

# Village "A"

Adopted November 28, 2005 (DCP-05-03)  
Adopted as Amended July 27-2009 (VBA-90-93)



## Village District Site Analysis, Preliminary VDPP, & Final VDPP

Prepared for:  
**Sam Rodgers Properties, Inc**

Prepared by



Kimley-Horn and Associates, Inc.



# INTRODUCTORY NOTE

*This book consists of three chapters, each representing a required step in the Village District planning process. The book begins with Chapter Three, the Final Village District Pattern Plan (VDPP), which contains the most up-to-date information. Chapters One and Two (Site Analysis and Preliminary VDPP) provide additional data, as well as a record of the planning process. Please note that the eastern property boundary has been modified to accommodate the proposed alignment of West Villages Parkway. This has resulted in small variations between the site data presented in Chapter Three and the previous two chapters.*

*The approved amendment (VBA-09-93) added Single Family Detached Structure Type F and applicable notes and dimensional standards as illustrated in Figures 3.1.B and 3.1.C*



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**CHAPTER ONE PRELIMINARY VILLAGE DISTRICT PLAN**

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**Adopted November 28, 2005 (DCP-05-53)**  
**Adopted as amended July 27, 2009 (VBA-09-93)**



Chapter Three

*F*INAL VILLAGE DISTRICT  
PATTERN PLAN

October 4, 2005; Amended July 27, 2009



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## Community Goals

Village "A" furthers the following community goals:

Create neighborhoods that have a distinct sense of identity and place with a neighborhood civic center or focal point and served by a mixed-use town/village center.

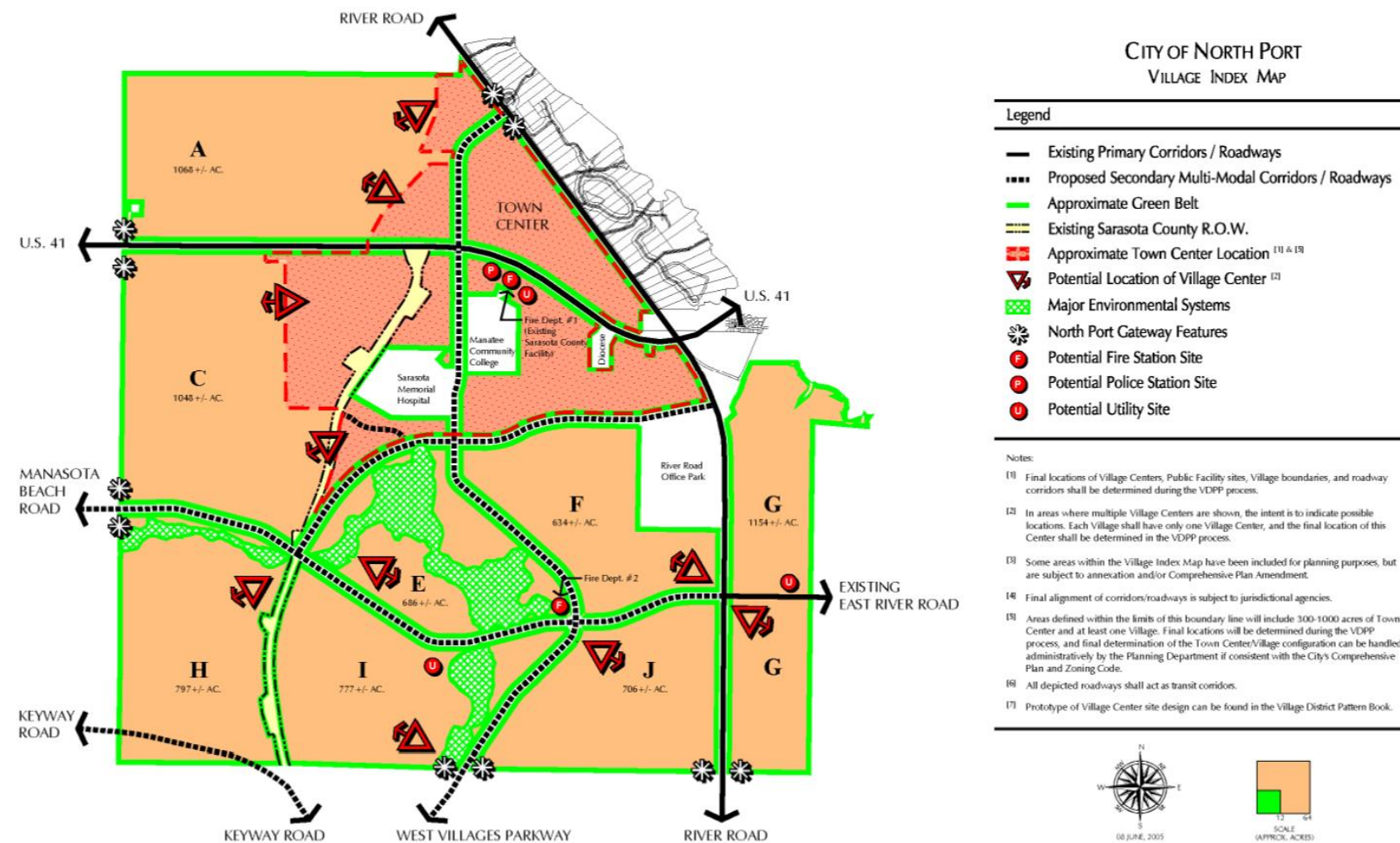
Provide for a high quality and safe pedestrian environment with appropriate streetscape design, pedestrian paths and bike paths connecting various neighborhoods, villages, neighborhood centers, and village centers.

Provide for a mixture of uses within safe walkable distance that encourages use of non-vehicular transportation.

Provide diversified housing types to cater to a spectrum of socio-economic groups.

