

# **Pattern Book**

for

## **Development of Towne Center**

(A subcategory of Activity Center #2, identified in the North Port Comprehensive Plan)

A part of a Development of Regional Impact known as

## **Heron Creek**

in the

City of North Port, Sarasota County, Florida



Originally Prepared by  
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(Amendments denoted by Underline Text)  
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## Preface

*Are you familiar with the term “pattern book?” Perhaps you have heard it used in connection with a planned community such as Seaside, Florida. I believe that my first exposure to the term, and the concept behind it, was in one of the many books that have been published to document the process that led to the planning and design successes for which that community is famous. When the possibility that I would be involved in writing a pattern book for Towne Center in North Port, Florida first presented itself, I had to look at the subject in much more detail than I had before.*

*As our team began to research pattern books, invariably the trail led to books and magazine articles written in the past ten years or so which discussed “new urbanism.” Seaside, Florida figured prominently in those resources, but we began to be aware of other developments all over the country which explored facets of new urbanism with varying degrees of success. One thing was clear to me: Whoever had written the language in the North Port Comprehensive Plan about activity centers, specifically about Towne Center, and whoever had written the language in the Heron Creek Development Order, where the adoption of a pattern book is required, had read and taken to heart some of the concepts I now was gleaming from my research. I felt confident that I was on the right track.*

*My concept of the pattern book was formed both by what I saw others implement in their particular developments and by the stated goals of the Heron Creek Development Order: to create a viable, mixed-use town center with a sense of place and a pedestrian friendly, orderly design. On the other hand, I had to address the concerns of the private developer, who desired an architectural style guideline but feared that the pattern book might include language that would create entanglements for future development efforts. In the best case, both parties’ goals would be woven together making the development more successful than it would have been if either party had complete control.*

*Therefore, the Mission of the Pattern Book is as follows:*

1. Examine the existing development trends and zoning rules in the area and relate them to Towne Center.
2. Develop a conceptual plan for Towne Center recognizing natural use patterns and the importance of location.
3. Apply lessons learned from successes and failures of prior development concepts.
4. Design a framework of pedestrian and vehicular movement for Towne Center.
5. Blend the existing architectural styles in harmony.
6. Create an identity for Towne Center, a sense of place.
7. Promote an atmosphere of subtle but sensible planning in Towne Center.



The Pattern Book which resulted is organized by chapters with numbered articles, paragraphs, subparagraphs, and illustrative figures. The first number of an article's designation refers to the chapter in which it is located. Similarly, the second number of a paragraph's or subparagraph's designation refers to the article in which it is located. The numbering of the illustrative figures is derived from the paragraph, subparagraph or clause in which they are first referenced, and if more than one figure is referenced, they are assigned an alphabetical postscript.

Chapter 1.0, Introduction - A Pattern for Successful Development, sets the stage for the pattern book by giving references to the actual public documents from which the requirements originated. It then cites some prior examples of pattern books and "new urbanism" community designs. Finally the chapter focuses on the existing development trends in and around Towne Center.

Chapter 2.0, Activity Center #2 Overall Site Features - A Plan for the Future, defines land use categories that relate to the existing zoning ordinance and illustrates the proposed location of these uses by way of the Conceptual Site Plan. Each use category is highlighted and explained in closer detail. There is a discussion of the Towne Center's proposed setbacks, buffers, landscaping, streetscape, lighting, parking and public transportation.

Chapter 3.0, Private Building Features - A Vocabulary for Quality Architecture, seeks to define the character of the architectural design for the structures in Towne Center. A balance is sought between the desire for harmony and the respect for the site specific design of the architect in such areas as building form, materials, signage, landscaping and lighting,

Chapter 4.0, Public Space Features - Circulation Elements that Serve Everyone, gives some detail regarding the public spaces, generally the right-of-ways, in Towne Center. Although the developer is rarely in control of design decisions that are made for these areas, and the city may have to differ to agencies such as FLDOT, the Pattern Book gives the developer and city a chance to state their preferences.

Footnotes are not used, but wherever possible references have been included to one of the listed bibliography sources. For the reader's further information, some sources and related items have been included in their entirety in the separate Appendix booklet.

I would like to express my appreciation for the cooperation, support and contributions of the following people and organizations, who have been instrumental in the process of research and production of the pattern book.

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The process of writing this pattern book has been an interesting form of continuing education for me.

I had never realized with such clarity that we all are responsible for participating in the process of designing our communities and our buildings in a way that produces design solutions that are successful on many different levels: aesthetics, cost, safety, durability and, perhaps most important, in terms of how well they relate to human scale.

Philip A. Royer, AIA

# Pattern Book

for

## Development of Heron Creek Towne Center

City of North Port, Sarasota County, Florida

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## 1.0 Introduction - A Pattern for Successful Development

The official web page for the City of North Port, Florida contains the following language regarding the city:

"Just 20 minutes from the Gulf of Mexico, North Port offers that rare combination of a relaxed country lifestyle and easy access to all the conveniences of a big city. Every day feels like a vacation in North Port, with its unlimited recreational opportunities and 1,000 acres of beautiful parks right at home in one of the best year-round climates to be found anywhere. We also take pride in providing only the highest quality government services, like police and fire protection, emergency medical, libraries, schools and utilities. This may explain why North Port, the fifth largest city in Florida in land area, is one of the fastest growing communities in the state. So leave the hustle-bustle and traffic jams behind and discover one of Florida's most liveable cities. We call it Paradise...you can call it home."  
(Figure 1.0A)

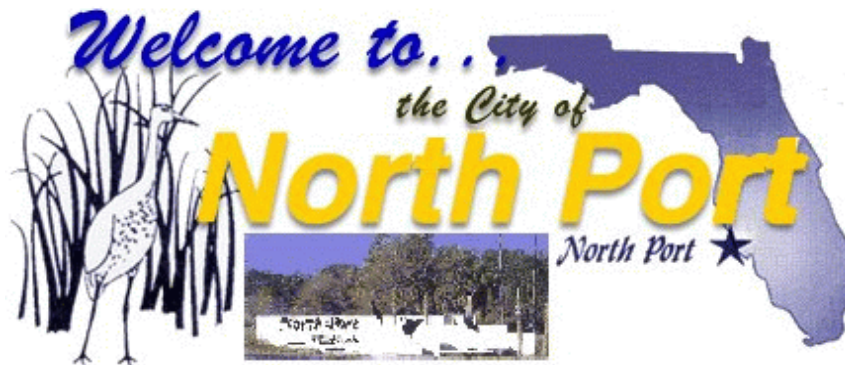


Figure 1.0A

Some hyperbole is inevitable when selling, whether it is products or ideas, or even cities, and pride plays a large part also. Excusing the writer for referring to North Port as "paradise," the basic truth that remains is that North Port, Florida is a very desirable place to live and work. Major assets include its suburban setting, good weather and many conveniences. The largest challenge may be to deal with the population growth rate, which is among the highest in the state. Unchecked development eventually could change most of the desirable features. If that happened, North Port could become "Paradise Lost."

The City, through its Community Development Department, focuses on insuring the public health, safety and welfare while accomplishing the city's goals, as stated in the North Port Comprehensive Plan. Among other things, the Comprehensive Plan states the long range guidelines for development inside the city. It designates areas of the city for certain functions and lays the ground work for orderly and sustainable development in the city.

One of the designated area types is that of "Activity Center," with the stated goal "to promote an intensive mixture of employment, goods and services, and residential uses in Activity Centers; to promote a wide variety of residential and employment alternatives; to achieve the highest standards of quality in the urban environment; and to provide a balanced and healthy tax base."

The North Port Comprehensive Plan (Refer to Figure 1.0B and Appendix 7.1) establishes

Activity Center #2, known as Towne Center, with its stated goals “to provide for governmental, low, medium and high residential densities, offices, commercial and medical facilities. Buildings shall be encouraged to abut or be placed very near sidewalks within this area.” Activity Center #2 “shall be pedestrian oriented with a mixture of commercial/office with residential uses, de-emphasis on the vehicular traffic, and emphasis on sidewalks, street tree landscaping and pedestrian oriented signs and street designs that incorporate traffic calming techniques.” In contemporary planning circles, this concept is referred to as “New Urbanism.”

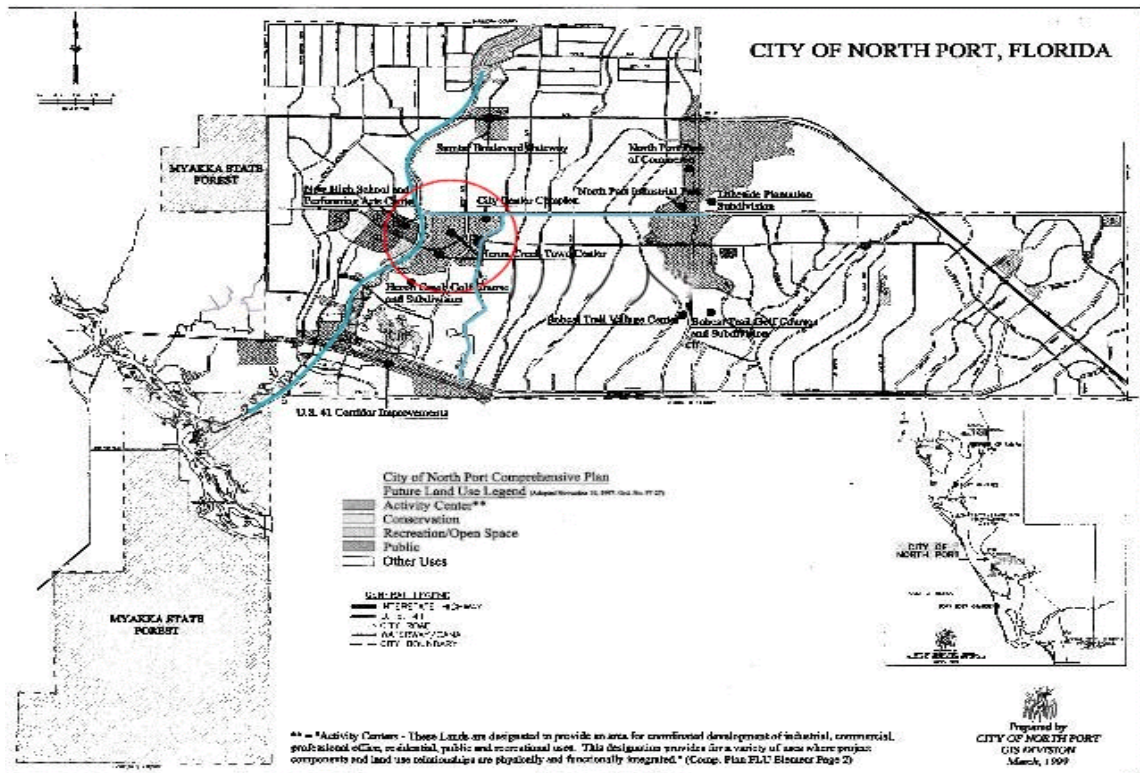


Figure 1.0B

Towne Center, with its hub at the intersection of Sumter Boulevard and Price Boulevard, comprises both public and private land, most of it undeveloped currently. The City of North Port has embarked upon a master plan for the public land in Towne Center and is in the process of constructing North Port City Center, a development which incorporates the City Hall and Public Safety buildings as well as a possible new branch library, amphitheater and other municipal offices. Already completed are the City Hall complex, Police Station, Fire and Rescue Facility No. 81 and George D. Mullen Activity Center. Sharing the “focal point of the city” with North Port City Center is the private development by Heron Creek on all four quadrants of the Sumter/Price intersection, which will include the residential, office, commercial, professional and other permitted uses of Towne Center. The authority for Heron Creek to proceed with this development as well as its adjacent golf community is derived from City of North Port Ordinance No. 2000-13, the Development Order for Heron Creek, a Development of Regional Impact. (Appendix 7.2)

One of the requirements of the Heron Creek Development Order is that Heron Creek submit a "Pattern Book," which "includes design guidelines that dictate urban form and architectural controls for nonresidential development of Towne Center. The Pattern Book will also address the urban form for the City of North Port's civic development (North Port City Center) in the northeast quadrant of Price and Sumter. After sufficient staff and public review, the City of North Port will adopt the Pattern Book."

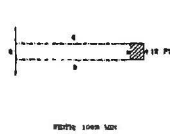
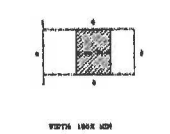
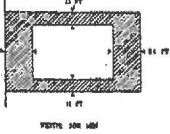

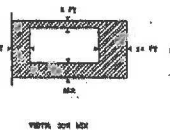
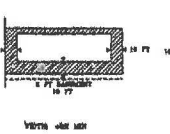
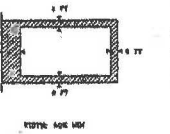

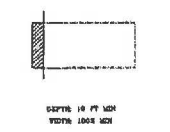
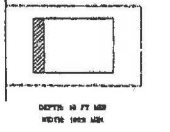

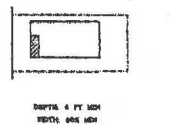

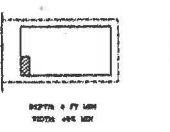
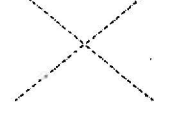
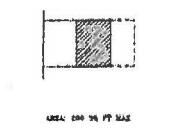
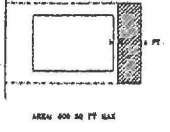

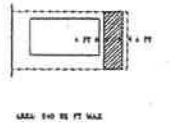
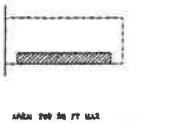



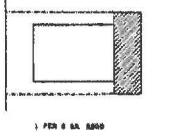

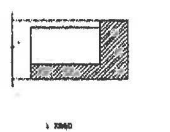
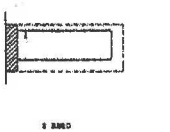
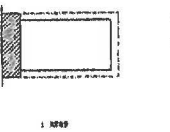
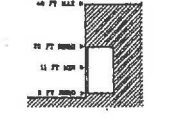
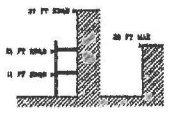
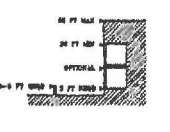

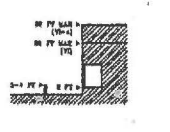
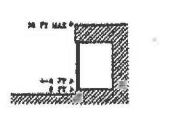
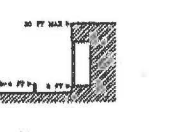
## 1.1 Pattern Book for Towne Center

The term "pattern book" has been interpreted in many ways. Another term, used somewhat interchangeably, is "urban code." For example, at Seaside, Florida an urban code was created for the town by Elizabeth Plater-Zyberk and Andres Duany. In contrast to the usual zoning ordinance or building code, the Seaside Urban Code is a one page document with simple drawings and concise text. Its aim was to produce highly predictable results in the three-dimensional form of the community. (Refer to Figure 1.1A) Buildings are sorted into types based on their use, and such features as maximum height and placement and size of yards, porches and parking are dictated in a way that does not set the exact footprint. Usually an urban code is augmented by an architectural code, which goes into much more detail regarding the form of the building including its color, building materials and detailing.

Generally pattern books emphasize architectural features to a greater degree than urban codes. The Park DuValle development in Louisville, Kentucky was developed using a pattern book designed by Urban Design Associates of Pittsburgh. (Refer to Figure 1.1B Part 1 and 1.1B Part 2) An overview of historic neighborhood patterns, architectural styles and landscaping trends is usually included. Details such as colors, materials, window and door types and roof shapes are dictated. Such a document can be used by a planning department as an illustration of what they are expecting from the developer.

The Heron Creek Towne Center Pattern Book is intended to fall somewhere in the middle. The goal is to examine the existing development trends in the area and relate them to this center of obvious importance to the community. The entire area of Towne Center will be planned conceptually, not to carve the land into small parcels, but to start to recognize that certain functions can occur more naturally in one place than in another and to design a framework of pedestrian and vehicular movement about which later development can take place. The Pattern Book will attempt to knit the existing architectural styles into a harmonious whole by stating some simple guidelines for the designer. Finally, the goal is to give Heron Creek Towne Center a recognizable and pleasant identity. (Refer to Figures 1.1C - 1.1L, photos of examples of similar developments)

# URBAN CODE ★ THE TOWN OF SEASIDE

TYPE I RESIDENTIAL RETAIL & LOADING	TYPE II RESIDENTIAL RETAIL & OFFICE	TYPE III RESIDENTIAL & WORKSHOP	TYPE IV RESIDENTIAL & LOADING	TYPE V SPECIAL DISTRICT 1. CODE PROVISIONS SHALL BE DEVELOPED IN CONSULTATION WITH THE SEASIDE ADMINISTRATION 2. ARCHITECTS SHALL BE SELECTED BY THE SEASIDE ADMINISTRATION.	TYPE VI RESIDENTIAL	TYPE VII RESIDENTIAL	TYPE VIII RESIDENTIAL	SPECIFICATIONS
<b>YARD</b> AN AREA LEFT FREE OF STRUCTURES MORE THAN 2 FT. IN HEIGHT.								1. ALL BUILDING PLANS SHALL BE SUBMITTED TO THE SEASIDE ADMINISTRATION FOR CONFORMANCE TO THE CODE. 2. VARIANCES TO THE CODE SHALL BE GRANTED ON THE BASIS OF ARCHITECTURAL MERIT 3. ALL BUILDINGS SHALL CONFORM TO THE APPROVED MATERIALS LIST
<b>PORCH</b> AN UNGLAZED ROOFED STRUCTURE. <b>BALCONY</b> AN UNGLAZED CANTILEVERED STRUCTURE.								1. THE PORCH OR BALCONY SHALL EXTEND IN WIDTH A MINIMUM OF THE DESIGNATED PERCENTAGE OF THE STREET FRONTAGE. 2. THE FRONT PORCH OR BALCONY SHALL BE THE MINIMUM DESIGNATED DEPTH. 3. THE FRONT PORCH OR BALCONY SHALL BE SQUARE OR RECTANGULAR. 4. BALCONIES ARE REQUIRED IN TYPE II ONLY.
<b>OUT- BUILDING</b> AN AUXILIARY STRUCTURE LOCATED WITHIN A YARD AREA.								1. THE FOOTPRINT OF OUTBUILDINGS SHALL NOT EXCEED THE DESIGNATED AREA. 2. OUTBUILDINGS SHALL NOT EXCEED 10 FEET EXCEPT TYPE II WHICH SHALL NOT EXCEED 14 FEET. 3. THE VALUE OF OUTBUILDINGS AT PROPERTY LINES SHALL BE LEFT UNCHANGED AND SHALL BE 2 IN FEET RATED.
<b>PARKING</b> AN OPEN AREA NO LESS THAN 10 FT. BY 20 FT. WITH A MINIMUM 10 FT. WIDE CONTIGUOUS ACCESS FROM THE STREET.								1. THE SPECIFIED NUMBER OF PARKING SPACES SHALL BE PROVIDED WITHIN THE AREA DESIGNATED. 2. TRUCKS, BUSES, CAMPER AND TRAILERS, JANITRY TYPES EXCEPTED, SHALL BE PARKED IN REAR YARDS ONLY. 3. GARAGES SHALL FOLLOW THE SPECIFICATIONS OF OUTBUILDINGS.
<b>HEIGHT</b> THE VERTICAL DISTANCE BETWEEN THE AVERAGE FINISHED STREET ELEVATION AND A SPECIFIC POINT ON A STRUCTURE.								1. MINIMUM AND MAXIMUM BUILDING HEIGHTS SHALL BE AS DESIGNATED. 2. THERE SHALL NOT BE HEIGHT LIMIT ON STRUCTURES OR PORTIONS OF STRUCTURES WITH A FOOTPRINT OF LESS THAN 216 SQ. FT. 3. THE PRINCIPAL ROOF SHALL BE A SYMMETRICAL GABLE OR HIP WITH A SLOPE OF 12 IN 12. 4. A THIRD ROOF SHALL HAVE A PITCH OF 2 IN 12 AND BE PERMITTED ONLY WHEN ATTACHED TO A PRINCIPAL ROOF OR WALL. 5. A FLAT ROOF SHALL BE PERMITTED ONLY AS A HARBORABLE DECK ENCLOSED BY A CONTINUOUS BALUSTRADE OR FENCE.

