque screen will be entirely of living landscaped material which will be a minimum of 24" in height at the time of building occupancy and must be continuous along the entire frontage yard. All shrub beds will be mulched.
- d) The entire frontage yard shall be irrigated. It is recommended that the main supply line be held tight to the inside Purchaser/ Lessee curb (as opposed to the right-of-way line) and to minimize soil disturbance in the natural vegetation areas.
- e) When the vehicular entrance/exit intersects a right-of-way or internal drive, all landscaping within the triangular areas described below shall allow unobstructed cross-visibility between 2' to 6' above finished grade. No trees shall be permitted within the visibility triangle. Only turf or ground cover will be permitted closer than 3' to the entrance/exit paved surface.

The triangular areas are:

- At interior roads, from intersection of the right-of-way line with entrance/exit road edge line to 2 points each 10' along those lines and connecting those 2 points defines the first cross visibility triangle. See Figure 3.9.5.1.B
- At the main entrance drives to large commercial tracts, from intersection of the dedicated right-of-way line of major parkways with an access right-of-way line to 2 points each 30' along those lines and connecting those 2 points defines the second cross visibility triangle. See Figure 3.9.5.1.C.

Site visibility triangles are subject to final approval through the City of North Port's regulatory review process.

#### 3.9.5.2 Abutting Property Requirements

Abutting property requirements will apply between the Purchaser/Lessee and (1) common properties / drives, (2) other