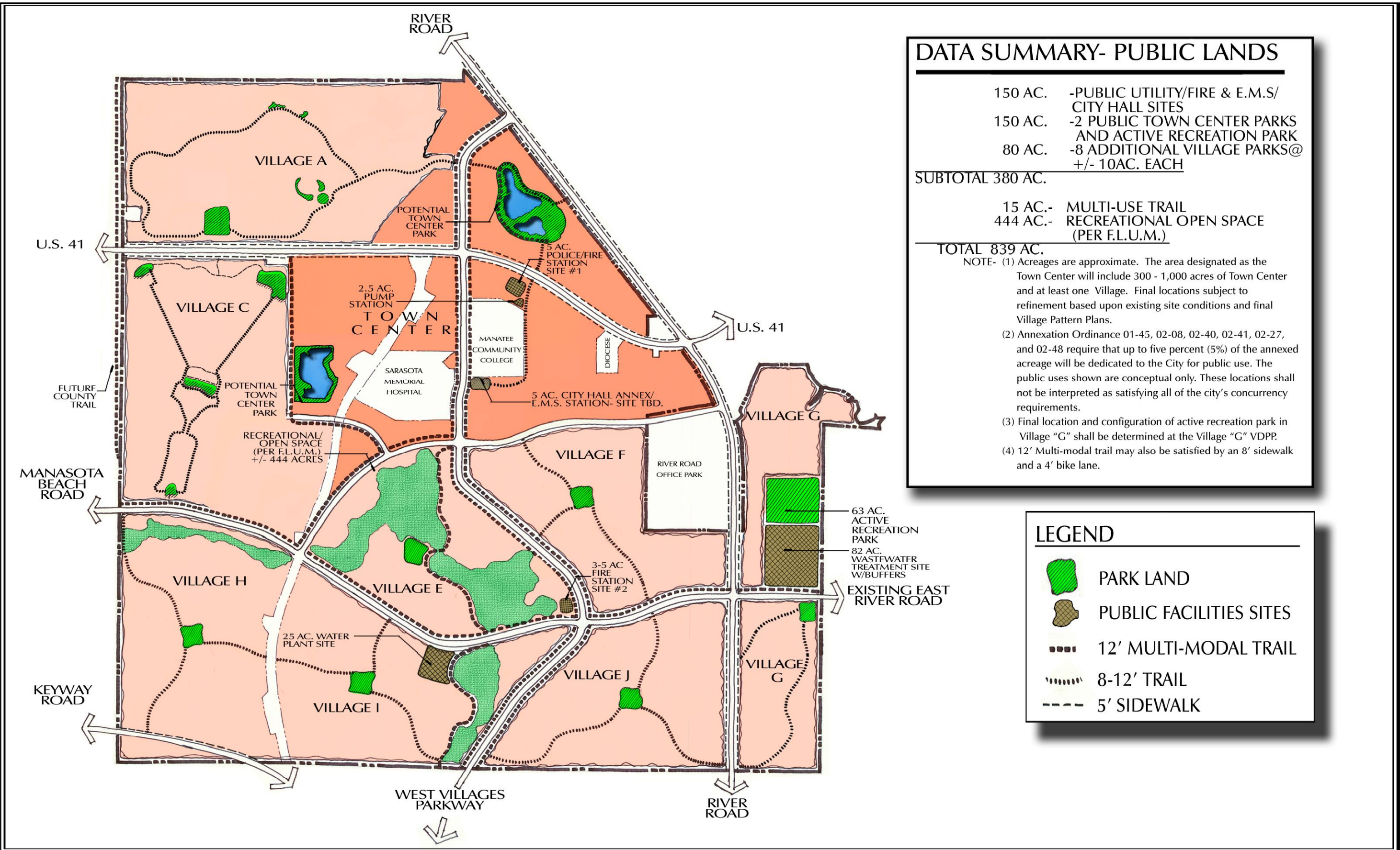
Build a community which is environmentally sensitive that preserves and conserves natural terrain, drainage patterns, native habitat, wildlife corridors, upland habitat areas and other environmentally sensitive areas.

Build a community which is environmentally friendly that creates an ample amount of open spaces and recreational areas.



Approved by Ordinance 05-25, August 8, 2005





### DATA SUMMARY- PUBLIC LANDS

150 AC.	-PUBLIC UTILITY/FIRE & E.M.S./ CITY HALL SITES
150 AC.	-2 PUBLIC TOWN CENTER PARKS AND ACTIVE RECREATION PARK
80 AC.	-8 ADDITIONAL VILLAGE PARKS@ +/- 10AC. EACH
<b>SUBTOTAL 380 AC.</b>	
15 AC.-	MULTI-USE TRAIL
444 AC.-	RECREATIONAL OPEN SPACE (PER F.L.U.M.)
<b>TOTAL 839 AC.</b>	

NOTE- (1) Acreages are approximate. The area designated as the Town Center will include 300 - 1,000 acres of Town Center and at least one Village. Final locations subject to refinement based upon existing site conditions and final Village Pattern Plans.

(2) Annexation Ordinance 01-45, 02-08, 02-40, 02-41, 02-27, and 02-48 require that up to five percent (5%) of the annexed acreage will be dedicated to the City for public use. The public uses shown are conceptual only. These locations shall not be interpreted as satisfying all of the city's concurrency requirements.

(3) Final location and configuration of active recreation park in Village "G" shall be determined at the Village "G" VDPP.

(4) 12' Multi-modal trail may also be satisfied by an 8' sidewalk and a 4' bike lane.

### LEGEND

- PARK LAND
- PUBLIC FACILITIES SITES
- 12' MULTI-MODAL TRAIL
- 8-12' TRAIL
- 5' SIDEWALK

# West Villages Improvement District - Village Index Map "B"

## West Villages Public Lands Map

NORTH PORT, FLORIDA  
 Approved by Ordinance 05-25, August 8, 2005

## Proposed Village District Plan

### SECTION 1.1 - FINAL VILLAGE PLAN

The Final Village Plan for Village "A" of the West Villages implements the basic design principles of the West Villages Pattern Plan, tailored to fit this specific location. It builds upon the generalized vision that was set forth during the Preliminary VDP planning process that is described in Chapter Two of this document. Figure 1.1.A shows the Final Village Plan, including neighborhoods and neighborhood centers, open space and environmental systems, and roadways.

The design of the site recognizes the opportunities and constraints identified in the Site Analysis portion of this book. A significant system of connected environmental and open space features has been preserved. This system helps to define the location of the neighborhoods, and creates opportunities for views, pathways and neighborhood centers related to these amenities. Similarly, the constraint of the canal in the southeastern portion of the village has created an opportunity for an avenue paralleling the canal and providing views, paths, and a neighborhood center adjacent to the canal. In order to limit access to U.S. 41 and minimize noise impacts to residents, the south side of the village, adjacent to U.S. 41, is developed with non-residential uses. A greenbelt of 71 feet to 2,480 feet surrounds the village on all sides.

Three access points serve Village "A": U.S. 41 on the south, West Villages Parkway Extension (proposed) on the east, and another eastern access point from West Villages Parkway Extension that will link to the future Village Center. Village "A" includes seven neighborhoods, each with one or two neighborhood centers within easy walking distance. A Village Center is proposed adjacent to Village "A" on the east side. Village "A" also adjoins the Town Center on its eastern edge. Village "A" contributes to internal trip capture by providing: internal recreational amenities and gathering places for residents; adjacency to a mixed-use future village center; adjacency to a future mixed-use town center; an internal roadway and pathway system that supports and encourages non-vehicular transportation; connection to an external roadway and pathway system that supports and encourages non-vehicular transportation. The village is planned to support a maximum of 1,999 residential units on 1068 acres and will be developed in phases to achieve its ultimate build-out.



**Figure 1.1.A Final Village Plan**  
Colors identify individual neighborhoods.





*Village "A"*  
Final VDPP

SAM RODGERS PROPERTIES, INC.

NORTH PORT, FLORIDA

SCALE: IN FEET  
0 150 300 600

DATE: FEBRUARY, 2005  
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AERIAL FLIGHT DATE: NOVEMBER 2002



## Neighborhoods Plan

### SECTION 1.2 - NEIGHBORHOODS PLAN

Village "A" includes seven neighborhoods. Neighborhood location and character are strongly influenced by the network of environmental and open space lands within the village. Neighborhood centers have been sited to take advantage of these features and these features help to create a distinct identity and sense of place for each neighborhood. Most residential units look out onto an environmental or open space area such as a wetland, lake, canal or park.

The West Villages Pattern Book places a strong emphasis on creating a high-quality pedestrian environment. Within Village "A", this takes several forms. A safe and attractive non-vehicular transportation network, ranging from unpaved eco-trails to wide paved pathways along major roadways, links the entire village, as well as connecting to the Town Center and to other villages. Each neighborhood has one or more neighborhood centers within easy walking distance. Parks will be designed with seating and shade for pedestrian comfort. The larger neighborhood centers, as well as the future Village Center, include retail and service components which will allow residents to meet many of their daily and weekly needs without driving a car.

Village neighborhoods are intended to support a variety of housing types and styles. In general, Neighborhoods Two, Three, Four, Five, Six and Seven will include a variety of single-family attached and single-family detached housing types. Neighborhood One has a more urban feel, with a predominance of multi-family structures. As the nearest neighborhood to the Village Center, it allows convenient non-vehicular access for more residents, and creates a step-down of intensity from the Village Center to lower-density single-family neighborhoods. These housing types and styles are described in the Preliminary VDPP (Chapter Two of this document) and are further defined in subsequent sections of this document, including typical lot dimensions and illustrative photographs.