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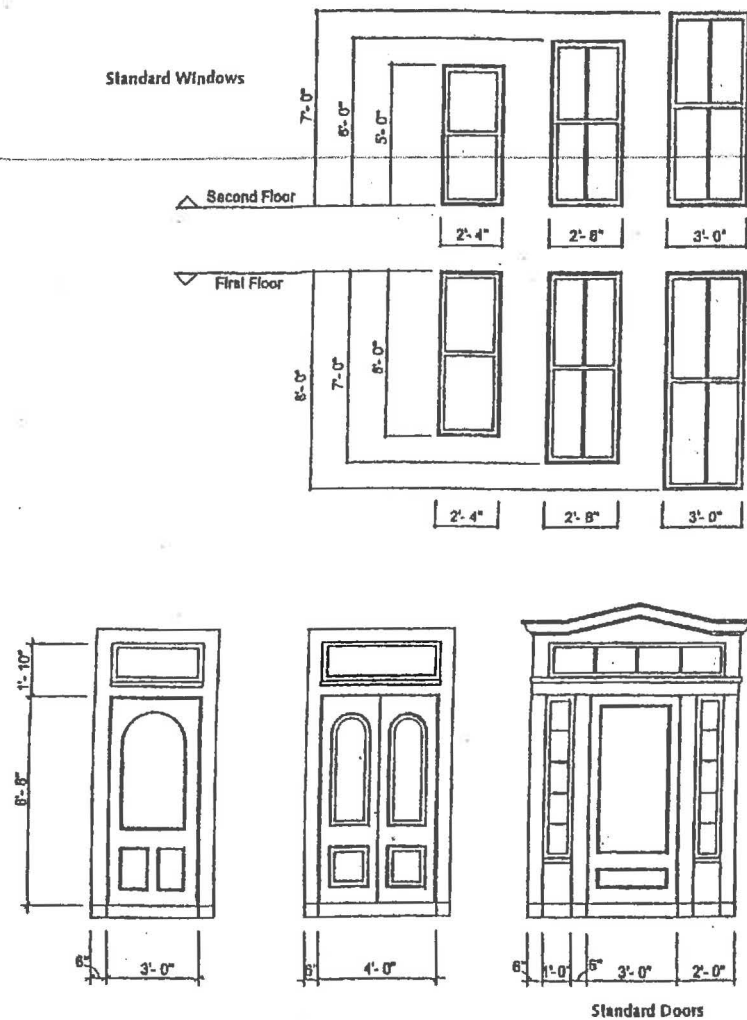
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21ST OCTOBER 1987

Figure 1.1A





### Standard Doors

Doors are centered in their bays and are either paneled or glazed wood doors. Double doors are often used as well as single doors with sidelights and transoms.

### Standard Windows

Windows are typically vertical in proportion with narrow widths from 2 feet to 3 feet. Two basic window patterns are 1 over 1 and 2 over 2 double hung with wide trim. The window often has a decorative header. Italianate houses often have windows with rounded upper sashes and ornate trim.

### Special Windows

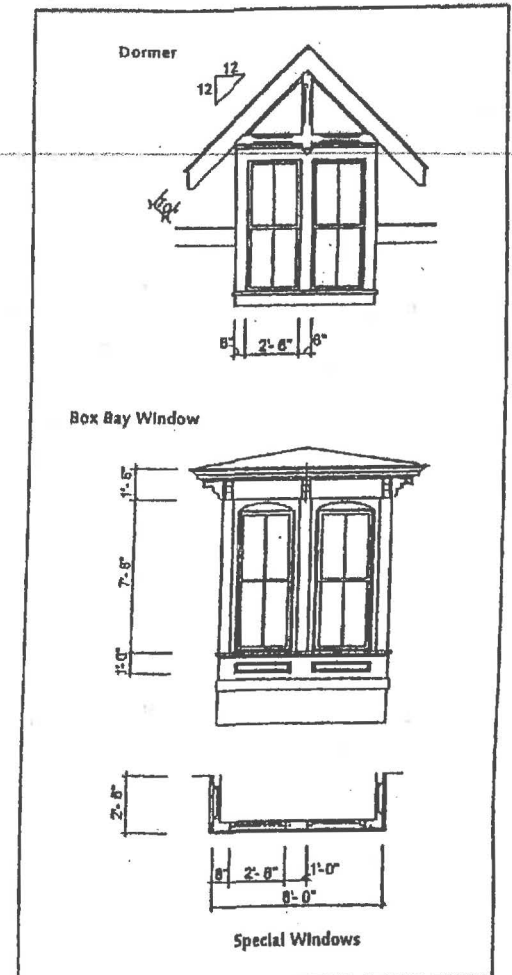
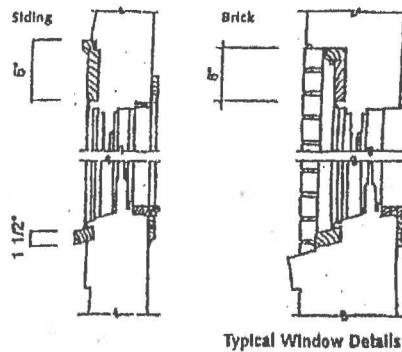
Special windows include box bay windows, paired dormer windows, and round top windows. Box bay windows have a continuous base to the ground.

### Trim

Windows and doors typically have a 5-1/2 inch wide trim with a cap molding.

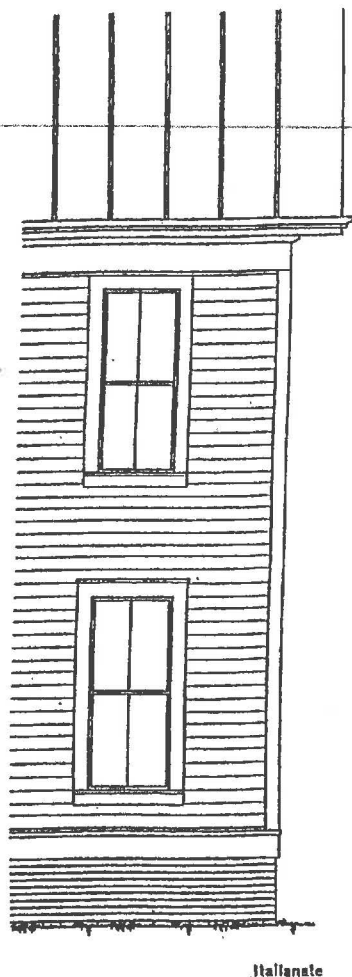
### Shutters

Painted, operable shutters are encouraged on single windows. Shutter styles can either be paneled or louvered.



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Figure 1.1B (Part 1)



### Materials

**Shutters:** Panel or louver, painted. Width equals 50% of sash width.

**Siding:** Wood, composition board, fiber-cement board or vinyl with Beveled, Shiplap or Beaded-Lap profile. Also board and batten vertical siding. Common brick in Flemish, Common or English bond patterns (rusticated brick not permitted), and stucco with smooth/sand finish.

**Roofing:** Standing seam metal, slate, asphalt or fiberglass shingles.

**Windows:** Divided light sash with sill.

**Trim:** Wood, composition board, fiber-cement board and molded millwork for built-up sections; Corner Boards 5/4 x 6.

**Soffits and porch ceilings:** GWB, plaster, T&G wood or composite. (Continuous perforated soffit materials not permitted).

**Gutters:** Half round or ogee profile metal.

**Downspouts:** Round or rectangular metal.

**Foundations:** Common brick, stone/cast stone or stucco in Front Facade Zone

**Columns:** Wood, fiberglass or composite

**Railings:** Straight or turned balusters

**Chimneys:** Common brick or stone/cast stone/stucco.

**Front Fences:** White picket painted or prefinished metal.

**Rear Yard Fences:** Painted wood or prefinished metal.

### Colors

**Siding:** White. Other colors to be selected from approved list. (Refer to Baxter's extensive color palette).

**Roof Shingles:** Roof shingles to be typically black or dark grey. Standing seam may be black, dark green or dark red.

**Accent:** White or a rich color to match trim.

**Brick:** All brick to be selected from Ledges palette.

**Windows:** Sashes and frames to be white.

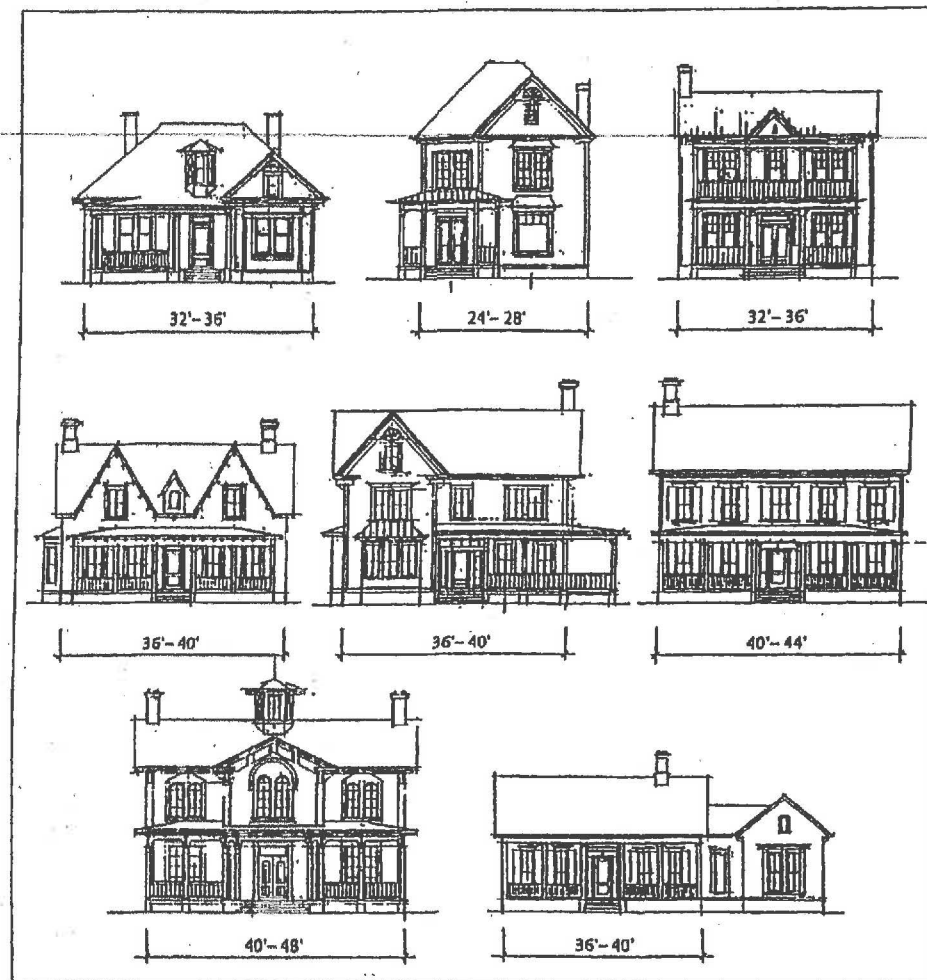
**Trim:** All windows, doors, corner and eave trim to be white. Columns should also be white.

**Gutters:** White or copper.

**Downspouts:** White or copper.

**Shutters:** Black or dark green.

**Fencing:** Wood to be white, metal to be black or dark green. No stockade fences permitted.



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Figure 1.1C Mashpee Commons - Mashpee, MA



Figure 1.1D Mashpee Post Office - Mashpee, MA

Figure 1.1E  
Southern Village, Chapel Hill, NC



Figure 1.1F  
Seaside, FL

Figure 1.1G Mashpee  
Commons – Mashpee, MA





Figure 1.1H Trout  
Pond - Mashpee, MA



Figure 1.1I  
East Steeple Street –Mashpee, MA

Figure 1.1J  
Mashpee Commons – Mashpee, MA

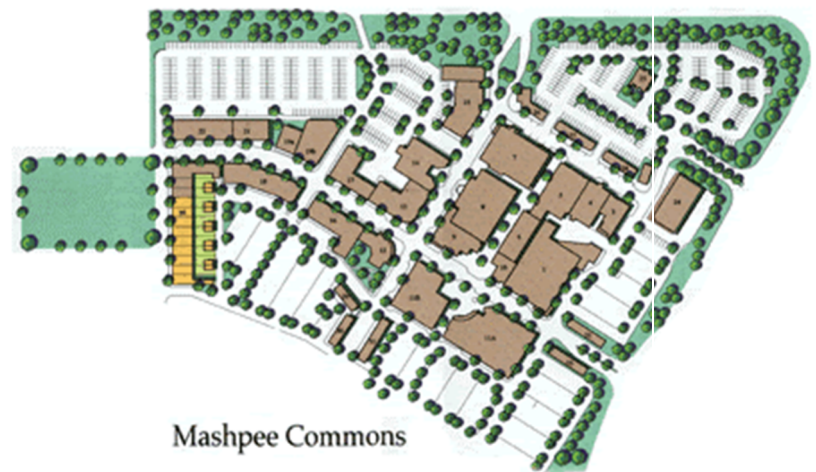






Figure 1.1K  
Harbor Town - Memphis, TN

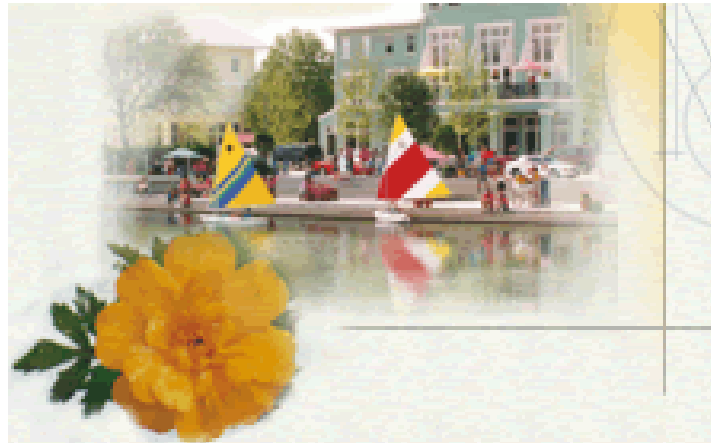


Figure 1.1L  
Celebration, FL

- 1.1.1 The City of North Port has existing ordinances and regulations for the purpose of protecting the public health, safety and welfare. Among these is the “Unified Land Development Code of the City of North Port.” The Heron Creek Towne Center Pattern Book is intended to relate to those existing rules and to set some new standards for the future development of the special Towne Center area. Future development proposals for parcels in Towne Center will be evaluated against the pattern book to determine whether they are reasonably compatible with the book’s intentions.

The concept of the “Pattern Book” as a tool for evaluation of proposed Towne Center developments is a break through in the traditional development approval process. Ideally, a proposed development which complies with the Pattern Book guidelines could receive a streamlined, staff level review. A compliant development’s first formal approval would be of its Major Site Development Plan.

- 1.1.2 Chapter 53, Zoning Regulations, of the Unified Land Development Code defines the city's full range of zoning districts and, for each, governs the permitted principal uses, permitted accessory uses, prohibited uses and conditional uses. It also governs densities, setbacks, and building heights, and is intended to supersede the requirements found in other city codes and ordinances. In the event the Pattern Book and the Unified Land Development Code provide standards for the same subject item, the Pattern Book standard shall prevail. The entire Towne Center has been designated a "PCD Planned Community Development District."

"The purpose of the PCD...District is to provide an area for the coordinated development of industrial, commercial, service, residential, and government uses within a park-like setting. The establishment of this district provides a mechanism to attract major employers to the city, which can contribute to the diversification of the economic base in a manner consistent with the City's Comprehensive Plan. The PCD District provides a variety of uses where the project components and land use relationships are physically and functionally integrated." Minus the reference to possible industrial use, this language, quoted from the Zoning Regulations, sounds very similar to the Comprehensive Plan's general description of an Activity Center and in particular, Towne Center. Therefore, the PCD District regulations should be viewed as a framework, complete with procedures and exceptions that can be utilized for evaluation of development proposals in the special Towne Center area. It is appropriate that the Conceptual Site Plan contained in this pattern book indicates land use districts with names similar to those contained in the Zoning Ordinance and referenced in the PCD District regulations. Included in the PCD District regulations are requirements for submission, review and approval of all development plans proposed in that district. Those requirements are very similar to the submission, review and approval process mandated for future Towne Center developments.

Other chapters of the Unified Land Development Code that relate to the Heron Creek Towne Center Pattern Book are as follows:

- 1.1.2.1 Chapter 21, Landscape Regulations, governs landscaping standards for all new property development in the city. The pattern book sets landscaping standards for Towne Center that are more stringent than those in the Landscaping Regulations and are intended to contribute to the Towne Center sense of place.
- 1.1.2.2 Chapter 25, Parking and Loading Regulations, governs parking standards for all new property development in the city. The pattern book sets new standards for Towne Center which relate to the Towne Center's mixed uses, shared parking and on-street parking, and which recognize that the usual ratios of parking spaces to building area are not relevant to large retail development, especially in an environment that values open land over empty parking spaces.
- 1.1.2.3 Chapter 29, Sign Regulations, governs sign standards for all new property development in the city. The pattern book sets sign standards for Towne Center that are more stringent than those in the Sign Regulations and are intended to contribute to the Towne

### Center sense of place.

1.1.2.4 Chapter 37, Subdivision Regulations, governs design standards for all new property development in the city for such things as right-of-way and roadway width. The pattern book sets new standards for Towne Center which relate to its pedestrian friendly concept, the need for on-street parking, and the desire to incorporate traffic calming techniques into the street design, all of which contribute to the Towne Center sense of place.

1.1.3 If the process is successful, the end result not only should be a well planned and attractive Towne Center for North Port's governmental, office and commercial hub, with its focus at the intersection of Sumter and Price Boulevards. Towne Center should be the heart of a growing community, a place of which the citizens can be proud and where they can live, work, shop and play in an atmosphere of subtle but sensible planning.

## 1.2 Urban Design Standards Pattern Book

In addition to the Unified Land Development Code, the City of North has also adopted an Urban Design Standards Pattern Book which further defines specific elements of each Activity Center within the City limits. The Urban Design Standard Pattern Book is designed to ensure that each Activity Center within the City has its own, unique identity through the use of architectural features, site furnishing color and style and common area elements designed to set each center apart.

The Urban Design Pattern Book is designed to work in conjunction with both the Unified Land Development Code and the Towne Center Pattern Book to ensure development within the Towne Center is undertaken in a cohesive manner that will immediately identify the Towne Center as a major Activity Center in the City.

## 1.3 Location and Nature of the Towne Center

Due to the strategic location of Towne Center, it will be readily accessible for the population mass of the city. Sumter Boulevard, a designated hurricane evacuation route, provides a direct route from U.S. 41, the city's existing southern commercial strip, north to Interstate-75. It is reasonable to expect that there will be pressure to upgrade Sumter to a four-lane roadway with a median and turn lanes in the near future. A signalized intersection already exists on Sumter at its intersection with Price Boulevard, the focus of Towne Center. Price Boulevard provides a direct route to Towne Center from the east and Toledo Blade Boulevard, another major, north/south, U.S. 41 to I-75 artery, and from Biscayne Boulevard to the west. Situated just to the west and located on Price Boulevard is the new North Port High School and Performing Arts Center with its 104 acre campus and 1,000 seat auditorium, which will dramatically increase the daily trips in the vicinity of Towne Center. It is possible that future traffic counts will warrant upgrading Price from its current two-lane section.

Towne Center itself will consist of approximately 160 acres. Commercial land uses will predominate and include a mix of uses from retail and professional office development to clustered multi-family residential, with an anticipated build-out by 2017. Although North Port's City Center municipal complex is independent of these guidelines, urban design relationships between the neighboring areas are discussed.

## 1.4 Existing Developments

1.4.1 North Port City Center is located on approximately 60 acres in the northeast quadrant of the intersection of Sumter and Price Boulevards. A master plan of the entire parcel, designed by the ADP Group for the city, divides the area with a rectangular grid. The formal entry from Sumter via City Center Boulevard leads past the fire department to a traffic circle, which allows for easy left turns into the heart of the governmental offices on a broad street divided by a landscaped plaza, named Main Street. The plaza doubles as a pedestrian axis. Anchoring the end of the plaza is City Hall, a large, multi-story building housing many of the City Departments and the Commission Chambers and Police Headquarters along Sumter Boulevard adjacent to City Hall. The rectilinear grid is in contrast to the naturally flowing lines of the Snover Waterway and ponds to the north of the parcel. At the easternmost extension of City Center Boulevard is the Mullen Activity Center Building, which serves the adjacent athletic fields.

The City Center buildings are arranged symmetrically along City Center Boulevard and Main Street. In the Master Plan, the roofs are depicted as sloped metal, with gabled ends. Some describe that style as “Old Florida” or “Florida Cracker,” a reference to the rustic appearance of the sloped, shiny metal roofs, the exposed rafter ends and the shaded porches. (Refer to Figures 1.3.1A & 1.3.1B) Existing colors are earthy red and pale yellow. The majority of the buildings in the Master Plan appear to be single or two stories; however, the City Hall is three or four stories, a very imposing structure to visually anchor the north end of “Main Street.” Upon completion, the City Center will be fairly dense, with the only appreciable open areas located in the formal landscaped plazas between the one way lanes of Main Street.



Figure 1.4.1A



- 1.4.2 The Heron Creek Golf & Country Club Community is located adjacent to Towne Center parcels in the southwest and northwest quadrants of the Sumter-Price intersection. Heron Creek Golf & Country Club is a gated community designed around a 27-hole golf course created by world-renowned architect, Mr. Arthur Hills. Each of the nine hole designs is purposefully distinctive with names to emphasize this, such as the Marsh 9, the Oaks 9, and the Creek 9. Along with the golf course, additional amenities include a 25-acre golf learning center and academy, and a clubhouse facility which will provide a tennis and fitness center, heated swimming pool, the Hide-A-Way Restaurant and Grill, golf and tennis pro shops, locker facilities and meeting rooms.

