

# TOLEDO VILLAGE

City of North Port  
Village District Pattern Book

February 27, 2023



Prepared By:



**ACKNOWLEDGEMENTS**

This document was created in February 2023 in cooperation with the City of North Port and the property owner Forestar with professional services from those listed below. The purpose of this document is to establish a generalized future vision for the land area described herein as Toledo Village.

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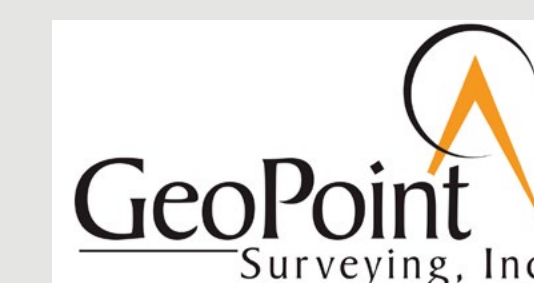


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# HISTORY AND BACKGROUND

**SECTION 1.1 ENTITLEMENT HISTORY**

The entitlement of the properties comprising the Toledo Village Project has come in pieces beginning in 2001. The controlling Ordinance history includes:

1. Ordinance No. 01-46 - Glawson/Carlton Village FLU Comprehensive Plan Amendment
2. Ordinance No. 04-37 - HMTA Village FLU Comprehensive Plan Amendment 571 Acres
3. Ordinance No. 06-18 - Rezone 1,296 Acres to Village
4. Ordinance No. 07-16 - Settlement Agreement Comprehensive Plan Amendment-1,350 DU
5. Ordinance No. 07-21 - Toledo Village Pattern Book and Index Map

**Ordinance 01-46**

The Glawson/Carlton Comprehensive Plan Amendment placed the eastern parcels into the Village Future Land Use Category by Ordinance 2001-46 (Figure 1.1A). No zoning actions were taken at this time. This was the first application of the Village Future Land Use Category in the City.

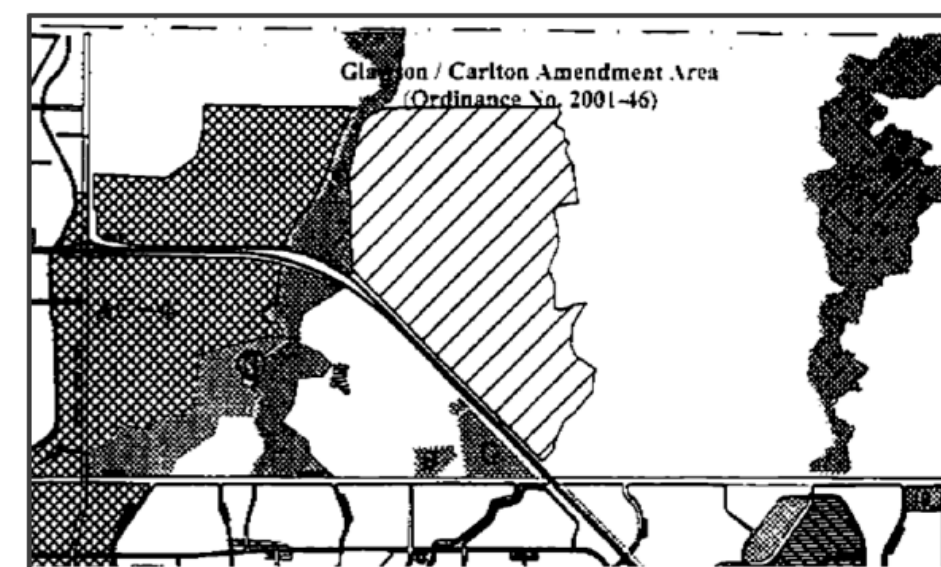


Figure 1.1A

**Ordinance No. 04-37**

In May of 2003, H.M.T.A. purchased the properties that made up the Glawson/Carlton area and additional parcels to the west. On July 26, 2004, Comprehensive Plan Amendment 04-38 was adopted through Ordinance 2004-37. The Comprehensive Plan Amendment was to amend the Future Land Use Map classification for 571± acres of property located east of Toledo Blade Boulevard and north of Interstate 75. The amendment includes a change of 346 acres from “Activity Center” to “Village”, and a change of 225 acres from “Agricultural, Estates” to “Village” (Figure 1.1B).

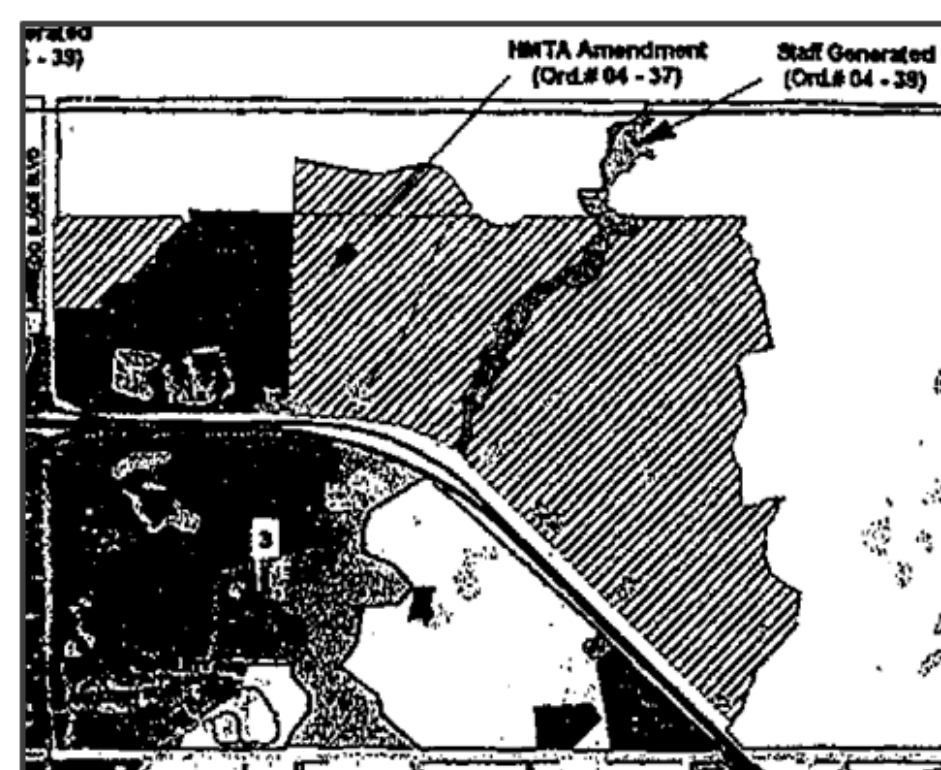


Figure 1.1B

**Ordinance 07-16**

The amendment through Ordinance 04-37 was challenged at the state level and found not in compliance by the Department of Community Affairs (DCA). A settlement agreement was pursued which established density for the 571± acres on November 13, 2006 (Figure 1.1C).

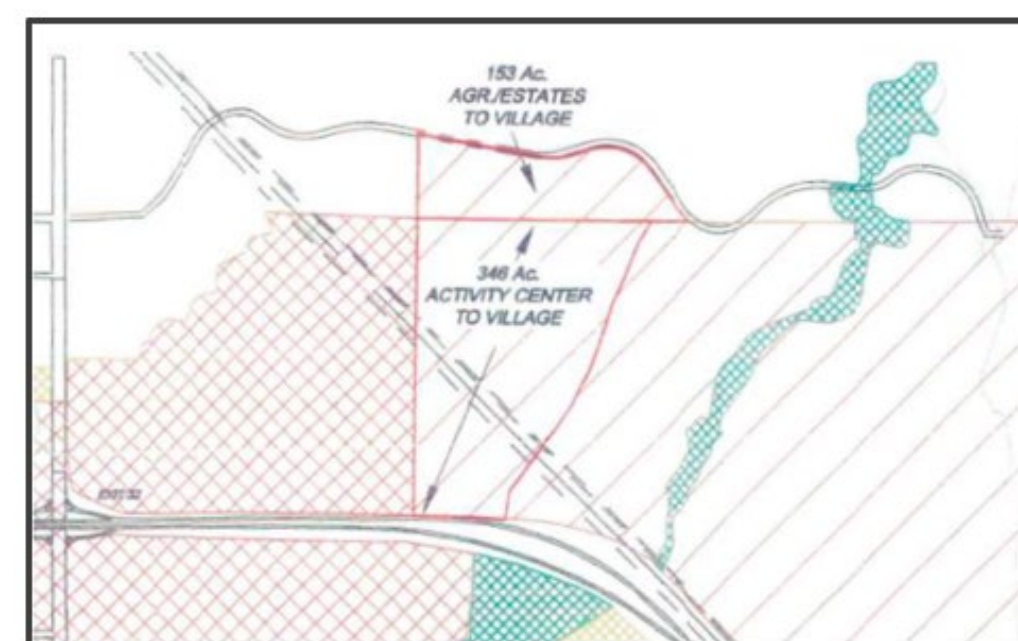


Figure 1.1C

The North Port City Commission Authorized City Staff to execute a Stipulated Settlement Agreement between the City of North Port and DCA regarding a remedial amendment to the Comprehensive Plan for Application No. 04-37. The language was established through Ordinance 2007-16.

The settlement agreement language read, “The maximum density for the designated Village areas northeast of the interchange of I-75 and Toledo Blade Boulevard shall be 1,350 dwelling units. These units are designated for the H.M.T.A. villages as adopted in Ordinance No. 04-37 on June 13, 2005, and Ordinance No. 07-16 on April 23, 2007.” However, the Settlement Agreement language when transferred and established as a policy update to the City’s Comprehensive Plan, lost important information when the specific reference to Ordinance No. 04-37 and No. 07-16 was removed. Specifically, the following language was not carried forward, “These units are designated for the H.M.T.A. villages as adopted in Ordinance No. 04-37 on June 13, 2005, and Ordinance No. 07-16 on April 23, 2007.” As it was finally adopted Policy 13.1.n. of the CNP Comprehensive Plan is as follows: “The maximum density for the designated Village areas northeast of the interchange of I-75 and Toledo Blade Boulevard shall be 1,350 dwelling units. These units are designated for the H.M.T.A. villages.”

The omission of the language led to confusion regarding the density approvals in the Toledo Village project area as the current language could be interpreted to include all of the land east and north of Toledo Blade Blvd. and I-75, particularly as the land is currently owned by H.M.T.A. Regardless, the Ordinance established the Village Future Land Use category boundary for Toledo Village as represented on the current future land use map for the City in the red cross hatching (Figure 1.1D).

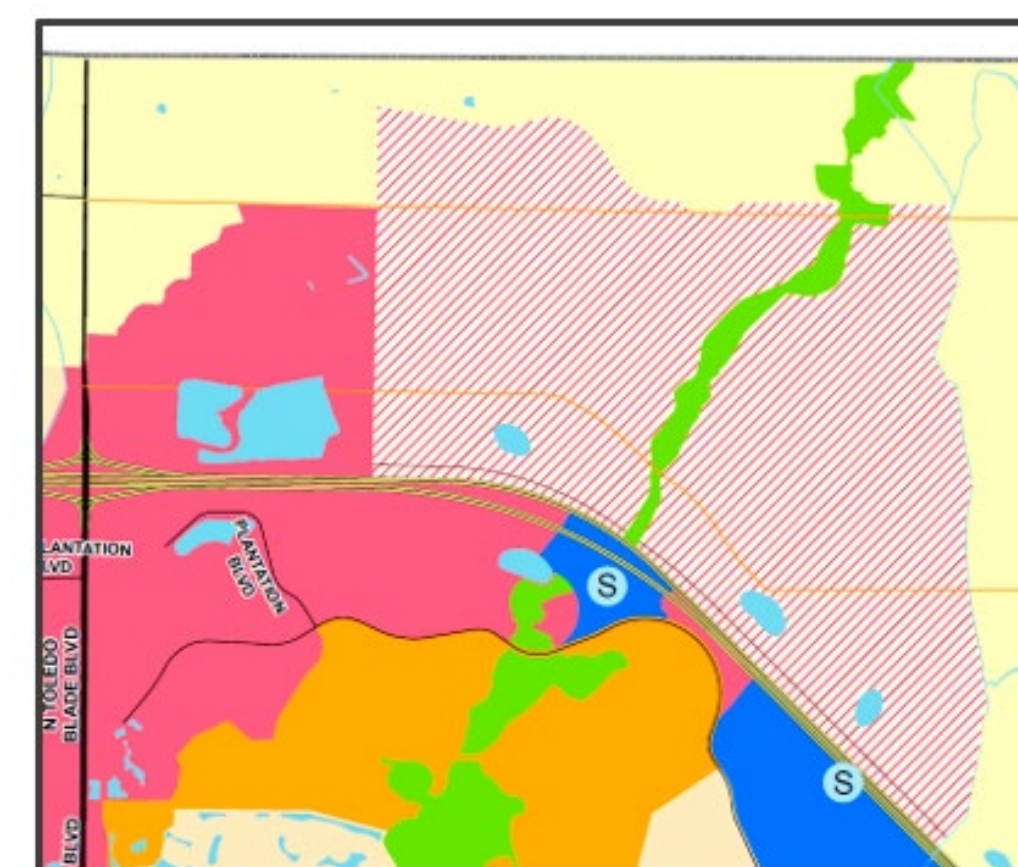


Figure 1.1D

**Ordinance 06-18**

As the settlement agreement was being resolved, H.M.T.A. moved to rezone 1,296 acres (REZ-04-103) to the Village zoning district as approved which was approved on August 29, 2006 by Ordinance 2006-18. The Village zoning district is currently represented on the City’s zoning map as approved according to Attachment C from the zoning resolution (Figure 1.1E).

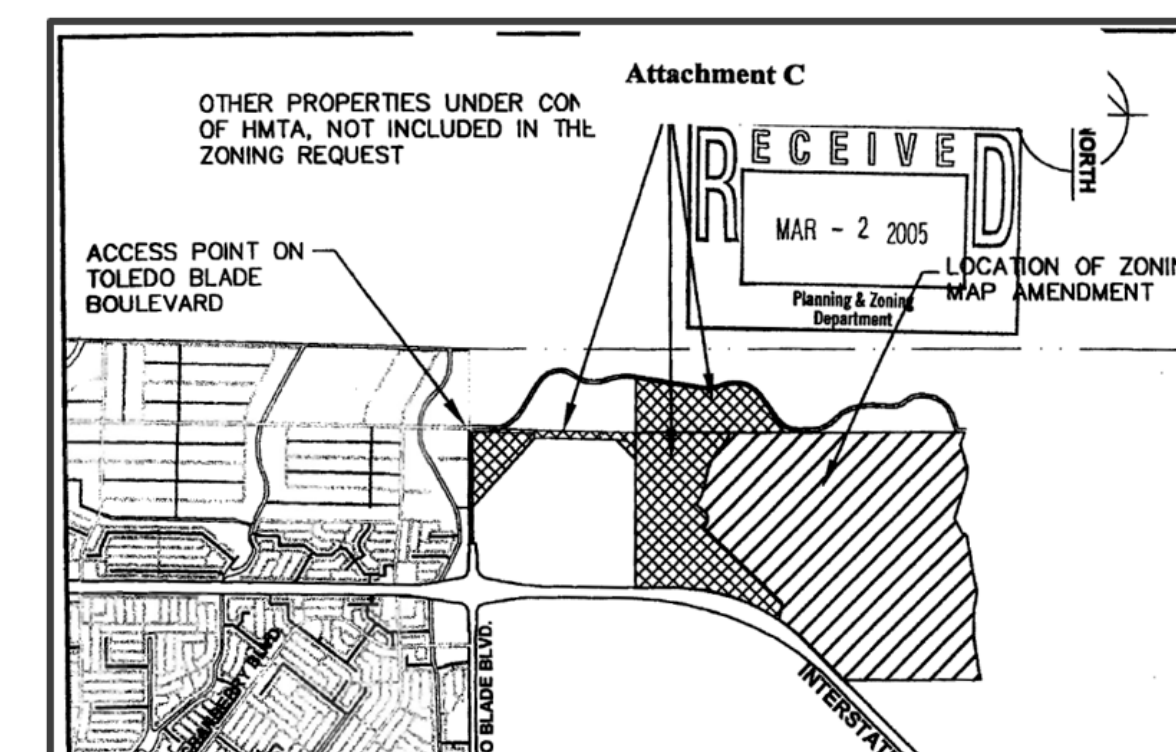


Figure 1.1E

**Ordinance 07-21**

Adoption of a Village District Pattern Book and Index Map for 1,837 acres known as Toledo Village (Figure 1.1F) were completed on June 11, 2007. The Index Map and Pattern Book were approved by Ordinance 2007-21 at this time.

This ordinance established the conditions of approval and reference to the Village District Pattern Plan (VDPP) which was administratively approved by City Staff the same day. The Index Map approved at the time (Figure 1.1F) is intended to depict a preliminary and conceptual land planning arrangement and that the specifics will be modified as part of the VDPP. The Index Map established the Village boundary, and set vision and the conceptual location of neighborhoods and neighborhood centers, civic uses, conservation areas and access points.