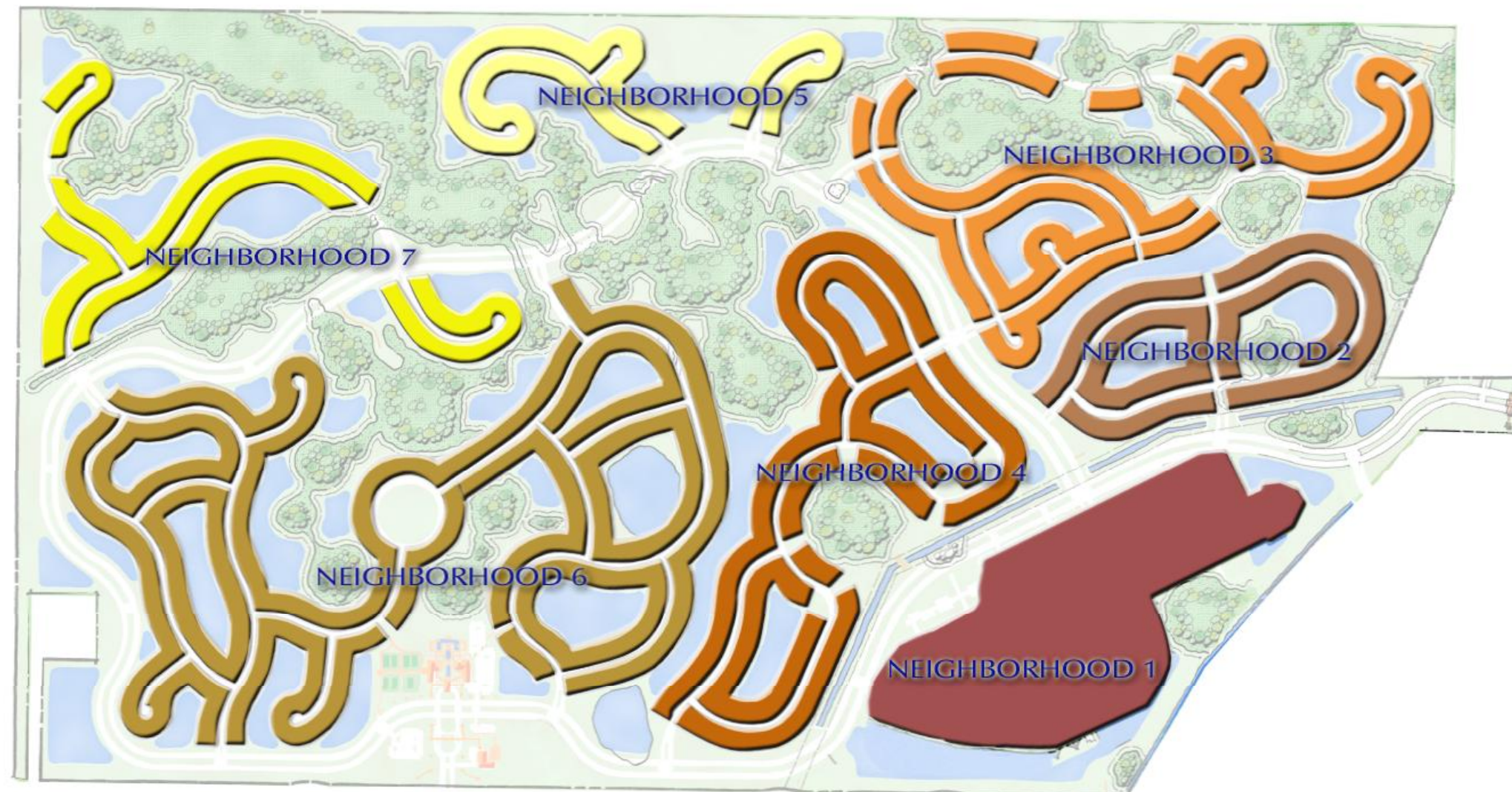


Figure 1.2.A Neighborhoods Plan

Colors identify individual neighborhoods.



## Neighborhood Centers Plan

### SECTION 1.3 - NEIGHBORHOOD CENTERS PLAN

The Neighborhood Centers Plan, Figure 1.3.A, shows that each of the seven neighborhoods in Village A has one or two neighborhood centers associated with it. These centers are located within easy walking distance of each dwelling. All residents are within 1/2 mile of a neighborhood center, and most are within 1/4 mile.

Neighborhood centers may range from small passive parks to larger mixed-use areas that include active recreation and neighborhood-serving commercial uses. Because of the abundance of environmental and open space features in Village A, many neighborhood centers here consist of a park or a visual or trail link to a habitat area. Whatever its design, each neighborhood center serves as a gathering place where neighbors can meet one another. Because each has a unique location and character, it also provides a distinct identity for the neighborhood that surrounds it.

The size and character for each neighborhood center was initially described as part of the Preliminary VDPP planning process (Chapter 2). The size of each neighborhood center and the uses permitted within it are described in the subsequent Land Use and Dimensional and Performance Standards sections of this document.