The community is permitted to include 1,203 residential units on approximately 831 acres. The latest DRI Development Order allows the use of a Conversion Matrix to “swap” uses within the DRI to allow some level of flexibility in the proposed use within specific areas of the overall development to keep up with changing markets. The predominant architectural style can be described as Mediterranean, with tile roofs, stucco exteriors, arches and with community buildings using classical columns with earth tone colors. (Refer to Figures 1.3.2A -1.3.2C)

Site Plan for Heron Creek (Including Towne Center)

→ N







Figure 1.4.2B



Figure 1.4.2C

- 1.4.3 The Heron Creek Publix Retail Facility was completed in September of 2001 on the southwest quadrant of the intersection between Price Boulevard and White Ibis Boulevard, which connects to the residential community to the southwest. (Refer to Figure 1.3.3) The retail facility contains a 44,000 square foot Publix super market and 20,400 square feet of small retail shops with an exterior design in harmony with the Heron Creek Golf and Country Club. The exposed roofs and walls are red tile and painted stucco respectively. The facade of the building is flat with a small shed roof supported by classical, round columns shading the aluminum storefront system. The architectural style of the facade is in harmony with the Heron Creek community, but the other faces of the building are strictly utilitarian.

The site is designed in typical shopping center fashion with a parking area in front large enough to provide five spaces for every 1,000 square feet of building area. The asphalt paving is punctuated by landscape islands at regular intervals, each containing one small live oak tree or palm tree.



Figure 1.3.3



## 2.0 Activity Center #2 Overall Site Features - A Plan for the Future

Activity Center #2, known as Towne Center, has stated goals “to provide for governmental, low, medium and high residential densities, offices, commercial and medical facilities. Buildings shall be encouraged to abut or be placed very near sidewalks within this area.” Activity Center #2 “shall be pedestrian oriented with a mixture of commercial/office with residential uses, de-emphasis on the vehicular traffic, and emphasis on sidewalks, street tree landscaping and pedestrian oriented signs and street designs that incorporate traffic calming techniques.”

## 2.1 Towne Center Land Use Categories - The following use categories are referenced for the parcels in the Towne Center:

2.1.1 Governmental Use - designated space for civic use containing community buildings open to the public, including meeting halls, libraries, police stations, fire stations, post offices, playgrounds, playing fields, utility offices and governmental buildings.

2.1.1.1 Permitted, accessory, conditional and prohibited uses shall be as stated in zoning ordinance for “GU Government Use District.”

2.1.2 Office, Professional & Institutional Use - designated space for professional and business offices, institutional uses, and very limited industrial uses.

2.1.2.1 Permitted, accessory, conditional and prohibited uses shall be as stated in zoning ordinance for “OPI Office, Professional, Institutional District” with the following exception: Residential and Commercial uses, subject to Heron Creek Towne Center Pattern Book restrictions regarding their size and location within Office, Professional & Institutional buildings, shall be considered permitted accessory uses, and nursing homes, adult congregate living facilities and “High Tech,” non-obtrusive, industrial uses shall be considered permitted uses.

2.1.3 Residential Use - designated space for medium to high density residential units, day care or assisted living facilities.

2.1.3.1 Permitted, accessory, conditional and prohibited uses shall be as stated in zoning ordinance for “RMF Residential Multifamily District, including, but not limited to medical and dental offices.”

2.1.4 General Commercial Use, Type 1 - designated space for the customary and traditional conduct of trade, retail sales and commerce by small and medium size businesses in a moderately dense environment, which facilitates pedestrian use.

2.1.4.1 Permitted, accessory, conditional and prohibited uses shall be as stated in zoning ordinance for “CG Commercial General District” with the following exceptions: Automotive service stations, automotive parts, automotive car washes, automobile rental agencies, and motor bus terminals shall be removed from the list of permitted uses. “High Tech,” non-obtrusive, industrial uses, shall be considered permitted uses.

2.1.5 General Commercial Use, Type 2 - designated space for the customary and traditional conduct of trade, retail sales and commerce by large size businesses in an environment which facilitates pedestrian use while providing necessary parking and circulation areas for large numbers of automobiles.

2.1.5.1 Permitted, accessory, conditional and prohibited uses shall be as stated in zoning ordinance for "CG Commercial General District." "High Tech," non-obtrusive, industrial uses, shall be considered permitted uses.

2.1.6 General Commercial Use, Type 3 - designated space for the customary and traditional conduct of trade, retail sales and commerce by businesses in an environment which provides necessary parking and circulation areas for automobiles while maintaining features that facilitate pedestrian use.

2.1.6.1 Permitted, accessory, conditional and prohibited uses shall be as stated in zoning ordinance for "CG Commercial General District."

2.2 Conceptual Site Plan - To achieve the stated goals of Activity Center #2, or Towne Center, on paper is not a very difficult task. For an architect or planner the opportunity to dream about a community with a healthy mix of residential, commercial and office uses, a place where people can live and work with a lifestyle not centered around the automobile, is a design problem which brings out the ideals that are typical of charrettes in architectural and planning schools. To encourage design creativity, economics often are not considered in those situations. However, for the actual Towne Center to succeed as a hub of the community, indeed for private development to take place there at all, it is essential that the realities of economics not be ignored. While designating districts for each use category, the Conceptual Site Plan attempts to balance the stated goals of Towne Center against the needs of the developer to first raise the interest of potential office and retail tenants and second to be able to build for those tenants in a manner that allows the project to be a profitable undertaking. The Conceptual Site Plan does not depict future buildings, drainage features or parking areas since that is rightfully the responsibility of the design architect or engineer for those future projects. Public space features, such as future roadways, whether drawn schematically as heavy dashed line or with greater detail, are intended to convey the need for vehicular and pedestrian circulation between areas of Towne Center. The proposed designs for future buildings and roadways will be subject to review and approval by the city at that time to determine its compliance with the Pattern Book guidelines.

2.2.1 The Towne Center Conceptual Site Plan (Refer to Figure 2.2.1A) encompasses the entire Activity Center #2.

- 2.2.2 Beginning in the northeast quadrant of the Sumter/Price intersection, the City Center area is depicted. This is the current location of City Hall, the Fire Station, Police Headquarters and the Post Office, and is an area intended to be built out as the municipal center of the City functions. To the east, the Mullen Activity Center and its playing fields provide some open space for the public. This is an area of Governmental Use. (Refer to Figure 2.2.1C)



2.2.3 Across City Center Boulevard, on private property is the appropriate location for additional office building, commercial and residential development. Here the buildings may be adjacent to the pedestrian and vehicular spine of City Center, tentatively named "Main Street." Ideally this area will be a mix of multi-story office buildings and uses allowed within the General Commercial Type 1 and Type 2 categories, as outlined in the Concept Plan, with the potential for a typical residential multi-family development in the eastern quadrant. In addition to the area noted for residential development, residences (condos or for rent) may be constructed in the upper floors within the OPI designated areas. Multi-story office buildings and buildings within vertical mixed use (commercial on the bottom floor, with office and residential uses above) will be encouraged, but not required as there will be integration of uses within the various parcels themselves. In addition to on-street parking along City Center Boulevard, "Main Street" and other minor roadways, parking should be on the interior of the parcels, behind, between or under the buildings. Around the perimeter, buildings will be pushed to the setback lines along busy Price and Sumter. Refer to Figure 2.2.2.B for an example of the streetscape within this area.

2.2.3.1 Any commercial uses within this area will be limited to those allowed in the General Commercial Type 1 and Type 2 categories.

2.2.3.2 Any Residential Use deemed compatible with the stated purpose of the Office, Professional & Institutional Use area shall be considered as permitted accessory use on the upper floors of buildings in the area of Office, Professional & Institutional Use.

2.2.3.3 "High Tech," unobtrusive, industrial uses combined with related offices/warehouses may be located only in areas west of "Main Street."

2.2.3.4 Nursing homes and adult congregate living facilities may be located only in areas east of "Main Street."







- 2.2.4 Moving across Price Boulevard to the southeast quadrant, the occupancy transitions toward commercial buildings with the potential for additional mixed use residential development. The pedestrian/vehicular axis, "Main Street," which originated in the City Center, continues into the development, but transitions into the General Commercial Type 2 portion of the Town Center as being incorporated into the drive aisle fronting the commercial uses and separating the buildings and parking areas, while maintaining the necessary vehicular and pedestrian connectivity to Main Street to the north of Price Boulevard. As this transition occurs, the corridor turns towards Sumter Boulevard and connects to White Ibis Drive via a roundabout to promote smooth vehicular connections where, ultimately, White Ibis Drive will connect to Sumter Boulevard at a signalized intersection to form one of the main access points for this quadrant of the Town Center. At this location, Front Place (which begins at Price Boulevard and runs south, parallel to Sumter Boulevard, providing vehicular and pedestrian connectivity to the commercial outparcels along Sumter Boulevard) will continue south from the roundabout to a terminal connection with full access at Sumter Boulevard at the extreme south of the Town Center to serve as a connection to the southern outparcels and residential areas. ~~continues here but begins a sweeping arc similar to that of Sumter Boulevard as it progresses southward.~~ Here built-to lines and minimal setback lines will located buildings close to Price and Sumter for easy access by pedestrians; however, their vehicular access will be via small interior roadways, which will provide a calmer traffic area near their main entrances. The majority of parking will be on the interior of the parcel, not between the buildings and Sumter or Price. This is an area where General Commercial Type 1 and Type 2 uses will be encouraged, with a mix of traditional commercial development for shopping centers, and Type 1 and 2 individual uses on outparcels along Sumter and Price. Sidewalks and integrated vehicular access will be provided in an effort to make connectivity and ease of travel within the southeast quadrant as pedestrian friendly as possible. The southern-most area of this quadrant may be conducive to a typical multi-family residential development, with the potential for mixed use residential on upper floors above the commercial uses allowed where noted on the Conceptual Plan. Main Street and Front Place will continue through the parcel, but serve as the main vehicular connector between the various uses and will separate the commercial uses themselves on the east side of the parcel with their associated parking areas, and wide sidewalks will be provided in front of the commercial buildings to promote pedestrian traffic. Front Place will serve as a connector through the roundabout at the White Ibis/Main Street transition to fully connect the uses to the north and south of White Ibis Drive, thus providing for a smooth transition and promoting vehicular and pedestrian connectivity throughout the Southeast Quadrant of the Town Center.





- 2.2.5 In the southwest quadrant, adjacent to the Publix Retail Facility, are four outparcels, one of which (at the hard corner of Sumter and Price) has been developed as a 7-11 gas station and convenience store, one is being developed as a Dunkin Donuts and the other 2 outparcels currently sitting vacant and ready for development. (Refer to Figure 2.2.6) This quadrant may be developed more in keeping with traditional, vehicle oriented, commercial development, and perhaps that is appropriate since it straddles one of the vehicle access points of the Heron Creek Golf Community, White Ibis Drive. The Publix, with its large parking lot, is typical of the prevailing wisdom among retailers, that convenience for the automobile is everything. However, maintaining the pedestrian connections to Heron Creek community and to the City Center across Sumter will be very desirable. Developments on the remaining outparcels present the opportunity to locate buildings close to the right-of-way, as in the northwest quadrant and other commercial areas. This is an area of General Commercial Use, Type 3.



Figure 2.2.6

- 2.2.6 The northwest quadrant is the smallest of all and is surrounded by golf course residential development areas of Heron Creek. This quadrant has been developed as a retail center with multiple free-standing buildings (Drug Store, Bank) as well as a multi-tenant building with restaurants and retail uses. Development on this quadrant has been undertaken similar to that in the southwest quadrant as is typical of retail development in Southwest Florida. (Refer to Figure 2.2.7) This is an area of General Commercial Use, Type 3.

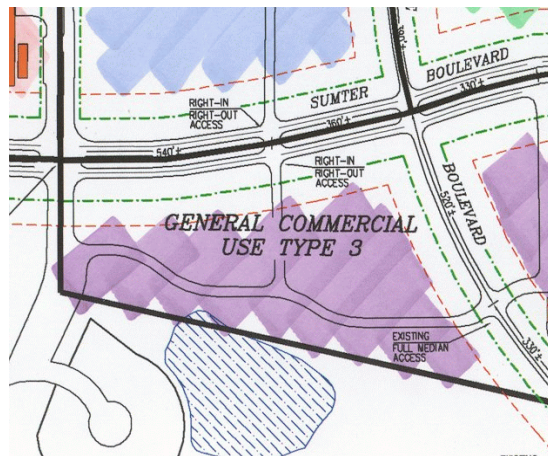
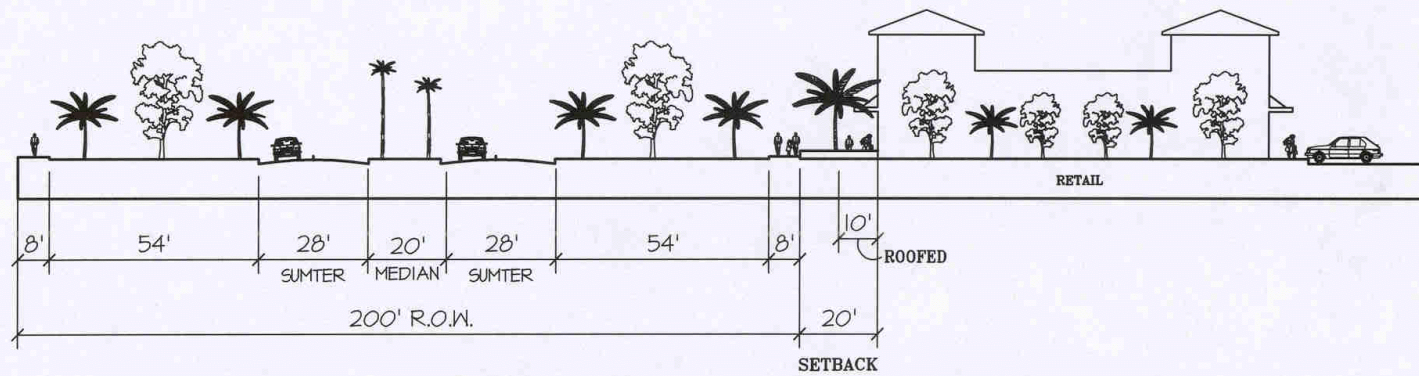


Figure 2.2.7

- 2.3 Building Setbacks and Build-To Lines - In order to accommodate the design delineated in the Towne Center Conceptual Site Plan, sweeping changes must be made to the traditional zoning ordinance in regard to building setbacks. The whole concept of setbacks and yards needs rethinking in a planned neighborhood where buildings are not perceived as islands surrounded by a sea of grass and asphalt. Closer proximity of the buildings to the street favors the pedestrian over the vehicle and forces vehicle parking to the interior of the parcel. Fortunately, if Towne Center is administered as if the whole were zoned PCD Planned Community Development District, as suggested in 1.1.2, then the emphasis is shifted away from setbacks and to Floor Area Ratios (FAR) or Site Occupancy Ratios (SOR) (Refer to 2.4). Thus, the valid use for setbacks in Towne Center is to create open areas for landscaping, circulation or visibility along roadways of all sizes. The opposite of a setback is a Build-To Line, and its use is to pull buildings close to a street to favor pedestrians and calm traffic. The following setbacks and build-to lines **are recommended for shall apply to** buildings in Towne Center:

- 2.3.1 Buildings with frontage on Sumter Boulevard shall be set back a minimum of 20 feet from the 200 foot right-of-way. Balconies at the second floor or above and roofs may project 10 feet into the setback. Open-air patios or porches surrounded by knee walls may project 20 feet into the setback. (Refer to Figure 2.3.1)

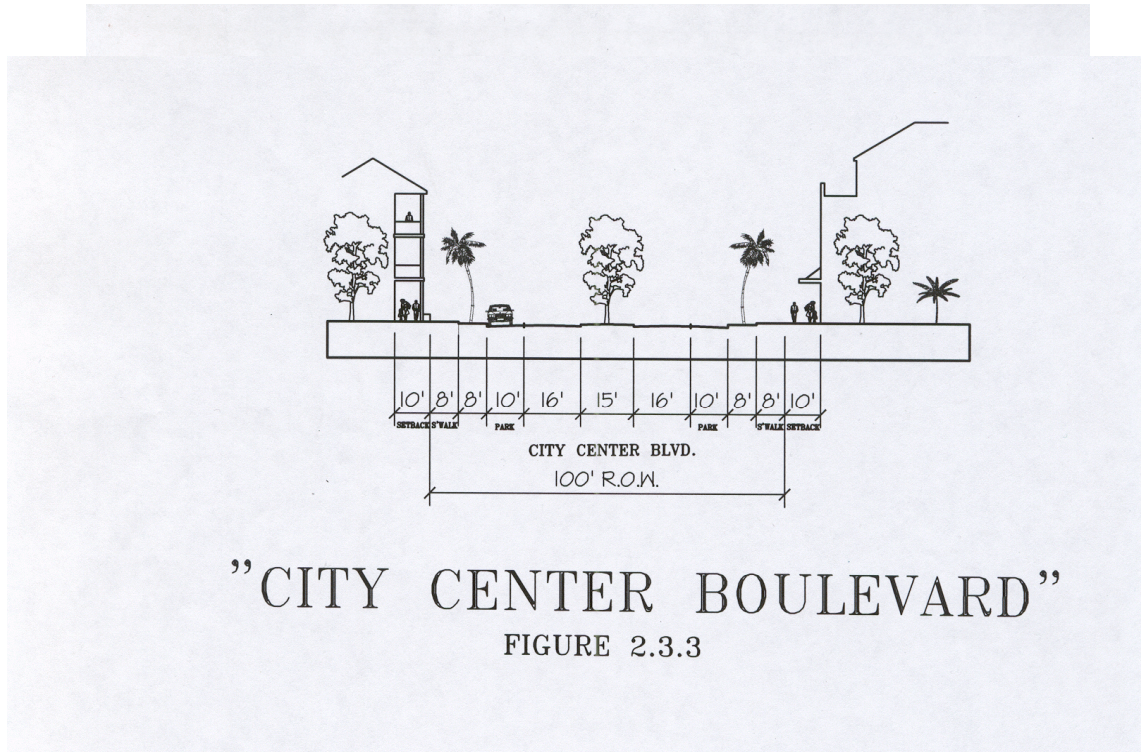


## SUMTER BOULEVARD

FIGURE 2.3.1



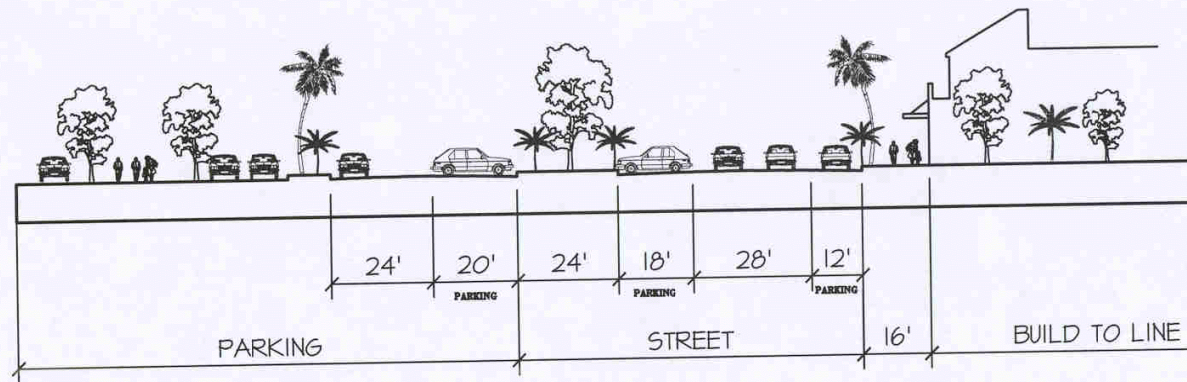
- 2.3.2 Buildings with frontage on Price Boulevard shall be set back a minimum of 30 feet from the 100 foot right-of-way. Balconies at the second floor or above and roofs may project 15 feet into the setback. Open-air patios or porches surrounded by knee walls may project 30 feet into the setback. (Refer to Figure 2.3.2)



- 2.3.3 Buildings with frontage on City Center Boulevard shall be set back a minimum of 10 feet from the 100 foot right-of-way. Balconies at the second floor or above, roofs and open-air patios or porches surrounded by knee walls may project 10 feet into the setback. (Refer to Figure 2.3.3)



- 2.3.4 Non-residential buildings with frontage on any other Towne Center street, whether private or public, shall not have a minimum set back from the right-of-way or property line. (Refer to Figure 2.3.4) Buildings fronting on one of the above streets shall be separated from their property lines by distances that comply with the applicable building code, based upon their construction type and area.