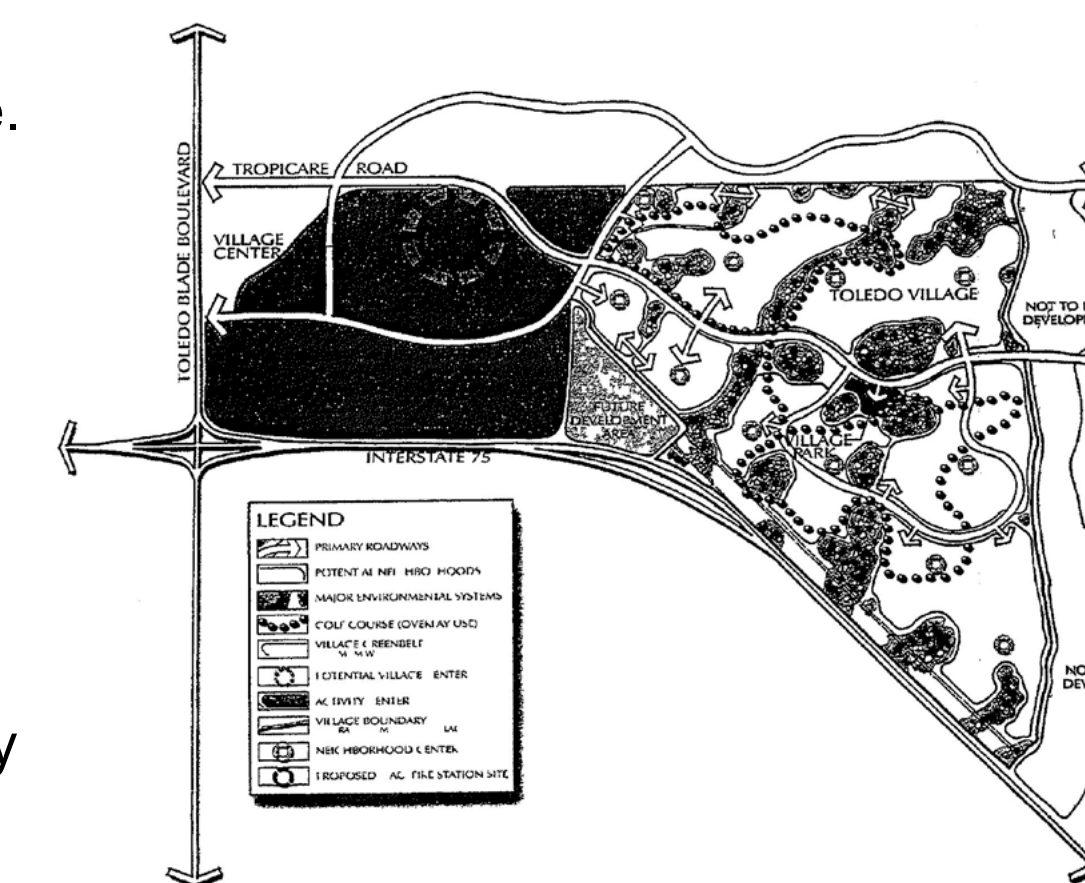


Figure 1.1F Index Map

**SECTION 1.2 CURRENT ENTITLEMENT APPROVALS**

**Ordinance 22-22, Ordinance 22-21**

In November of 2022, a Comprehensive Plan Amendment to amend the Future Land Use of ± 83 acres from “Agricultural, Estates” and “Activity Center” to “Village” was adopted through Ordinance No. 22-22. This amendment expands the previous Village Future Land Use boundary, for Toledo Village to have frontage and access on Toledo Blade Blvd. and adds entitlements for 249 additional dwelling units, at a density of three (3) dwelling units/acre. Concurrent with the Comprehensive Plan Amendment above, a Rezone petition for ± 571 acres, including the connector piece to Toledo Blade Blvd., from “No Zoning Designation” (NZD) to “Village” was adopted through Ordinance No. 22-21. With adoption of these Ordinances, the ± 2,086 acre-property is currently under the “Village” FLU designation and “Village” zoning district for development as Toledo Village with an overall entitlement of a maximum of 3,598 dwelling units.

# COMMUNITY CONTEXT



## SECTION 2.1 GENERAL DESCRIPTION

The Toledo Village project consists of 2,086 ± acres located in northeast section of the City of North Port, east of Toledo Blade Blvd., and approximately one (1) mile north of the I-75 interchange. Toledo Village is planned with a series of neighborhoods arranged to preserve and take advantage of the natural features of the area and will include community components which will culminate into sustainable collection of neighborhoods and civic spaces.

Toledo Village is located along the perimeter of City of North Port and represents the logical expansion of urban development in this area. At present, the City's development pattern can be described as suburban including sections of limited urban and lower density residential areas. There are a few examples within the City where single-family residential, multi-family, retail, and civic uses are in proximity to form a cohesive interrelated collection of uses. This arrangement is usually associated with traditional neighborhood design which is promoted through the City's Village concept, as demonstrated by the West Villages development, located in the western part of the City.

In general, North Port's current housing stock consists of predominately single-family residential units on sizable home sites making central services more costly to provide. Multi-family residential is typically located on isolated parcels but usually not integrated into neighborhoods with single family. Future population projections suggest that the home buyer market will demand a diversified housing stock ranging from luxury estates to maintenance-free villas and townhomes. The Toledo Village project strives to provide future neighborhoods within the City that will include a diversified housing mix spatially arranged to make housing functionally compatible and attractive.

Toledo Village will also include commercial and civic components to serve the development and the rest of the City. A minimum 20-acre Village Park is included within the project, to provide a large recreational amenity for the City and adjoining areas. Further, a minimum of five (5) acres of uplands will be devoted to commercial uses within the Village, as the required Village Center. Three (3) acres of this commercial use is planned within the mixed-use tract designated along Toledo Blade Boulevard, while the remaining two (2) acres is planned at the Village Park site. The exact size and location of commercial uses may be determined at the time of site and development plan review, provided that no less than five (5) acres are provided within the project overall in the two distinct and separate locations planned. Through the Village Park and commercial uses, Toledo Village will create additional employment opportunities within the City.

Toledo Village is also close in proximity to the City's Activity Center-4, including the North Port Gardens DRI, which is immediately adjacent to the southwest. The Toledo Village project endeavors to compliment and supply necessary market triggers to attract commercial development to Activity Center-4. Additionally, the mix of housing options and commercial and civic uses proposed with the Toledo Village project will help contribute toward the viability of developing a more diverse tax base to help with the long-term fiscal sustainability for the future of North Port. The residential development of the Toledo Village project will provide connections to internal and nearby commercial and employment districts to ensure the harmonious design of the area while minimizing external traffic congestion.

Finally, the Toledo Village project envisions development of neighborhoods to compliment and maintain the identifiable natural character of this area of the City. The Property's tree canopy and an abundance of native vegetation and wetlands will be utilized to the maximum extent as a natural features and amenities for the development. Further, Toledo Village recognizing the City's Village development concept to ensure that future development should provide a balanced development containing defined neighborhoods utilizing clustered development interwoven with appropriate conservation tracts to create a sustainable pattern.

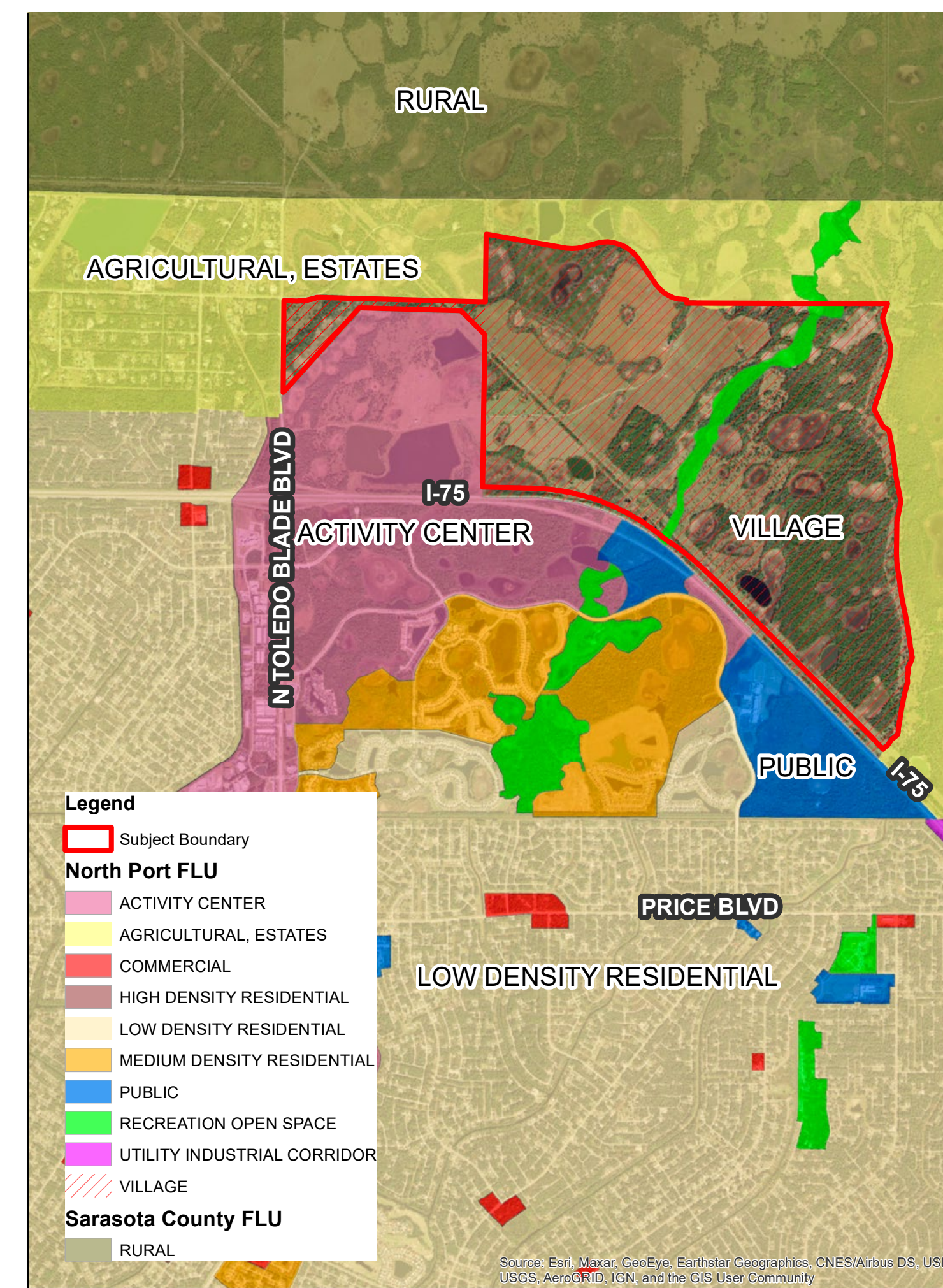


Figure 2.1A Future Land Use Map

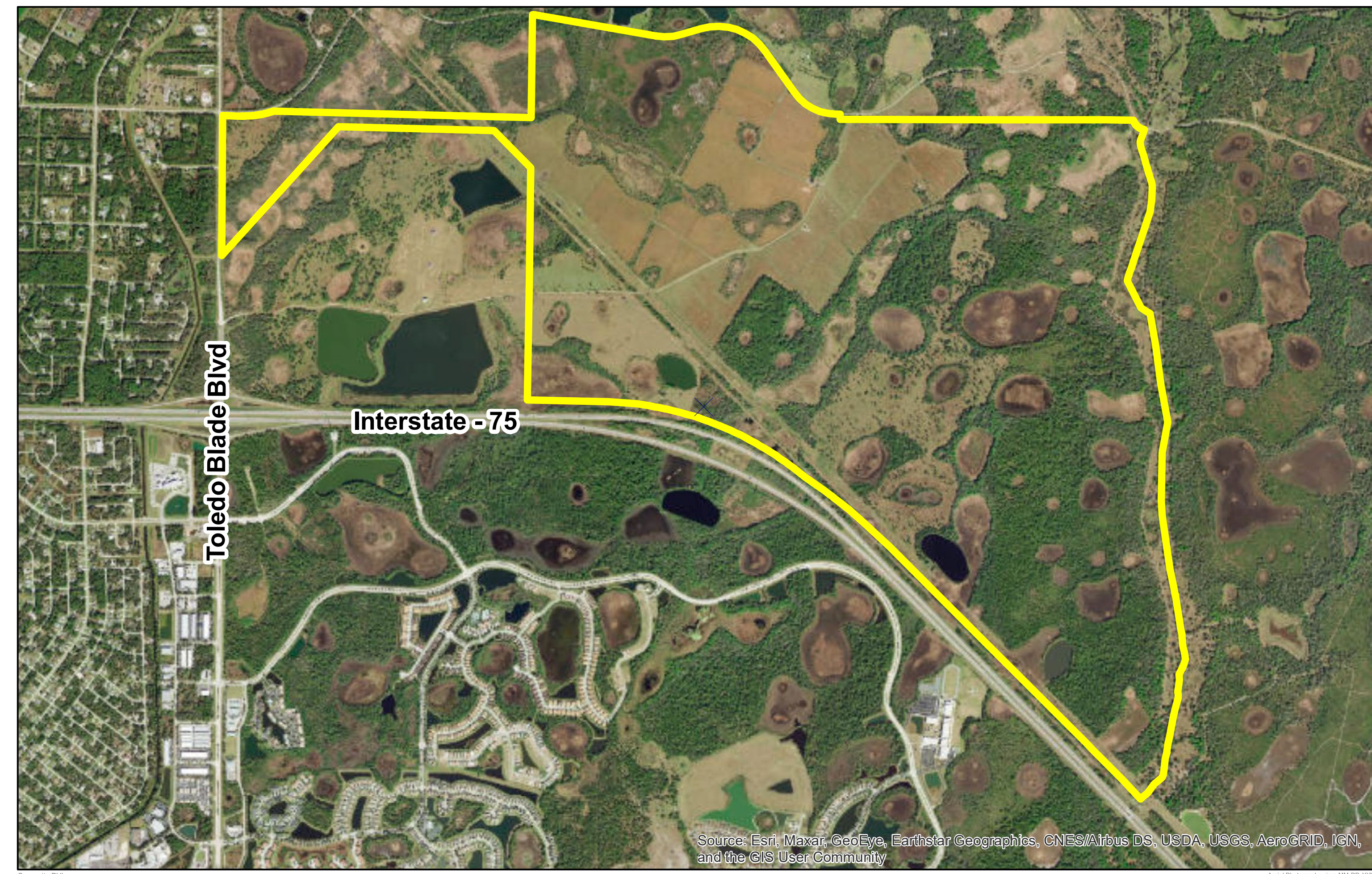


Figure 2.1B Vicinity Aerial

**GENERAL VISION & VILLAGE COMPONENTS**



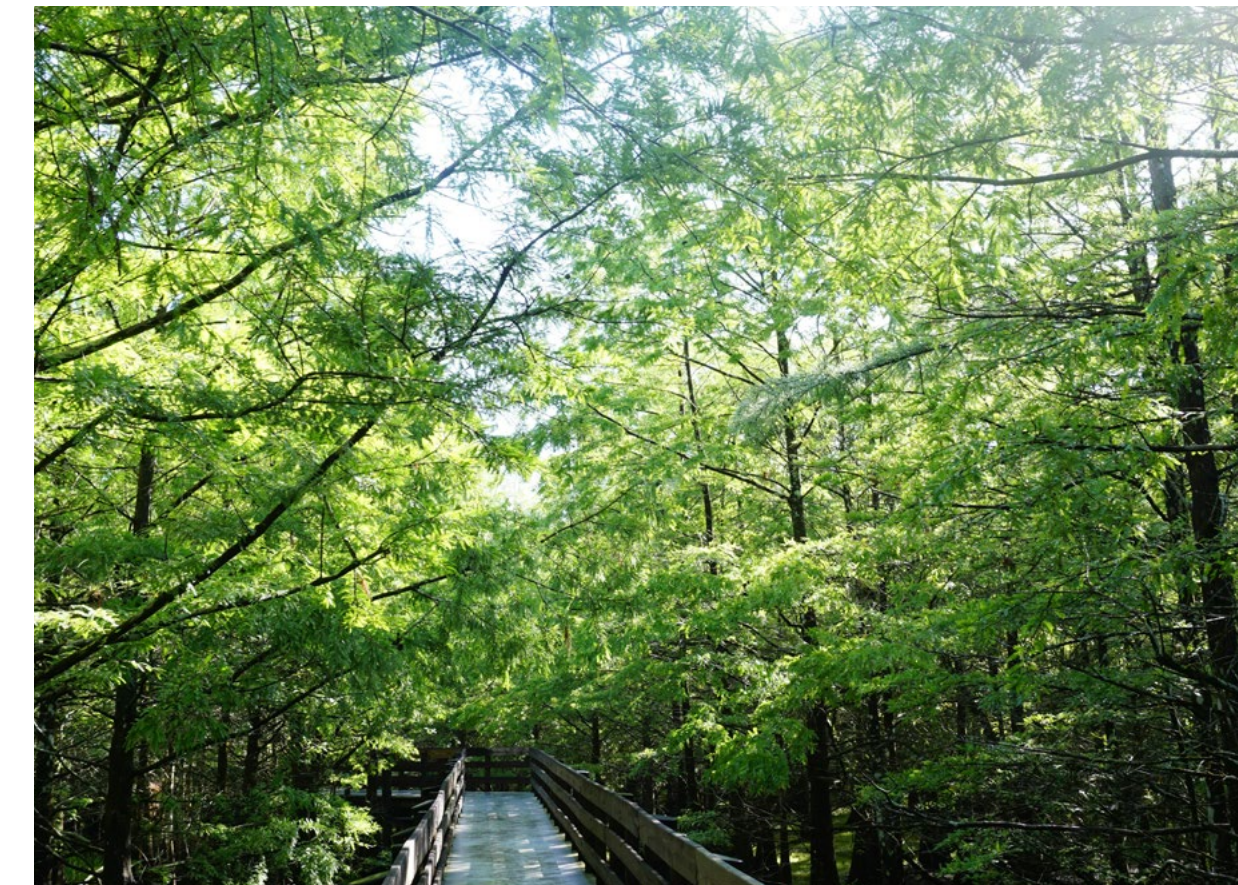


## SECTION 3.1 GENERAL VISION

The vision for Toledo Village is to create a series of distinct neighborhood communities that incorporate traditional town planning principles to include a mix of housing types, commercial retail, civic centers, community parks, golf course, and conservation tracts. The goal for Toledo Village is to create sustainable communities that balance urban growth with the need to preserve the area's natural character.

Simply stated, Toledo Village will strive to achieve the following long-range planning goals, consistent with the City's Comprehensive Plan for the Village Future Land Use classification:

- To establish the building blocks for a more sustainable pattern of development for the City of North Port.
- To promote a better jobs/housing balance within the City of North Port.
- To overcome the problems typically associated with urban sprawl.
- To promote a pattern of development that will reduce reliance on the automobile.
- To protect and enhance the environmental assets of a given site or parcel.
- To provide for an orderly transition of land uses through a planning process that couples a build-out vision for the City of North Port with the proper timing and location of needed public facilities.
- To adopt and utilize the Village District Pattern Planning (VDPP) process as the means for achieving this planning vision.