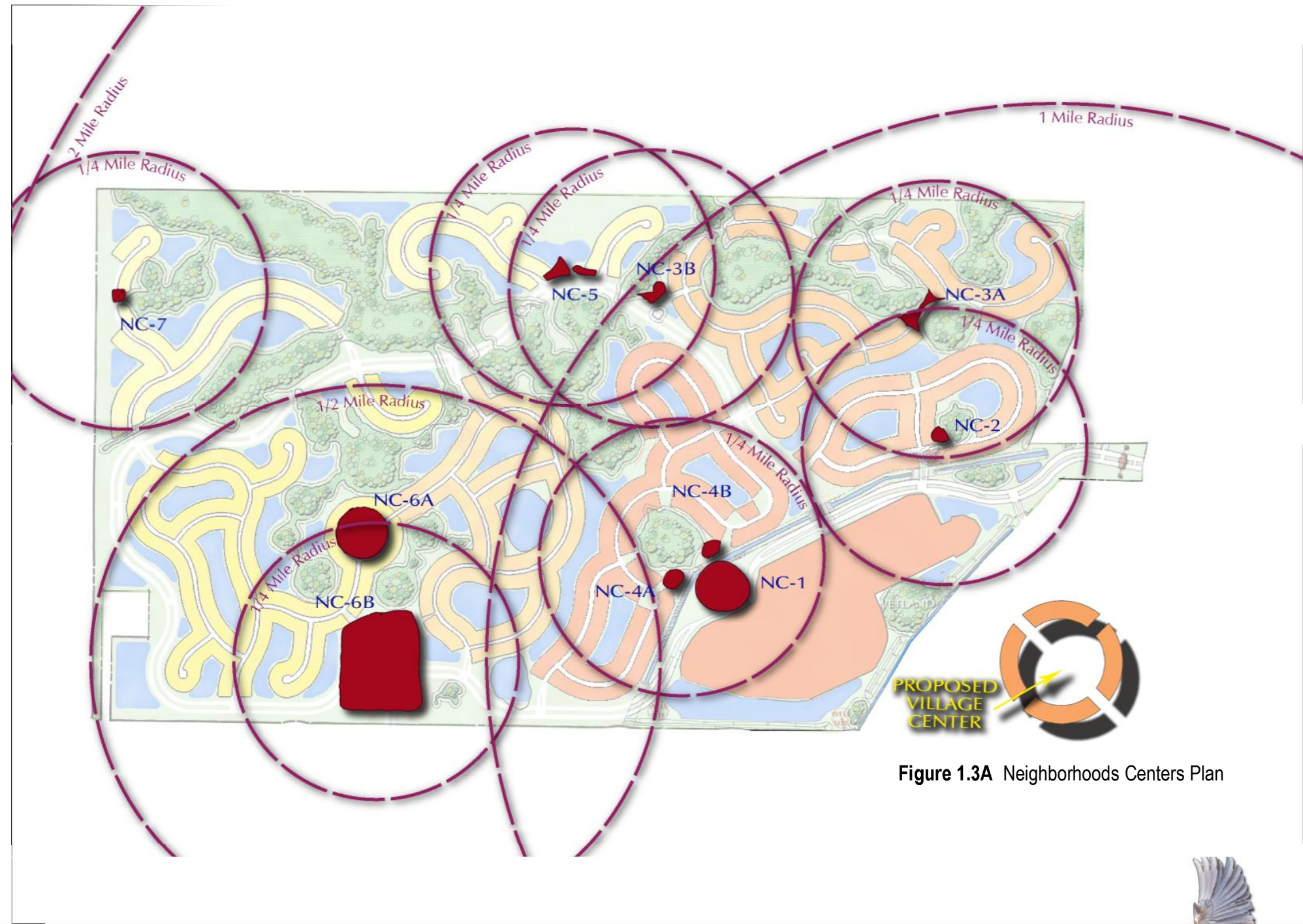


Figure 1.3A Neighborhoods Centers Plan



# Land Use Standards

## SECTION 2.1 - LAND USE STANDARDS

Figure 2.1.A specifies the uses, heights, setbacks and Floor to Area (FAR) ratios for development within each neighborhood and neighborhood center. This table, along with the typical lot configurations in Figures 3.1.B and 3.1.C, and the site plan in Figure 1.1.A serve as the regulating plan for Village "A".

	Neighborhood 1	Neighborhoods 2, 4 & 6	Neighborhood 3	Neighborhoods 5 & 7	Neighborhood Center
Floor to Area Ratio (FAR) or Density Limitations	16 Dwelling units per Acre	7 Dwelling units per Acre	5 Dwelling units per Acre	3 Dwelling units per Acre	0.25 FAR
Permitted Uses	Community Center Gatehouse Multi-Family Apartments / Condominiums Single-family Detached Single-family Attached Townhouses Model Homes / Sales Center Park/ Recreation Facilities Utility Structures	Community Center Gatehouse Multi-Family Apartments / Condominiums Single-family Detached Single-family Attached Model Homes / Sales Center Park/ Recreation Facilities Utility Structures	Community Center Gatehouse Single-family Detached Single-family Attached Model Homes / Sales Center Park / Recreation Facilities Utility Structures	Community Center Single-family Attached Townhouses Model Homes / Sales Center Park / Recreation Facilities Utility Structures	Neighborhood Commercial/Professional Offices, and Institutional Active / Passive Recreation Park/ Recreation Facilities Utility Structures Model Homes / Sales Centers Community Center
Minimum Lot Size	None	4,500 Square Feet	6,000 Square Feet	8,000 Square Feet	None
Maximum Structure Height	50 Feet	35 Feet	35 Feet	35 Feet	50 Feet
Setbacks	<u>Residential</u> - See specific structure type in Section 3.1.B of Proposed VDPP <u>Non-residential</u> - 10 Feet Front 10 Feet Rear 10 Feet Side	<u>Residential</u> - See specific structure type in Section 3.1.B of Proposed VDPP <u>Non-residential</u> - 10 Feet Front 10 Feet Rear 10 Feet Side	<u>Residential</u> - See specific structure type in Section 3.1.B of Proposed VDPP <u>Non-residential</u> - 10 Feet Front 10 Feet Rear 10 Feet Side	<u>Residential</u> - See specific structure type in Section 3.1.B of Proposed VDPP <u>Non-residential</u> - 10 Feet Front 10 Feet Rear 10 Feet Side	10 Feet - Front 10 Feet - Side 10 Feet - Rear
<p>Notes: (1) Utility structures shall be allowed anywhere within the Village provided that such facilities incorporate adequate levels of buffers to appropriately protect enjoyment on adjacent uses.                      (2) Fences, walls, columns, decorative features, and utility facilities such as lift stations, storage tanks, ground mounted transformers and wells shall be exempt from any setback standards. (except Type F side yard setbacks)                      (3) The rear setback may be reduced to 0 ft when the rear property line abuts an open space area (with 10 ft maintenance easement in the open space) or a waterbody (minimum waterbody width of 50')                      (4) Setbacks for accessory structures such as pool cages and pool equipment, shall be 5 feet from the rear property line. Air conditioning equipment, pool pumps, and the like shall be permitted in side yard setbacks. (except for Type F)                      (5) Multi-family shall not be excluded from Neighborhood 6.                      (6) Commercial uses in Neighborhood Centers shall not exceed 20,000 sq. feet.                      (7) Minimum building separation for multi-family structures shall be 20 feet.                      (8) Additional standards contained within Section 3.1.B, 3.1.C and Table 3.1.B shall be met in addition to the above.</p>					



## Dimensional and Performance Standards

### SECTION 3.1 - DIMENSIONAL STANDARDS

Residential development within Village "A" falls into one of three structure types; Single-family Detached, Single-Family Attached, and Multi-Family. Within the Single-family Detached type, there are six specific lot sizes and configurations. Chapter Two - Section 2.3 of this document describes these structure types in general terms. While Figure 2.1.A establishes general land use standards, this section specifies the dimensional standards for the individual residential structure types. Rather than specifying lot dimensions and setback regulations for the neighborhood, these regulations are assigned to the individual residential structure type. Figures 3.1.B and 3.1.C graphically describe each residential structure type while establishing dimensional standards for each.

Figure 3.1.A (1) Single-family Detached



Figure 3.1.A (2) Single-family Detached



Figure 3.1.A (3) Single-family Attached



Figure 3.1.A (4) Multi-family



*Note: These images are intended to be examples of each residential structure type. Actual structure design may be modified to styles other than those shown in these photographs. Structures shall be designed pursuant to the dimensional standards established in Figures 3.1.B and 3.1.C and Table 3.1.B.*



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## Dimensional and Performance Standards...continued