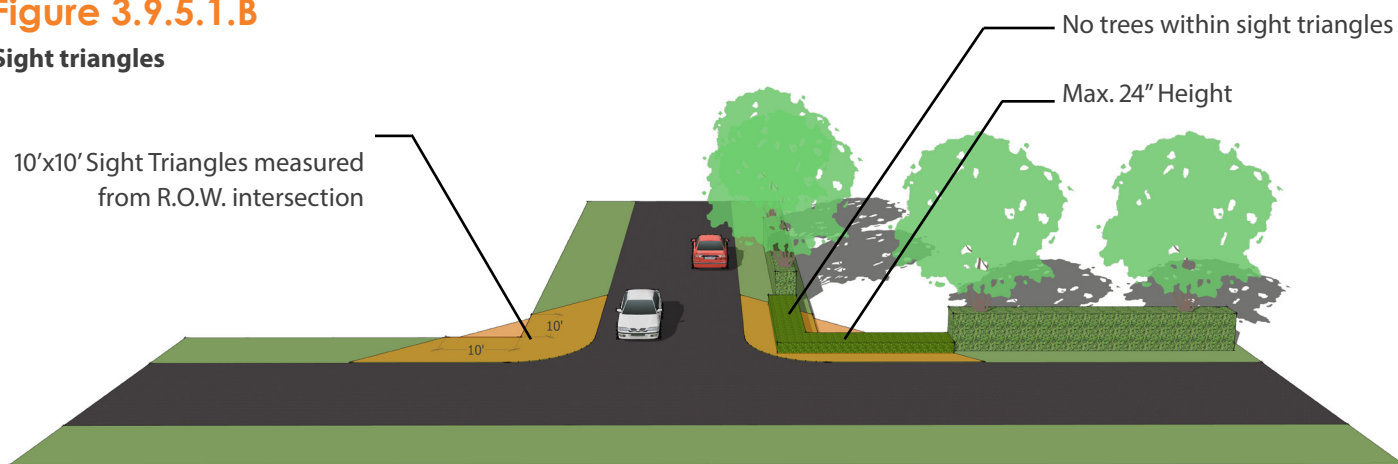
**Figure 3.9.5.1.A**

**Major Roads and Parkways**



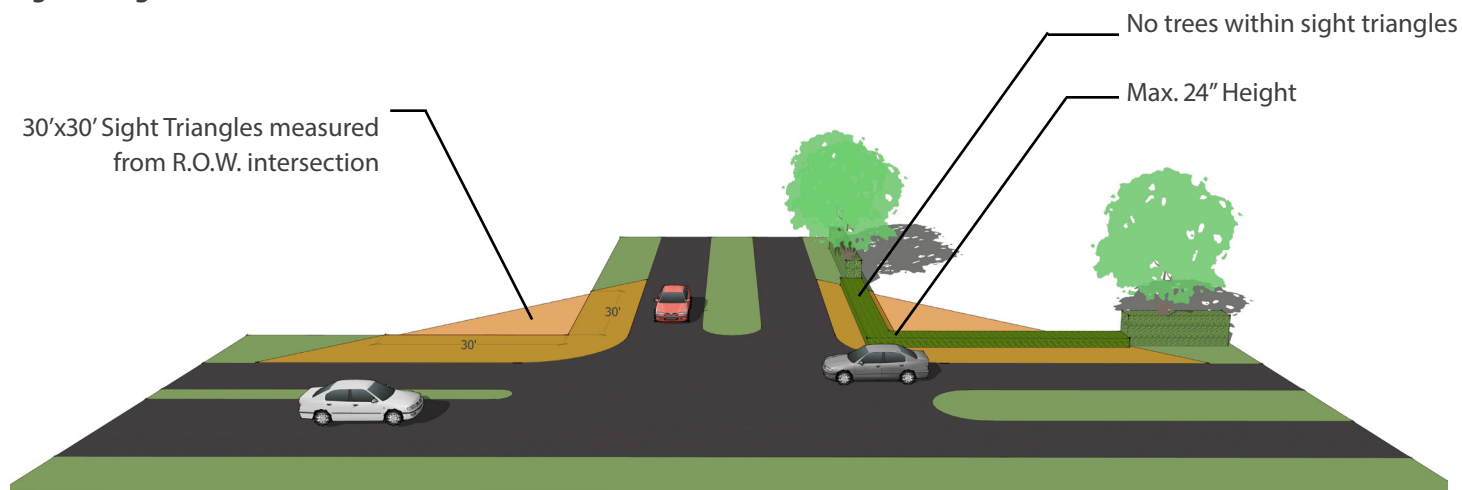
**Figure 3.9.5.1.B**

**Sight triangles**



**Figure 3.9.5.1.C**

**Sight triangles**



adjacent Purchaser/Lessee, and (3) private West Villages space. For all three conditions, there shall be a continuous landscape buffer yard the entire length of the common property between the property line and the Purchaser/Lessee's paved ground surface area. Entrance/exit or cross access paving width plus three-feet each side will be deducted when computing the buffer yard length requirements. The buffer yard minimum width shall be as detailed below.

There shall be no ground surface left uncovered (shrubs, ground cover or turf) and it shall be irrigated. All plant materials shall be from Appendix A of the VDPB.

Site improvements shall include coordination and construction of a concrete sidewalk to the adjacent parcel(s) property line to promote positive pedestrian circulation throughout the development parcels (See Adopted Index Map).

Site improvements shall include coordination and construction of a concrete sidewalk to the adjacent parcel(s) property line to promote positive pedestrian circulation throughout the development parcels (See Adopted Index Map).

a) Against common internal street/entry drives:

For all buildings that are not built to within 10 feet of internal roadways (West Villages Parkway, Preto Boulevard, Playmore Road, and Manasota Beach Road are considered Major Roads), there shall be one canopy tree planted for every 50 lineal feet or fraction thereof in a 15' minimum (20' at required sidewalks) width buffer yard. Tree species shall be per Appendix A of the VDPB. For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in the VDPP.

b) Against other adjacent Purchaser/Lessee properties:

The buffer yard shall be a minimum of 8' wide. The Purchaser/Lessee who causes initial construction (1st Purchaser/Lessee) shall install canopy trees for every 30 linear feet or fraction thereof, an opaque screen of living landscape material (minimum 24" in height), groundcover, and sod.

The second Purchaser/Lessee will not be required to provide or install a landscape buffer yard against the common property line.

Where Purchasers/Lessees abut one another in a common access drive, the required landscape buffer may be deleted.

Internal street/drive buffers shall not be required for Mixed-Use Street A (see Figure 3.4.C).

c) Against private West Villages property:

The buffer yard shall be a minimum of 15' wide. Within the buffer yard, three (3) canopy trees, five (5) ornamental trees, and 33 shrubs shall be planted for every 100 lineal feet or fraction thereof of the buffer yard, and shall comprise a minimum of 7 feet of the plantable area. A maximum of 50% of groundcover and sod shall fill in the remainder of the planting buffer. New trees shall be planted to match the species of the West Villages existing trees. Purchaser/Lessee shall plant and irrigate to the right of way line or back of sidewalk within private West Villages property as required.

Where adjacent property is to be developed as a continuation of commercial development and/or parking area, the buffer yard shall not be required. Where future development of adjacent property is residential or unknown, the buffer yard shall be required.