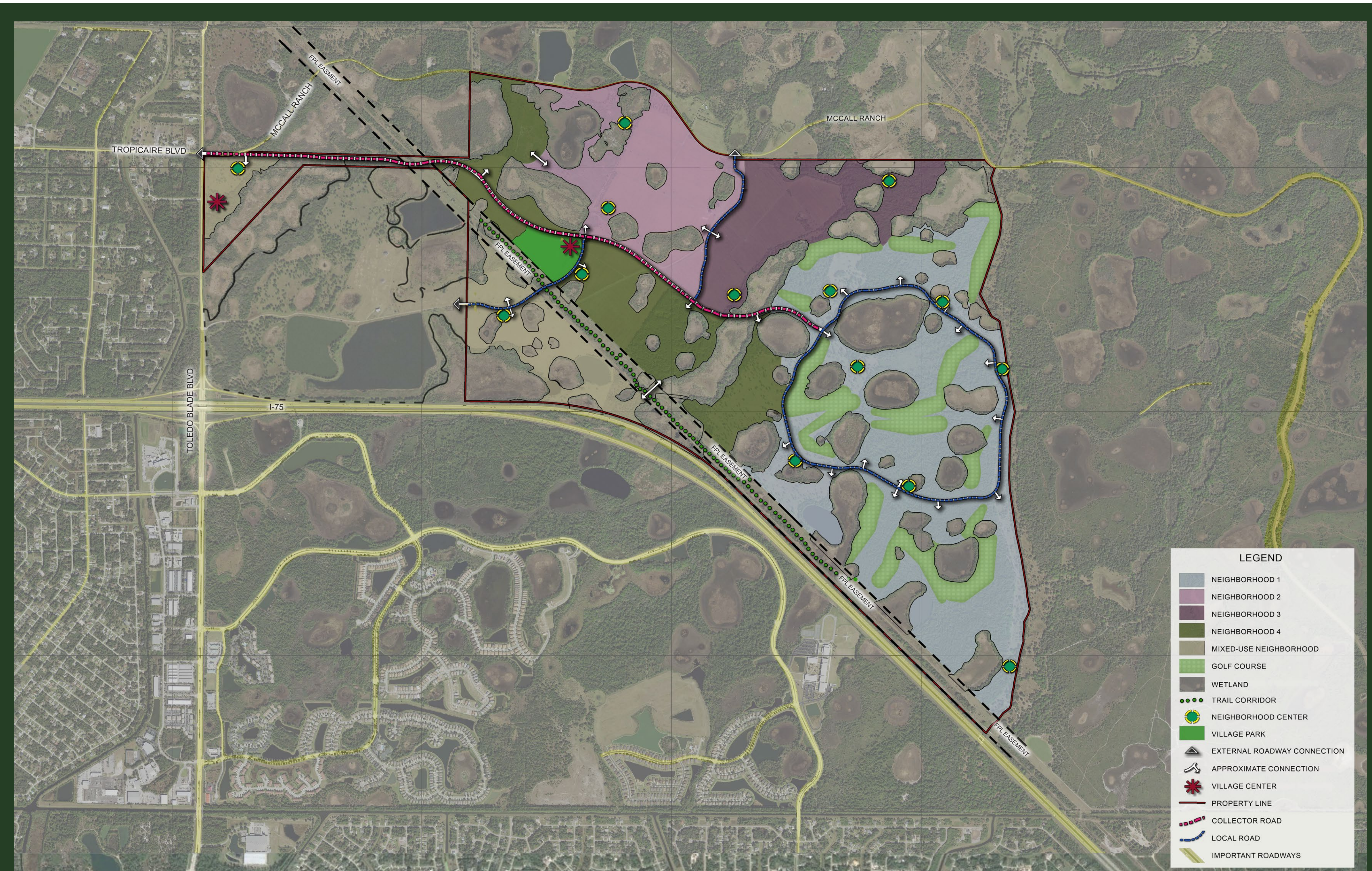


Figure 3.2A TOLEDO VILLAGE INDEX MAP

**SECTION 3.2 THE TOLEDO VILLAGE INDEX MAP**

Toledo Village will be developed consistent with the Village Index Map depicted in this section. The Village Index Map is intended to illustrate general locations for Village Neighborhoods, Neighborhood Centers, Village Centers, Parks, and primary roadways. The Village Center for Toledo Village, will be provided as a minimum of five (5) acres of uplands, devoted to commercial uses. These shall be distributed between the two locations shown on the Toledo Village Index Map, within the mixed use parcel along Toledo Blade Boulevard and within the Village Park site.

In addition to designating the Village and associated Village Center, the Map depicts locations for significant conservation areas. The Index Map also illustrates a future Collector Roadway that will traverse the Village in an east-west alignment. This Collector Roadway will function as the primary travel route to and from Toledo Village for all modes of transportation, including vehicles, bicyclists and pedestrians. Further, the Map shows the general location of the planned golf course within Neighborhood 1. The Village Park is strategically located along the parkway to serve as common recreational feature that is enjoyed by the larger community. Individual neighborhood centers are also dispersed throughout the development to provide civic focal points for the different neighborhoods.

The Village Index Map is intended to depict a preliminary and conceptual land planning arrangement. It is anticipated that specific locations and parcel configurations will be established as part of the Village District Pattern Plan (VDPP), Plat and/or Site and Development Plans applications for future neighborhoods. However, the Village Index Map will serve as a basic guide for future development.

## SECTION 3.3 GENERAL DESCRIPTION OF VILLAGE COMPONENTS

Toledo Village will emerge as a conglomeration of individual and distinct neighborhoods together with a Village Center component and Village Park.

Each neighborhood shall include a traditional neighborhood design development pattern and a variety of urban design components resulting in a vibrant mixed-use community that is both sustainable and interesting. At a minimum, each neighborhood will include design components as described in this section. Each neighborhood shall include roadways and pathways, greenbelts and conservation, a neighborhood park, and neighborhood centers. These components are envisioned to result in neighborhood communities that will include diverse housing options, community recreation, natural preservation and long-term viability. These components will make each community interesting and ensure that they remain desirable even as housing markets change over time. These components will also result in a sense of place that is unique to any given neighborhood.

The Village components will be discussed in general terms in this section. Detailed descriptions and development standards will be established and discussed later in this pattern book. Illustrations provided are not intended to prescribe a specific design, it does help suggest how a Village and its components may be arranged.

### GREENBELTS & CONSERVATION

The Village shall include greenbelts around their perimeter to define the Village edge and preserve the area's natural character. The Village should also include internal conservation areas of environmentally sensitive lands. Greenbelts and conservation areas may also be used to define neighborhood edges and provide neighborhood internal buffers as appropriate.

### VILLAGE PARK

The Village shall include at least one village park to serve all neighborhoods and act as a central amenity. The Village Park shall be at least five acres in size. The park should be located conveniently and central to the Village components and its neighborhoods. The exact elements, layout, and/or size of the park will be determined during the VDPP process which is ultimately approved by the city.

### NEIGHBORHOODS

The Village shall include multiple and distinct neighborhoods. Neighborhoods are residential districts within the Village and should be distinct by the use of greenbelts, street layout, neighborhood centers, and other design considerations.

### NEIGHBORHOOD CENTERS

Neighborhood Centers are intended to act as civic space for neighborhood residents. At least one neighborhood center shall be included in each neighborhood. Typically, neighborhood centers are located conveniently to all residences and may include uses such as parks, schools, neighborhood level retail, service or office uses, churches, and/or community centers.

### VILLAGE CENTER

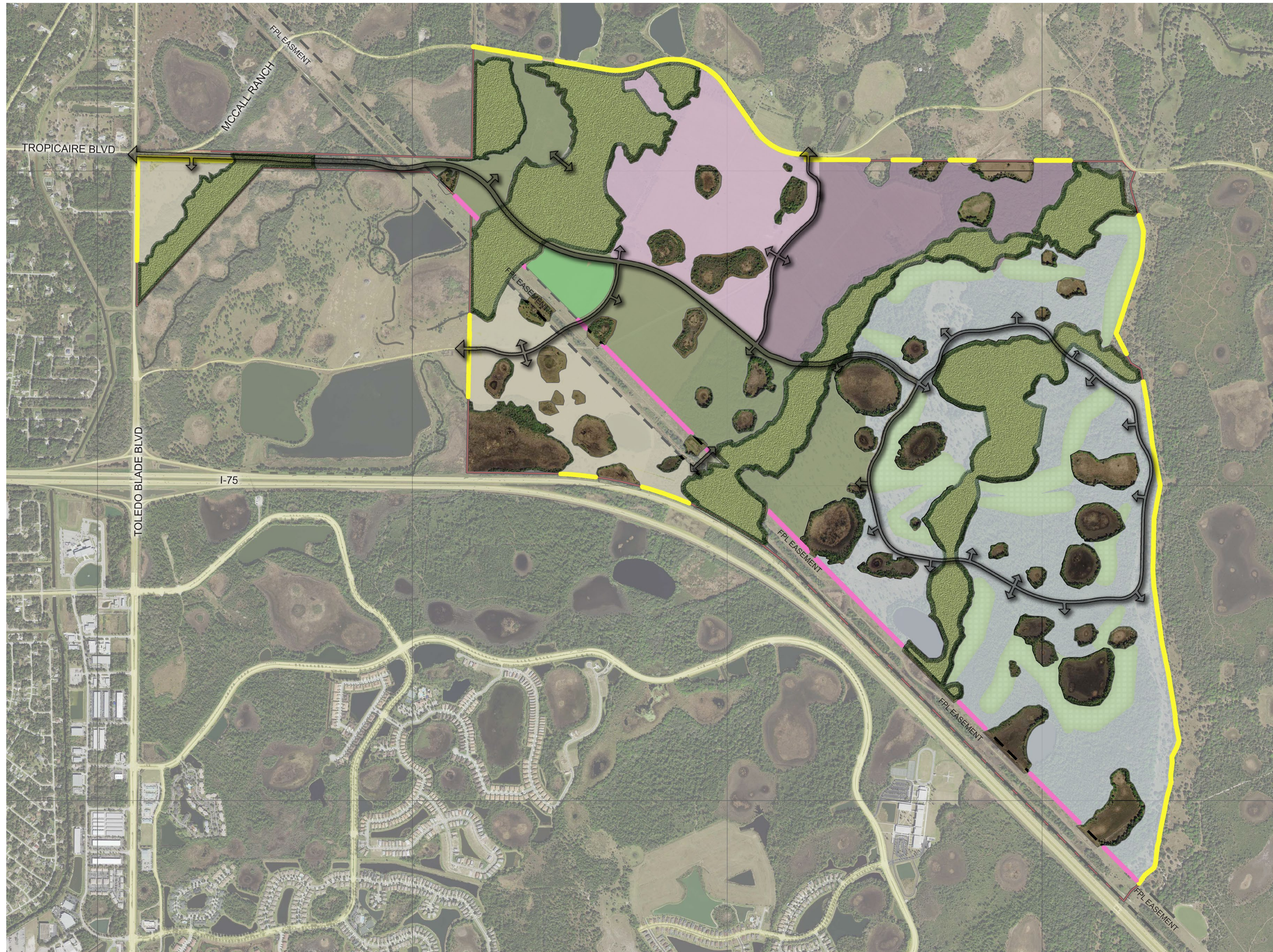
Generally, the Village Center shall serve as a mixed-use community node. The Village Center shall provide for retail, residential, dining, office, civic spaces, recreation, and similar uses. The Village Center for Toledo Village will be provided in the two locations shown on the Toledo Village Index Map, within the mixed use parcel along Toledo Blade Boulevard and within the Village Park site.

### ROADWAYS & PATHWAYS

The Village shall include a hierarchy of roadways and pathways in order to link neighborhoods, civic spaces and amenities. Pathways shall be used to accommodate non-automobile traffic within the Village and promote safe and efficient pedestrian and bicycle throughout.

# GREENBELTS & CONSERVATION





**FIGURE 4.1 GREENBELTS & CONSERVATION MAP**

The above map highlights the location of the Greenbelt corridors and Conservation areas to be preserved within the Toledo Village Community.

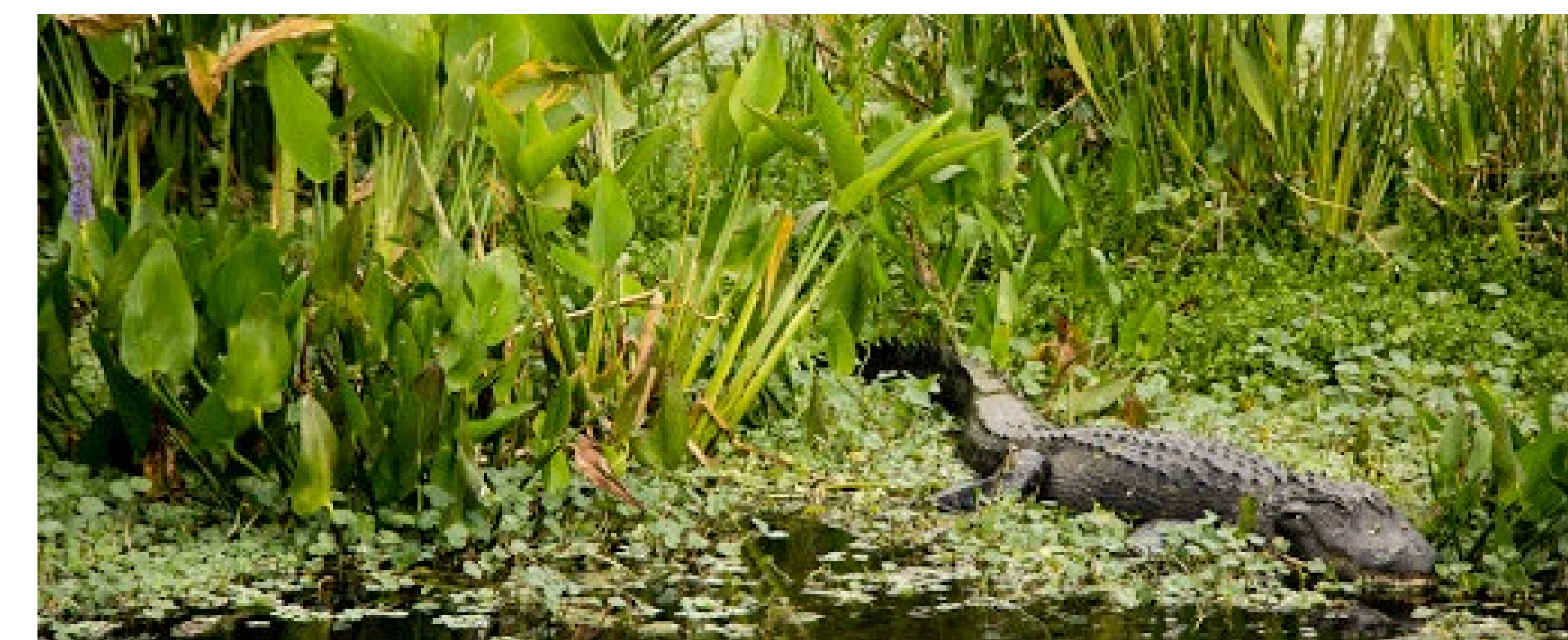
- |  |  |  |  |
|--|--|--|--|
|  GREENBELT      |  NEIGHBORHOOD 1 |  VILLAGE PARK                                 |  APPROXIMATE CONNECTION                     |
|  NEIGHBORHOOD 2 |  NEIGHBORHOOD 3 |  PROPERTY LINE                                |  PERIMETER NATIVE BUFFER<br>(15' WIDE MIN.) |
|  NEIGHBORHOOD 4 |  |  ENHANCED LANDSCAPE BUFFER<br>(15' WIDE MIN.) |  |

## SECTION 4.1 GENERAL DESCRIPTION

Toledo Village will be designed to preserve the environmental character of the immediate area. This will be achieved by providing greenbelts and conservation tracts in and around individual Village neighborhoods. Greenbelts and conservation tracts will be used to define Village edges and to create definable community limits. These areas may be used for passive recreation to include trails for biking and hiking. Golf courses and other sports fields may also be used as greenbelts to separate Village neighborhoods and Village limits. Surface water management systems may also be incorporated into greenbelts if they are of an adequate width to provide clear delineation of the Village boundary or Village neighborhoods.

## SECTION 4.2 GREENBELT & CONSERVATION FRAMEWORK

Several distinct environmental areas are located within Toledo Village planning boundaries. These features are delineated on the Village Index Map. Given their size, configuration, and alignment, these features should serve as logical greenbelt locations and/or neighborhood conservation areas. Future greenbelt delineations should interconnect with these features. Finally, these features should be considered as logical edges for individual neighborhood locations.



## SECTION 4.2 DESIGN STANDARDS

For the Village design and the components therein, the following design standards shall be applied to greenbelts and conservation areas.

- a. Greenbelts and conservation areas shall be established around all Village perimeters in order to establish an identifiable community edge. Greenbelt widths and character may be modified when located within or adjacent to a Village Center and include appropriate urban design features such as pedestrian promenades, streetscapes, and other amenities.
- b. Greenbelts and conservation areas should be provided between different land uses to improve compatibility, provided these uses are effectively connected. In addition, greenbelts should be established along arterials and highways where neighborhood boundaries would otherwise abut these transportation facilities.
- c. Significant environment features which are restricted from development should be linked to greenbelts and/or other environmental features via conservation tracts or open space and should be utilized as a part of the Village's pathway system as appropriate.
- d. Greenbelts and conservation areas may include natural plant communities, landscaped areas, recreation, trails, pathways, stormwater management facilities, golf courses and sports fields.
- e. Where practical, greenways and conservation areas shall be delineated and/or designed as key community design features. Streets should be designed to visually capture key environmental features to create a terminating vista at intersection. Residential lots should be designed to allow for views and vistas to greenbelts and conservation areas.
- f. Peripheral greenbelts shall vary in width with a minimum width of 15'. Greenbelts interior to the project incorporating environmental corridors shall be a minimum width of 50'.



# VILLAGE PARK



## SECTION 5.1 GENERAL DESCRIPTION

Toledo Village will include at least one Village Park. The Village Park is intended to serve as the primary outdoor civic space and should be located relatively central to the Village or adjacent to the primary Village access point or the Village center. While conservation and environmental preserves are important passive recreational features within Villages and neighborhoods, the Village Park shall be usable outdoor space.

## SECTION 5.2 VILLAGE PARK FRAMEWORK

Ideally, the Village Park location should be along primary roadways, central to neighborhoods, and in proximity to major environmental features. The general location of the Village Park shall comply with the Index Map. The final size, configuration, and design details, including the types of facilities, may be finalized in conjunction with the City at future site and development stages, and need City Approval.



FIGURE 5.3A The Village Park may include a variety of sports fields, playground and passive recreation connected by walkways and and bike trails. Photo example shown.