Figure 3.1.B Single-Family Detached Structure Types and Standards

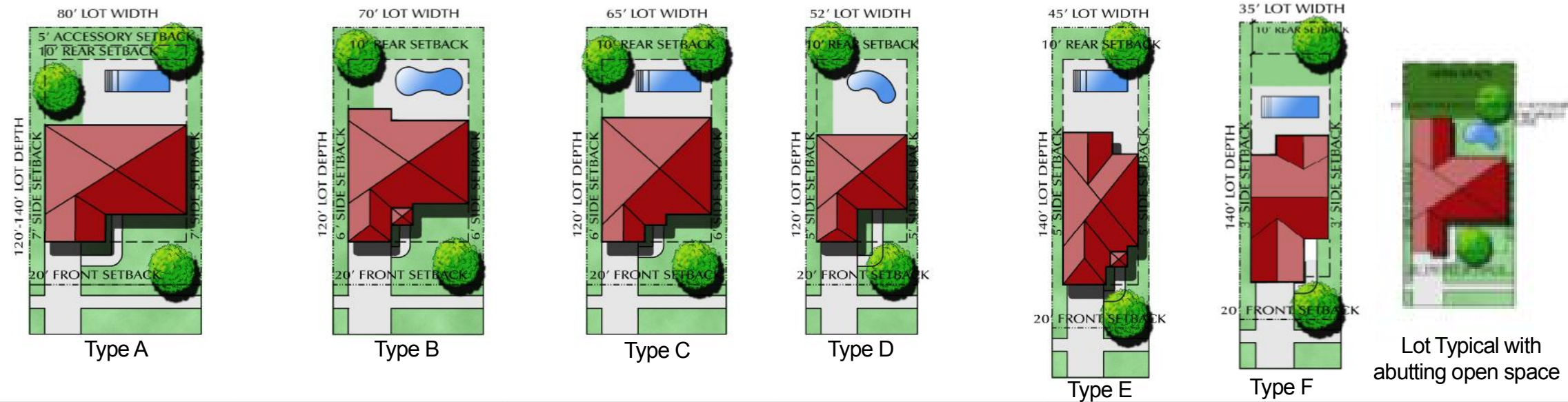


TABLE 3.1.B DIMENSIONAL STANDARDS FOR INDIVIDUAL SINGLE-FAMILY DETACHED RESIDENTIAL STRUCTURE TYPES

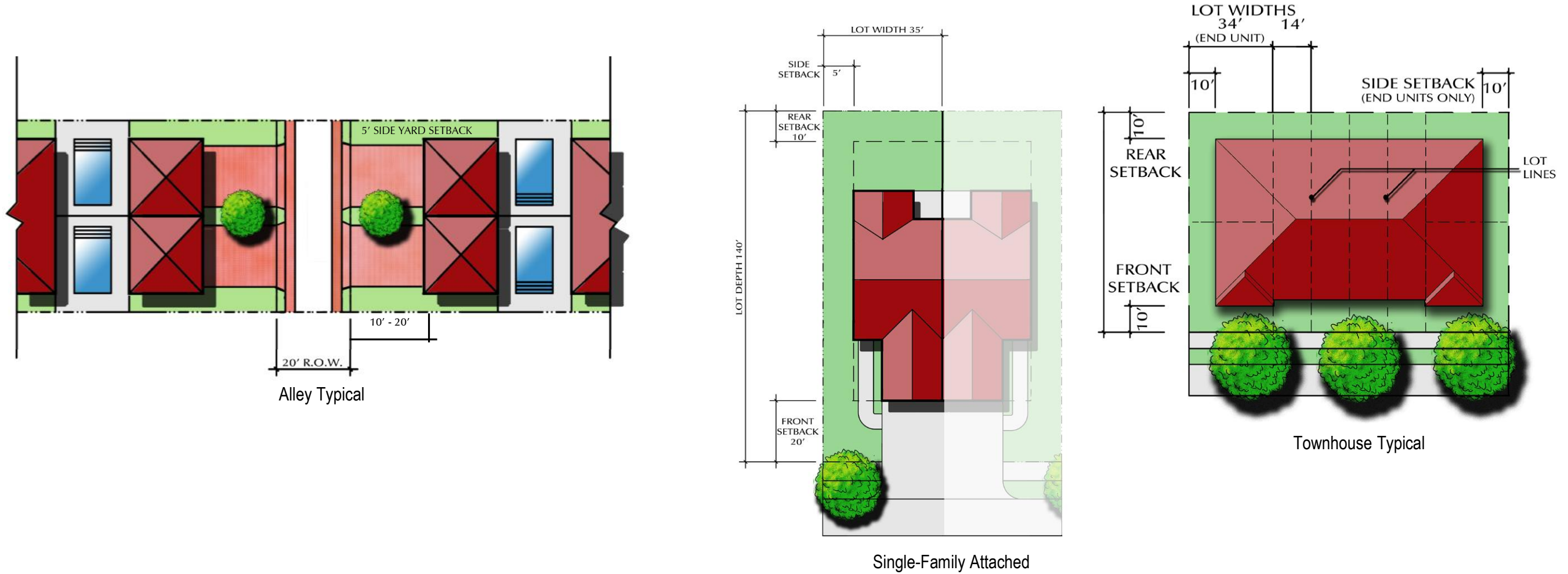
DEVELOPMENT STANDARDS	SINGLE-FAMILY DETACHED TYPE A	SINGLE-FAMILY DETACHED TYPE B	SINGLE-FAMILY DETACHED TYPE C	SINGLE-FAMILY DETACHED TYPE D	SINGLE-FAMILY DETACHED TYPE E	SINGLE-FAMILY DETACHED TYPE F <sup>(6)</sup>
LOT AREA (MIN) <sup>(1)</sup>	9,600 S.F.	8,400 S.F.	7,800 S.F.	6,240 S.F.	6,300 S.F.	4,900 S.F.
LOT WIDTH(MIN) <sup>(1)</sup>	80 FT.	70 FT.	65 FT.	52 FT.	45 FT.	35 FT.
LOT DEPTH(MIN)	120-140 FT.	120 FT.	120 FT.	120 FT.	140 FT.	140 FT.
LOT COVERAGE (MAX) <sup>(5)</sup>	50 %	50 %	50 %	50 %	50 %	50%
FRONT SETBACK (MIN)	20 FT.	20 FT.	20 FT.	20 FT.	20 FT.	20 FT.
SIDE SETBACK (MIN) (STRUCTURES) <sup>(2)(4)</sup>	7 FT.	6 FT.	6 FT.	5 FT.	5 FT.	3 FT.
REAR SETBACK (MIN) <sup>(3)(4)</sup>	10 FT. (STRUCTURE) / 5 FT. (ACCESSORY)	10 FT.	10 FT.	10 FT.	10 FT.	10 FT. (3)

NOTES: To be able to adjust to marketing conditions, changes to the Building Code, resident input, etc. product styles / building footprints illustrated in Fig. 3.1.B above may be adjusted from shown and shall meet all dimensional standards and conditions established herein.

- (1) Min. lot area and width for curvilinear lots may be less than required provided that all min. setback requirements are met and the average lot width (front lot line and rear lot line) is equal to or greater than the min. lot width required.
- (2) Air conditioning equipment, above ground pool pumps, and the like shall be permitted in side yard setbacks EXCEPT for Type F structure types with side yards setbacks of 3 ft.. Type F structures shall place air conditioning and pool equipment within the front or rear yard setbacks and shall be screened to maximum extent possible.
- (3) The rear yard setback may be reduced to 0 ft when the rear property line abuts an open space area (with 10 ft maintenance easement in the open space) or a waterbody (minimum waterbody width of 50').
- (4) Cornices, veneers or other non-structural projections shall not count towards setbacks. They shall be treated similar to roof overhangs.
- (5) Lot Coverage is defined as percent of lot area under fixed roof. Lot Coverage does not include pools, decks, driveways, patios, sidewalks, etc.
- (6) Type F structures shall be designed with gutter and downspout systems to minimize stormwater runoff from roof into side setback areas.
- (7) All structure types shall maintain the minimum building separation as required by building code. When structures are within 10-ft. of another structure, windows and/or openings shall be minimized for fire safety. All structures shall meet Building and Fire Code requirements.
- (8) Windows shall be placed on adjacent structures as to minimize fire impacts (i.e. staggered window placement). Roof overhangs extending into three foot (3') side setbacks on Type F structures shall have a minimum one (1) hour fire rating.