If the adjacent property has provided a buffer which meets or exceeds the buffer width and plant quantities identified, the buffer yard and plantings shall not be required.

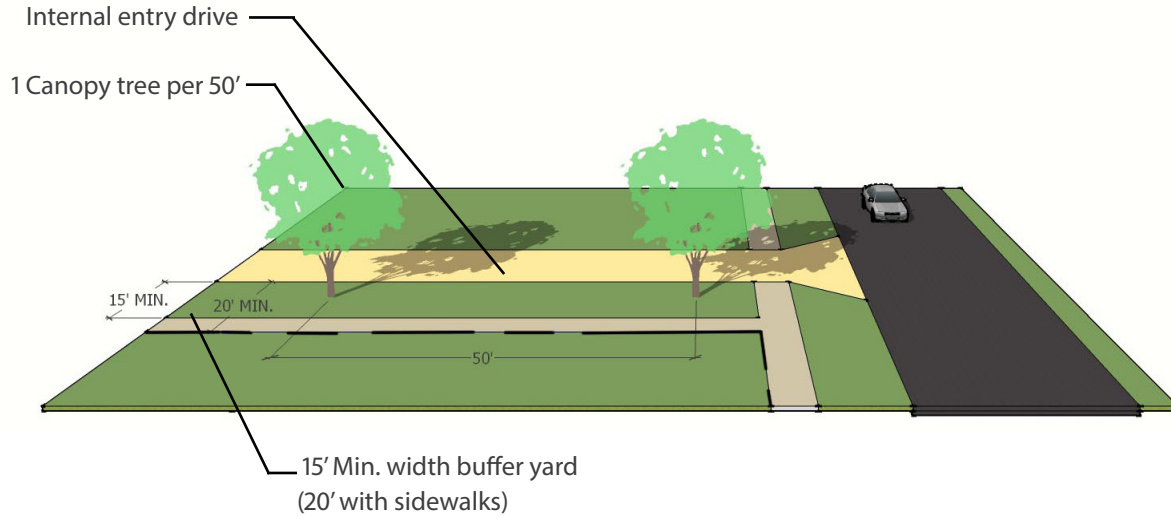
### 3.9.5.3 Interior Landscape Requirements for non-residential and mixed-use development

Interior landscape areas are in the parking field between the building perimeter curb and the outer parking lot edge. Interior landscape area requirements are in addition to roadway or abutting property requirements, unless otherwise approved. Interior landscape areas shall conform to the requirements for vehicular use areas in the City of North Port's ULDC and any additional requirements stated herein.

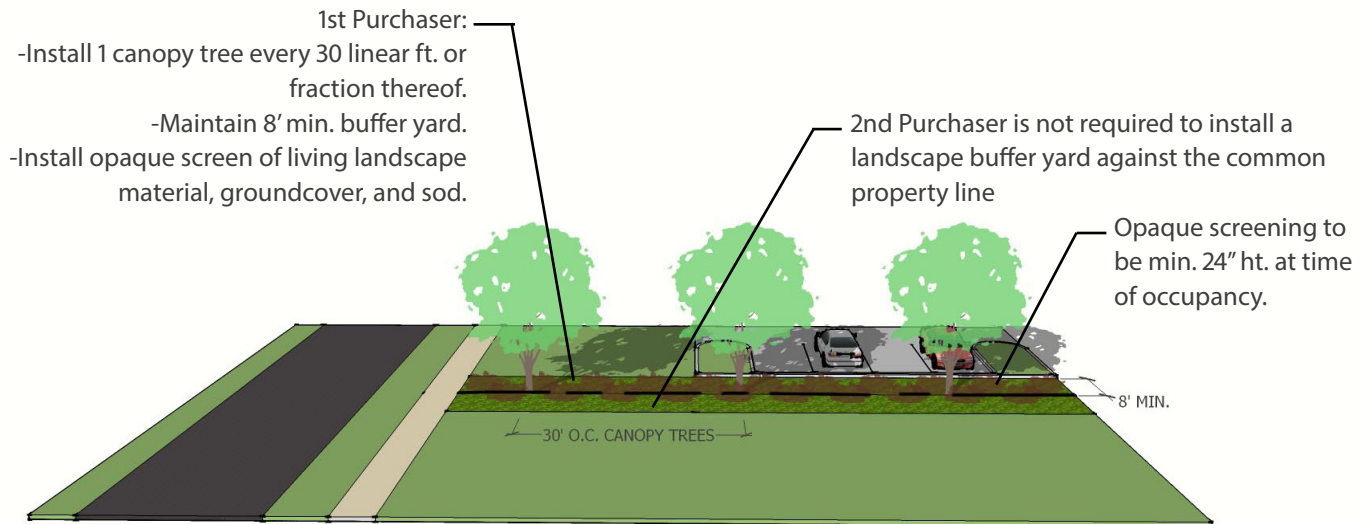
Palm trees may be utilized, in lieu of canopy trees in interior landscape areas along the exterior of parking lots. If single trunk palms (free standing application) are used, they shall serve as a 1:1 replacement for canopy trees. If single trunk palms (cluster application) are used, a cluster of 3 palms shall count as one canopy tree. Palm trees may be utilized for up to 25% of the canopy tree requirement.