”MAIN STREET” @  
COMMERCIAL USE TYPE 1 & 2

FIGURE 2.3.4

- 2.3.5 "Main Street" shall have a Build-To Line, which shall be the outside edge of the sidewalk on either side of the street or the right-of-way/property line. At least 50% of the facade of buildings fronting on "Main Street" shall be built upon the Build-To Line. Buildings with projecting facade elements, such as columns or pilasters, may be setback a maximum of 5 feet from the Build-To Line, and flat front walls, uninterrupted by projections or recesses, shall not exceed 40 feet in length. Open space for uses such as café seating, exhibition of sculpture, fountains and raised planters may be placed between building and the build-to-line.
- 2.3.6 Detached single and two family residences, townhouses and portions of adult congregate living facilities built as detached single and two family residences shall have a minimum 20 foot setback from the right-of-way or property line at any street or alley.
- 2.3.7 Multiple-family dwellings and adult congregate living facilities, except those along Front Place and White Ibis, shall have a minimum 40 foot setback from the right-of-way or property line at any street or alley. Balconies at the second floor level or above roofs and open-air patios or porches surrounded by knee walls may project 20 feet into the setback. Residential buildings along Front Place and White Ibis shall have a minimum 0' and maximum 30' setback from internal property lines.
- 2.3.8 Residences located on the upper floors of Office, Professional & Institutional buildings shall be subject to the same setback restrictions as the building in which they are located.
- 2.3.9 All buildings, with side or rear setbacks adjacent to drainage canals or waterways, whether residential or commercial, shall have side and rear setbacks of a minimum 40' from all other internal and external property lines, provided minimum buffer requirements are being met.
- 2.3.10 All buildings, not adjacent to drainage canals or waterways or with internal road or alley frontage, shall have a setback of 20' from the property line.
- 2.4 Floor Area Ratio (FAR) and Site Occupancy Ratio (SOR) - The density of each use area of Towne Center shall be regulated by two principal means: 1) maximum Floor Area Ratio, which expresses the relationship between the amount of useable floor area permitted in a building and the area of the parcel on which the building stands, and 2) maximum Site Occupancy Ratio, which expresses the relationship between the footprint area of a building and the area of the parcel on which the building stands.

The FAR is obtained by dividing the gross floor area of a building by the total area of the parcel. Proper FAR regulations allow for flexibility in site design while placing reasonable limits on density. The stated maximum FAR may be exceeded only if the developer "purchases" bonuses by providing additional site amenities or improved access.

The SOR is obtained by dividing the gross area of the building footprint by the total area of the parcel. Proper SOR regulations allow for flexibility in site design while preserving a reasonable amount of open space. The stated maximum SOR may be exceeded only if the developer "purchases" bonuses by providing additional site amenities or improved access. Outdoor spaces, open to the sky, such as parking and driveways, patios and

plazas shall not be included in the building footprint. For purposes of calculating the FAR and SOR, buildings fronting on "Main Street" in the Governmental and Office, Professional & Institutional Use areas may include 50% of the "Town Green" space on which they front in the area of their parcel.

The maximum FAR for any individual parcel within the Towne Center is 1.00 and the maximum SOR for any individual parcel within the Towne Center is 0.50. Overall, density within the Towne Center is restricted based on the maximum densities allowed in the DRI Development Order, which does have some flexibility built-in due to the implementation of the Conversion Matrix in a recent change to the DRI. The Conversion Matrix allows uses within Towne Center to be interchanged without impacting the City services being provided and having a detrimental impact to the surrounding areas.

- 2.5 Buffers - The Towne Center is recognized as a special area within the larger community. In order to transition smoothly from Towne Center to surrounding residential areas, buffering will be required. Buffering is also required within Towne Center in certain instances.

- 2.5.1 A 40 foot wide buffer is required ~~between non-residential buildings inside~~ along the boundaries of the Towne Center ~~and any adjacent~~ where the adjoining residential property outside Towne Center has a residential use, specifically adjacent to the Blueridge Waterway and the drainage canal at the south of the southeast quadrant.

Where existing vegetation inside that 40 foot buffer is removed for development or is insufficient to maintain a screen that is 75% or more opaque, a Type 'C' buffer shall be installed. (Refer to North Port Land Development Code, Chapter 21) An eight foot high opaque wall with appropriate landscaping may be substituted for the buffer opaque landscape requirement.

No buildings shall be constructed in the buffer.

- 2.5.2 Trash dumpsters and trash compactors inside Towne Center shall be screened from sight by an opaque wall at least 6 feet high.

- 2.6 General Landscaping – A consistent landscape theme must be maintained throughout the development of the Towne Center. Visual continuity in the built environment can be accentuated by the use of an approved palette of plant material and set of standards for treatment of major site features. In order to blend with the Heron Creek residential development and the City of North Port entry features along Sumter Boulevard, the Towne Center will be governed by guidelines that will emphasize and enhance the natural environment that still exists around the development.

- 2.6.1 The landscape theme for the Towne Center shall be governed as follows:

2.6.1.1 Only the use of native and indigenous plants will be permitted.

2.6.1.2 Wherever possible, stands of existing vegetation shall be maintained (including understory vegetation). Dead and undesirable material may be removed.



- 2.6.1.3 Buildings, roads, parking and all site features shall be sited to preserve existing trees over 6" caliper, wherever possible.
- 2.6.1.4 Any pine tree that is to be preserved shall have a protected area equivalent to twice the diameter of its canopy. No fill or construction equipment shall be allowed within the limits of the protective barricades and tree wells will not be permitted to retain the tree.
- 2.6.1.5 Tree barricades shall be constructed at the drip line of existing hardwood trees and at two times the drip line of all pine trees. These barricades shall be maintained intact throughout the construction on the site surrounding the trees. These barricades shall be sturdy and clearly visible.
- 2.6.1.6 The majority of plant material approved for use around paved areas shall be street trees or shade trees. Accent trees and palm trees may be used at intersections or other areas of emphasis.
- 2.6.1.7 This selection of plant material for the various areas of the Towne Center shall take into consideration existing soil and groundwater conditions. The use of material that can withstand periods of inundation is critical in areas of poor percolation or high groundwater levels.
- 2.6.1.8 All site development shall conform to the minimum standards set forth in the City of North Port codes including tree preservation, tree replacement, minimum open space required and maximum allowable paved area requirements. In case of discrepancy, the more stringent standard shall always apply.
- 2.6.1.9 Once landscape material has been installed for a site feature that continues throughout the Towne Center, such as street trees on "Main Street", that pattern must be repeated for the entire length of that feature.
- 2.6.1.10 Landscape plans must be prepared by a Landscape Architect registered by the State of Florida and submitted to Heron Creek and the City of North Port for review and approval.
- 2.6.2 Landscape plan material selection, installation and maintenance shall be governed by the following:
  - 2.6.2.1 All plant material shall be Florida Grade No. 1 or better, as defined in Grades and Standards for Nursery Plants, State of Florida, Department of Agriculture.
  - 2.6.2.2 All planting areas shall receive soil amendments and fertilizer as appropriate.

- 2.6.2.3 A minimum three inch (3") thick layer of approved mulch shall be placed to cover the planting area of all new plant material.
- 2.6.2.4 All palms and trees shall be warranted by developer for a period of one year. All shrubs and ground covers shall be warranted for a period of three months.
- 2.6.2.5 Container grown trees are preferred over balled and burlaped. Balled and burlaped trees may be substituted with prior approval from Heron Creek.
- 2.6.2.6 All landscaping shall be installed according to accepted commercial planting standards by a qualified landscape contractor.
- 2.6.2.7 Landscape designs shall promote the reduction of future maintenance (i.e., elimination of small or isolated areas of sod, adequate separation of trees from sidewalks, height limitations under power lines, trees located in shrub beds, etc.).
- 2.6.2.8 The owners of individual parcels shall be responsible for the maintenance of all landscaping. Replacement of dead material shall be of the same type and quality of material originally installed and shall be accomplished within 90 days of plant failure.
- 2.6.2.9 All newly landscaped areas shall be irrigated with an automatic system that provides 100% coverage. Irrigation systems shall be incorporated into Heron Creek Towne Center irrigation supply system.
- 2.6.2.10 Irrigation systems will be designed to provide separate zones for turf areas.
- 2.6.2.11 Tree and shrub beds shall be irrigated with lower volume micro-irrigation systems.
- 2.6.2.12 Approved Plant List:
- Street Trees:  
*Quercus virginiana*, Live Oak, 12' – 14' Ht. x 6' Spd., 4" Cal.  
 (Large Street Tree)  
*Quercus laurifolia*, Laurel Oak, 12' – 14' Ht. x 6' Spd., 4" Cal.  
 (Large Street Tree)  
*Washingtonia robusta*, Washington Palm, 14' – 16' Ht. o.a., Matched  
*Ilex x attenuata 'East Palatka'*, East Palatka Holly, 10' – 12' Ht. x 4' Spd., 4" Cal. (Small Street Tree)  
*Lagerstroemia indica "Tuscarora"*, Crape Myrtle, 9' – 11' Ht. x 7' Spd., 4" Cal. MT. (Small Street Tree)



Shade Trees:

*Quercus virginiana*, Live Oak, 12' – 14' Ht. x 5' Spd., 3" Cal.  
*Quercus laurifolia*, Laurel Oak, 12' – 14' Ht. x 5' Spd., 3" Cal.  
*Acer rubrum*, Red Maple, 7' – 9' Ht. x 4' Spd., 3" Cal.  
*Liquidambar styraciflua*, Sweetgum, 9' – 11' Ht. x 4' Spd., 3" Cal.  
*Ulmus parvifolia* 'Drake', Drake Elm, 8' – 10' Ht. x 5' Spd., 3" Cal.  
*Bucida buceras* 'Shady Lady', Black Olive, 10' – 12' Ht. x 5' Spd., 3" Cal.  
*Conocarpus erectus*, Buttonwood, 8' – 10' Ht. x 5' Spd., 3" Cal.  
*Pinus elliottii*, Slash Pine, 9' – 11' Ht. x 4' Spd., 3" Cal.

Palm Trees:

\**Washington robusta*, Washington Palm, 12' – 16' Ht. o.a.  
 \**Sabal Palmetto*, Sabal Palm, 12' – 20' Ht. o.a.  
*Acoelorrhaphe wrightii*, Paurotis Palm, 10' – 14' Ht. o.a., Min. 7 canes  
*Livistonia chinensis*, Chinese Fan Palm, 6' – 12' Ht. o.a.  
*Trachycarpus fortunei*, Windmill Palm, 3' – 6' Ht. o.a.  
*Rhapidophyllum hystrix*, Needle Palm, 2' – 4' Ht. o.a.  
 \* Palms to be clustered in groups of five (5) or more.

Accent Trees:

*Ligustrum lucidum*, Ligustrum Tree, 6' – 8' Ht. x 4' Spd., 2" Cal. MT  
*Lagerstroemia indica* 'Tuscarora', Crape Myrtle, 6' – 8' Ht. x 4' Spd., 2" Cal. MT  
*Ilex x attenuata* 'East Palatka', East Palatka Holly, 6' – 8' Ht. x 2½' Spd., 2" Cal.  
*Ilex x attenuata* 'Savannah', Savannah Holly, 6' – 8' Ht. x 2½' Spd., 2" Cal.  
*Tabebuia caraiba*, Silver Trumpet Tree, 6' – 8' Ht. x 3' Spd., 2 Cal.  
*Koelreuteria elegans*, Goldenrain Tree, 8' – 10' Ht. x 4' Spd., 2" Cal.  
*Magnolia grandiflora*, Southern Magnolia, 6' – 8' Ht. x 3' Spd., 3" Cal.

Screening:

*Ilex cassine*, Dahoon Holly, 6' – 8' Ht. x 2½' Spd, 1½" Cal., 15 Gal.  
*Bucida buceras* 'Shady Lady', 6' – 8' Ht. x 3½' Spd., 1½" Cal., 15 Gal.  
*Ficus benjamina*, Weeping Fig, 6' – 8' Ht. x 3½' Spd., 1½" Cal., 15 Gal.  
*Conocarpus erectus*, Buttonwood, 6' – 8' Ht. x 2½' Spd., 1½" Cal., 15 Gal.  
*Pinus elliottii*, Slash Pine, 6' – 8' Ht. x 2' Spd. 1½" Cal., 15 Gal.  
*Taxodium distichum*, Bald Cypress, 6' – 8' Ht., 2' Spd., 1½" Cal., 15 Gal.  
*Myrica cerifera*, Wax Myrtle, 6' – 8' Ht. x 2½' Spd., 1½" Cal., 15 Gal.  
*Nerium oleander*, Oleander, 4' – 6' Ht., 7 Gal.  
*Podocarpus macrophyllus*, Podocarpus, 4' – 6' Ht., 7 Gal.

Large Shrubs:

*Tripsacum dactyloides*, Fakahatchee Grass, 2' Ht., 3 Gal., 5' o.c.  
*Viburnum obovatum*, Walter's Viburnum, 2' Ht., 3 Gal., 3' o.c.  
*Viburnum suspensum*, Sandankwa Viburnum, 18" Ht., 3 Gal., 3' o.c.  
*Philodendron selloum*, Split leaf Philodendron, 18" Ht., 3 Gal., 4' o.c.

*Podocarpus macrophyllus*, Podocarpus, 30" Ht., 3 Gal., 3' o.c.  
*Serenoa repens*, Saw Palmetto, 12" Ht., 3 Gal., 4' o.c.  
*Myrcianthes fragrans*, Simpson Stopper, 2' Ht., 3 Gal., 3' o.c.  
*Hamelia patens*, Firebrush, 2' Ht., 3 Gal., 5' o.c.  
*Ixora coccinea* 'Nora Grant', Nora Grant Ixora, 2' Ht., 3 Gal., 3' o.c.  
*Nerium oleander* 'nana', Dwarf Oleander, 18" Ht., 3 Gal., 3' o.c.  
*Raphiolepis indica* 'Majestic Beauty', Majestic Beauty Indian Hawthorn, 18" Ht., 3 Gal., 3' o.c.

#### Accents:

*Hibiscus rosa-sinensis*, Hibiscus, 18" Ht., 3 Gal., 4' o.c.  
*Cycas revoluta*, King Sago, 18" Ht., 3 Gal., 4' o.c.  
*Crinum asiaticum*, Crinum Lily, 2' Ht., 3 Gal., 4' o.c.  
*Gardenia jasminoides*, Gardenia, 30" Ht., 3 Gal., Grafted  
*Bougainvillea* spp., Bougainvillea, 24" Ht., 3 Gal.  
*Strelitzia reginae*, Bird of Paradise, 18" Ht., 3 Gal., 3' o.c.  
*Alpinia zerumbet* 'variegata', Variegated Shell Ginger, 18" Ht., 3 Gal., 3' o.c.  
*Nandina domestica*, Heavenly Bamboo, 24" Ht., 3 Gal., 30" o.c.  
*Jatropha integerrima*, Jatropha, 18" Ht., 3 Gal., 4' o.c.  
*Pennisetum setaceum*, Fountain Grass, 24" Ht., 3 Gal., 3' o.c.

#### Small Shrubs:

*Ilex vomitoria* 'nana', Dwarf Yaupon Holly, 12" Ht., 3 Gal., 3' o.c.  
*Raphiolepis indica*, Indian Hawthorn, 12" Ht., 3 Gal., 30" o.c.  
*Muhlenbergia capillaris*, Muhly Grass, 18" Ht., 3 Gal., 30" o.c.  
*Tripsacum floridana*, Gamma Grass, 18" Ht., 3 Gal., 30" o.c.  
*Zamia pumila*, Coontie, 12" Ht., 3 Gal., 30" o.c.  
*Ixora coccinea* 'Maui', Maui Ixora, 12" Ht., 3 Gal., 30" o.c.  
*Ilex cornuta* 'Dwarf Burford', Dwarf Buford Holly, 14" Ht., 3 Gal., 30" o.c.  
*Spartina bakeri*, Sand Cordgrass, 24" Ht., 3 Gal., 30" o.c.

#### Groundcovers:

*Liriope muscari* 'Evergreen Giant', Evergreen Giant Liriope, 1 Gal., 24" o.c.  
*Liriope muscari* 'variegata', Aztec Grass, 1 Gal., 18" o.c.  
*Rhoeo spathacea*, Oyster Plant, 1 Gal., 18" o.c.  
*Trachelospermum asiaticum*, Asian Jasmine, 1 Gal., 18" o.c.  
*Trachelospermum jasminoides*, Confederate Jasmine, 3 Gal., 3' o.c.  
*Hemerocallis* spp., Daylilies, 1 Gal., 12' o.c.  
*Dietes bicolor*, African Iris, 1 Gal., 24" o.c.  
*Lantana* spp., Lantana, 1 Gal., 24" o.c.  
*Penta lanceolata*, Penta, 1 Gal., 18" o.c.  
 Seasonal Annuals, 4" pots, 8" – 12" o.c.

- 2.6.2.13 All plant material sizes to be considered minimum. Substitutions may be used with prior approval from Heron Creek and the City of North Port.
- 2.6.2.14 Place Oaks a minimum of 6' from all sidewalks.
- 2.6.2.15 Place palms far enough away from pedestrian areas to avoid liability issues such as thorns, leaf boots, and falling fronds.
- 2.6.2.16 Allow adequate separation of trees and palms from pedestrian areas to avoid conflicts with stakes and guy lines.
- 2.6.2.17 Plant material with toxic qualities shall be placed in areas separated from contact with the general public.
- 2.6.2.18 Weeping Fig to be used only in areas without underground utilities.

## 2.7 Roadway Landscape Treatments

- 2.7.1 Sumter Boulevard-This two hundred foot (200') right-of-way roadway is one of the main routes from Interstate 75 into the City of North Port. Currently, Sumter Boulevard is a 4-lane divided roadway with pedestrian interconnectivity to the surrounding areas. The landscape treatment along Sumter must work in harmony with any landscaping that the City has installed in the right-of-way and provide a transition to the more urban aspects of the Towne Center. All vehicular use areas are to be screened from the right-of-way by beds of shrub massing, the largest of which shall reach a height of thirty-six inches (36") within twenty-four (24) months of planting or screening walls. Screening beds shall allow for breaks to provide connections from the Sumter Boulevard walkway to the interior circulation system. Any walls used shall provide some degree of opacity through the use of decorative metal railings or other compatible material. Shade trees and accent trees shall be clustered in strategic locations to allow for views of commercial buildings closest to Sumter Boulevard. (See Figure 2.7.1) However trees shall not be spaced more than 60' apart to allow for adequate shading of sidewalks within the right-of-way. Allow space for four foot (4') by seven foot (7') v-shaped project identification signage along the entire length of roadway. Any landscape planted within the Sumter Boulevard right-of-way shall meet city requirements for sight distance and installation.

Buffer Requirements Per 100 L.F. of Roadway:

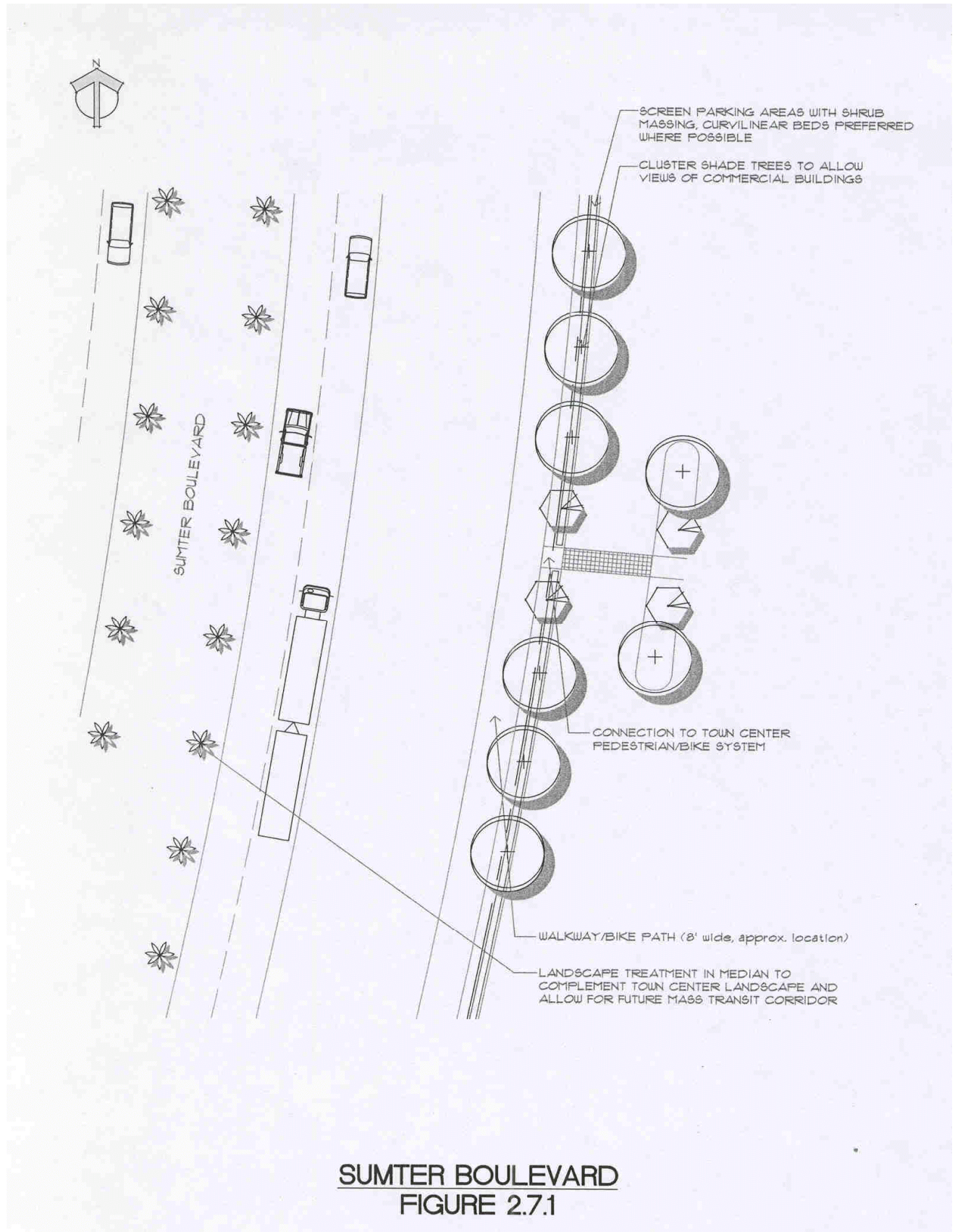
Two and one-half (2.5) large street trees

Five (5) small street trees

\*Thirty-three (33) large shrubs

Sixty (60) small shrubs

\*Large shrub requirement can be waived with inclusion of screening wall.