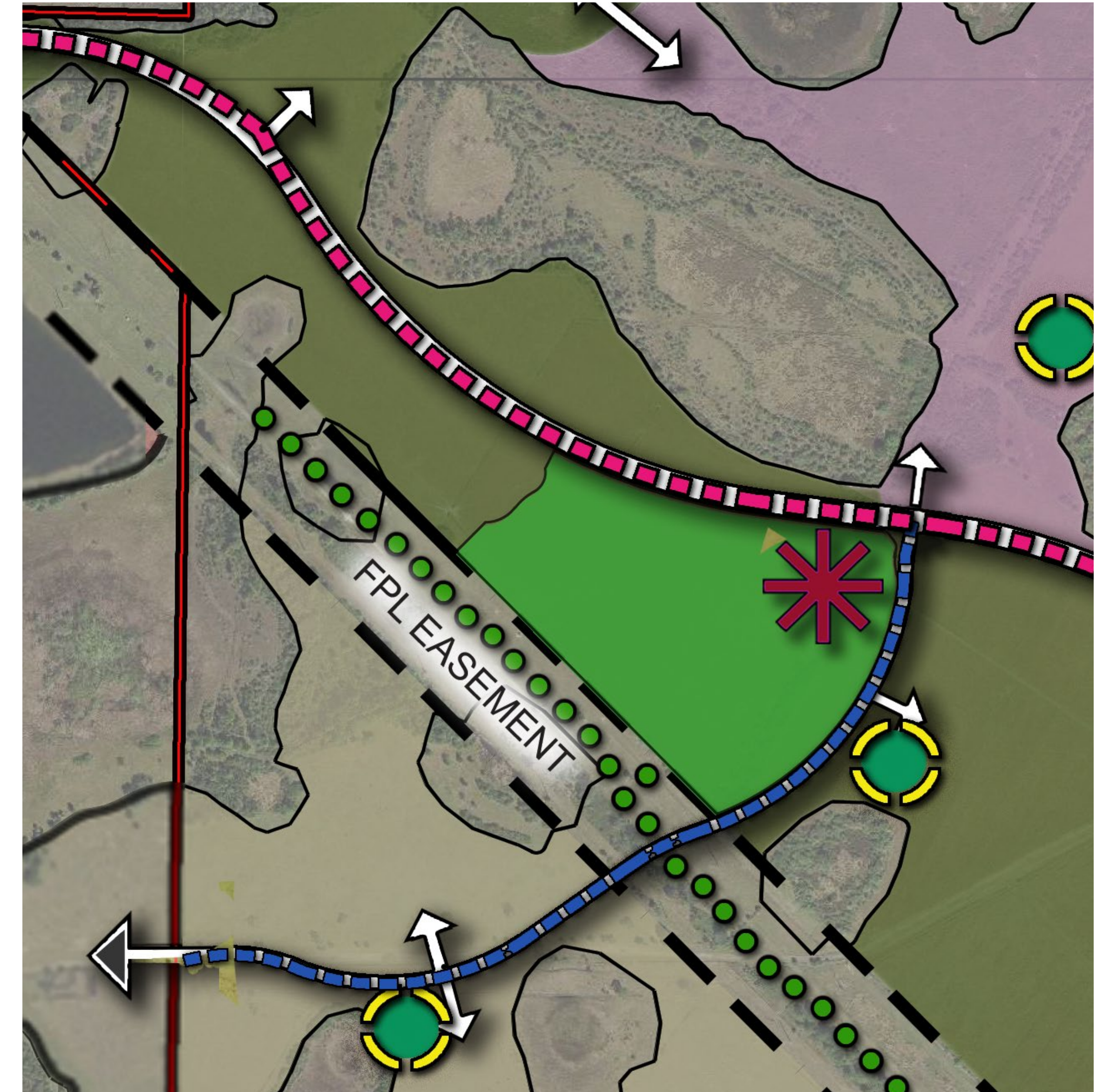
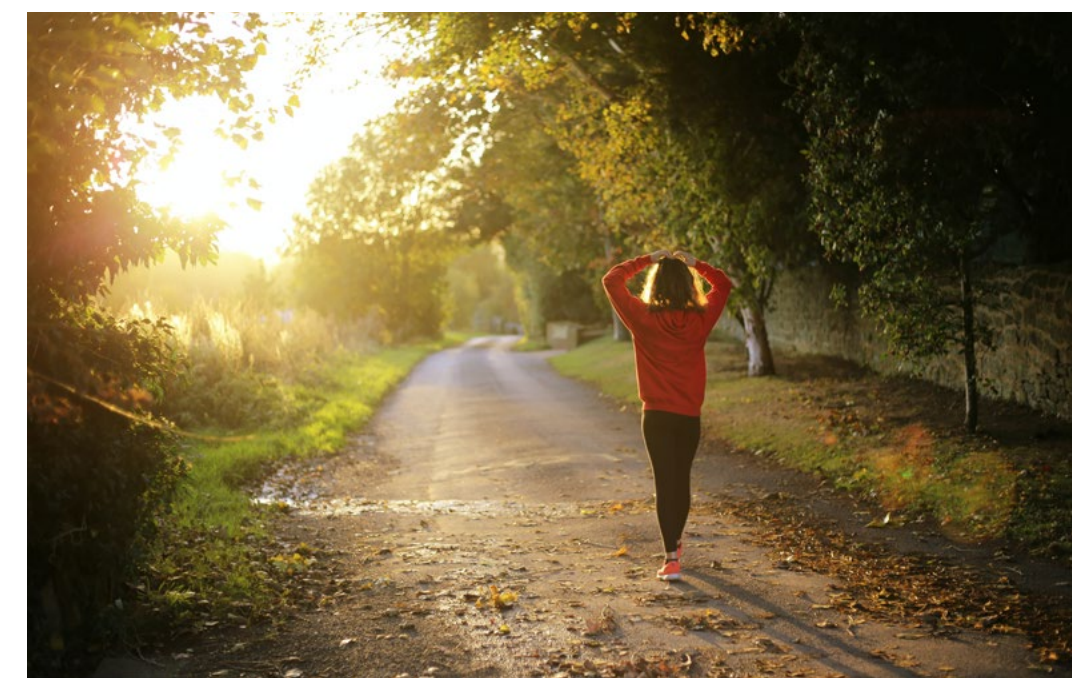


FIGURE 5.3B The Village Park is centrally located in the community and directly off of the main spine road and connected by trails to the neighborhoods.

## SECTION 5.3 DESIGN STANDARDS

The following design standards shall be applied when designating and/or creating the Village Park for each Village.

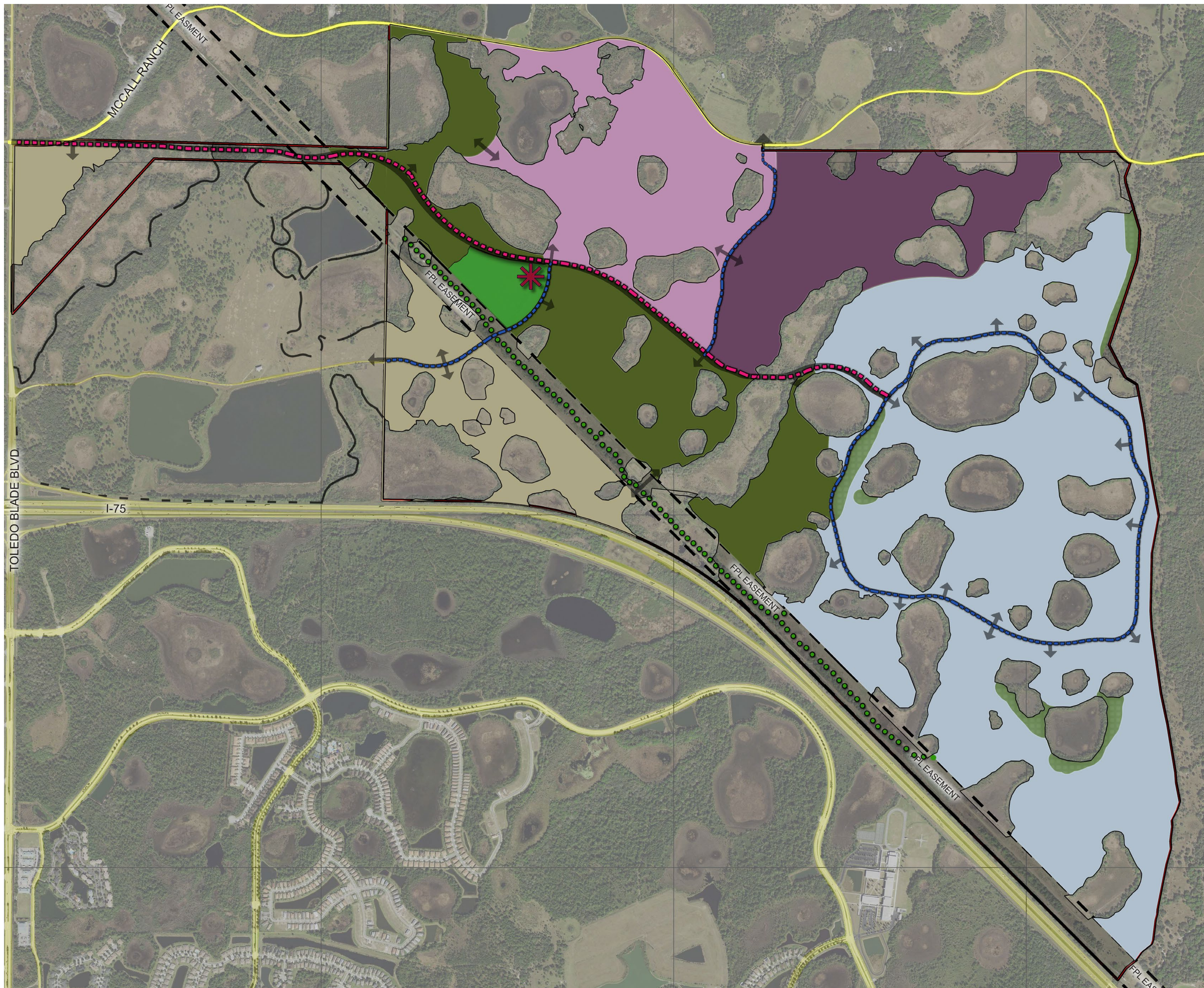
- The Village Park shall be located within the Village for convenience to the neighborhoods. It is preferred that the Village Park be located along the primary entry roadway and be accessible via local streets and the internal pedestrian pathway system.
- The Village Park may be located and incorporated into a Village Center where practical to serve as a space for civic use and community gathering.
- The Village Park should be designated to reflect the Village's natural setting. Village Parks should include connections to Village greenbelts and conservation tracts.
- The Village Park shall include passive and active recreational amenities such as playgrounds, sports fields, shelters, pathways, gardens, and community centers to serve as gathering point for Village residents.
- The Village Park shall be an appropriate size and configuration to hold community events such as festivals, sporting events, and other community gatherings.
- Village Parks shall be effectively integrated into the Village design.
- Vehicle parking areas shall be effectively screened from off-site view. Designated pedestrian and bicycle paths shall be included into the parking lot design. On-street parking and other traffic calming features are recommended on streets abutting the Village Park.
- Pedestrian and bicycle pathways shall be provided to effectively accommodate multi-modal connectivity to all surrounding residential neighborhoods. The Village Park will be linked to the neighborhoods and Activity Center by bicycle and pedestrian infrastructure including sidewalks and pathways. A trail system within the abutting FPL easement will also provide for connectivity of this feature to the rest of the Village.
- The Village Park shall be a minimum of 20 acres inclusive of the two (2) acre component of commercial uses to satisfy the Village Center requirements for Toledo Village.















# NEIGHBORHOODS





**FIGURE 6.1 NEIGHBORHOODS MAP**

The above map depicts the different Neighborhoods being provided within the Toledo Village Community. Each Neighborhood will provide a variety of housing types and neighborhood centers providing a mix of amenities and community gatherings spaces.

- |   |                        |   |                                    |
|---|------------------------|---|------------------------------------|
|  | NEIGHBORHOOD 1         |  | GOLF COURSE                        |
|  | NEIGHBORHOOD 2         |  | VILLAGE PARK                       |
|  | NEIGHBORHOOD 3         |  | VILLAGE CENTER                     |
|  | NEIGHBORHOOD 4         |  | APPROXIMATE CONNECTION             |
|  | MIXED-USE NEIGHBORHOOD |  | MCCALL RANCH ROADWAY (FIRE ACCESS) |

## SECTION 6.1 GENERAL DESCRIPTION

Neighborhoods are residential districts within the Village. Toledo Village will include multiple neighborhoods resulting in an interesting and dynamic community. Neighborhoods are encouraged to be composed of a variety of housing types. Neighborhoods are limited in size to 500 acres maximum, shall have identifiable limits, and provide for comfortable pedestrian and bicycle travel within its boundaries and to other Village amenities.

## SECTION 6.2 NEIGHBORHOOD FRAMEWORK

Generally, neighborhoods within Toledo Village will create a rational urban pattern by placing more dense residential types close to the Village Center and the Village Park. Additionally, all neighborhoods shall have Neighborhood Centers to serve as the central focus for its residents. All neighborhoods within the Village shall also be interconnected through local streets and multi-modal pathways.



FIGURE 6.3.A Neighborhoods will be responsive to their natural setting by using natural tree preserved and wetland areas as community focal points.

## SECTION 6.3 DESIGN STANDARDS

The following design standards shall be applied when delineating and/or creating individual neighborhoods within Toledo Village. Neighborhoods shall be of an appropriate size to include multiple residences, a neighborhood center and open space.

- Neighborhoods should not exceed 500 adjusted gross acres.
- Neighborhoods shall contain a clearly defined edge to provide distinct and identifiable boundaries. Neighborhood edges may be created by, but not limited to, greenbelts, conservation areas, golf course, landscape buffers, and walls. Effective neighborhood street layouts should be utilized to delineate the neighborhood edge, while accommodating access between other neighborhoods and districts.
- Each neighborhood shall include passive and/or active recreational facilities such as parks, sports fields, trailheads, golf courses, or community swimming pools.
- Neighborhoods may include a variety of housing types. When multiple housing types are present within a given neighborhood, building mass should be considered to ensure an attractive streetscape and compatibility of residential unit types.
- Guest houses and mother-in-law suites may be permitted where appropriate and shall not be counted toward the overall allowable Village density limitation, unless the unit provides a kitchen. If a kitchen is provided the unit will count towards the overall density. Guest houses and mother-in-law suites may include separate utility meters, bathrooms, kitchens, and bedroom; however, units shall be limited to 700 square feet.
- Each neighborhood shall be designed so all housing units are generally within a one half (0.5) mile radius of a Neighborhood Center.
- Neighborhood streets shall be arranged to balance neighborhood connectivity and traffic calming elements to minimize cut-through traffic. Streets within a neighborhood should not be designed as long, uninterrupted local roadways but should include multiple side streets to create design interest. Traffic calming should be used effectively throughout neighborhoods.
- Neighborhoods shall be responsive to and integrated into their natural surroundings. This may be achieved by using wetlands and other conservation areas as neighborhood amenities. Additionally, neighborhood centers and/or parks should be sited adjacent to conservation areas where practical to create attractive vistas and a neighborhood focus.
- Neighborhood connectivity shall be achieved through a system of local roadways and non-vehicular travel ways.



FIGURE 6.3.B Neighborhoods shall provide pedestrian and bicycle travel connections to community gathering spaces to facilitate community interaction within the neighborhood.

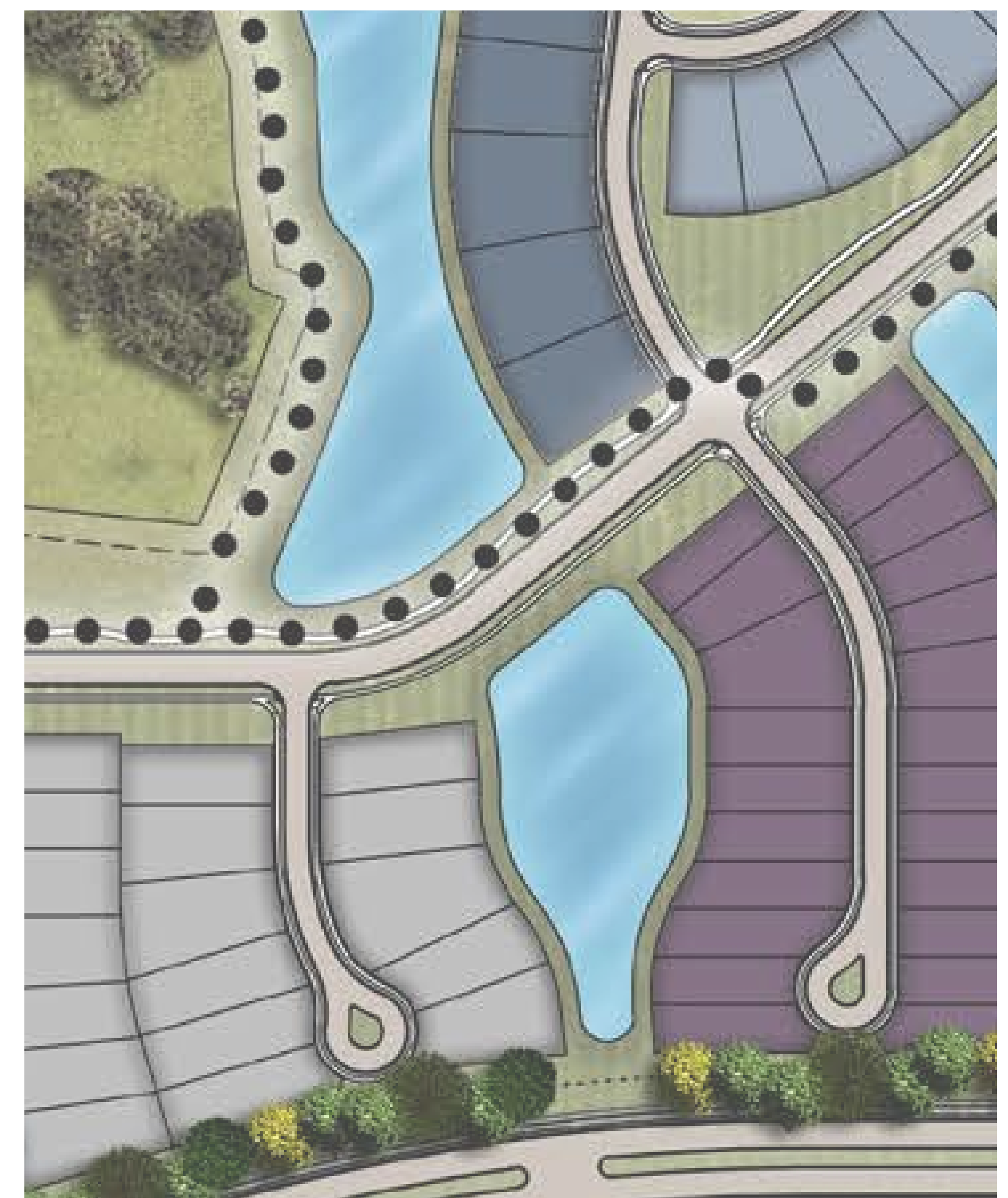
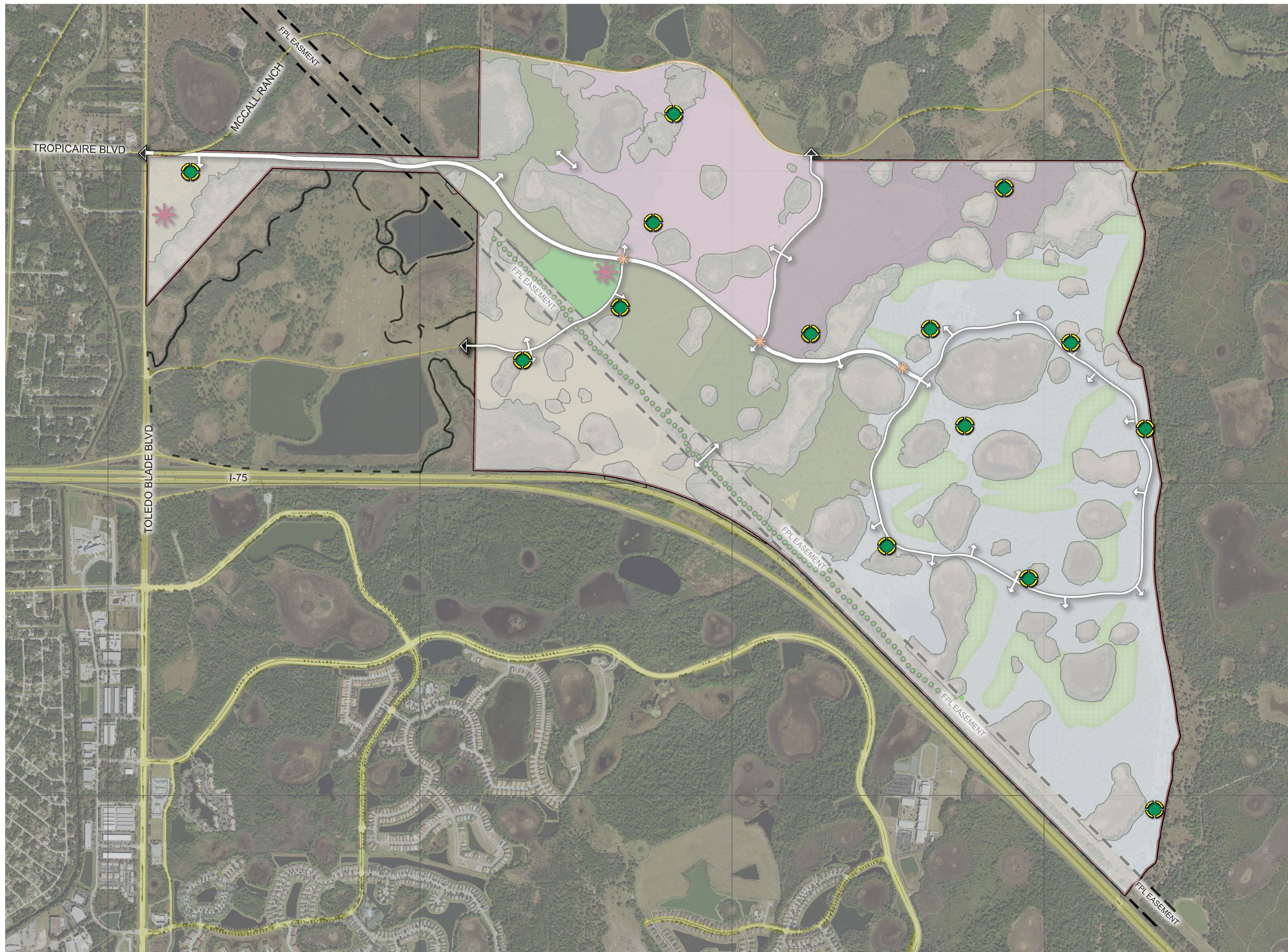


FIGURE 6.3.C Conceptual Neighborhood Plan layout with variety in products and multi-modal connections. Example shown.