Sidewalks should provide direct and clear connection from all public rights-of-way to the façade of all development/buildings, as determined by the WVRC. At a minimum, one coordinated

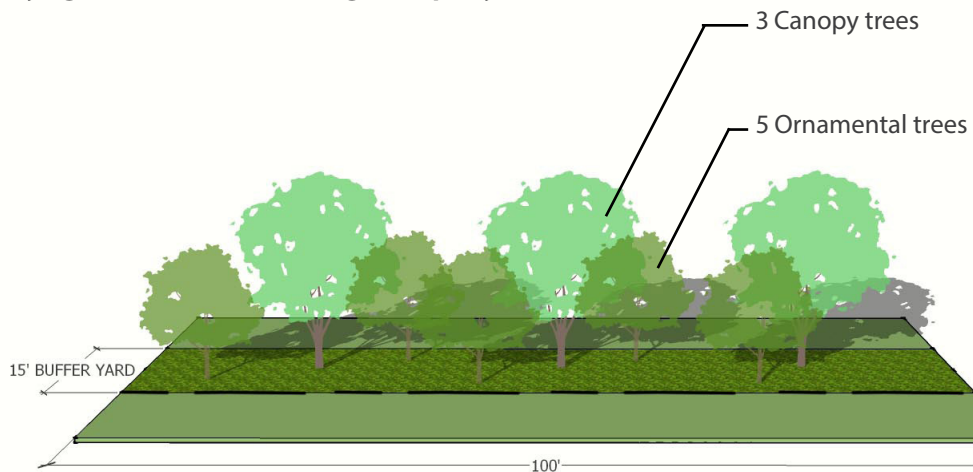
**Figure 3.9.5.2.A**  
**Abutting Property Against Common Internal Street/Entry Drive**



**Figure 3.9.5.2.B**  
**Abutting Property Against Adjacent Purchaser/Lessee Properties:**



**Figure 3.9.5.2.C**  
**Abutting Property Against Private West Villages Property**



pedestrian sidewalk, interior to the development, connecting across and through parking lots to serve buildings and/or sites should be provided. Parking spaces shall not disrupt sidewalk connections to building entries.

Where interior landscape areas abut the roadway, the roadway buffer may serve as the perimeter parking lot buffer. However, where the vehicle-use area does not abut a roadway, the perimeter landscaping requirements shall be a minimum width of eight (8) feet containing two (2) canopy trees per one hundred (100) linear feet or substantial fraction thereof, and either shrubs, hedges, berms, or fences or any combination thereof.

All landscaped buffer areas and sidewalks adjacent to off-street parking areas shall be protected from encroachment of vehicles with curbs and/or wheel stops. Wheel stops and/or curbs shall have a minimum height of six (6) inches above finished grade of the parking area. Wheel stops shall be properly anchored. Where wheel stops are located two (2) feet from the front of a parking space, that two (2) feet is not required to be paved, but shall require the use of pervious pavers, or other similar treatment, as approved by the WVRC.

Where wheel stops are not used, all landscape material, excluding sod/ground cover, shall be installed a minimum of two feet from the face of curb. All parking spaces, except parallel parking spaces, that abut landscaped areas or sidewalks within a parking lot shall have wheel stops or curb to prevent obstruction within the landscaped areas, unless otherwise approved by the WVRC. The area between the wheel stop and landscape area shall be planted with ground cover and irrigated with drip irrigation.