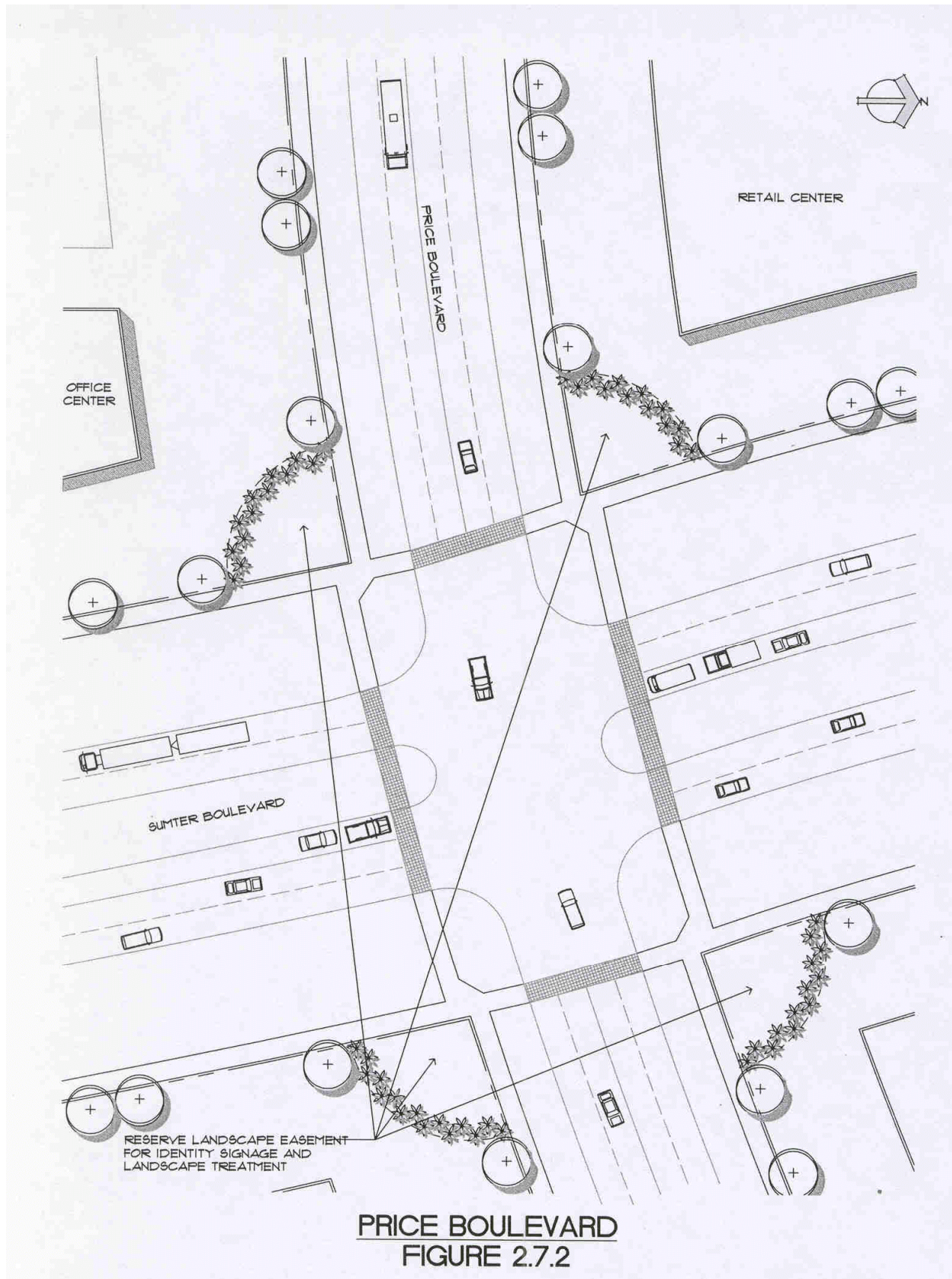
- 2.7.2 Price Boulevard - This one hundred foot (100') right-of-way roadway provides connections to the residential area to the west and Toledo Blade Boulevard to the east. The intersection of Price and Sumter has been designated as an identity intersection by the City. This intersection has obvious importance for reasons other than its traffic handling capacity. As the key intersection in Towne Center, it is essential to preserve a fifty foot (50') radius landscape easement at all four corners of Sumter and Price for identity signage and associated landscape treatments. (See Figure 2.7.2). The form and style of the identity signage shall evolve in conjunction with the sense of place that emerges as the Towne Center develops over time. Materials, lettering style and aesthetic features will be tied to the theme of the Towne Centers public spaces. Shade trees and accent trees shall be clustered for strategic locations on site to allow for views of buildings. Space will be designated for the inclusion of public art projects within these easements. Heron Creek shall review and approve all public art proposals for this area. Allow space for four foot (4') by seven foot (7') v-shaped project identification signage along the entire length of roadway.

Buffer Requirements Per 100 L.F. of Roadway:

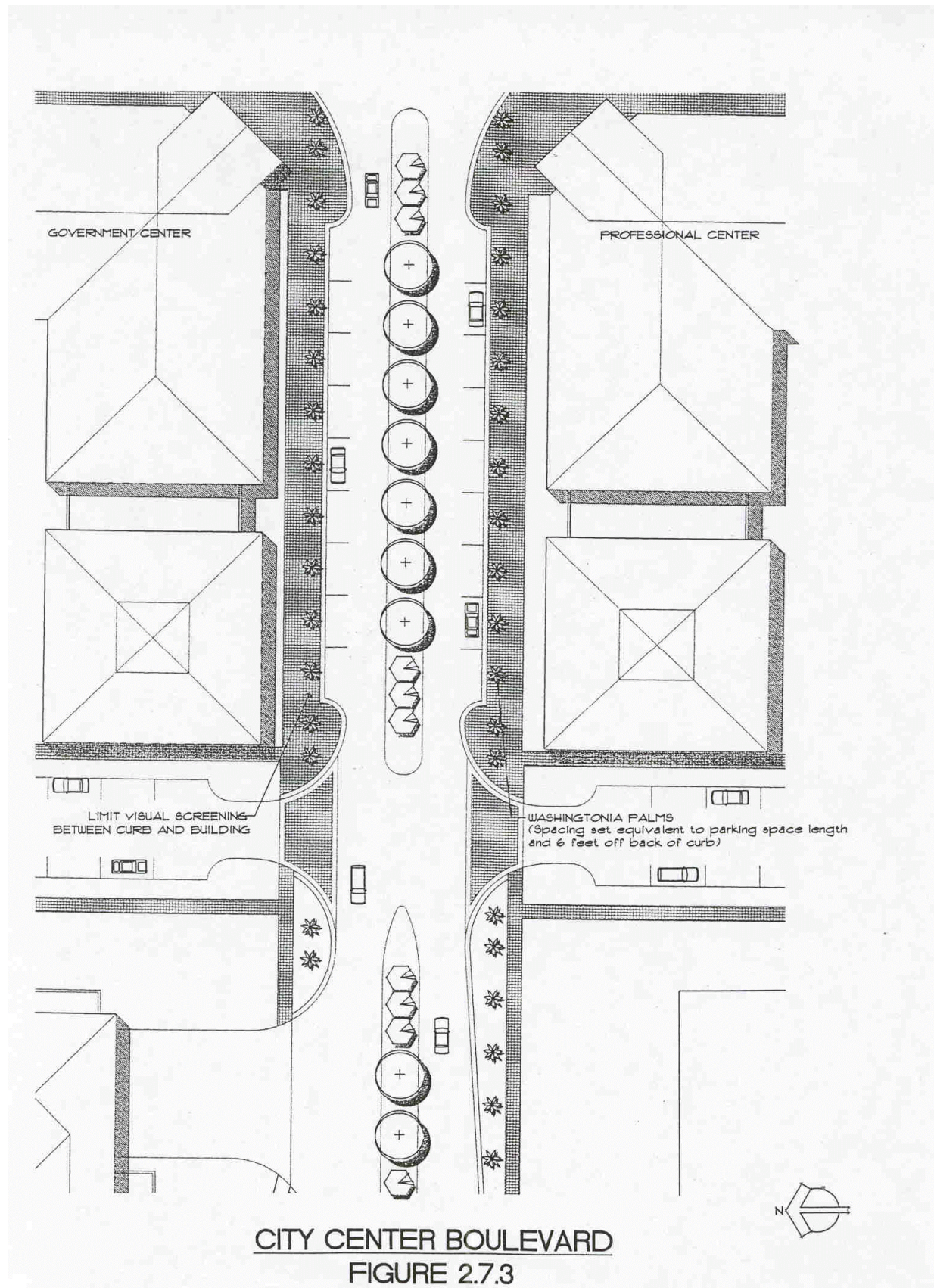
- Two (2) large street trees
- Three (3) small street trees
- Thirty-three (33) large shrubs
- Thirty-three (33) small shrubs

- 2.7.3 City Center Boulevard - This roadway serves as the main access into the government center office center from Sumter Boulevard. The one hundred foot (100') right-of-way is essentially the division between the two use areas of this Towne Center quadrant, however, it must be treated as a unifying element through the use of landscape and hardscape materials and arrangement. Building setbacks along City Center Boulevard have been reduced to ten feet (10') to strengthen the tie between building and roadway. To further foster this relationship, the planting program shall limit the addition of visual screening. The landscape strip between the edge of right-of-way and on street parking shall consist of Washingtonia palms planted on spacing established by the length of parallel parking spaces and a combination of small shrubs and groundcovers. Plant material within the median consist of street trees, shrubs and ground covers. There shall be no sod used in the medians, except in the roundabout. The palm trees and the street trees will provide contrast and help to soften the roadway cross section. This treatment must also be carried out on the extension of City Center Boulevard across Sumter Boulevard to the end of the commercial use parcels. (See Figure 2.7.3)









- 2.7.4 Main Street- This roadway serves as the central spine that joins the Governmental Use area, Office Professional and Institutional Use area and main portion of the General Commercial Use area. As it unites three distinct uses so does it have three distinct cross sections, The Towne Green section, a boulevard section and an on-street parking section.

All three sections will have the same basic treatment scheme as City Center Boulevard with Washingtonia palms in the strip between the edge of right-of-way and edge of pavement, however, the medians for the Towne Green and boulevard sections may use a different combination of street trees. In addition, the Towne Green and on-street parking roadways must follow additional criteria.

2.7.4.1 The interior section of the Towne Green shall be primarily sod. A double row of small shrubs will be planted along the interior edge of the walkway. The interior street trees shall be planted in line with the interior row of shrubs. (See Figure 2.7.4.1)

2.7.4.2 Small street trees shall be planted in the parking islands of the on-street parking section in conjunction with the Washingtonia palms. In addition, should landscape screening be required between on-street parking and additional Vehicular Use areas, this area shall be heavily screened with berming, shrubs and other screening material. This will serve to maintain the streetscape environment by providing a continuous enclosure. (See Figure 2.7.4.2)

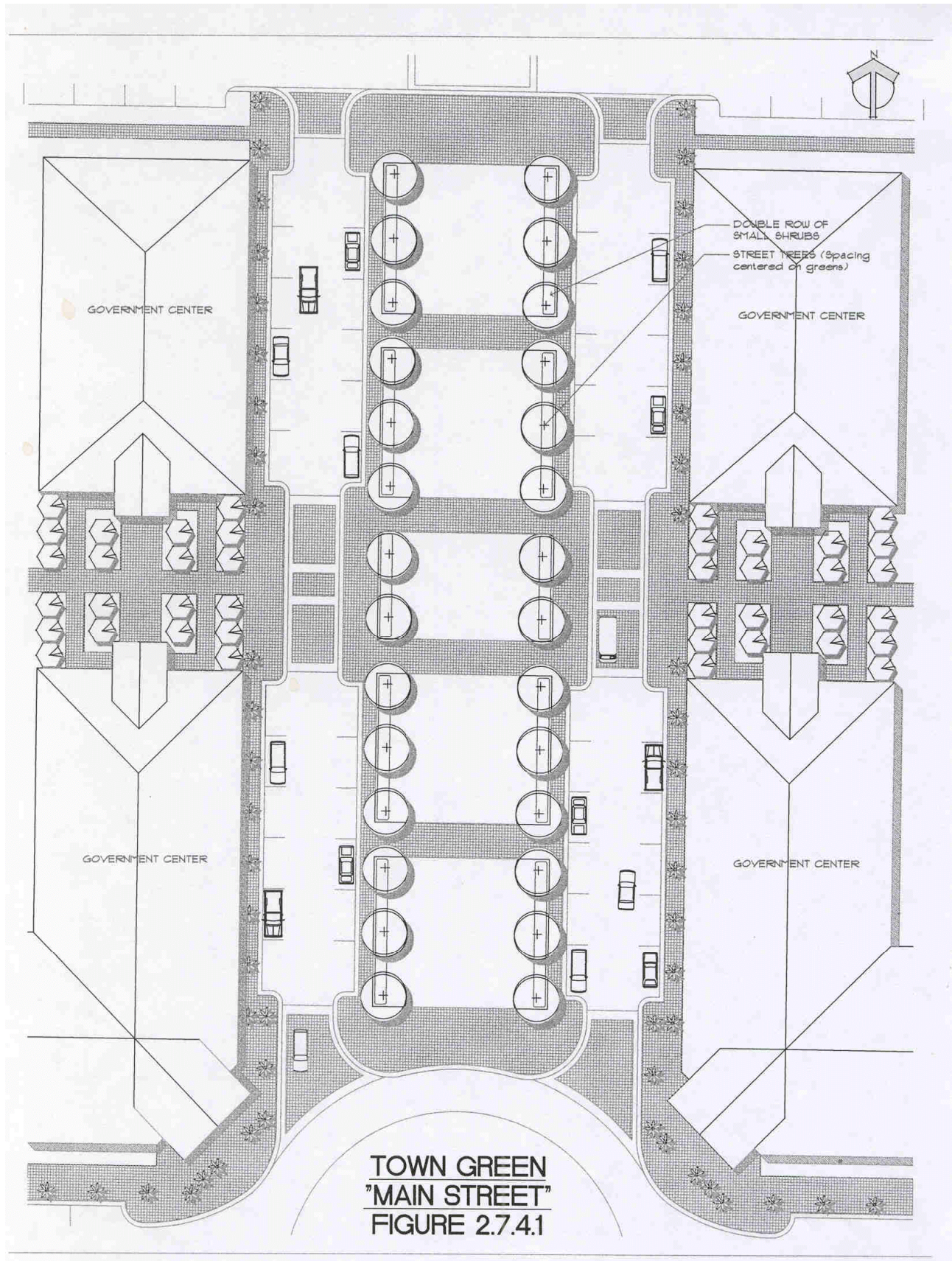
- 2.7.5 White Ibis Drive - This roadway section provides access into the main eastern commercial area and cross access to the Heron Creek residential area to the west. To emphasize the importance of this access point, the landscape strip between the roadway and the parking area shall have a double row of street trees set on staggered spacing. The row of trees closest to the roadway shall be of the smaller street tree variety. The row behind shall be of the large street tree type. The understory shall be planted with large shrubs, small shrubs and groundcover in a layered arrangement. (See Figure 2.7.5)

- 2.7.6 Interior Roadways - All other interior roadways shall have street trees or Washingtonia palms planted on equal spacing. The selection of tree type shall be based on the most restrictive factor on that roadway (i.e. building setback, landscape strip width, proximity to pavement, etc.). Street tree spacing shall be governed by the following:

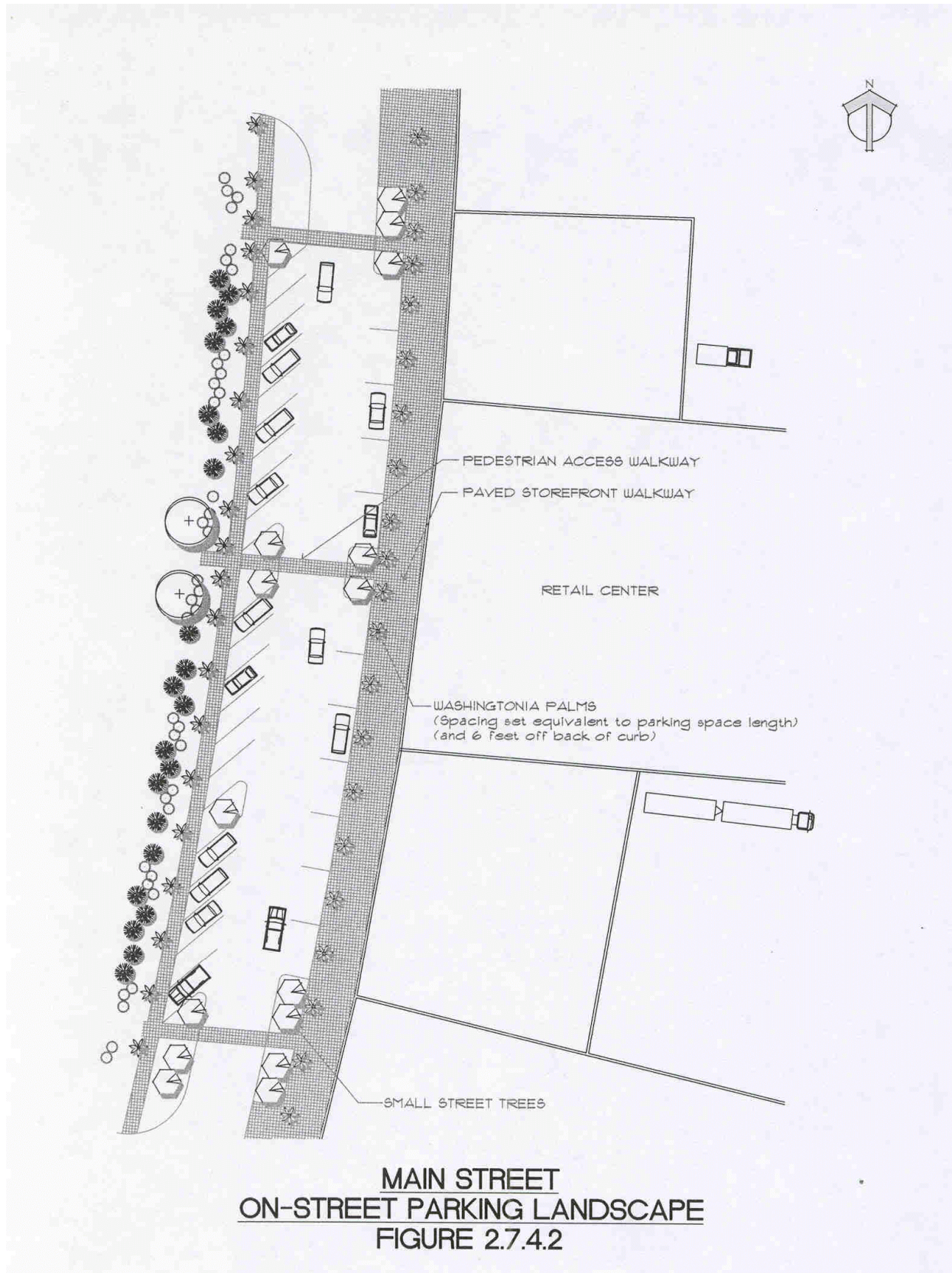
Large street trees - 36' o.c.  
 Small street trees - 18' o.c.  
 Washingtonia Palm - 18' o.c.

These spacings are based on parking space dimensions. Placement of street trees may need to be modified so that trees will be placed at the ends of a parking space, if parking exists on the roadway in question.