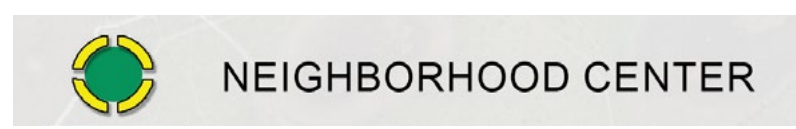
# NEIGHBORHOOD CENTERS





**FIGURE 6.1 NEIGHBORHOOD CENTERS MAP**

The above map shows the approximate locations of the Neighborhood Centers being provided within the Toledo Village Community. A variety of amenities, passive recreation and gathering spaces to provide a range of lifestyle experiences, including a golf course and club.



## SECTION 7.1 GENERAL DESCRIPTION

Neighborhood Centers shall be the focal point for all neighborhoods. Neighborhood Centers should include civic uses such as community centers, parks, and/or active recreational facilities. Neighborhood scale commercial, service, and office uses may also be provided within a Neighborhood Center but are not required. These centers are intended to be provided within each neighborhood to create an interesting and dynamic community character while serving as a key building block within the Village.

## SECTION 7.2 NEIGHBORHOOD CENTER FRAMEWORK

A Neighborhood Center shall be located central to each neighborhood. For larger neighborhoods, multiple Neighborhood Centers should be provided to ensure that all residential units are within close walking distance from one of these civic nodes. Neighborhood Centers shall be oriented inward toward the neighborhood in which they are intended to serve where possible. Finally, Neighborhood Centers shall not be bisected by collector or arterial roadways.



FIGURE 7.3.A Neighborhood Centers may contain civic uses such as Community swimming pools, playgrounds and community buildings, example shown.



## SECTION 7.3 DESIGN STANDARDS

The following design standards shall be applied when delineating and/or creating individual neighborhood centers within each neighborhood.

- a. At least one Neighborhood Center shall be included in each neighborhood. There shall be no limit in the number of Neighborhood Centers within neighborhoods.
- b. Neighborhoods shall be designed so that all housing units are generally within one-half (0.5) mile radius a Neighborhood Center.
- c. Neighborhood Centers shall include parks, green belts, conservation areas, and/or sports fields. Neighborhood Centers should also include architectural elements providing additional aesthetic features to the center for neighborhood residents. Conservation areas that are designated within Neighborhood Centers should include shelters, viewing stations, pathways, and interpretive signage to enhance their function for residents.
- d. Neighborhood Centers may include but do not require neighborhood commercial uses, and if developed shall be consistent with the following additional standards:
  - I. Neighborhood commercial shall be designated to be compatible and in scale with surrounding residential.
  - II. Neighborhood commercial shall be limited to four (4) acres in site area.
  - III. The maximum floor to area ration (FAR) shall be limited to 0.25 and buildings shall be limited to 20,000 square feet.
  - IV. Commercial uses shall be limited to convenience retail, delis, cafes, pubs, office, personal service, day care, and other similar low-intensity uses. Residential is permitted within Neighborhood Centers on above ground floor commercial uses.
- e. A reasonable amount of vehicular parking should be provided in or adjacent to Neighborhood Centers. While on-street parallel parking is considered the preferred type of parking, off-street parking areas, if provided, shall be effectively buffered with landscaping.
- f. Neighborhood Centers shall include generous and effective landscaping throughout and should generally match or complement other planting used in the neighborhood in which they support.
- g. Signage within the Neighborhood Center shall be provided to identify the Center, and scaled appropriately to the neighborhood.
- h. Residential dwellings above ground floor commercial uses may be permitted.
- i. The Neighborhood Center shall be linked to the adjoining neighborhood by sidewalks and paths.
- j. The Neighborhood Center shall be located central to the neighborhood separated from major collector or arterial roads.



**VILLAGE CENTER**



### SECTION 8.1 GENERAL DESCRIPTION

The Village Center is intended to function as a community of compatible uses arranged in a compact setting servicing the surrounding neighborhood and Village as a whole. The Village Center component of Toledo Village will be provided in two locations as shown on the Index Map. The Village Centers are envisioned to include a mix of uses to create a vibrant and intimate community setting that contributes to overall Village sustainability. A minimum of five (5) acres of commercial uses within mixed use neighborhoods are provided within Toledo Village to satisfy the Village Center requirements. Village Centers shall be located in proximity to higher density residential neighborhoods and civic spaces, served with adequate multimodal transportation.

### SECTION 8.2 VILLAGE CENTER FRAMEWORK

The Village Centers for Toledo Village is planned with frontage along major roadways including Toledo Blade Boulevard and the Village's primary spine roadway. The commercial acreage to satisfy the Village Center requirements shall be distributed between the mixed-use neighborhood fronting on Toledo Blade Boulevard and the proposed Village Park. The Village Center must be designed to encourage walkability through an effective multimodal transportation network. This network shall be designed to encourage safety and avoid any unnecessary trip generation on Toledo Blade Boulevard.

The Village Center commercial component may be designed as a shopping center, with individual boutique shops, grocery stores, restaurants, and offices. It may also be designed as a traditional town center, with an option to integrate a mix of uses vertically in a single building. The Village Center shall be designed with adequate parking and pedestrian amenities. Non-residential buildings within the Village Center shall be designed to high architectural standards.

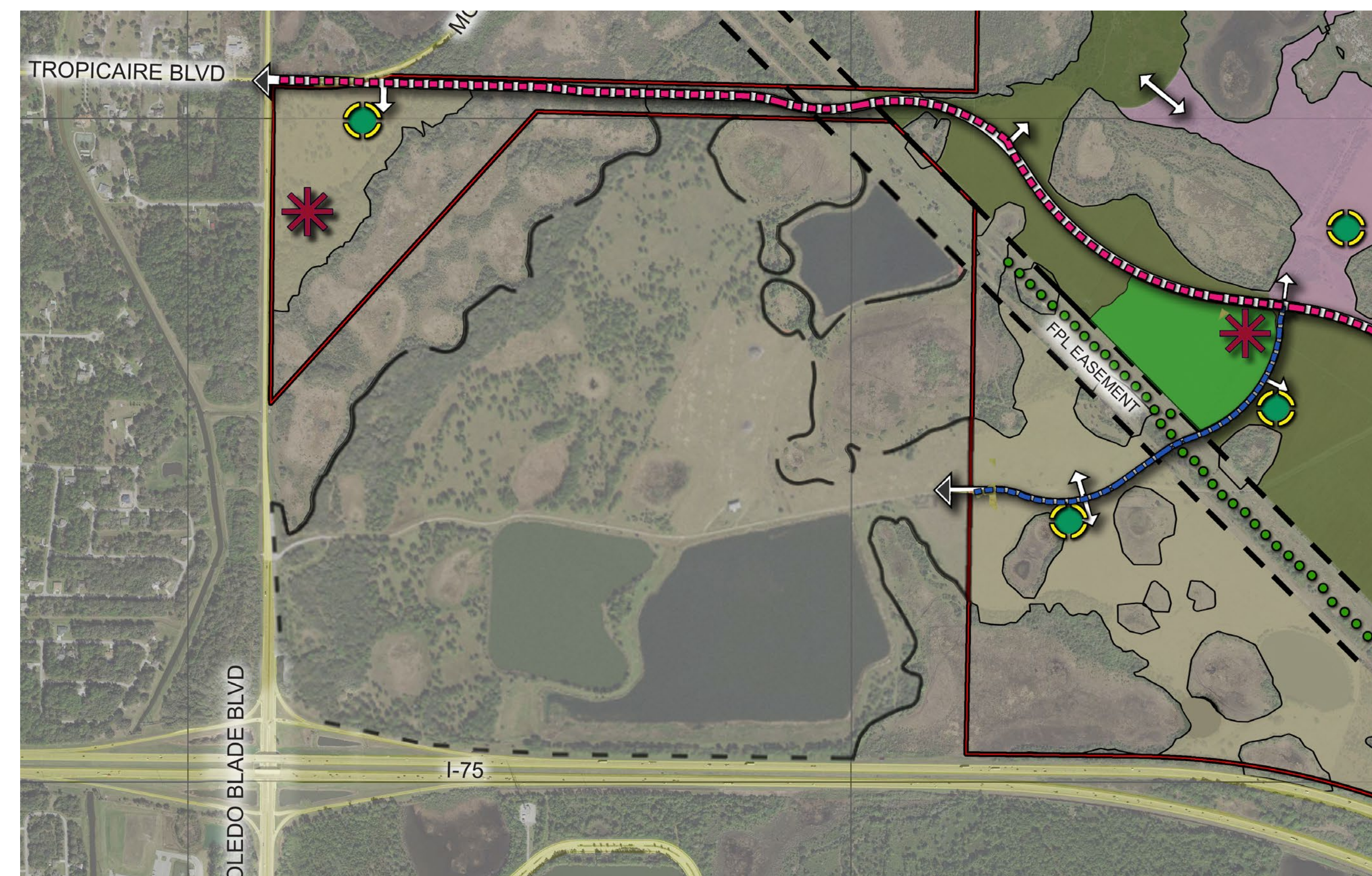


FIGURE 8.3.B Approximate location of the Village Centers, as shown on the Toledo Village Index Map.

### SECTION 8.3 DESIGN STANDARDS

The following design standards shall be applied when delineating and/or Village Centers.

- Village Centers may be located along collector roadways. Village Centers may also be located along arterial roadways provided that the center is not located on both side of the said thoroughfare.
- Village Centers shall generally maintain a separation of approximately 3/4 (.75) mile from other Village Centers.
- Village Centers shall be limited to 50 adjusted gross acres.
- The Density within Village Centers shall be three (3) dwelling units per acre where residential uses are integrated into the center. Densities may be increased to sixteen (16) dwelling units per acre with the use of transfer of development rights (TDR). Transfer of development rights may be used when conservation tracts are designated, and the corresponding density allowance is used within the Village Center.
- Non-residential structures within the Village Center shall be limited to a floor area ratio (FAR) of 0.40.
- The Village Center shall provide for a mix of land uses which may include civic, recreation, retail, office and/or residential uses, or combination thereof.
- At minimum, five (5) acres of commercial uses shall be included within the project and will be distributed between the two Village Center locations depicted on the Index Map. Of this commercial component, a minimum of three (3) acres is planned within the mixed-use neighborhood that fronts on Toledo Blade Blvd., while two (2) acres is planned within the Village Park. The distribution of commercial uses between the two locations may be modified provided no less than five (5) total acres of uplands are being provided for commercial uses in the two distinct and separate locations shown.

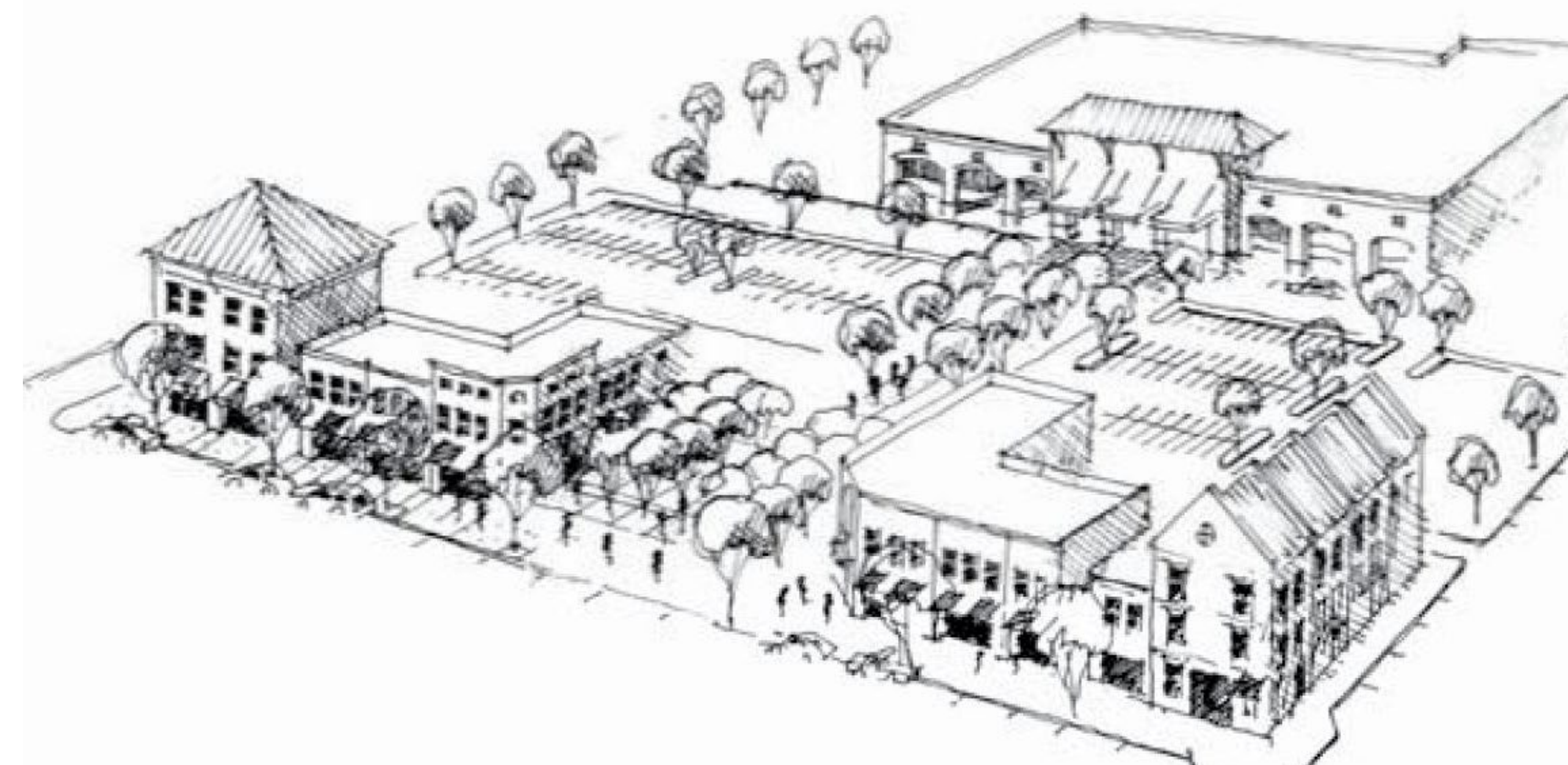
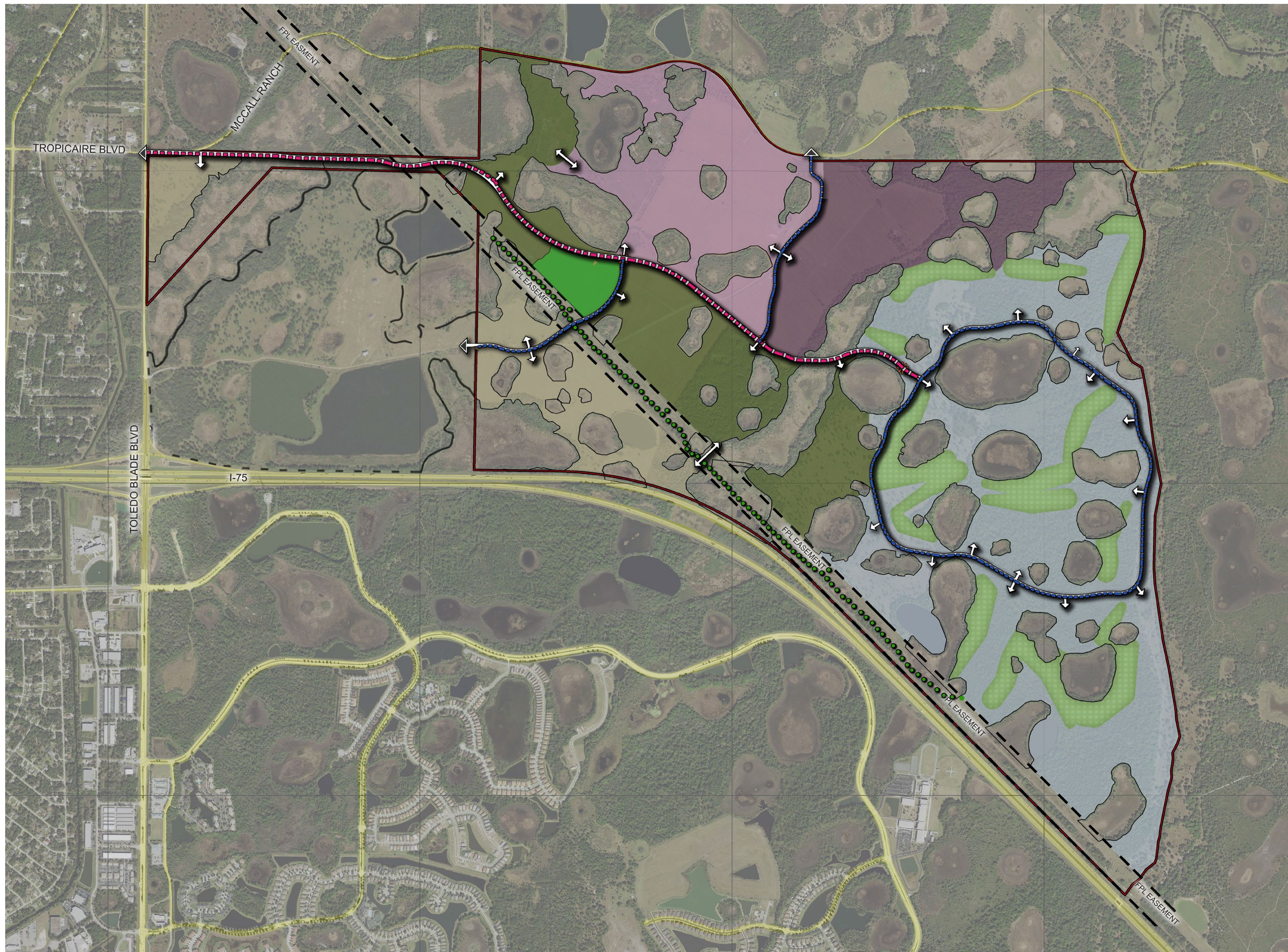