A maximum of 10 continuous parking spaces shall be provided with an island at the end of each parking row. Each island shall be no less than 8' wide from the back of curb to back of curb. Each island shall have a minimum of one canopy tree, 6 shrubs, and the remaining area shall be planted with ground cover. Landscape divider strips shall be planted at an average of every fourth row with an average width of 10' to 15'.

Where landscape areas are located between parallel parking and sidewalks, a minimum 4' wide paved surface shall be provided for every two spaces. The paved surface shall be perpendicular to the back of curb and sidewalk/mainline of travel. Landscape areas shall be planted with turf grass or ground cover. Where trees are required, a minimum 5' wide landscape area shall be provided for palms and 8' for canopy trees. All plantings shall be irrigated with drip irrigation.

### 3.9.5.4 Building Perimeter Landscape Requirements

Foundation plantings shall provide visual breaks along monotonous building façades, provide direction to and enhance entrances, and be used or installed to screen mechanical equipment that is attached to or adjacent to the building.

The Purchaser/Lessee is encouraged to employ creative design and include such amenities as earth mounding, water features, landscape lighting, various sidewalk materials and patterns, boulders, sculpture, etc. The design intent should be toward an entranceway that enhances and complements the building's architecture.

#### Minimum Planting Requirements (Commercial/Mixed-Use):

Calculation: One foundation plant or shrub shall be required for every 3 linear feet and one ornamental tree or palm shall be required for every 30 linear feet of publicly visible façade (i.e. excluding alley/internal drive or loading area).

Location: Foundation landscaped areas shall be a minimum of 4' in width. Clustered planting locations shall occupy a minimum of 20% and be located within 30 feet of publicly visible façade. A concrete or stone/gravel rodent strip a minimum of 12" wide shall be provided between the face of the building and foundation landscape areas.

For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in the VDPP.

#### Minimum Planting Requirements (Single-use Residential within Mixed-Use areas):

Calculation: One foundation plant or shrub shall be required for every 3 linear feet and one ornamental tree or palm shall be required for every 30 linear feet of all buildings.

#### Location (Single-use Residential within Mixed-Use areas):

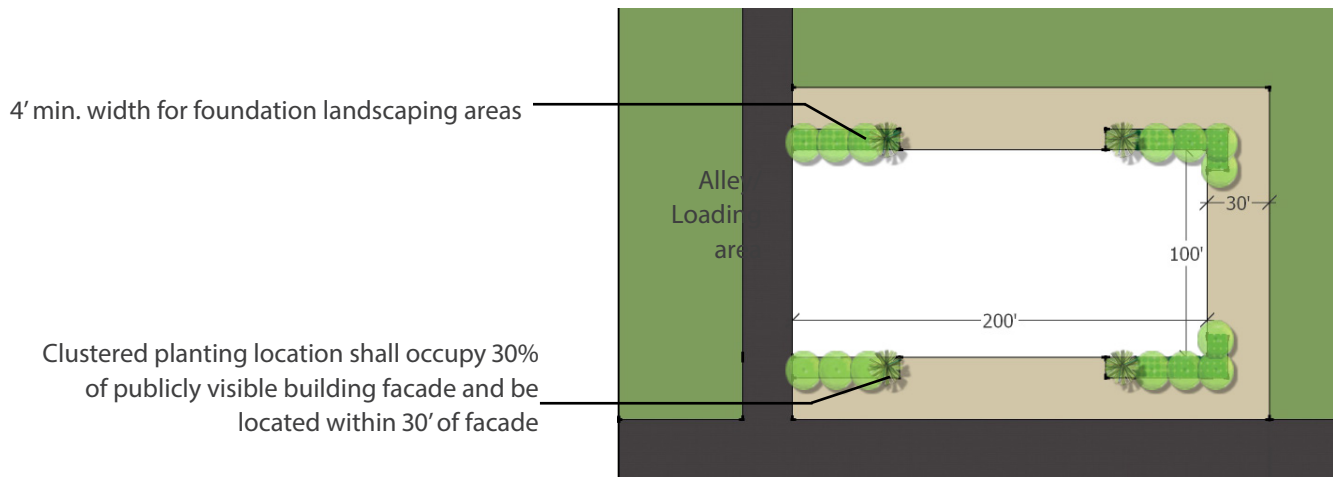
Foundation landscaped areas shall be located no less than 3' and no more than 5' from the face of the building.