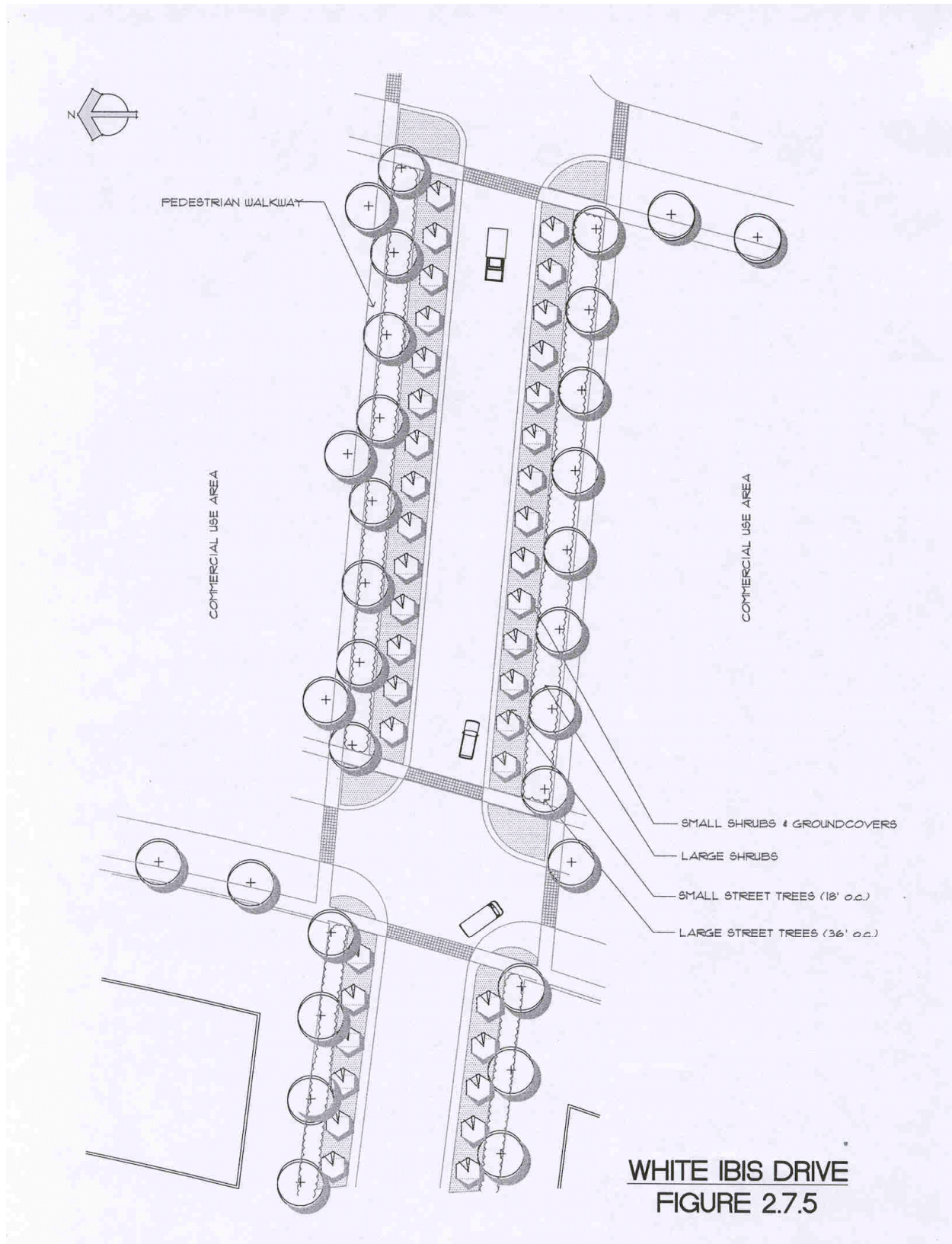












## 2.8 Streetscape

The details that are specified within the Towne Center will meld to create the character of the streetscape. Whereas the individual components used cannot provide a sense of place, the way they are combined to create the individual spaces of the Center can. The scope of these guidelines is insufficient to provide designs for each public space, however, suggestions will be listed concerning hardscape treatment, site furniture and opportunities for the enhancement of the streetscape experience.

2.8.1 Pedestrian system – To encourage foot traffic over vehicular traffic, ample cross connections need to be provided from one side of the site to the other. These connections must provide a direct access, with limited detours, and shall provide connections within and between the different use areas. The design of these systems shall be regulated by the following:

2.8.1.1 The majority of the system shall be composed of six foot (6') wide concrete sidewalks in the locations initially depicted on Figure 4.4A. Five foot (5') wide sidewalk segments over 100 ft that need to be replaced in their entirety shall be replaced with six foot (6') wide concrete sidewalks. The sense of enclosure shall vary based on the desired scale of the space.

2.8.1.2 Areas of visual interest, special use and roadway crossings shall use specialty concrete paving, such as concrete pavers or colored and textured concrete.

2.8.1.3 The pedestrian system shall be designed to utilize the shade provided by required street trees or shall provide additional shade trees.

2.8.1.4 Provide adequate rest areas with benches at convenient locations of intersection, visual interest, and public gathering.

2.8.1.5 Provide for the inclusion of items of visual and auditory interest (i.e. public art, display fountains, kiosks, etc.).

2.8.1.6 Include utilitarian features into a homogenous design element (i.e. bus stop shelters, newspaper rack locations, traffic signage, etc.).

2.8.1.7 Include features of visual interest at the visual termini of roadways and walkways.

2.8.2 Public Spaces – all public spaces should be designed to allow for and encourage personal interaction. These spaces shall be regulated by the following:

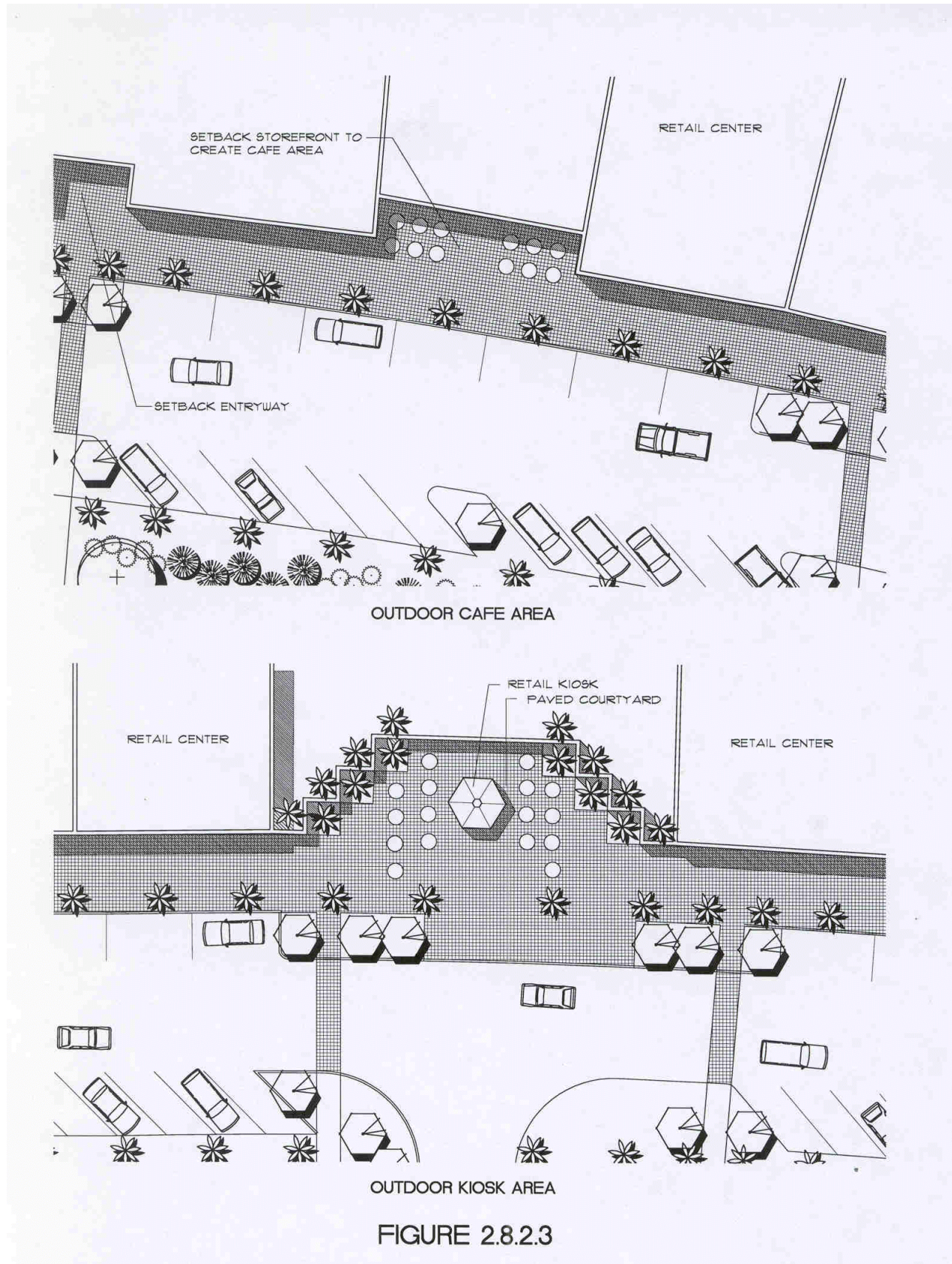
2.8.2.1 Provide locations for intimate conversations to occur outside of the direct pedestrian flow.

2.8.2.2 Provide bench areas that include face-to-face bench placement.

2.8.2.3 Encourage varied setbacks from “Main Street” in the retail center to allow for visual interest and outdoor use areas.

2.8.2.4 Provide areas for kiosk establishments.





- 2.8.3 Site Furniture – The following list shall regulate the use of site furniture in the streetscape. This list may be modified by approved equals. All substitutions must be approved by Heron Creek and the City of North Port. (Figure 2.8.3)

- 2.8.3.1 Bench – C-10 Model, Victor Stanley, Inc. (800) 368-2573 – [www.victorstanley.com](http://www.victorstanley.com)
- 2.8.3.2 Trash Containers / Ash Trays – Ironsites Series, Victor Stanley, Inc.
- 2.8.3.3 Tree Grates – R-8754 Square, Neenah Foundary Co., (414) 725-7000 – [www.nfco.com](http://www.nfco.com)
- 2.8.3.4 Plant Vases – Terra-form Westlake II Series, Wausau Tile, Inc. (800) 388-8728 – [www.wausautile.com](http://www.wausautile.com)
- 2.8.3.5 Bike Racks – Bike Multi-Hoop, Bike Security Racks Co., Inc., (800) 545-2757 – [www.bikeracks.com](http://www.bikeracks.com)
- 2.8.3.6 Drinking Fountain – 1776 Old Style, Murdock, Inc. (513) 471-7700 – [www.murdockfountains.com](http://www.murdockfountains.com)

- 2.9 Site Signage – The purpose of this criteria is to regulate the type, number, design and placement of signs within the Towne Center. Guidelines provide a consistent hierarchy of signage, clear and concise enough to allow for easy site navigation while enhancing the overall appearance of the Center.

- 2.9.1 Sign hierarchy will be designated as follows:

2.9.1.1 Center Identification – Identifies the Towne Center. Four monument signs located at the intersection of Sumter Boulevard and Price Boulevard and one monument sign located at each edge of the Town Center along Sumter and Price. Each sign shall not exceed 200 sq. ft. and shall be designed in harmony with the landscape architectural features of the site. Other off-premises signs shall not be allowed.

2.9.1.2 Project Identification – Identifies the major entrances to the major use areas. This includes the intersection of Price Boulevard and Main Street (south side of intersection) as well as the intersection of White Ibis Drive and Sumter Boulevard and Main Street and Sumter Boulevard. These signs shall be multi-tenant signs installed within the landscaped median of these Towne Center roadways. The height of these signs shall be a maximum of 25' measure from finished grade and will be designed with architecture that will be in harmony with the architecture of the Towne Center overall. An 8' high multi-tenant sign will be allowed at the intersection of Main Street and Price on the north side of Price.



2.9.1.3 Outparcel Identification – Each Outparcel will be allowed one monument sign for each frontage of Sumter and Price Boulevards, and each residential parcel will be allowed one monument sign at each entrance into the residential use off of internal Town Center roadways (regardless of the roadway classification), a maximum of 25 square feet in area and 8' in height. The design of the sign shall be in keeping with the architectural theme of the Towne Center and will match architecture of the building on the outparcel.

2.9.1.4 Internal Directional Signs – Each outparcel shall be allowed one directional sign at each of its connections to the internal roadways of the Towne Center. These signs shall be limited to 4 square feet in area and 4' in height. The design of the sign shall be in keeping with the architectural theme of the Towne Center and will match the architecture of the building on the outparcel.

2.9.1.5 Building Identification – Identifies building address and/or building tenant(s). Refer to Building Signs. Each parcel fronting on Sumter or Price Blvds. may have one monument sign along internal road that identifies the building. Parcels greater than two acres may have up to two monument signs no closer together than 300 ft. All ground signs shall be located consistent with access drives and landscape elements.

2.9.1.6 Temporary – Identifies available property information and development information.

Real Estate signs may be single sided or V-shaped. Single sided signs shall be no more than 8 feet wide by 4 feet high. Each of the two visible faces of a V-shaped sign shall be limited to 8 feet wide by 4 feet high. Information shall be limited to property identification, realty company's name, phone number and agent to contact. Sign must be removed upon completion of building sale or when building is fully leased. All signs shall be set back 10 feet from the property line.

Construction signs shall be single sided only and shall be limited to 8 feet wide by 4 feet high. Only one sign per development will be permitted. Information shall be limited to the name of the project, identification of owner / developer, design firms, contractor and financing source. No individual subcontractor signs will be permitted. Sign shall be removed upon construction completion.

All signs shall be set back 10 feet from the property line.

2.9.1.7 Directional / Information – Provides directions and/or information to tenant location, parking areas, etc. Not included in above limitations.



## 2.9.1.8 Prohibited Signs:

- Animated signs (except electronic, digital message boards changing no more than once per hour)
- Signs with visible neon tubing
- Window signs
- Bench signs
- Obscene signs
- Roof signs
- Painted wall signs
- Portable changeable copy signs
- Balloons of all types
- Sandwich signs
- Revolving or rotating signs
- Flashing or audible signs

2.10 Lighting - In the interest of creating a consistent and pleasant atmosphere inside Towne Center, outdoor area lighting along streets and inside future developments should seek a balance between safety/security and aesthetics. Outdoor lighting designs should be appropriate for the specified use of a particular area.

2.11 Parking - Almost every building or tenant in Towne Center requires some off-street parking for vehicles. However, the Towne Center has been planned in such a way as to encourage pedestrian circulation and on-street parking. Also, due to the mixed occupancy of Towne Center, the various buildings will reach their peak parking demand at different times of day. Therefore, the opportunity exists to reduce the number of off-street parking spaces from that traditionally required for the Towne Center occupancies if one assumed that each building was located in a free-standing location and ample parking was provided for that building for the time of its highest parking demand. The following parking guidelines assume that parking may be shared between several buildings in the same vicinity and that on-street parking may be included in a building's parking requirement, thereby decreasing the total number of parking spaces and area of paving.

2.11.1 On-street parking on the same side of the street and directly fronting a lot shall count toward the minimum parking requirement for that lot. Any portion of a particular parking space fronting on the lot will count as one whole parking space.

2.11.2 A group or common parking area is permitted to serve multiple tenants or buildings.

2.11.3 The required number of parking spaces may be reduced below the minimum numbers based upon a demonstrated peak demand time differential between two or more of the uses sharing the same parking area.

2.11.4 Parking for community related retail and service occupancies in Office, Professional & Institutional Use areas shall not require off-street parking provided that: (1) the gross floor area of the individual tenant or building

does not exceed 1000 square feet; (2) the use of the tenant or building shall be consistent with the permitted uses for that area.

- 2.11.5 In Governmental Use areas the number of required parking spaces shall be based upon the gross floor area of the building or tenant area and the use of that area. (Refer to North Port Development Code, Appendix 6.8)
- 2.11.6 In Office, Professional & Institutional Use areas the number of required parking spaces shall be based upon the gross floor area of the building or tenant area and the use of that area, except as noted in 2.10.4. Parking areas shall comply with minimum and maximum numbers of spaces. (Refer to North Port Development Code, Appendix 6.8)
- 2.11.7 In all General Commercial Use areas the number of required parking spaces shall be based upon the gross floor area of the building except for restaurants and motion picture theaters. (For restaurants and theaters, refer to North Port Development Code, Appendix 6.8) Parking areas shall comply with minimum and maximum numbers of spaces. For any building the ratio of parking spaces to area shall decrease relative to the size of the building. Calculate the number of parking spaces as illustrated.

Parking for **commercial** buildings or tenants located in General Commercial Use areas shall be calculated as follows:

Minimum number of parking spaces =  $P_{\min}$

Maximum number of parking spaces =  $P_{\max}$

Gross building or tenant area =  $A$

$$P_{\max} = \frac{A}{1000} [ 5.5 - 0.1( A / 10000 ) ]$$

$$P_{\min} = \frac{A}{1000} [ 4.0 - 0.1( A / 10000 ) ]$$

example:

For a building of 150,000 square feet the maximum parking requirements shall be:

$$P_{\max} = \frac{150000}{1000} [ 5.5 - 0.1( 150000 / 10000 ) ] = 600 \text{ parking spaces for a parking ratio of 4.0 spaces per 1000 square feet}$$

$$P_{\min} = \frac{150000}{1000} [ 4.0 - 0.1( 150000 / 10000 ) ] = 375 \text{ parking spaces for a parking ratio of 2.5 spaces per 1000 square feet}$$

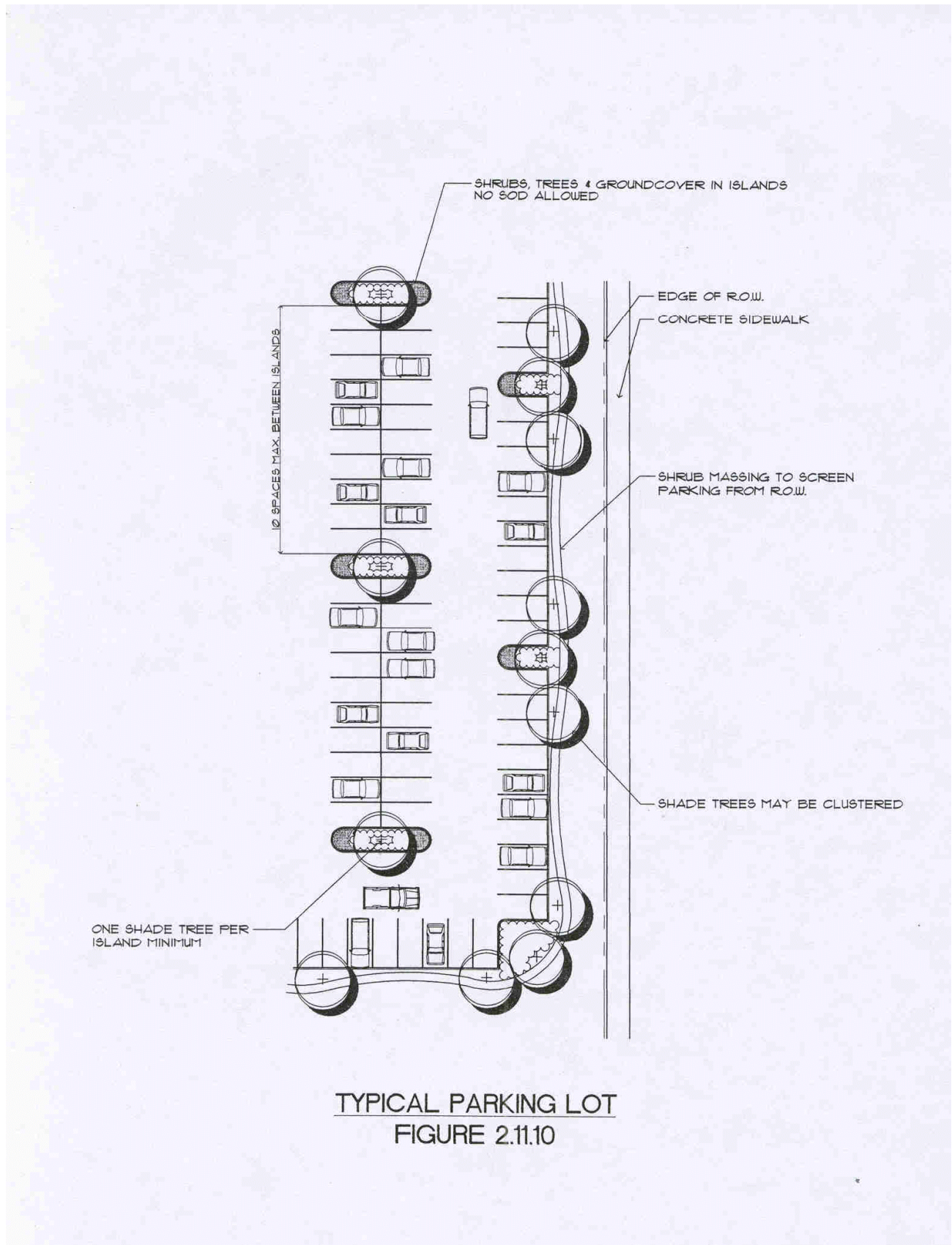
For a building of 5,000 square feet the minimum parking requirements shall be:

$$P_{\max} = \frac{5000}{1000} [ 5.5 - 0.1( 5000 / 10000 ) ] = 27 \text{ parking spaces for a parking ratio of 5.45 spaces per 1000 square feet}$$