# Dimensional and Performance Standards...continued

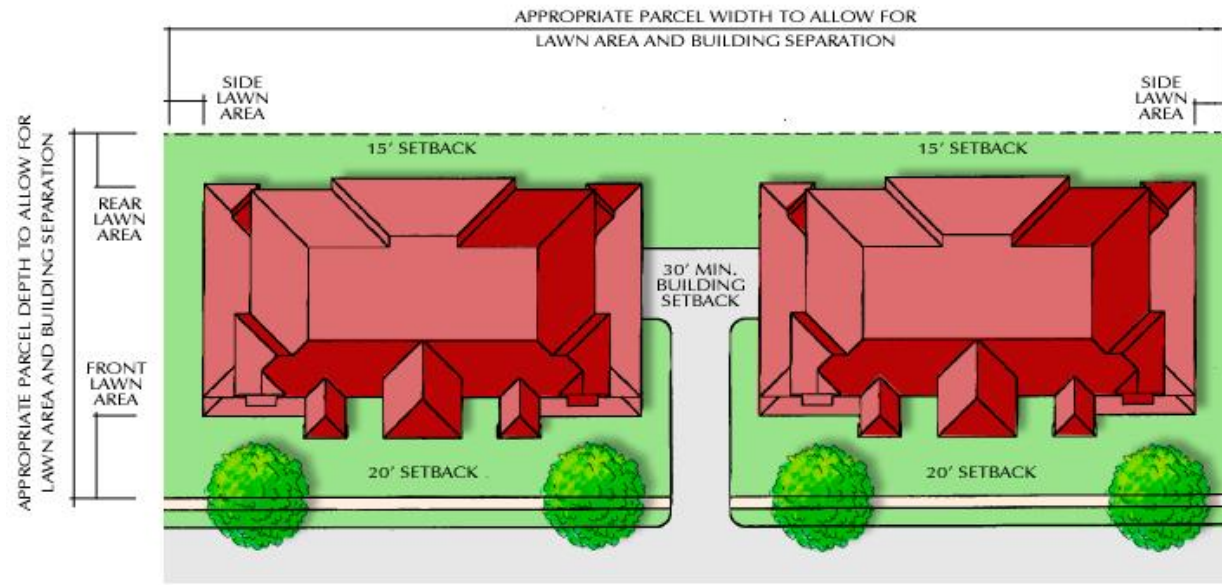
Figure 3.1.C Alley, Single-Family Attached and Multi-Family Structure Types, Standards, and Typicals



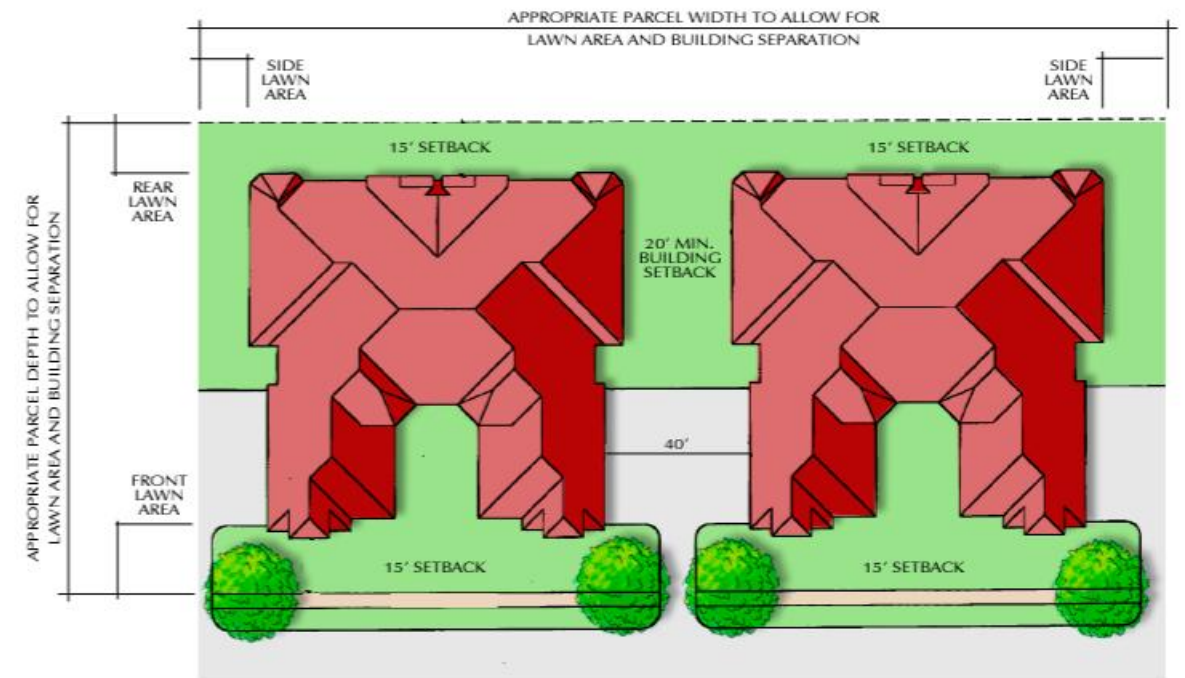
Comment: Townhouse and Apartment/Condominium typicals intended to illustrate the general character for these structure types. Final designs may be modified.



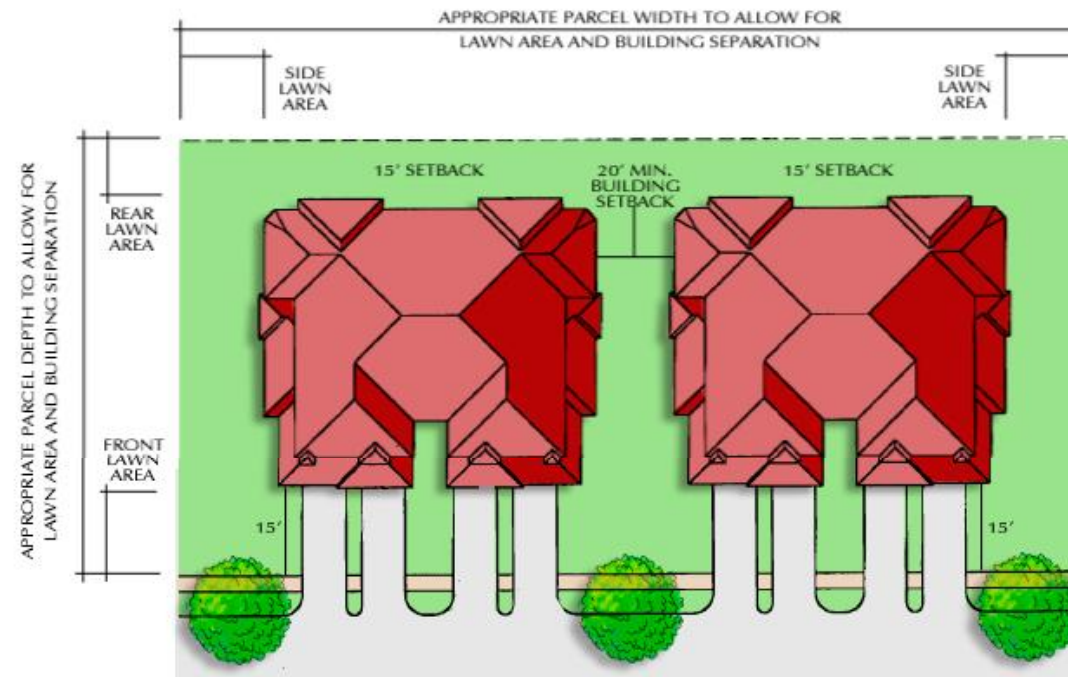
## Dimensional and Performance Standards...continued



3 Story Over Parking Typical



4 Plex Stacked Flat Typical



4 Plex Stacked Flat Typical



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## Dimensional and Performance Standards...continued

### SECTION 3.3 - MISCELLANEOUS PERFORMANCE STANDARDS

There are some uses and development forms that may occur within Village "A" that require additional standards to ensure land use compatibility and an attractive community. The following subsections establish additional and specific performance standards for various uses within Village "A".