If plantings are clustered, they shall occupy a minimum of 50% of building facade and be located within 15 feet of the building.



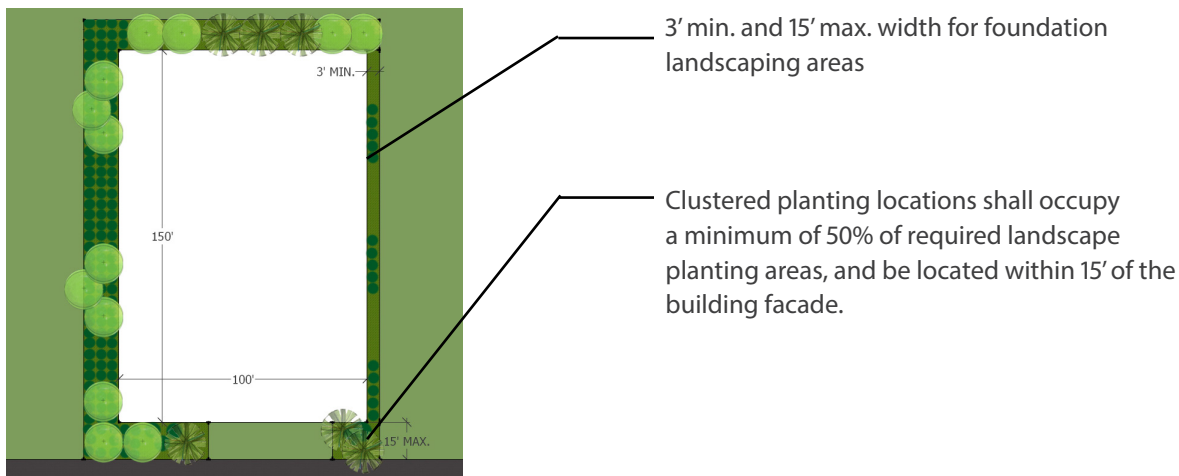
## Figure 3.9.5.4.A

### Building Perimeter Requirements - Commercial/Mixed-Use



## Figure 3.9.5.4.B

### Building Perimeter Requirements - Single-use Residential within Mixed-Use Areas



For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in the VDPP.

The transitional space between public and private space offers an opportunity to establish a "sense of arrival" through the use of specialty paving, plazas, decorative lighting, and site furnishings. The use of such elements shall be encouraged throughout Mixed-Use areas of Village F.

#### Screening:

All structures and facilities for trash, storage, loading and outdoor equipment must be screened so as not to be visible from the street or pedestrian circulation areas. At a minimum, screening shall be either an opaque screen of evergreen shrubs and/or evergreen trees or by solid walls at least 6' in height. Shrubs must be at least 4' in height with a minimum 2' spread and trees at least 6' in height with a 4' minimum spread at the time of building occupancy. Shrubs shall be spaced no farther apart than 3' and trees spaced at the most appropriate

spacing for the species; but no farther than 12' on center. Walls should be designed to express the appropriate West Villages theme and be coordinated with the building architecture.

To the extent possible, expanses of solid building wall area without architectural detail should be minimized. Where solid building wall areas are without architectural detail, they may not exceed 50' in length without being covered by landscape treatment unless the building wall faces an alley, the rear of another building or a loading/service area that is not facing a street or driveway and is not visible to the public.

Fifty percent of a blank wall that exceeds 50' linear feet and is visible to the public shall either be covered or accentuated with planting areas near the foundation of the building that contain large maturing trees and shrubs/vines. Planting requirements shall be calculated as follows:

For every 10 feet beyond 50 feet of blank wall, one maturing canopy tree or palm cluster and 3 shrubs or vine shall be provided, and such materials should be planted within 30' of the façade. As an alternative, the required materials may be incorporated into the required foundation landscaping planting areas in those areas where the blank wall exists.

### 3.9.6 Mixed-Use Parking Requirements

Required off-street parking facilities shall be located on the same lot or parcel of land that they are intended to serve, except where parking facilities are built to serve the general public and are not intended to serve a single or group of primary businesses or entities.

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

Commercial establishments providing drive-up service windows or service lanes shall provide stacking lanes to accommodate 4 cars for each window. Restaurants shall provide stacking lanes to accommodate 5 cars per service lane, measured from the pick-up window. Drive-up service windows or service lanes shall be located to minimize, to the greatest extent possible, visibility from internal and external roadways.