FIGURE 8.3.C The Village Center may be designed as a Shopping Center or as a traditional Town Center (use images from the Old Pattern Book Figure 8.2.A & 8.2.B)



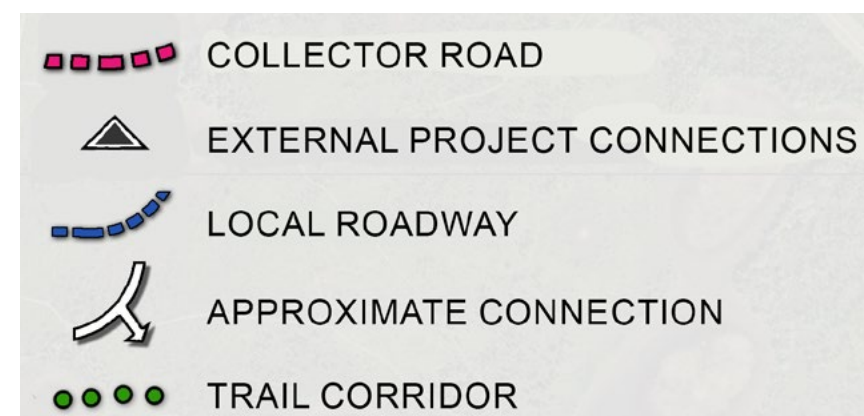
# ROADWAYS & PATHWAYS





**FIGURE 9.1 ROADWAYS & PATHWAYS MAP**

The above map shows the proposed roadway network, pathways, trails and sidewalks proposed within the Toledo Village Community. The main spine road is a collector road containing a 10' multi-modal trail, bike lanes and walkway that will connect all of the Neighborhoods, Neighborhood Centers and parks. A trail system may be provided down the FPL corridor which provides another connection through the center of the community.



## SECTION 9.1 GENERAL DESCRIPTION

Roadways within Toledo Village will be appropriately designed to contribute to an identifiable sense of place for its future communities. These roadways shall include features such as landscaping, signage, wayfinding, and multi-modal elements to create the framework for the Village. This section of the Pattern Book establishes the generalized design for roadways within Toledo Village's planning boundaries.

## SECTION 9.2 ROADWAY FRAMEWORK

The roadway framework within the Toledo Village is intended to provide a hierarchy of roadways, originating from multi-lane parkways (Toledo Blade Blvd) to smaller-scale local roadways. The hierarchy is intended to stem from a primary east-west collector aligned central to the planning boundaries (this roadway is depicted on the Village Index Map) and a primary connection to the North Port Gardens project to the south and east of the Project. Roadways shall be arranged to provide for interconnectivity between neighborhoods and their internal components. While this pattern book provides typical roadway types and their preferred design, individual Neighborhoods may propose minor modifications to the alignment roadways as part of the Village District Pattern Plan, Site and Development and/or Plat planning processes.

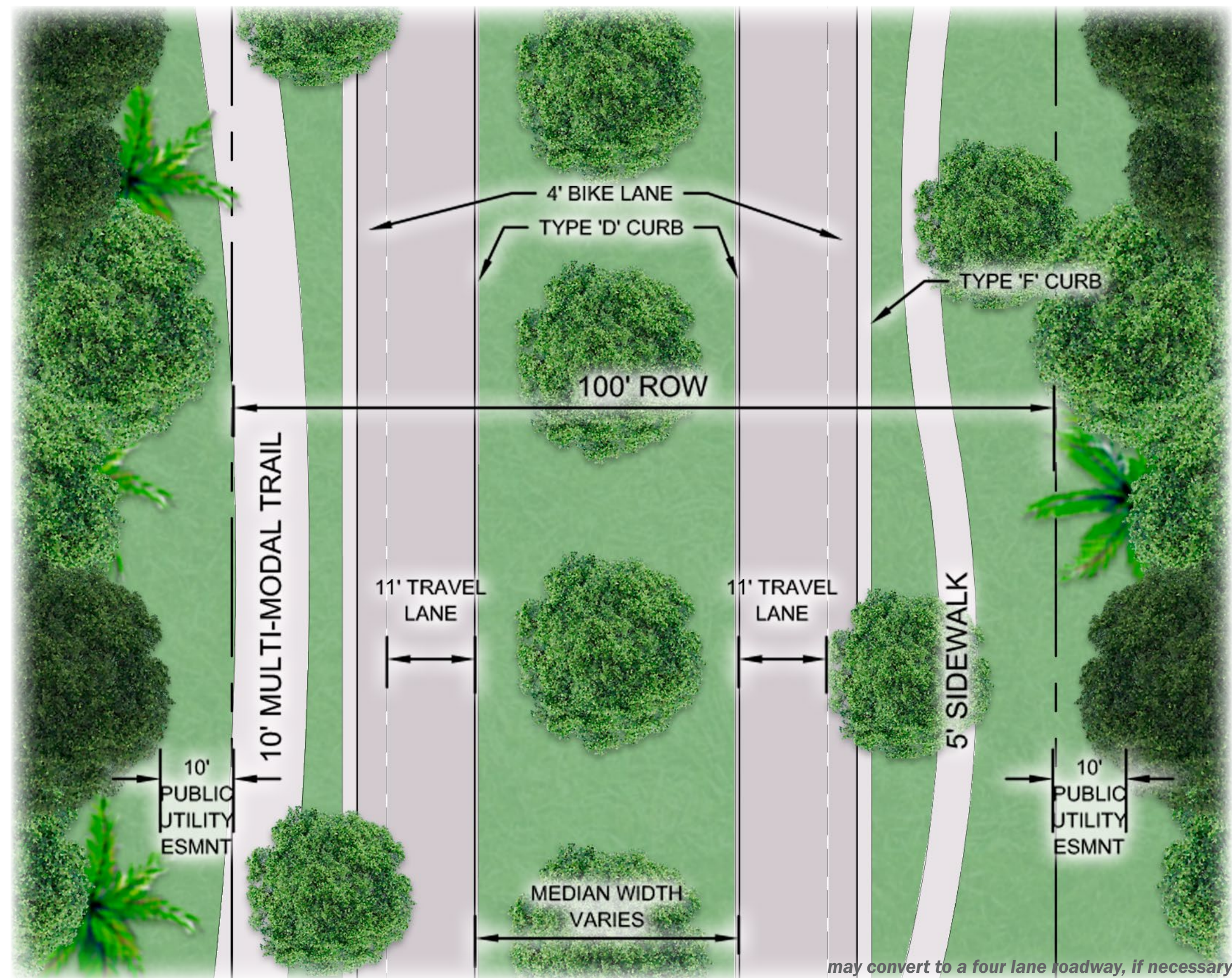
## SECTION 9.3 ROADWAY TYPES

Toledo Village will incorporate three (3) distinct roadway types within individual Villages. These roadway types are listed as follows and described on the following pages:

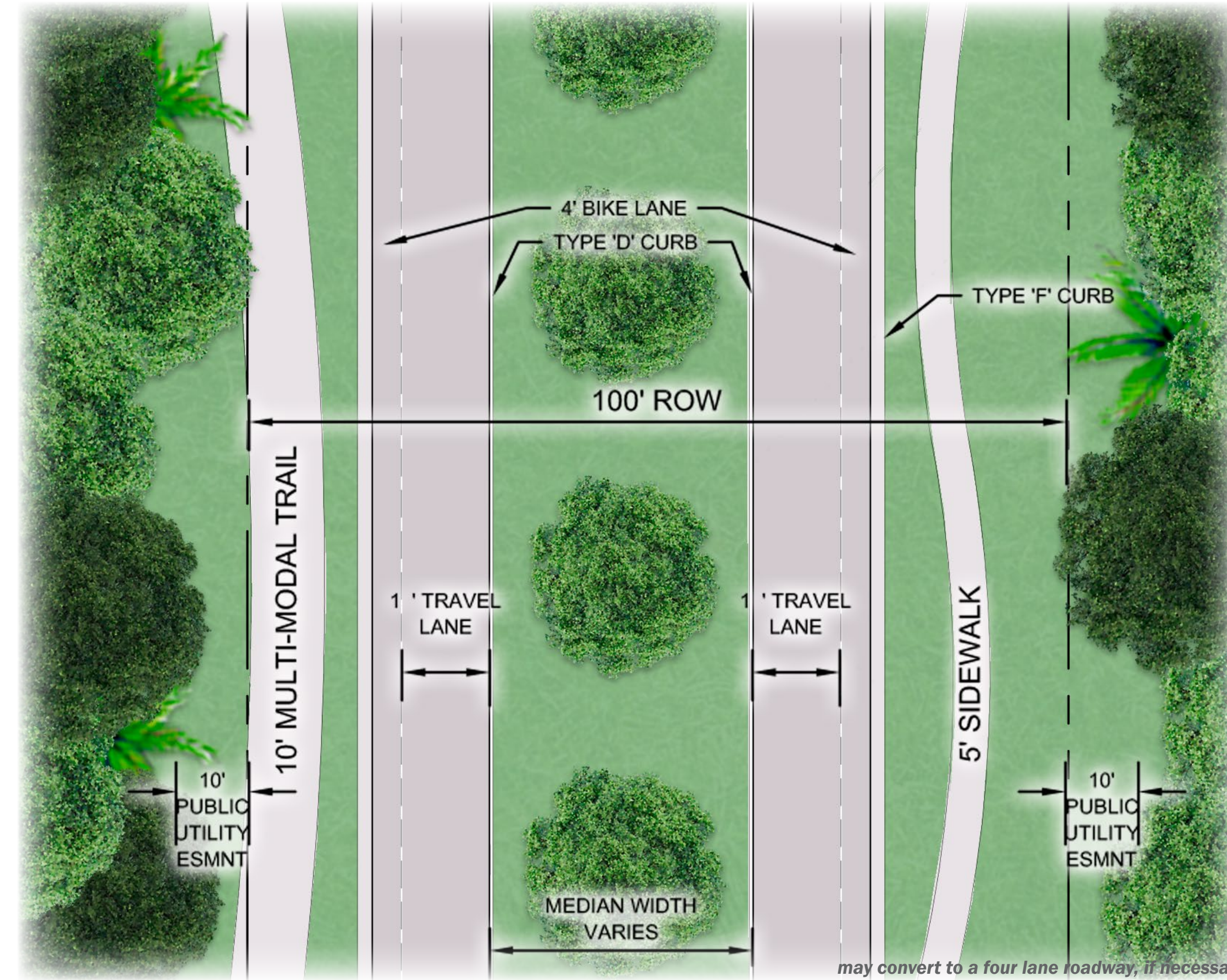
- I. Collectors
- II. Local Streets – Type I
- III. Local Streets – Type II

The following subsections will further identify each roadway type and describe the components thereof.

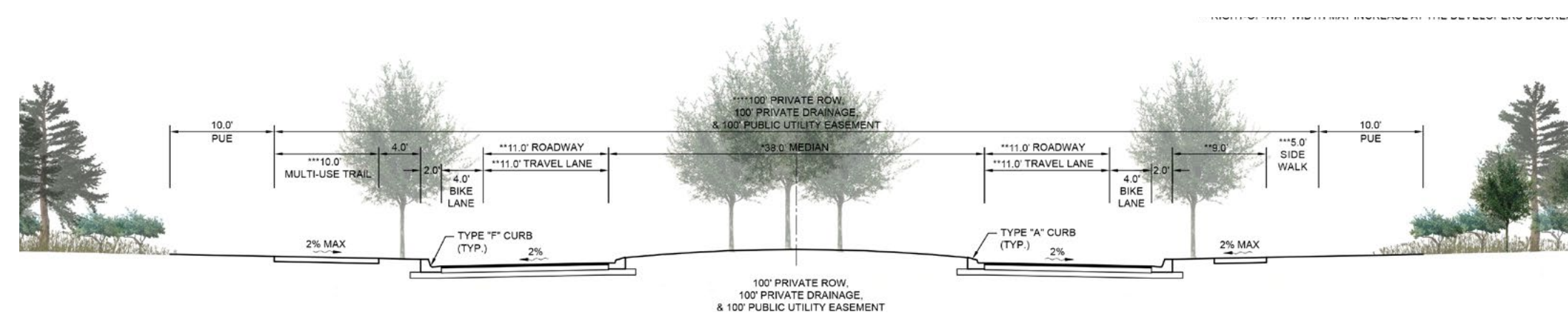




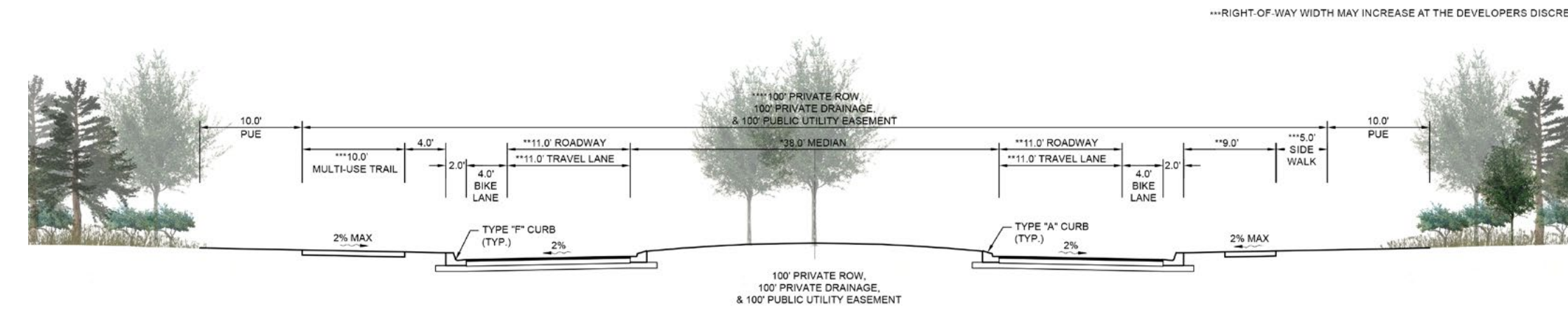
**FIGURE 9.3.2 A1 (not to scale)**  
**Typical 100' ROW Collector Road Plan**  
**Street Tree - In median and verge**



**FIGURE 9.3.2 B1 (not to scale)**  
**Typical 100' ROW Collector Road Plan**  
**Street Tree - In median and open space**



**FIGURE 9.3.2 A2 (not to scale)**  
**Typical 100' ROW Collector Road Cross Section**  
**Street Trees - In median and verge**



**FIGURE 9.3.2 B2 (not to scale)**  
**Typical 100' ROW Collector Road Cross Section**  
**Street Tree - In median and open space**

### SECTION 9.3.1 COLLECTOR STANDARDS

The collector roadway type is intended for vehicular travel within the Village. Specifically, collectors act as travel routes between neighborhood and Village centers but are not intended to serve as regional travel routes. The following lists that components and design standards for collectors. Collector row width will accommodate expansion to 4 lanes if required by the project as construction progresses through buildout.

- I. Collectors shall be designed and constructed to handle moderately heavy Village traffic volumes while safely accommodating automobile, bicycle, and pedestrian traffic.
- II. Collectors are generally two-lane divided roadways with a separate 10' multi-modal trails, bicycle lanes and sidewalks. Medians may be omitted where surrounding land uses and character warrant section modification.
- III. Collector right-of-way is generally 100' of width. Minor alterations of this standards may be warranted in order to respond to the surrounding land uses and community character.
- IV. Utilities are designed to be underground and/or screened from public view.
- V. Street trees are installed within the roadways median, within landscaped verges along travel lanes and within open space areas along Collector to create an attractive streetscape and shade for the walks and trails. Palm species may be utilized if required on center spacing is met.
- VI. Stormwater management is accommodated in centralized lakes and designed as amenities where possible.
- VII. Special paving treatments may be used at predominate intersections and at primary pedestrian and bicycle crosswalks.
- VIII. May substitute 10' travel lanes for 11' travel lanes. May substitute (2)-11' or (2)-10' travel lanes to create 4 lane divided section.