#### SECTION 3.3.A. - Village Perimeter Walls

Village Perimeter Walls are permitted within any commonly-owned open space tract or right-of-way within the Village. The village perimeter walls provide identity and definition to different uses and spaces that they separate through out the village. In addition, these walls provide separation, safety and tranquility for various uses and outdoor spaces within and outside the village. These decorative walls along the southern village boundary of US 41 separate motorized traffic from pedestrian ways for safe, attractive and calm pedestrian ways in addition to providing identity and definition to the village. Appropriate locations for such walls are around the Village edges, within the Village Greenbelt, along neighborhood boundaries, along neighborhood center boundaries, and around any use within a neighborhood center. Village Perimeter Walls shall be limited to seven feet six inches. Village Perimeter Walls shall be constructed to resemble one or a combination of the following materials; masonry, wood, PVC, aluminum and wrought iron. Chain link fencing may only be allowed if treated with black or green vinyl cladding and landscaped with a continuous hedge at the base.



#### SECTION 3.3.B. - Utility Facilities

Utility facilities such as ground-mounted transformers, wells, storage tanks and lift stations shall be allowed anywhere within the village so long as such structures are appropriately buffered from adjacent uses. Necessary provisions and precautions will be taken to address noise and smell around these facilities. Specifically, utility facilities such as those listed above which are located within residential areas shall include landscaping treatments to screen their appearance from adjacent homes. Utility lines shall not be subject to these standards.



#### SECTION 3.3.C - Temporary Model Homes/Sales Center

Model homes and sales centers shall be permitted anywhere within Village "A". Additionally, a temporary sales center may be allowed along U.S. 41 in order to facilitate home sales for the village. Model homes and sales centers within Village "A" may continue to operate until such time as all residences have been initially sold. Model homes/sales centers shall be permitted to include all functions that may be associated with residential sales transactions. Model homes/sales centers may be constructed prior to final certification of all infrastructure in the phase.



## Roadway and Pathway Plan

### SECTION 4.1 - TYPICAL ROADWAY STANDARDS

The Final Village Plan identifies a hierarchy of streets, including:

- Parkway
- Avenues
- Local Streets
- Alleys

The location of the street types is shown in Figure 4.1.A. and typical cross-sections are shown in Figures 4.1.B (1)-(6) on the following pages. The cross sections also address site-specific conditions that might arise, such as when environmental constraints result in limited right-of-way, or when on-street parking is appropriate.

In brief, the roadway types provide the following functions:

**Parkways** facilitate regional vehicular travel to and from the village

**Avenues** are primary internal roadways which collect traffic from local streets, and provide a strong visual identity for the village

**Local Streets** accommodate light neighborhood traffic to and from individual residences

**Alleys** are very small streets intended to access individual rear-loading garages behind residential units

A more detailed discussion of the purpose and appropriateness of each street type can be found in the Preliminary VDPP (Chapter 2, Section 2 of this document).