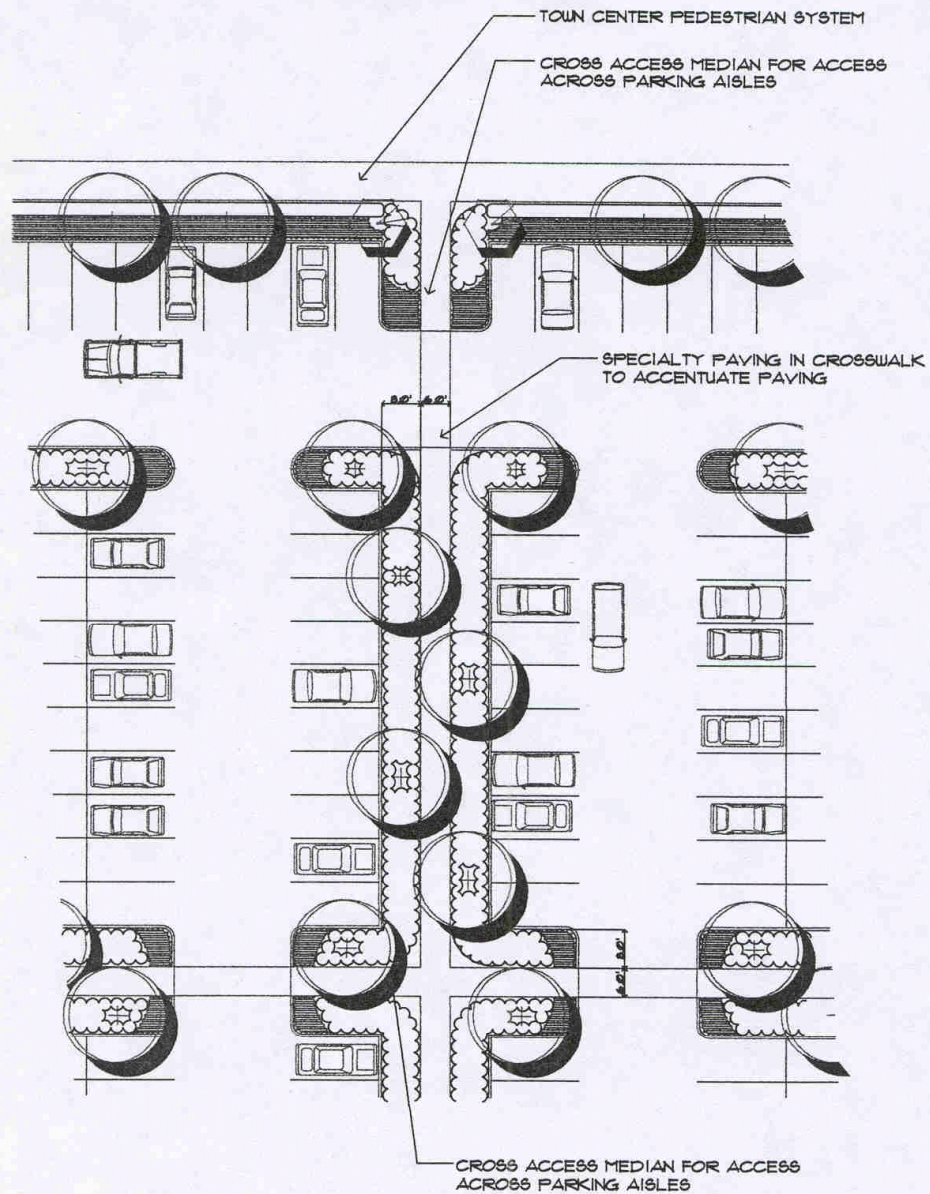
$$P_{\min} = \frac{5000}{1000} [ 4.0 - 0.1( 5000 / 10000 ) ] = 20 \text{ parking spaces for a parking ratio of 3.95 spaces per 1000 square feet}$$

**For Residential uses within Town Center, each unit shall require a minimum of 1.5 parking spaces.**

- 2.11.8 Landscaping shall be provided in landscape islands throughout the parking areas equal to ten percent (10%) of the total paved area.
- 2.11.9 Landscape islands shall be located at the end of each parking aisle adjacent to the travel lane serving that aisle.
- 2.11.10 No more than ten (10) parking spaces shall be placed in a continuous row without a landscape island. (See Figure 2.11.10)
- 2.11.11 Landscape areas shall have a minimum width of eight feet (8') of planting area.
- 2.11.12 A minimum of seventy percent (70%) of required trees within the parking area shall be a shade tree.
- 2.11.13 Landscape islands shall be planted with trees, small shrubs and groundcovers. No sod will be allowed in landscape islands.
- 2.11.14 Every parking area shall provide a minimum of one (1) continuous cross access median with landscaping to provide a pedestrian walkway connection to offsite walkways. This median shall have a six foot (6') paved walkway with a landscape area on both sides. (See Figure 2.11.14)
- 2.11.15 Where a parking area is not screened by roadway buffer requirements, the parking area will be screened with one (1) shade tree every forty linear feet (40' l.f.) and a continuous shrub massing that shall obtain a height of three feet (3') within two years. Trees may be clustered where appropriate. Two (2) accent trees may be substituted per shade tree where available clearance will not allow for use of shade trees. Layering of shrub masses is encouraged where space permits. Knee walls with decorative railing sections may be substituted for large shrub massing, however small shrubs will be required in front of the wall.
- 2.11.16 All landscaped areas shall be protected from vehicle encroachment by curbing or wheel stops.
- 2.11.17 Landscape areas shall be designed so as not to interfere with traffic sight line requirements.
- 2.12 Public Transportation - Bus service along Sumter Boulevard is an asset to Towne Center, and accommodations shall be made that enhance its effectiveness and encourage patronage by the public. One main, covered bus stop shall be located along Sumter Boulevard in the southwest quadrant, three others located elsewhere in Towne center, and if the transportation authority will cooperate, other stops may be designated along the pedestrian and vehicular spines, "Main Street" and City Center Boulevard. At present, the preference for location of the main bus stop is directly across Sumter from White Ibis Drive.







**PARKING AREA CROSS ACCESS MEDIAN**  
**FIGURE 2.11.14**

- 2.13 Storm Water Management - In keeping with current City of North Port development standards, all storm water runoff from within the Towne Center will be treated and attenuated in accordance with Southwest Florida Water Management District (SWFWMD) criteria. Over and above SWFWMD criteria, all Towne Center developments shall collect and convey runoff to the internal treatment areas via a "closed" drainage system. Drainage of buildings and paved surfaces to "open" ditches will be discouraged in favor of collecting runoff with a system of gutters and inlets connected to storm drainage culverts, which will discharge to treatment areas and/or treatment lakes. All treatment areas shall be designed in an aesthetic manner. Avoid the use of rectilinear forms, use curves with large radii and incorporate natural material at the normal water's edge.

### 3.0 Private Building Features - The Built Environment

One of the stated goals of the Pattern Book is to attempt to mesh the existing architectural styles into a harmonious whole by stating some simple guidelines for the designer. If achieved, the goal will give Heron Creek Towne Center a recognizable and pleasant identity. However, nothing in the Pattern Book is intended to hinder the design professional's quest to fit the building to its particular site and context

- 3.1 Architectural Guidelines - Two trends exist in and around Towne Center: the Florida Country style of the City Center and the Mediterranean style of Heron Creek and the Publix Retail Facility. (Refer to Figures 3.1A, 1.3.2B, 1.3.2C, 1.3.3A, 3.1C, 3.1D, and 3.1O - 3.1S) The City Center should retain its separate status by keeping its architectural identity. Its style is suited to its civic use and the planned density of that area. However, in the adjacent Business Use area, where the density is higher and the buildings potentially taller, and elsewhere in Towne Center, a Mediterranean style more in keeping with the Heron Creek, the Publix Retail Facility and the US 41 Corridor Improvements would be more appropriate. Ample opportunities exist for relating the Mediterranean style to the stuccoed country style allowing the two to coexist harmoniously. Characteristic features of the Mediterranean Style are:

- Stucco Exterior
- Arcaded Porches
- Balconies
- Decorative Details
- Towers/Corner Features
- Multiple Stories
- Colonnaded Garden Court Yards
- Belt Courses Separating First and Second Stories
- Wrought Iron Details
- Arches Above Doors, Porch Entries and Main Windows
- Rectangular Shapes
- Asymmetrical Shapes with Cross-Gable and Side Wings
- Spiral Columns and Pilasters
- Court Yards
- Carved Stonework or Cast Ornaments
- Patterned Tile Floors and Wall Surfaces
- Hipped Roofs
- Shed Roof Loggias
- Low Pitched Roofs
- Red Roof Tiles
- Little or No Overhanging Eaves
- Flat Roof and Parapets
- Terra Cotta Roofs
- Wooden Casement or Double Hung Windows
- Earthy Pinks and Beige Colors

(Refer to Figures 3.1B - 3.1T)





Figure 3.1B



Figure 3.1C



Figure 3.1D



Figure 3.1E



Figure 3.1F



Figure 3.1G



Figure 3.1H



Figure 3.1I



Figure 3.1J





Figure 3.1K



Figure 3.1L



Figure 3.1M



Figure 3.1N



Figure 3.1O



Figure 3.1P



Figure 3.1R



Figure 3.1Q

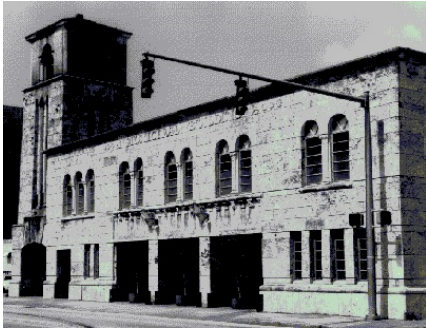


Figure 3.1S



Historic Florida - Figure 3.1T

**CORAL GABLES POLICE AND FIRE STATION**



**EL JARDIN**



**CORAL GABLES ELEMENTARY SCHOOL**



**VILLA BIANCA**



**RALPH M. MUNROE HOUSE (The Barnacle)**



**ROTH CIGAR FACTORY**



**DEMARCAV HOTEL  
APARTMENTS**



**FRANCIS-CARLTON**





PUNTA GORDA WOMEN'S CLUB



SARASOTA COUNTY COURTHOUSE



CHARLOTTE HARBOR RAILWAY DEPOT



LE CLAIRE APARTMENTS



SCHOOL  
ALDERMAN HOUSE



PLANT CITY UNION DEPOT



BACHELLER-BREWER MODEL HOME



CASA COE DA SOL



BOCA GRANDE LIGHTHOUSE



BUCKINGHAM



- 3.1.1 Buildings comprising the Towne Center shall be of a consistent appearance with proper hierarchy given to public buildings. Each building shall be composed in such a manner as to ensure a harmonious environment.
- 3.1.2 Elements such as towers, arcades and galleries are recommended as means of creating points of interest. For example, galleries may be used to overlook public green spaces as a way of creating interaction between people on upper levels with people below. Also, restaurants may incorporate such elements as a garden court as a way of extending the restaurant environment to the outside.
- 3.1.3 Building massing and details are permitted to vary from building to building as a means of creating interest to the extent that the harmonious environment is not compromised.
- 3.1.4 Retail facades that engage a sidewalk shall incorporate multiple openings on the shop front as a means of creating interaction between the shops and people on the sidewalks. One way this may be achieved is through the use of continuous storefront or multiple storefront openings.
- 3.1.5 Professional buildings shall not be required to use a continuous shop front opening. Professional buildings are encouraged to use elements such as stone, carved wood doors and wrought iron as a means of creating a more professional image.
- 3.1.6 Each building shall incorporate either a hipped roof, low pitched roof or a flat roof with parapets. No part of a flat roof or roof top equipment, shall be exposed and shall be enclosed in the building material that matches the structure.
- 3.1.7 Residential buildings shall incorporate a porch. Garages are prohibited on the front and shall be either attached to the rear of the house or totally detached. Any detached garage or outbuilding shall be consistent in design and building materials to the house.
- 3.1.8 Buildings to the north of Price Boulevard are permitted to be based on a looser interpretation of Mediterranean Style in order to relate architecturally to the North Port City Center.
- 3.1.9 All building material finishes shall be appropriate to Mediterranean Architecture.
- 3.1.10 Building heights shall relate to their use and location in Towne Center.
  - 3.1.10.1 Buildings located in the Northeast quadrant of the Towne Center shall be limited to three stories at the property line of each outparcel and five stories in the interior of each outparcel.



3.1.10.2 Buildings located in the Southeast and Southwest quadrants of the Towne Center shall be limited to two stories for commercial, office and retail buildings and three stories for residential and hotel buildings.

3.1.11 Colors of building exteriors shall be consistent throughout Towne Center.

3.1.11.1 Favored colors shall be earth tones, warm tones, whites, beiges, historic colors.

3.1.11.2 Excluded colors shall be primary colors, black, cool tones.

3.1.12 Exterior building materials exposed to public view shall be consistent throughout Towne Center.

3.1.12.1 Wall materials for dominant exposed surfaces shall be smooth or troweled stucco (cement or synthetic) or natural or simulated stone. Accent areas of red brick, painted or stained concrete masonry units or concrete are acceptable. Reflective glazing and aluminum colored glazing frames are prohibited.

3.1.12.2 Exposed roof materials shall be red clay tile or a reasonable simulation of tile, dimensional asphalt shingles, or metal.

3.1.12.3 Exterior walkway surfaces shall be cement colored concrete with accent areas of red brick pavers or stained concrete.

**3.1.13 Future buildings with frontage on Sumter Boulevard and Front Place shall be oriented towards Sumter Boulevard and must provide comparable aesthetics on building sides facing all internal and external roadways and adequately provide for access and circulation to and through the use.**

3.2. Building Landscaping – The roll of the building landscape is to continue the site landscape theme, to enhance the buildings and their features, provide transition from the ground plane to the vertical building planes, help reduce site and building maintenance and to provide energy conservation measures.

3.2.1 Building Foundations – The main length of the foundation walls shall be edged with a hedge of small shrubs to provide transition and to eliminate the need for grass trimming along the building edge. Layering with groundcovers in front of the hedge will be appropriate in areas that have full view of the foundation. Allow adequate separation distance to building walls to avoid trimming against the building.

- 3.2.2 Building Entries – Shrubs of varying heights, accent plants, palm trees and color should be used at the entries to provide visual interest and emphasis to these areas. Layering and curvilinear forms are encouraged.
- 3.2.3 Building Corners – Provide semi-circular beds for addition of larger shrubs, accent trees and palms to soften the buildings hard edge and to frame in the view of the building facades. Allow adequate separation from buildings so tree canopies do not grow into the building walls.
- 3.2.4 Courtyards – Use asymmetrical groupings and accents of varying height to soften paved environment and to provide shade. The use of water features and sculpture is encouraged.
- 3.2.5 Utility Areas – Screen all exposed sides of dumpsters, pump stations, utility boxes, backflow preventers, etc., with screening shrubs and trees that will provide 100% screening within two years.
- 3.2.6 The relation of building to landscape shall be also regulated by the following:
  - 3.2.6.1 Any planter or planting area left between the building and paving areas shall be a minimum of 3' wide. Where minimum planting area cannot be provided, pavement shall abut building.
  - 3.2.6.2 The use of low volume micro-irrigation systems is encouraged to eliminate over spray on building walls and paving areas.  
Planter walls shall be a minimum of 30" tall to avoid tripping hazards.
- 3.3 Building Signs - For well designed buildings, signs are not only essential for directing and informing the public, but signs can become an integral part of the architecture. To be effective, building signs need to relate to their context, the same as the architecture. Towne Center is designed as a pedestrian oriented area of North Port, but the reality of a large portion of the public continuing to arrive by vehicle requires that building signs be of a scale that is visible to motorists as well as pedestrians.
  - 3.3.1 Building mounted signs shall be located only on facades of buildings oriented toward a pedestrian or vehicular way directly adjacent to the building, excluding off-street parking areas. Other building mounted signs or advertising signs are prohibited from buildings. Building directories and street numbers are exempt.
  - 3.3.2 A building sign mounted parallel with the facade of a building may be internally or externally illuminated. The total area for this type of sign shall be limited based upon the land use category of the building location. The sign area shall be defined as the area of a rectangle large enough to contain the perimeter of the sign letters and logo.
    - 3.3.2.1 For buildings located in the Governmental Use area, there shall be a maximum of one sign per building per facade. The maximum sign

area shall be limited to one square foot per every 500 square feet of gross building area up to a maximum of 20 square feet.

3.3.2.2 For buildings located in the Office, Professional & Institutional Use area, there shall be a maximum of one sign per tenant. For signs serving the building as a whole, there shall be a maximum of one sign per building facade. The maximum sign area shall be limited to one square foot per every 200 square feet of tenant or building area up to a maximum of 100 square feet.

3.3.2.3 Building signs **(other than address signs)** are not allowed at single and two family residences in the Residential Use area. Otherwise, there shall be a maximum of one sign per building per facade. The maximum sign area shall be limited to one square foot per every 500 square feet of gross building area up to a maximum of 10 square feet.

3.3.2.4 For buildings located in all General Commercial Use areas, there shall be a maximum of one sign per facade per tenant up to 20,000 square feet of tenant area and three signs per facade per tenant for larger areas. The maximum total sign area shall be limited to the product of 60% of the width of the building or tenant facade and 10% of the facade height up to a maximum of 100 square feet. The maximum sign height shall be limited to 10% of the facade height for facades 80 feet or less in width and 15% of the facade height for wider facade.