#### Minimum Parking Standards:

- Parking for Mixed-Use Buildings may be the sum of the requirements of the various uses computed separately. The total parking requirements for such permitted uses shall be reduced by twenty-five percent (25%) for combined off-street parking facilities, as approved by the WVRC.
- The minimum parking requirement for single-use residential buildings in Town Center/Mixed-Use areas shall be 2 spaces per unit. Parking for residential buildings may be provided through the provision of structured parking on the lower levels of the building, in an adjacent parking structure, or in parking lots adjacent to the buildings. If the residential building is less than 1/4 mile from commercial parking areas, the parking ratio may be reduced to 1.5 spaces per unit.

Minimum Parking Requirements for Non-Residential Uses within Town Center/Mixed-Use areas shall be calculated as shown on the next page.

Figure 3.9.6.A

Commercial / Service Uses	
Office	1 per 500 s.f. of floor area
Services	1 per 500 s.f. of floor area
Finance, Insurance, and Real Estate (FIRE)	1 per 500 s.f. of floor area
Financial Service Center	1 per 500 s.f. of floor area
Assisted Living Facility	1 for every 4 beds
Health-Care Facility	1 for each bed, plus 1 for every 3 employees on the largest shift
Health-Care Services	1 per 500 s.f. of floor area
Intermediate Care Facility (ICF)	1 for every 4 beds
Health Club	1 per 500 s.f. of floor area
Veterinary Hospital	1 per 500 s.f. of floor area
Artist's Studio	1 per 500 s.f. of floor area
Funeral Home	1 per 500 s.f. of floor area
Research Laboratory	1 per 500 s.f. of floor area
Research Park	1 per 500 s.f. of floor area
Child-Care Center	1 per employee plus adequate and safe provisions for loading and unloading children away from streets and rights-of-way

Retail Uses	
Commercial Use	1 per 500 s.f. of floor area
Retail Services	1 per 500 s.f. of floor area
Big-Box Store	1 per 500 s.f. of floor area
Retail Store, Convenience	1 per 500 s.f. of floor area
Gasoline Station and Convenience Center	1 per 700 s.f. plus stacking lanes to accommodate 2 cars for each gas pump island
Retail Store, Express	1 per 500 s.f. of floor area
Hotel/Motel	0.5 per guest room, plus one for every 6 employees
Theater	1 for every 6 seats, plus one for every 6 employees
Parking / Community Uses	
Utility Box	N/A
Parking Area	As necessary to accommodate use(s) being served
Wireless Telecommunications Towers and Facilities	N/A
Essential Services	N/A

## Definitions

The Following are included and permitted under Residential Uses:	
Community Center	Concentration of activities, services, and land uses that serve, and are focal points for, the immediate neighborhoods and used for recreational, social, educational, and cultural activities.
Gatehouse	Guardhouse and/or electronic barrier limiting access to a neighborhood.
Single-Family Detached	A building containing one dwelling unit and that is not attached to any other dwelling by any means and is surrounded by open space or yards.
Single-Family Semidetached	A one-family dwelling attached to one other one-family dwelling by a common vertical wall, with each dwelling located on a separate lot.
Townhouse Dwelling	A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls.
Stacked Townhouse Dwelling	Townhouses that have multiple units vertically, typically two in number, each unit having its own private entrance from the street or at least from the outside.
Multi-Family Dwelling	A building containing three or more dwelling units, including units that are located over another.
Mixed-Use Development	The development of a neighborhood, tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, and recreation, in a compact urban form.
Accessory Apartment	An accessory dwelling unit with a separate means of ingress and egress containing separate kitchen, bathroom, and sleeping facilities, that is (1) physically attached to or contained within an existing single-family house or (2) occupies the second story of an existing garage or accessory building on the same lot as the principal dwelling.
The Following are included and permitted under Residential Support Uses:	
Park/Recreation Facilities	A tract of land owned or controlled and used by government or specific and designated entities or persons for active and/or passive recreational purposes
Active Recreation	Leisure-time activities, usually of a formal nature and often performed with others, requiring equipment, and taking place at prescribed places, sites, or fields.
Passive Recreation	Activities that involve relatively inactive or less energetic activities, such as walking, sitting, picnicking, and board and table games.
Religious Use	A structure or place in which worship, ceremonies, rituals, and education pertaining to a particular system of beliefs are held.