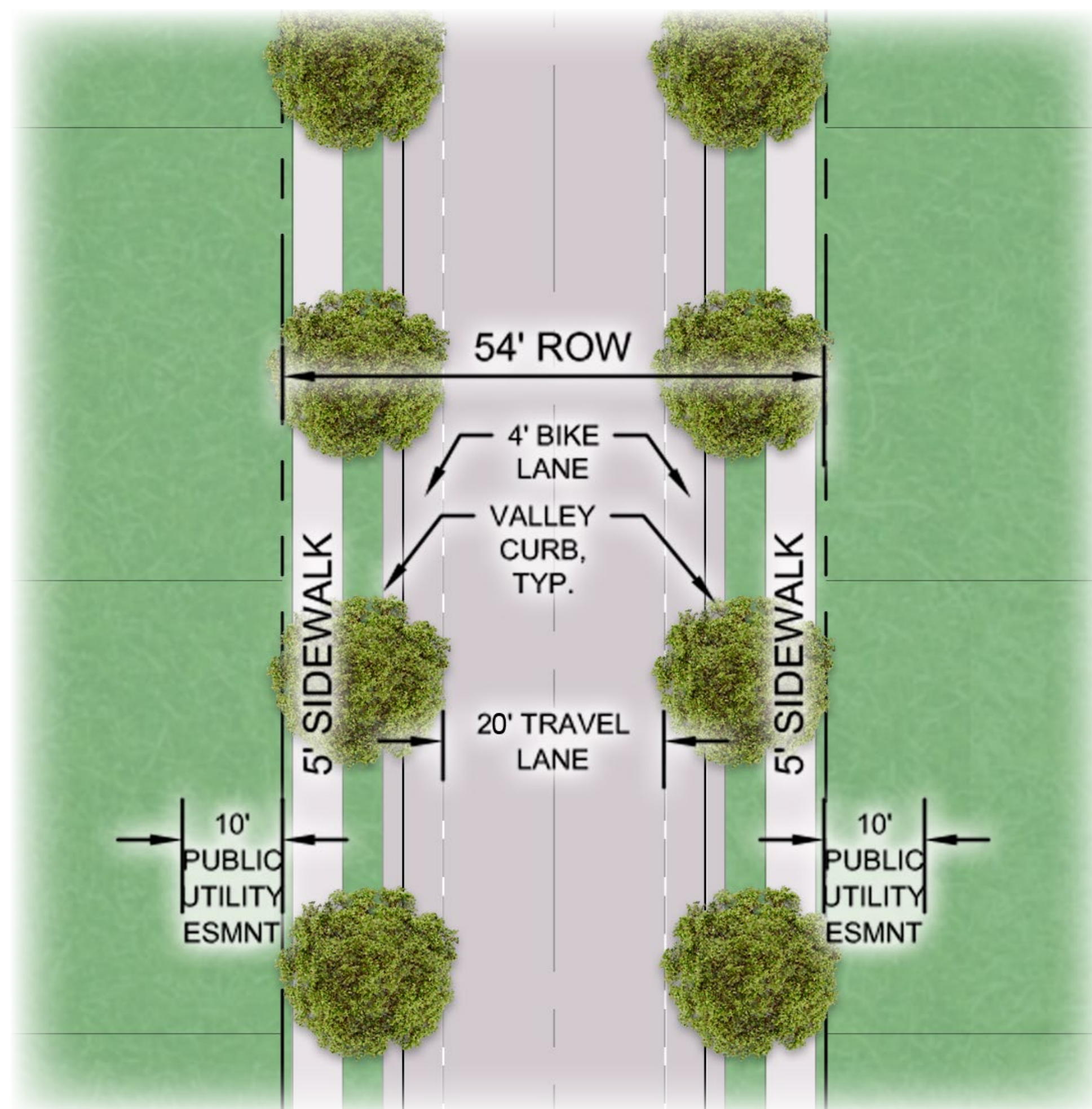


FIGURE 9.3.3 A1 (not to scale)  
Typical 54' ROW Local Street Type I Plan  
Street Tree - within verge

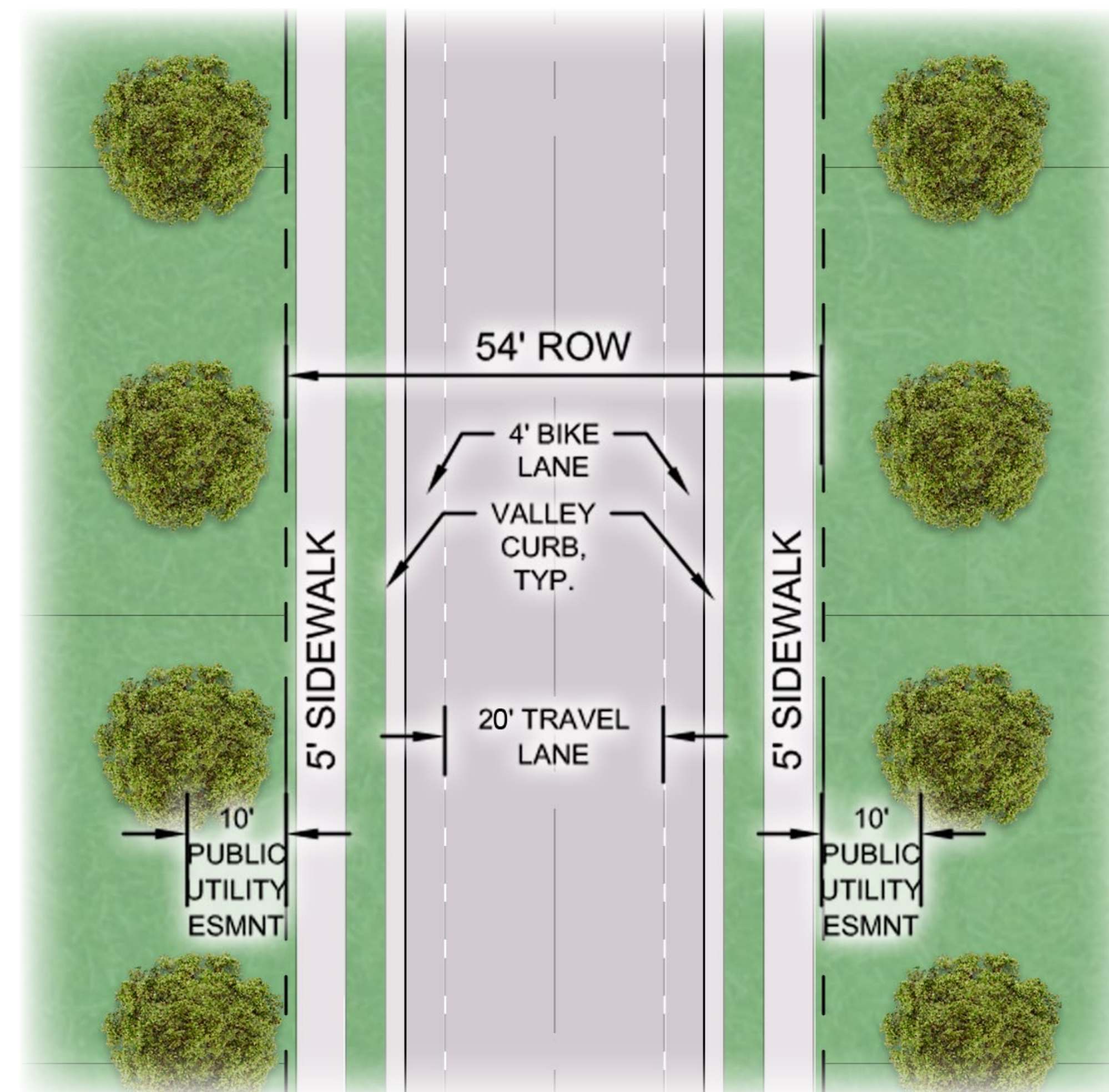


FIGURE 9.3.3 B1 (not to scale)  
Typical 54' ROW Local Street Type I Plan  
Street Tree - within lot/common areas

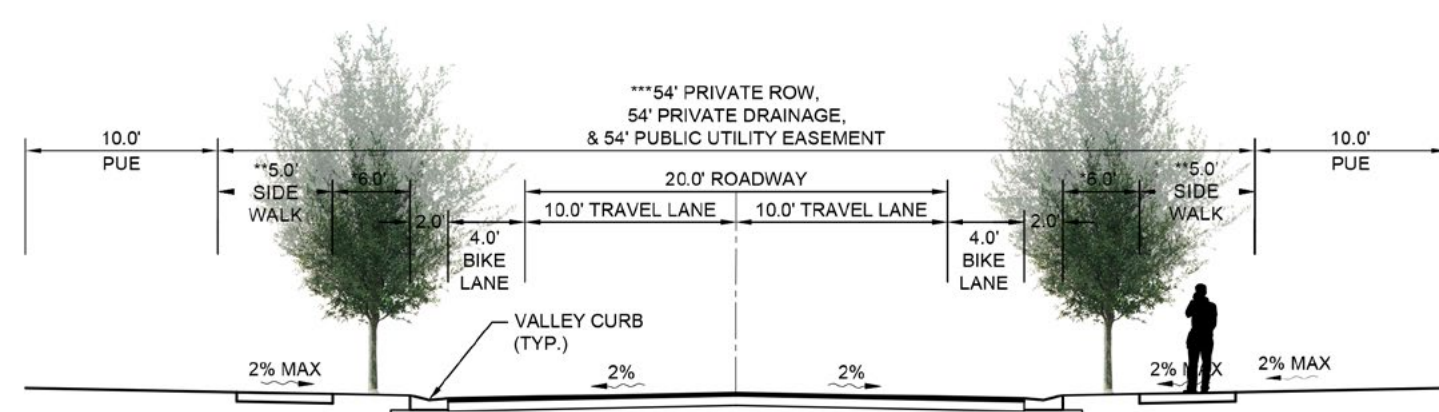


FIGURE 9.3.3 A2 (not to scale)  
Typical 54' ROW Local Street Type I Cross Section  
Street Tree - within verge

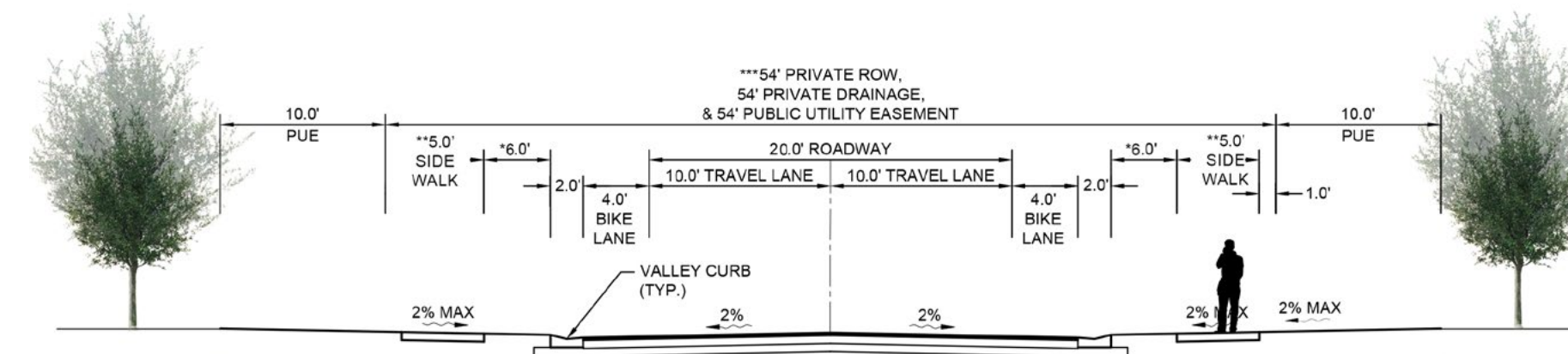


FIGURE 9.3.3 B2 (not to scale)  
Typical 54' ROW Local Street Type I Cross Section  
Street Tree - within lot/common areas

### SECTION 9.3.3 LOCAL STREET - TYPE 1 STANDARDS

Type 1 Local Streets are intended for residential neighborhoods. Typically, these roadways support only local vehicle trips and accommodate light traffic volumes. Type 1 Local Streets include sidewalks to accommodate pedestrian movement. These roadways will have a dedicated 4-foot wide bicycle lane on each side of the travel lanes as well as 5-foot-wide sidewalks on both sides of the street. The following lists the components and design standards for Type 1 Local Streets.

- I. Type 1 Local Streets shall be designed and constructed to handle light neighborhood traffic volumes while safely accommodating automobile, bicycle, and pedestrian traffic.
- II. Type 1 Local Streets are generally two-lane undivided roadways with sidewalks along both sides of the travel lanes. Medians are usually only introduced where the local street intersects a collector or parkway.
- III. Designated bicycle lanes are located as part of the street paving and alongside automobile travel lanes.
- IV. A 54-foot right-of-way is used to accommodate Type 1 Local Streets.
- V. Utilities are designed to be underground and/or screened from public view.
- VI. Street trees are installed within the roadway median, within lots, common area and within landscaped verges along travel lanes to create an attractive and intimate streetscape. Palms and smaller canopy species may be used but will meet the required on-center spacing.
- VII. Special paving treatments may be used at predominate intersections and at primary pedestrian and bicycle crosswalks.
- VIII. May substitute 10' travel lanes for 11' travel lanes. May substitute (2)-11' or (2)-10' travel lanes to create 4 lane divided section.

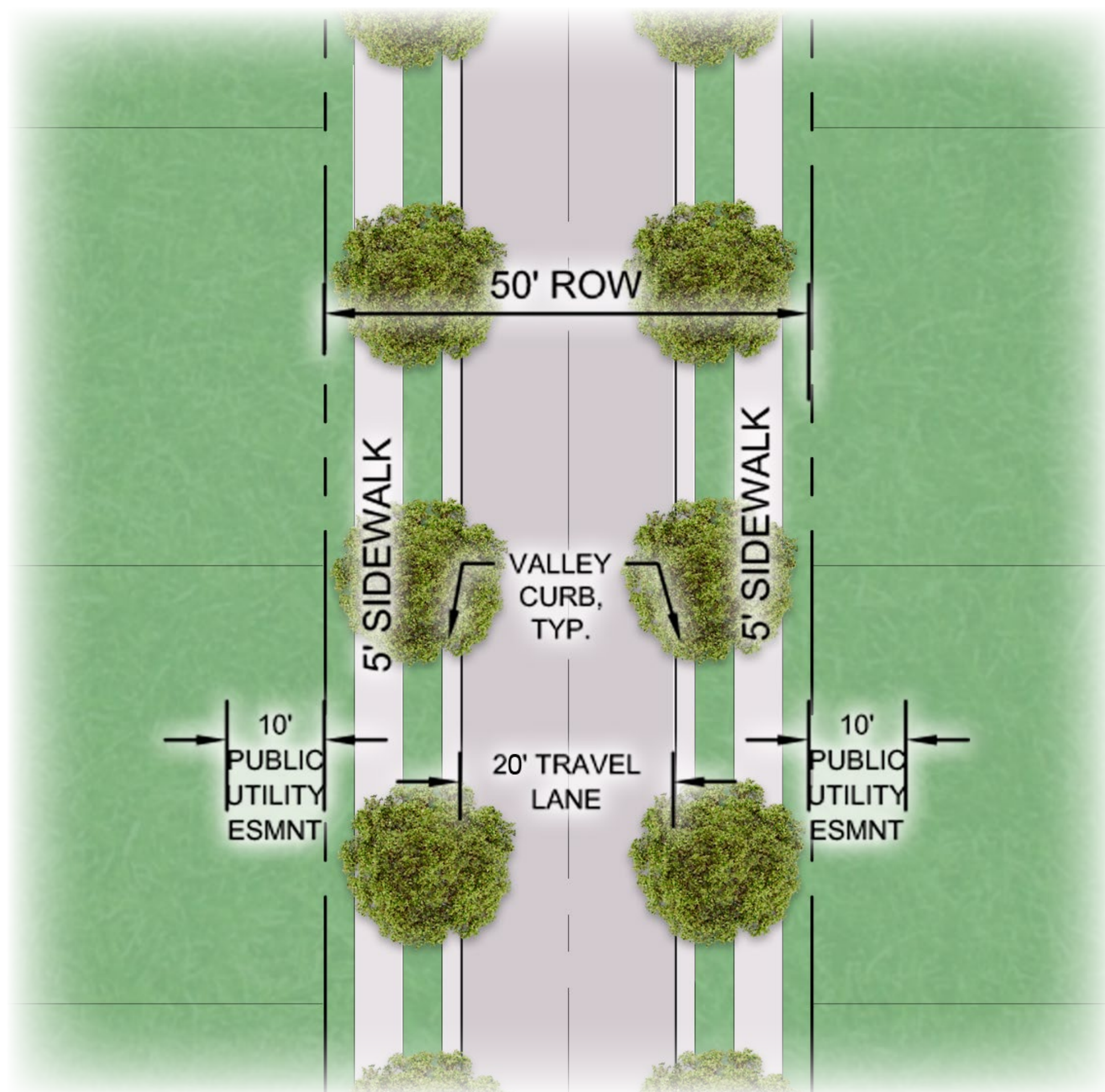


FIGURE 9.3.4 A1 (not to scale)  
 Typical 50' ROW Local Street Type I Plan  
 Street Tree - within verge

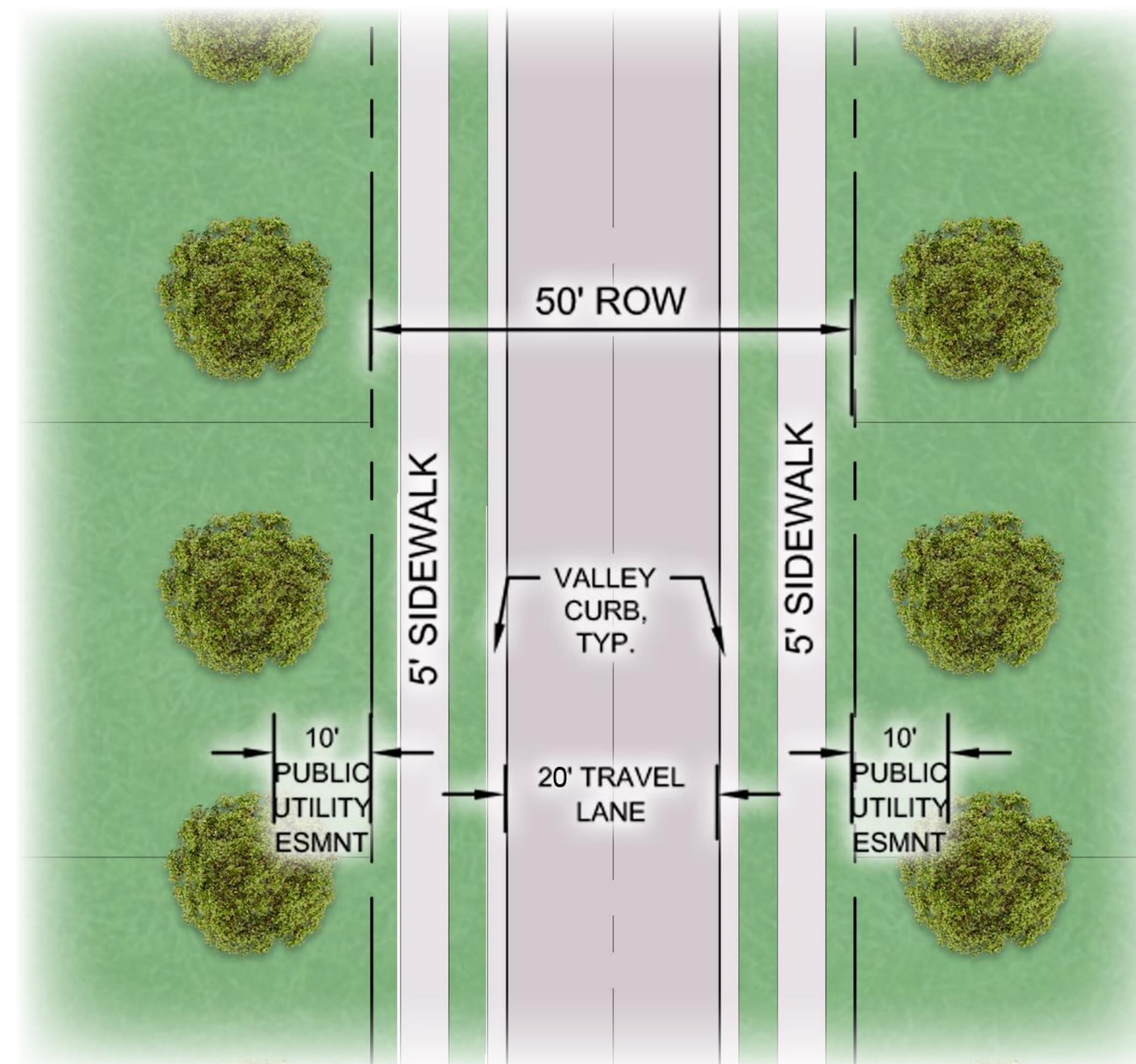


FIGURE 9.3.4 B1 (not to scale)  
 Typical 50' ROW Local Street Type I Plan  
 Street Tree - within lots/common area