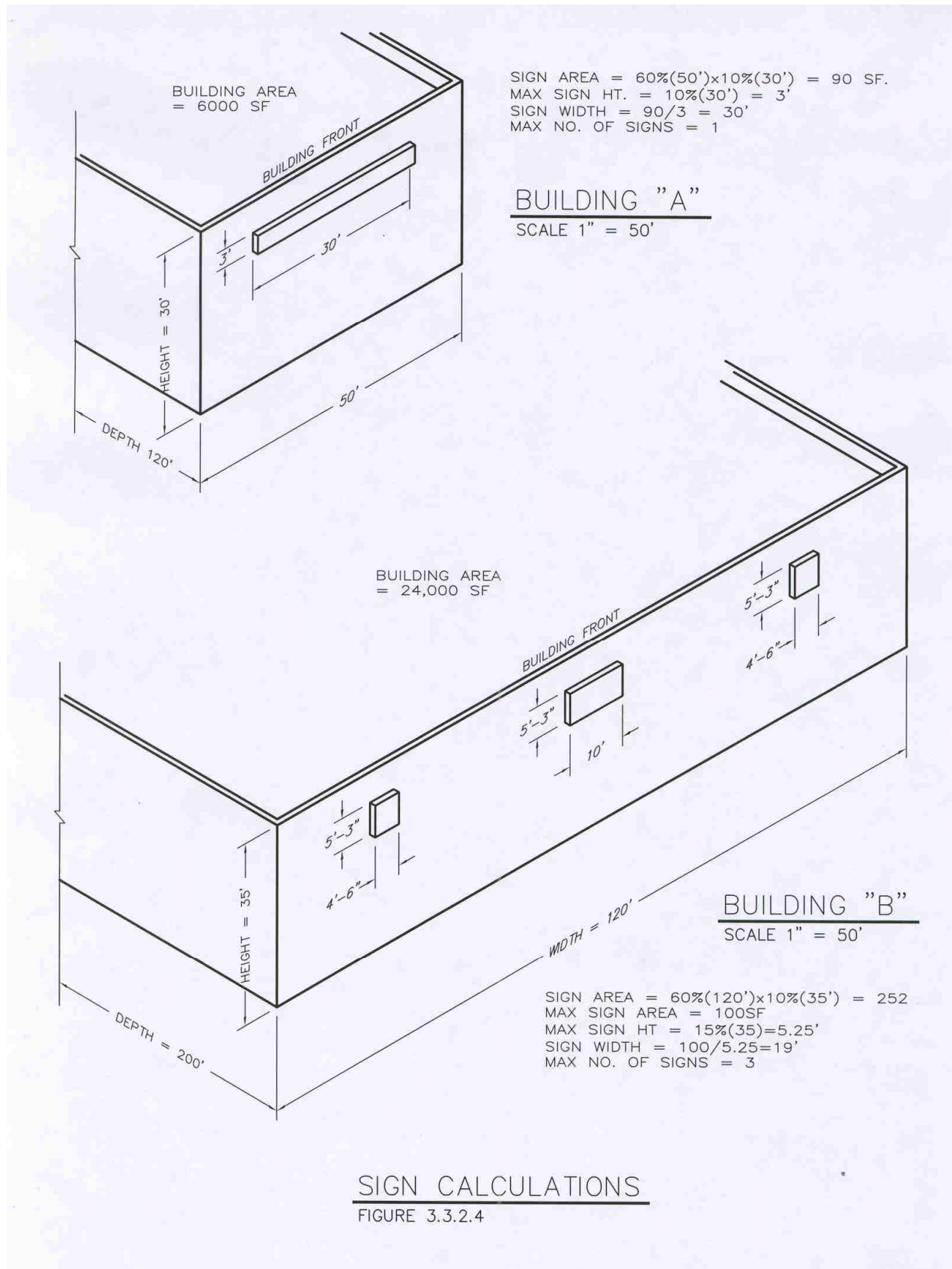
For example, Building 'A' is 50 feet wide by 120 feet deep (6,000 square feet in area) with a facade that is 30 feet high. Therefore it shall be limited to a single sign of area equal to  $(0.6 \times 50) \times (0.1 \times 30) = 90$  square feet with a maximum sign height of  $0.1 \times 30 = 3$  feet. Building 'B' is 120 feet wide by 200 feet deep (24,000 square feet in area) with a facade that is 35 feet high. Therefore it shall be limited to three signs of total area equal to  $(0.6 \times 120) \times (0.1 \times 35) = 252$  square feet with a maximum sign height of  $0.15 \times 35 = 5.25$  feet. However, the maximum sign area shall not exceed 100 square feet. (Refer to Figure 3.3.2.4)

3.3.3 A two sided building sign mounted perpendicular to the facade of the building shall be externally illuminated. Such signs are primarily for pedestrian information, and shall be located at a minimum height of 8 feet and maximum height of 12 feet above the walking surface. There shall be a maximum of one sign per tenant. The maximum sign area shall be limited to one square foot per sign face per every 200 square feet of tenant building area up to a maximum of 10 square feet. (Refer to Figure 3.3.3)

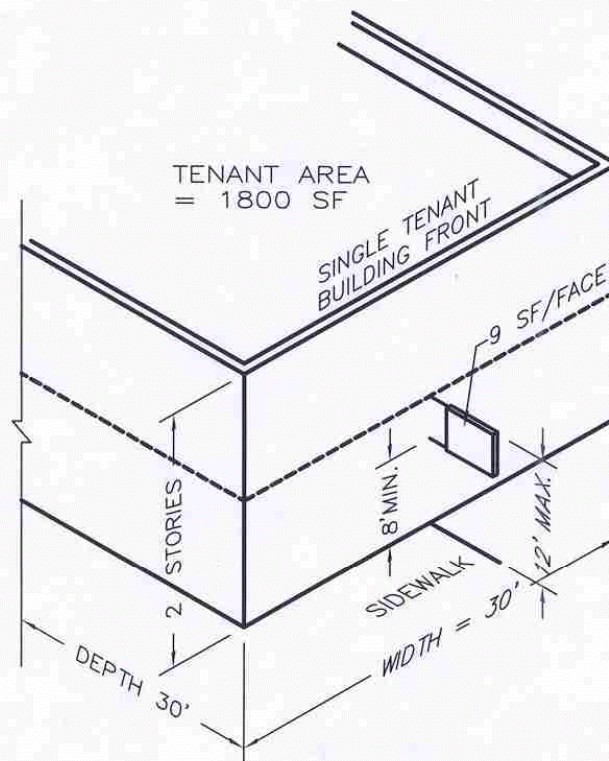
3.4 Building Exterior Lighting - The pedestrian area surrounding a building shall be lighted to a minimum level of one foot candle during building operation hours. If light sources are



mounted on the building, they shall not be directly visible to pedestrians approaching the building. Building mounted lights shall not be used to light vehicular areas surrounding buildings.







BUILDING "C"  
SCALE 1" = 50'

$$\text{MAX SIGN FACE AREA} = 1800/200 = 9 \text{ SF}$$

### SIGN CALCULATIONS

FIGURE 3.3.3



#### 4.0 Public Space Features - Circulation Elements That Serve Everyone

- 4.1 Sumter Boulevard - Sumter Boulevard, within the limits of the Towne Center, functions as an arterial with a 4 lane section and a 16'-20' planted median that allows sufficient width for auxiliary turn lanes at cross street intersections. Locations of directional controlled intersections and full access intersections will be as shown in the Sumter Boulevard/Price Boulevard Access Plan (Figure 4.1). Drainage of the 200' foot right-of-way will be via closed drainage system of gutters, curb inlets, and culvert piping. 8' wide sidewalks/bike paths are included on both sides of the right-of-way.
- 4.2 Price Boulevard - Price Boulevard functions as an arterial with a 100' right-of-way. The typical section includes four 12' travel lanes, with 2' curb and gutters on both sides of the road. 8' sidewalks/ bike paths will also be provided on both sides of the right-of-way. Locations of directional controlled intersections and full access intersections will be as shown in the Sumter Boulevard/Price Boulevard Access Plan (Figure 4.1). Price Boulevard drainage within the limits of the project will also be a closed system of gutters, curb inlets, and culvert pipes. The intersection of Price Boulevard with Sumter Boulevard has been recognized as the focus of Towne Center and as such, will receive special landscape treatment described in 2.7.2.
- 4.3 City Center Boulevard - City Center Boulevard is a collector for the City Center and half of the private office and professional buildings with a 100 foot right-of-way. The typical section includes two 16 foot travel lanes with parallel parking and sidewalks along each side and a 15 foot planted median in the center. At the heart of the City Center, Main Street creates a cross axis, and the intersection is in the form of a small, landscaped traffic circle.
- 4.4 Main Street - Main Street is the collector road extending from the front of City Hall in the heart of City Center southward through a traffic circle and the various use areas within the Northeast quadrant of the Towne Center. Main Street crosses busy Price Boulevard to link the northeast and southeast quadrants. As the use areas changes, so does the character of Main Street. In the Governmental and Northeast quadrant, where the tall buildings are encouraged to be very close to the street, Main Street will have two 14 foot lanes with parallel parking and sidewalks on each side and a generous landscaped median in the center.

In the **commercial/retail area of the** Southeast quadrant, Main Street will function as the main drive aisle in front of the shopping center area with generous walkways and pedestrian gathering areas in front of proposed retail and commercial uses. Where there are off-street parking areas across Main Street from the buildings, the on-street parking will be maximized by utilizing 45 degree parking stalls between the travel lanes and the off-street parking areas, and the streetscape will be enhanced by a sidewalk and landscaping to screen the large parking areas from the street pedestrians. Special attention will be paid to the design and location of pedestrian crossing facilities, which will tend to be near the main entrances of the larger businesses.

Once beyond the commercial/retail area of the Southeast quadrant, Main Street will make a turn to the west and transition into White Ibis Drive via a roundabout to promote efficient vehicular and pedestrian movements, with White Ibis Drive continuing on to a signalized intersection at Sumter Boulevard. Access to the residential use areas of the Southeast quadrant will be from both this "transition" portion of Main Street as well as from Front Place, which will be directly connected to the Main Street/White Ibis Drive transition via the aforementioned roundabout, thus creating a comprehensive connection for vehicles and pedestrians throughout the various uses in the Northeast and Southeast quadrants of Town Center. Along Front Place and where appropriate, additional sidewalks to interior roadways and mid-block pedestrian crossings will connect pedestrians from the residential uses to the commercial uses along Sumter, providing further connectivity throughout the Town Center.

- 4.5 Minor Streets - The minor access drives or streets within the Towne Center may occupy access easements or actual dedicated right-of-ways. These drives or streets will consist of 2 lane curb and gutter sections with lane widths varying from 10' to 12,' and may incorporate sidewalks and/or bike paths depending on their location within the Towne Center.
- 4.6 Pedestrian Ways - As illustrated by the Towne Center Bike Path/Sidewalk Master Plan (Figure 4.4A), the development will include a close grid network of interconnected bike paths and sidewalks, so as to encourage pedestrian and alternate transportation means throughout the Towne Center. Walking distances within Towne Center are illustrated by the Towne Center Walking Distance Analysis. (See Figure 4.4B)

## 5.0 Contact Information

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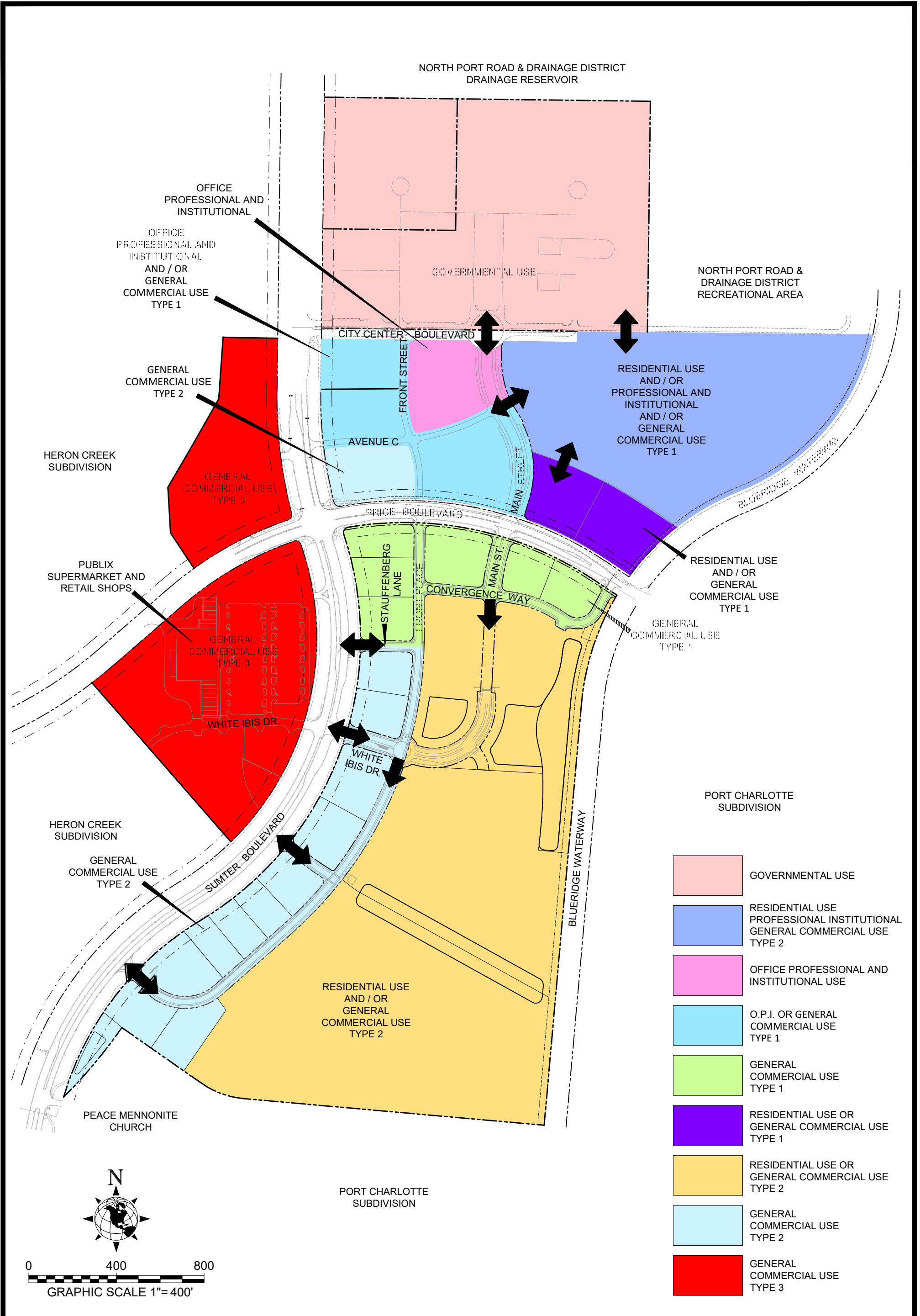
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 <b>MORRIS ENGINEERING AND CONSULTING, LLC</b> Civil Engineering and Land Development Consulting 6981 Professional Parkway East, Lakewood Ranch, Florida 34240 C.A.28780 941-444-6644 www.morrisengineering.net	DATE 12 / 19 / 22	<b>HERON CREEK TOWN CENTER MASTER PLAN</b> <b>HERON CREEK</b> NORTH PORT, FLORIDA	SCALE 1"=400'	
	PROJECT -		SEC.-TSP.-RNG. -36S-18E	
	DRAWING HCTC MP		SHEET 1	OF 1
	DRAWN SPWDBH		CHECKED MUM	001813

FIGURE 4.1  
SUMPTER BLVD. & PRICE BLVD.  
ACCESS PLAN

LEGEND  
--- RIGHT OF WAY  
--- SETBACK

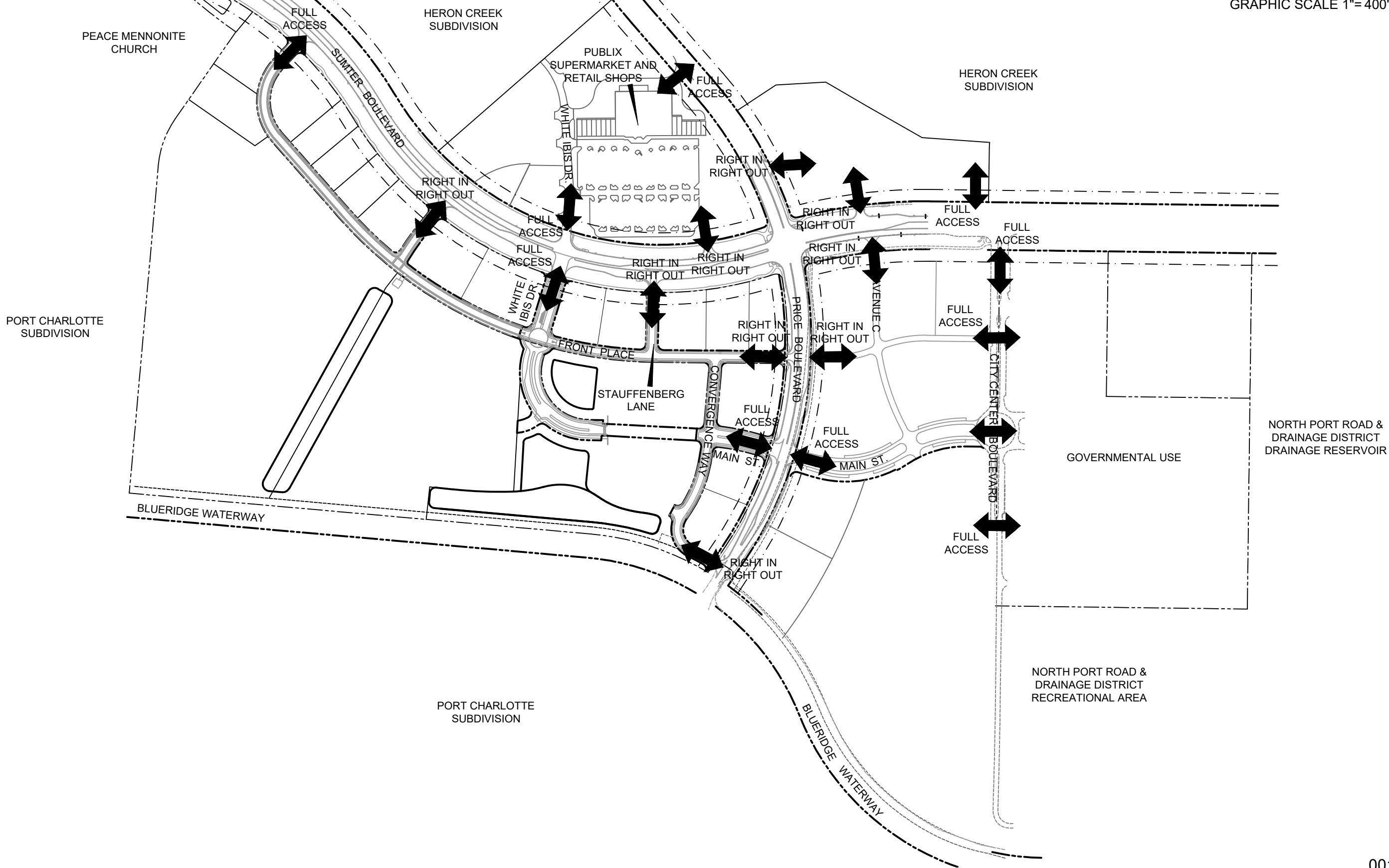
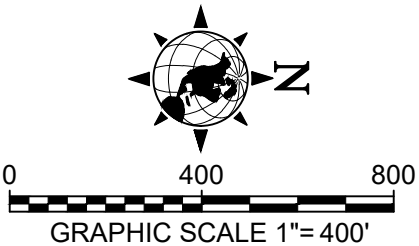




FIGURE 4.4A  
HERON CREEK TOWNE CENTER  
BIKE PATH AND SIDEWALK MASTER PLAN

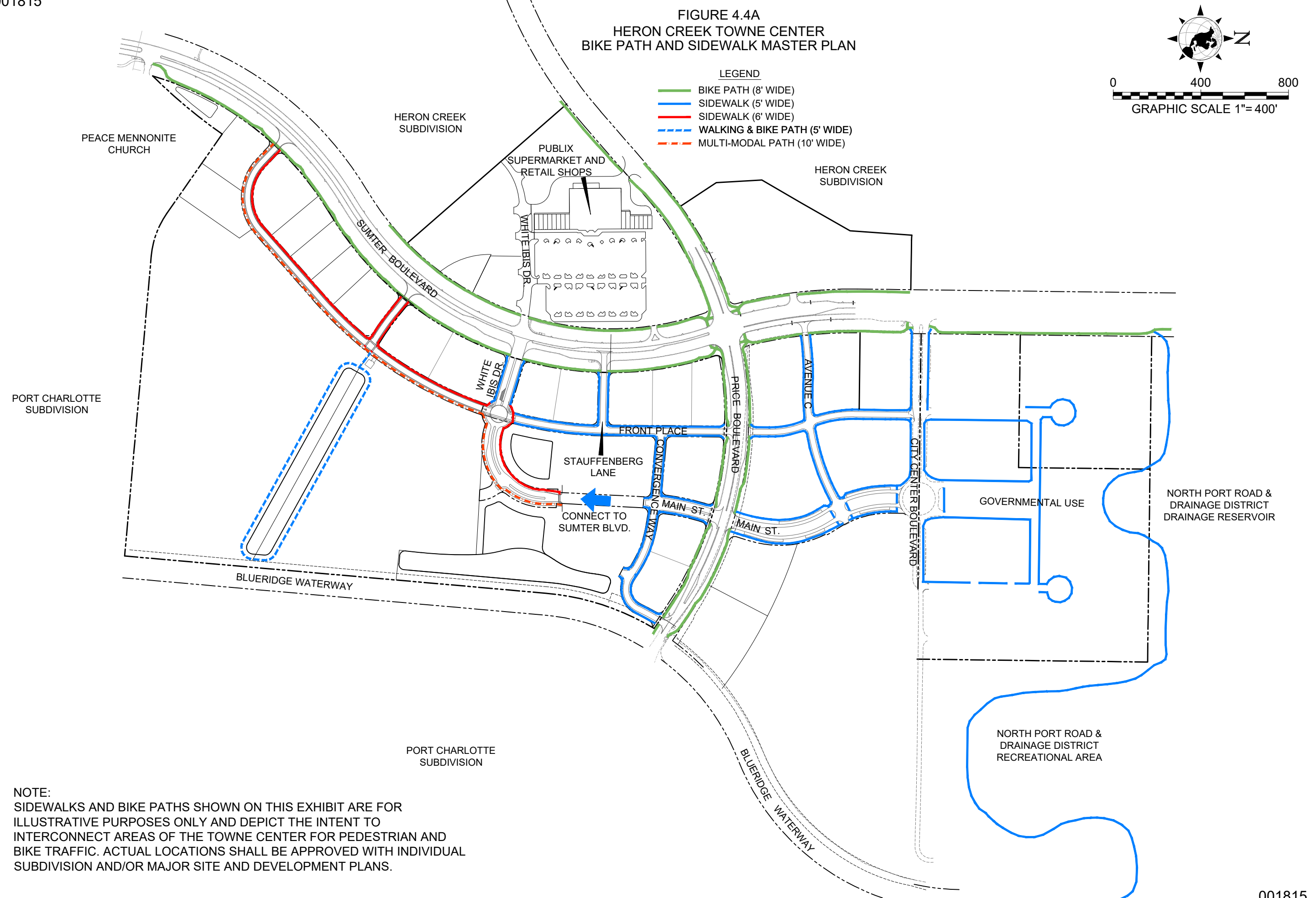


FIGURE 4.4B  
HERON CREEK TOWNE CENTER  
WALKING DISTANCE ANALYSIS