The Following are included and permitted under Commercial/Service Uses:

Office	A room or group of rooms used for conducting the affairs of a business, profession, service, industry, or government and generally furnished with desks, tables, files, and communication equipment.
Services	Establishments primarily engaged in providing assistance, as opposed to products, to individuals, business, industry, government, and other enterprises.
Finance, Insurance, and Real Estate (FIRE)	Establishments such as banks and financial institutions, credit agencies, investment companies, brokers of and dealers in securities and commodities, security and commodity exchanges, insurance agents, lessors, lessees, buyers, sellers, agents, and developers of real estate (including drive through facilities).
Financial Service Center	A non-bank entity that does not accept deposits or make loans like traditional banks or financial institutions but that provides monetary services that include the sale or redemption of traveler's checks or money orders, money wire transfers, check cashing, and currency exchange.
Assisted Living Facility	Residences for the frail elderly that provide rooms, meals, personal care, and supervision of self-administered medication. They may provide other services, such as recreational activities, financial services, and transportation.
Health-Care Facility	A facility or institution, whether public or private, principally engaged in providing services for health maintenance and the treatment of mental or physical conditions.
Health-Care Services	Establishments providing support to medical professionals and their patients, such as medical and dental laboratories, blood banks, oxygen, and miscellaneous types of medical supplies and services.
Intermediate Care Facility (ICF)	A facility that provides health-related and personal care services to the chronically ill, disabled, or elderly people, including assistance with dressing and eating.
Health Club	An establishment that houses exercise equipment and space for the purposes of physical exercise.
Veterinary Hospital	A place where animals are given medical care and the boarding of animals is limited to short-term care incidental to the hospital use.
Artist's Studio	A place of work for an artist, artisan, or craftsman, including persons engaged in the application, teaching, or performance of fine arts such as, but not limited to, drawing, vocal or instrumental music, painting, sculpture, and writing.
Funeral Home	A building used for the preparation of the deceased for burial and the display of the deceased and rituals connected therewith before burial or cremation.
Research Laboratory	A facility for the investigation into the natural, physical, or social sciences, which may include engineering and product development
Research Park	A research facility or group of buildings dedicated to scientific research or business purposes, often linked to a major research facility.
Child-Care Center	An establishment providing for the care, supervision, and protection of children.

The Following are included and permitted under Retail Uses:

Commercial Use	Activity involving the sale of goods or services carried out for profit.
Retail Services	Establishments providing services or entertainment, as opposed to products, to the general public for personal or household use, including eating and drinking places; hotels and motels; finance, real estate, and insurance offices; personal services; theaters; amusement and recreation services; health, educational, and social services; museums; and galleries; self-storage (including drive through facilities).
Big-Box Store	A large, freestanding, single-story retail store, of generally more than fifty thousand square feet, and usually part of a regional or national chain (including drive through facilities).
Retail Store, Convenience	A retail establishment of up to five thousand square feet selling primarily food products, beverages, newspapers and magazines, candy, cigarettes, household items, and a limited amount of freshly prepared foods such as sandwiches and salads for off-premises consumption (including drive through facilities).
Gasoline Station and Convenience Center	A retail facility combining a gasoline station and a convenience store.
Retail Store, Express	Smaller version of the large-scale retail store (big-box retailer), serving rural areas or smaller urban areas.
Hotel/Motel	A facility offering transient lodging accommodations to the general public and that may include additional facilities and services, such as restaurants, meeting rooms, entertainment, personal services, and recreational facilities.
Theater	A building or part of a building used to show motion pictures or for drama, dance, musical or other stage performances.

The Following are included and permitted under Parking/Utility/Communication Uses:

Utility Box	Electric transformers switch boxes, telephone pedestals and telephone boxes, cable television boxes, traffic control boxes, and similar devices.
Parking Area	Any public or private area, under or outside of a building or structure, designed and used for parking motor vehicles, including parking lots, garages, private driveways, and legally designated areas of public streets.
Wireless Telecommunications Towers and Facilities	A parcel of land containing a tower, sending and receiving antennas attached to the tower, and a prefabricated or modular structure or cabinets containing electronic equipment
Essential Services	Services and utilities needed for the health, safety, and general welfare of the community, such as underground, surface, or overhead electrical, gas, telephone, steam, water, sewerage, and other utilities and the equipment and appurtenances necessary for such systems to furnish an adequate level of service for the area in which they are located, including community entry way, art, and monumentation.