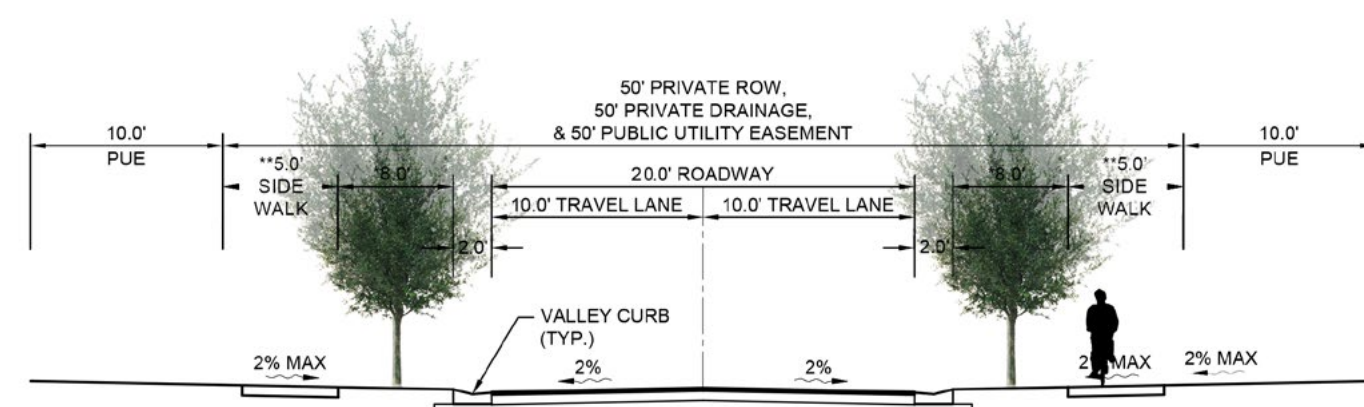


FIGURE 9.3.4 A2 (not to scale)  
 Typical 50' ROW Local Street Type I Cross Section  
 Street Tree - within verge

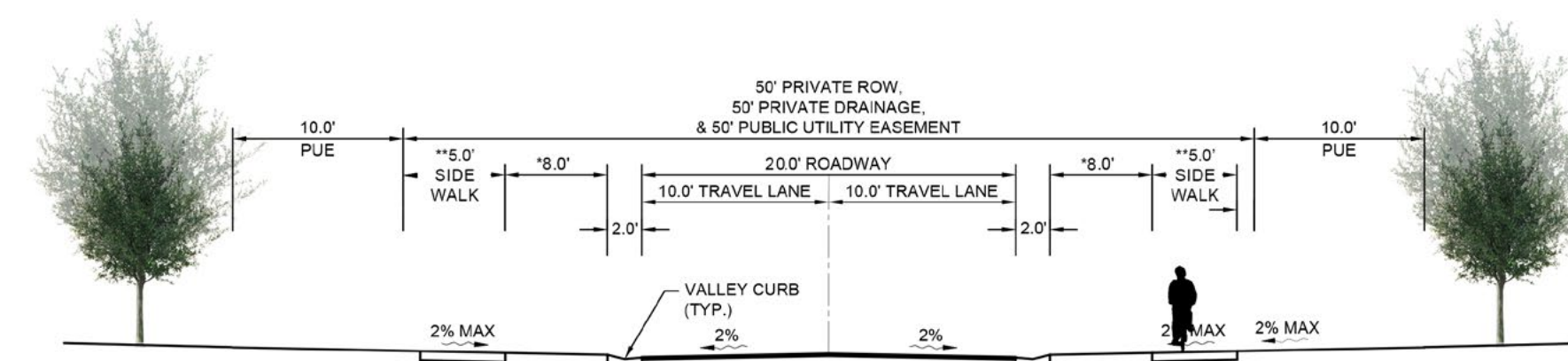


FIGURE 9.3.4 B2 (not to scale)  
 Typical 50' ROW Local Street Type I Cross Section  
 Street Tree - within lots/common area

### SECTION 9.3.4 LOCAL STREET - TYPE 2 STANDARDS

Type 2 Local Streets are intended for lower traffic volume portions of residential neighborhoods. This is very similar to Type 1 Local Streets with the modification that these streets do not include designated bicycle lanes as part of the roadway. The following lists the components and design standards for Type 2 Local Streets.

- I. Type 2 Local Streets shall be designed and constructed to handle light neighborhood traffic volumes while safely accommodating automobile, bicycle, and pedestrian traffic.
- II. Type 2 Local Streets are generally two-lane undivided roadways with sidewalks along both sides of the travel lanes. Medians are usually only introduced where the local street intersects a collector or parkway.
- III. A 50-foot right-of-way is used to accommodate Type 2 Local Streets.
- IV. Utilities are designed to be underground and/or screened from public view.
- V. Street trees are installed within lots, common areas and landscaped verges along travel lanes to create an attractive and intimate streetscape. Palms and smaller canopy species may be used but will meet the required on-center spacing.
- VI. Special paving treatments may be used at predominate intersections and at primary pedestrian and bicycle crosswalks.

### SECTION 9.4.1 PATHWAY FRAMEWORK

The pathway framework will be anchored by a 10-foot wide multi modal pathway along the main entrance road for Toledo Village as identified in Figure 11.1.D. A system of pathways will spur off from the main pathway at the parkway and meander throughout the Village and winding through neighborhoods. Some pathways will be integrated into an urbanized setting, while others will be developed as eco-trails situated within Village greenbelts.

- I. Multi-modal Pathway
- II. Neighborhood Trail
- III. Bicycle Lanes & Sidewalks

The following subsections will further identify each pathway type and describe the components thereof.

#### SECTION 9.4.1.A MULTI-MODAL TRAIL STANDARDS

- I. Multi-modal pathways may be located within greenbelts, conservation tracts, or natural areas.
- II. Eco-Trails shall be improved with a stabilized base and covered with concrete, asphalt, mulch, or gravel. Pathways will be 8 to 10 feet wide.
- III. Eco-Trails will be designed within 30-50 foot wide right-of-way areas.
- IV. These pathway areas will preserve existing vegetation and tree canopies in order to project the Village's natural character.
- V. Thematic signage and wayfinding will be used throughout the trail system.

#### SECTION 9.4.1.B NEIGHBORHOOD TRAIL STANDARDS

- I. Neighborhood trails are multi-modal pathways located within neighborhoods and other developed districts. These trails provide for linkages between neighborhoods, commercial districts, and park areas.
- II. Neighborhood trails shall be improved with a stabilized base and covered with asphalt, mulch, or gravel. Pathways will be 5 to 10 feet wide.
- III. These pathway areas are intended to be placed in landscaped tracts and may include native vegetation or along manicured planting areas.
- IV. Thematic signage and wayfinding will be used throughout the trail system.
- V. The surrounding neighborhood and developed areas are usually readily apparent by trail users.

#### SECTION 9.4.1.C BICYCLE & SIDEWALK STANDARDS

- I. Bicycle lanes and sidewalks provide for pedestrian linkages between neighborhoods and park areas. They may be located in any part of the Village.
- II. Bicycle lanes may be incorporated into the paved portion of the roadway. Within the paved area, bicycle lanes must be clearly delineated.
- III. Sidewalks shall be a minimum of 5 feet wide on both sides of the roadway, unless the roadway includes a multi-modal trail.
- IV. Thematic signage and wayfinding will be provided as needed along the sidewalk and bicycle lane system.



FIGURE 9.4.1.A Multi-modal connections will be provided to connect the neighborhoods to neighborhood centers and Village Park.



FIGURE 9.4.1.B Multi-modal Trails integrate pedestrian and bicycle users into greenbelts and other conservation areas.



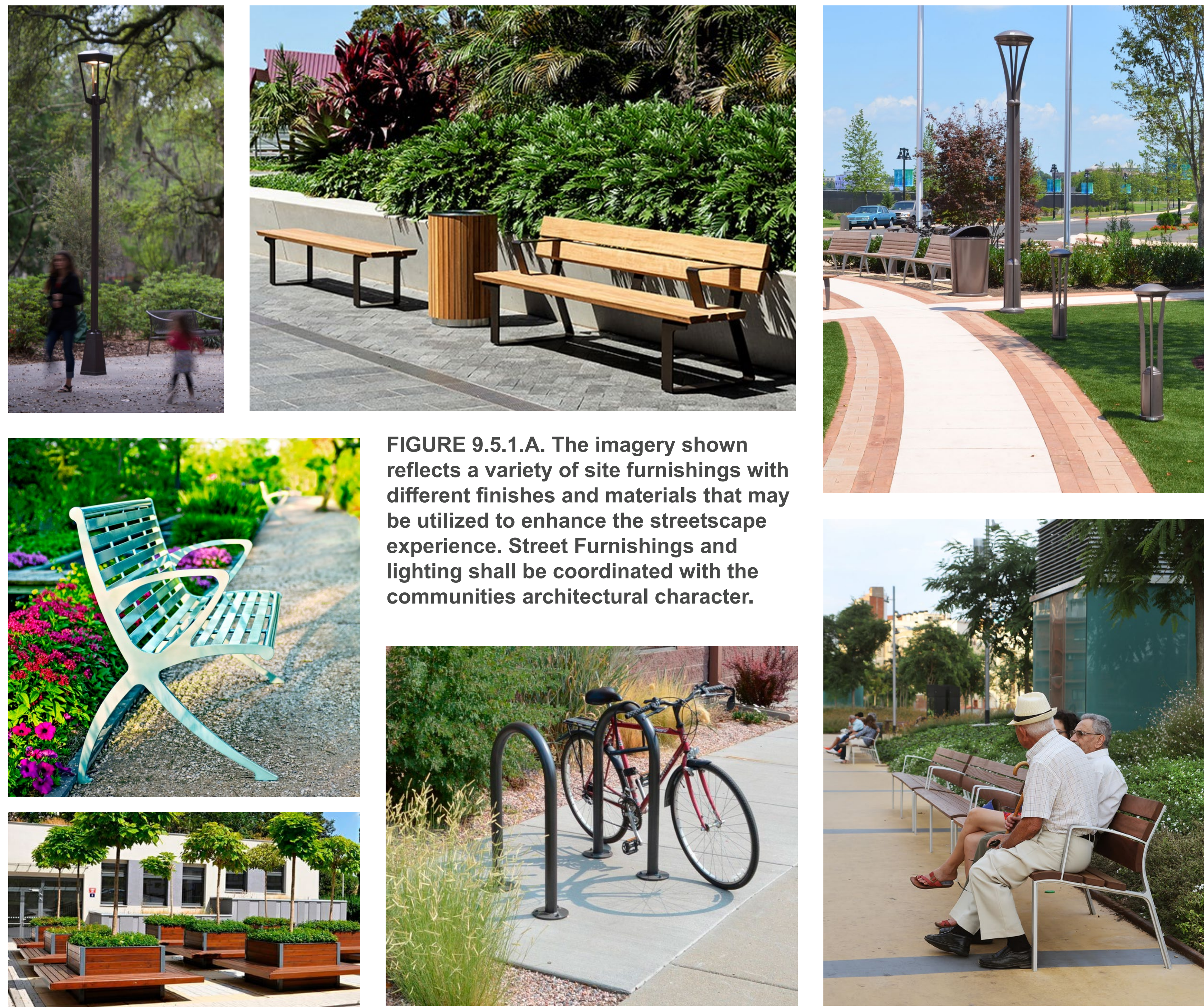
FIGURE 9.4.1.C Neighborhood trails are pathways that allow for alternative travel routes for pedestrian and bicyclists that meander through neighborhoods and within green spaces.

**SECTION 9.5.1 STREET FURNITURE & LIGHTING**

Street furniture and lighting will be integrated and positioned throughout Toledo Village to enhance and add to the overall design theme of the Village. It is envisioned that the Village will include street furniture such as benches, drinking fountains, bike racks, and trash receptacles.

Coordinated street furniture calls for the harmonization of design, form, scale, materials, and placement of street amenities in a functional and accessible manner, in an attempt to reduce clutter, beautify streets and to give Toledo Village an identifiable streetscape.

Lighting will also play an important role in setting the theme for the Village. Lighting design will evaluate the selection and location of lighting equipment so as to provide improved visibility and increased safety while making the most efficient uses of energy with minimum expenditure and impacts to surrounding properties. All pedestrian areas shall maintain a minimum of .9 foot candle.



**FIGURE 9.5.1.A.** The imagery shown reflects a variety of site furnishings with different finishes and materials that may be utilized to enhance the streetscape experience. Street Furnishings and lighting shall be coordinated with the communities architectural character.



## CIVIC SPACES



### SECTION 10.1 GENERAL DESCRIPTION

Civic spaces are land tracts or buildings that serve a public function. Specifically, these spaces could include community centers, clubhouses, educational institutions, parks, commons, sports fields, and churches. It is the intent to integrate civic spaces into Village design in an effort to create diverse, interesting, and sustainable communities.

### SECTION 10.2 CIVIC SPACES FRAMEWORK

Civic spaces should serve as the focal point for each neighborhood or district. Specifically, civic spaces should function as landmark, vista, or central amenity for a community in which it is located. Additionally, civic spaces should be in close proximity to populations that they are intended to serve. This arrangement is an effort to promote pedestrian travel and to reduce the need for vehicular trips. The Village Park should be considered the primary civic space within the Toledo Village, where practical, civic spaces will be integrated into the development.

### SECTION 10.3 DESIGN STANDARDS

The following design standards shall be applied when delineating and/or creating Civic Spaces.

- I. Civic spaces and community buildings should be located so that predominating streets terminate or intersect at these spaces.
- II. Civic spaces shall project a welcoming appearance in order to attract Village residents to the space.
- III. Civic spaces should generally be central located within the Village, Village Center, or neighborhood in which they are intended to serve.
- IV. Civic spaces should be sized to appropriately reflect the neighborhood scale in which they are located. Intense civic uses requiring excessive automobile traffic should be sited away from residential neighborhoods. Such uses should be planned along roadways.



FIGURE 10.1.A The Village Park should be considered the primary civic space within Toledo Village.



FIGURE 10.1.B. A playground within a neighborhood creates effective civic gathering spaces and should be encouraged within neighborhood centers.



FIGURE 10.1.C. The above is an example concept of an Amenity club layout with resort style pool and event lawn. In the Toledo Village, a clubhouse is considered a civic building since it is intended to serve as a gathering place for the surrounding residential neighborhoods. The clubhouse is generally a place for civic interaction and located central to the Village.

# ARCHITECTURAL STANDARDS



**SECTION 11.5.1 GENERAL DESCRIPTION**

Development within Toledo Village shall be designed according to general architectural standards. While the standards are not intended to prescribe any particular style, the standards will ensure that projects will be designed to be sustainable and attractive.

**SECTION 11.5.2 DESIGN STANDARDS**

Architectural standards generally regulate how a particular building is designed. These standards will regulate facades, roofs, and building scale.

**SECTION 11.5.3 ARCHITECTURAL ELEMENTS**

Building architecture within the Village shall be designed to portray both quality and longevity with its design. While no specific architectural style or theme is prescribed, facades for non-residential and multi-family buildings shall be designed pursuant to the following standards.

**SECTION 11.5.4 ROOFS**

The design of visible roof structures shall generally be shed, hip, gable, mansard, and/or garble styles. For pitched roofs, the minimum slope should be 4:12. Flat roofs shall be permitted provided that a mansard or parapet wall is created to screen the flat surface from street-level view. Roof mounted mechanical units shall not be visible from surrounding streets or ground level. Materials for visible roof structures shall include raised seam metal, barrel, clay, cement tile, dimensional asphalt/composite shingles, or similar finished materials having a quality appearance and longevity.

**SECTION 11.5.5 COLORS**

Buildings shall include interesting earth-tone and/or pastel colors designed to complement their architecture and building style. Bright and garish colors on buildings shall generally be avoided to ensure that all buildings and structures project a complementary appearance.

**SECTION 11.5.6 NON-RESIDENTIAL FACADES**

Facades shall provide a substantial contribution to Village design quality and shall be designed to complement their setting and surrounding structures. Non-residential facades shall include design elements appropriate to the Village theme or style, such as windows, molding and/or accents to create an attractive building front. Additionally, at least half of the front facades shall be lined with awnings, porticos, arbors, or other covered features to create a comfortable area for pedestrians. Finally, facades shall be in scale with their setting and other building. Facades should not appear as oversized, blank vertical planes. Appropriate facades material include stucco, brick, stone, finished concrete or other similar treatments.

**SECTION 11.5.7 MULTI-FAMILY**

Facades for multifamily structures shall project a well-designed and quality appearance. These structures shall include design elements that resemble those used on other Village structures to provide design compatibility. Design elements shall include porches, balconies, windows muntin's, shutters, and/or trim, and should also include an appropriate amount of windows and/or doorway openings to project a residential quality. Facades shall be constructed with materials that are normally associated with residential development. Metal and reflective materials are generally not considered appropriate facades treatments, unless utilized as a part of a roof structure or thematic sign element. Finally, primary building entrances shall be accented with a portico, porch, or other architectural feature to present a clearly defined entry/arrival sequence.



**FIGURE 11.5.1.A** Generally, roofs should be pitched and designed to be hipped or contain a gable.



**FIGURE 11.5.1.B** Non-residential and multi-family buildings may have flat roofs but should use a mansard wall to screen edges and mechanical units.



**FIGURE 11.5.1.C** Building colors should generally be earth-tone and must be complementary to other structures within the area which they are located.



**FIGURE 11.5.1.D** Non-residential facades should include interesting architectural detail and include awnings and arcades for pedestrian comfort. Building entrances should be clearly defined.