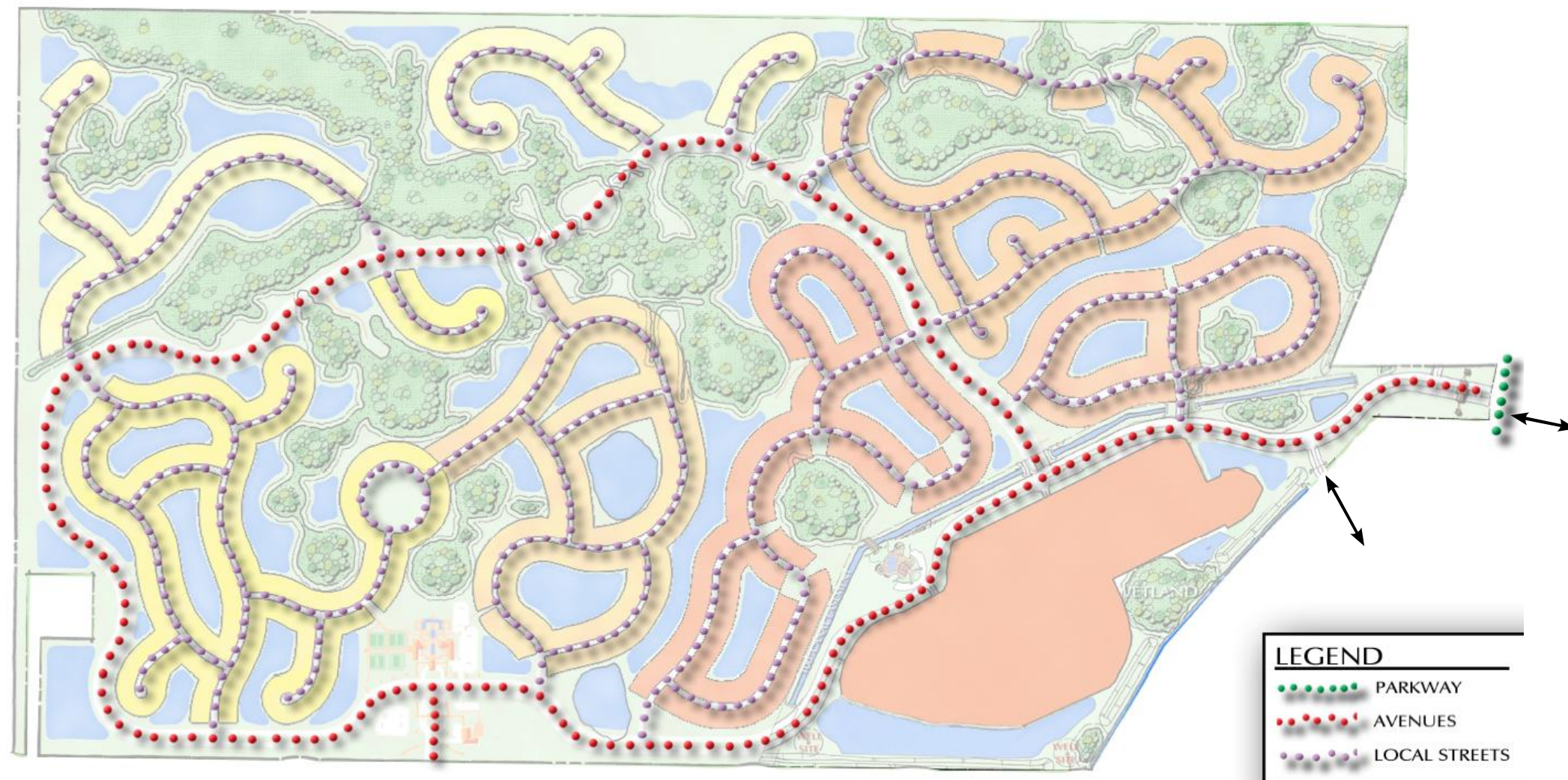


Figure 4.1.A Roadways Plan



## Roadway and Pathway Plan...continued

Figure 4.1.B (1) Typical Parkway Section

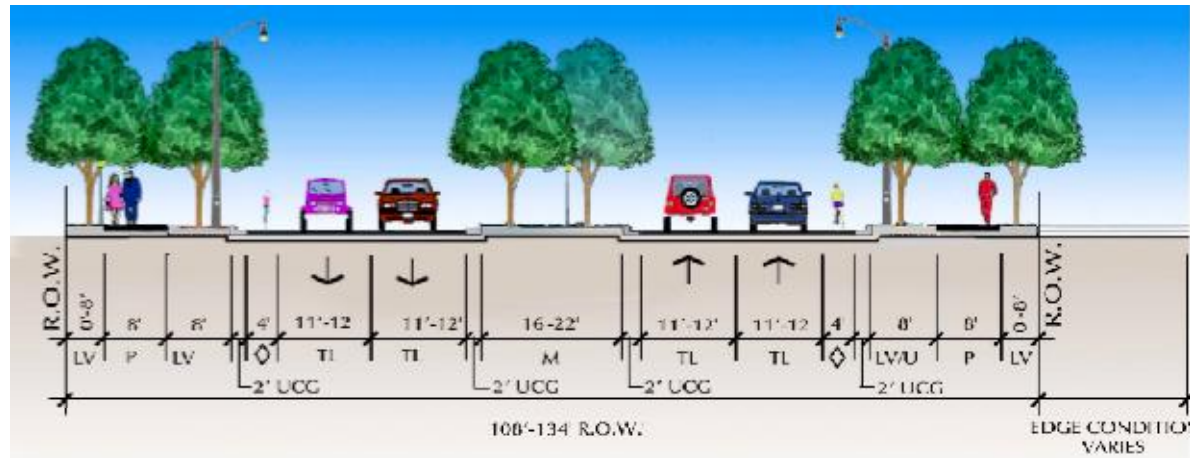


Figure 4.1.B (2) Typical Avenue Section

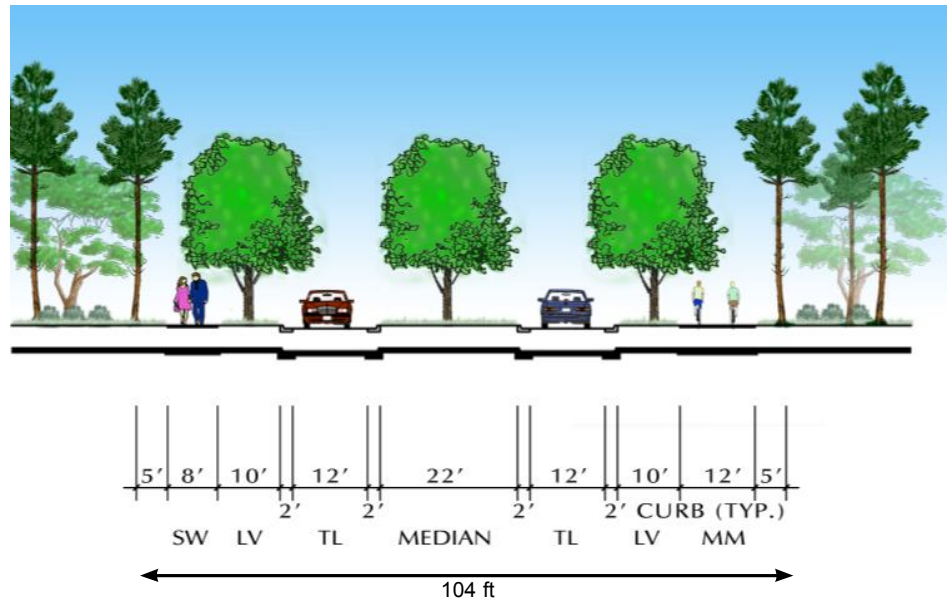


Figure 4.1.B (3) Typical Residential Local Roadway Section

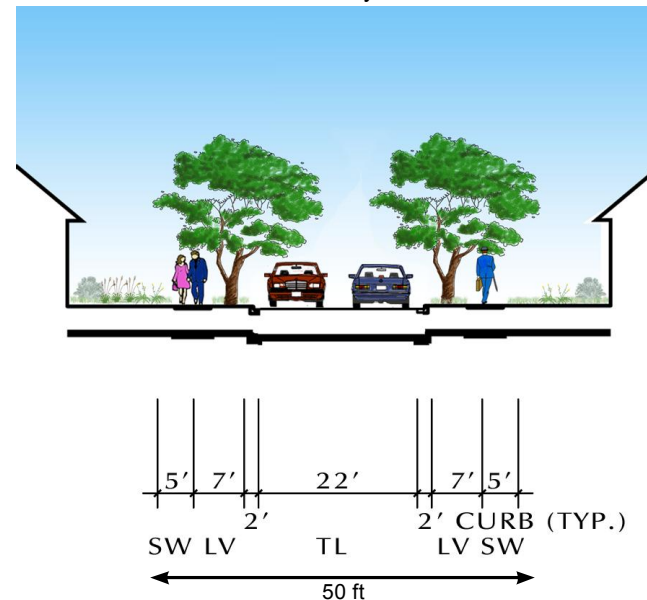
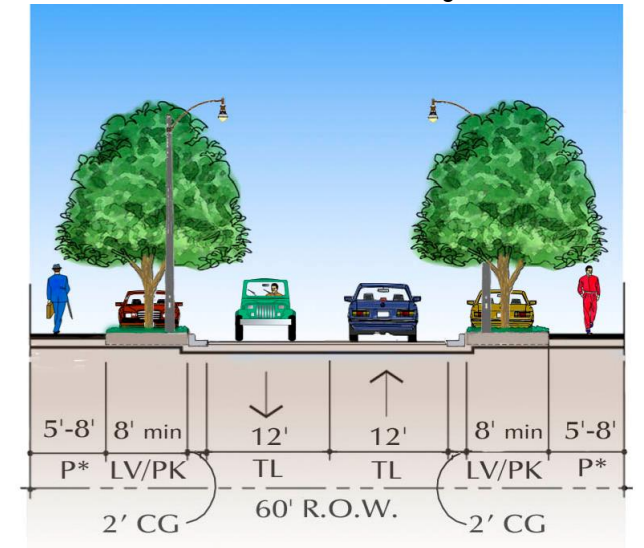


Figure 4.1.B (4) Local Urban Type 3 Roadway with On-Street Parking



Roadway and Pathway Plan ...continued

Figure 4.1.B (5) Typical Local Roadway Section

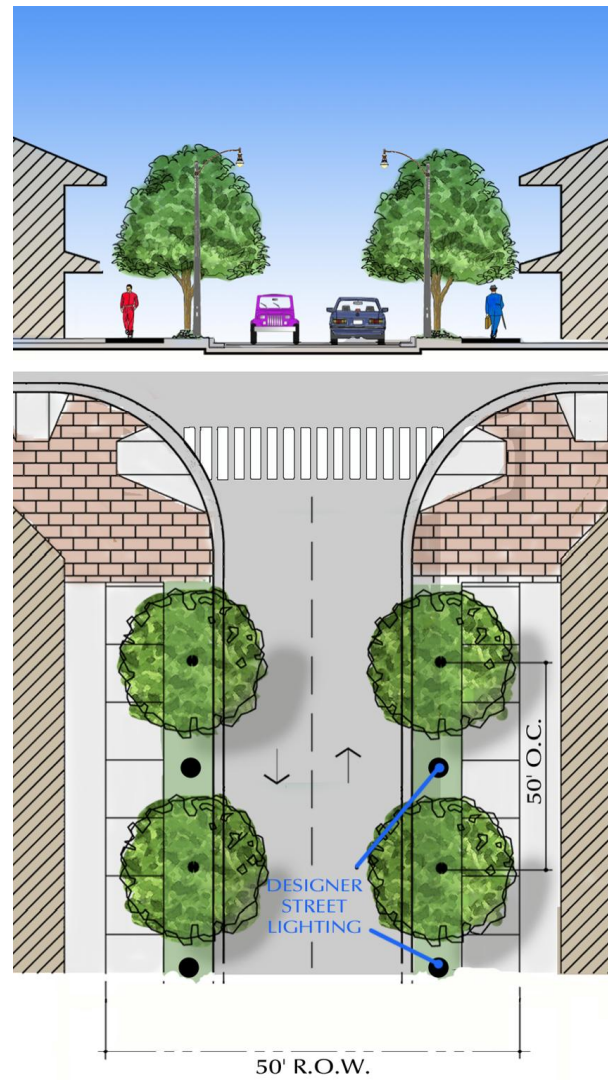
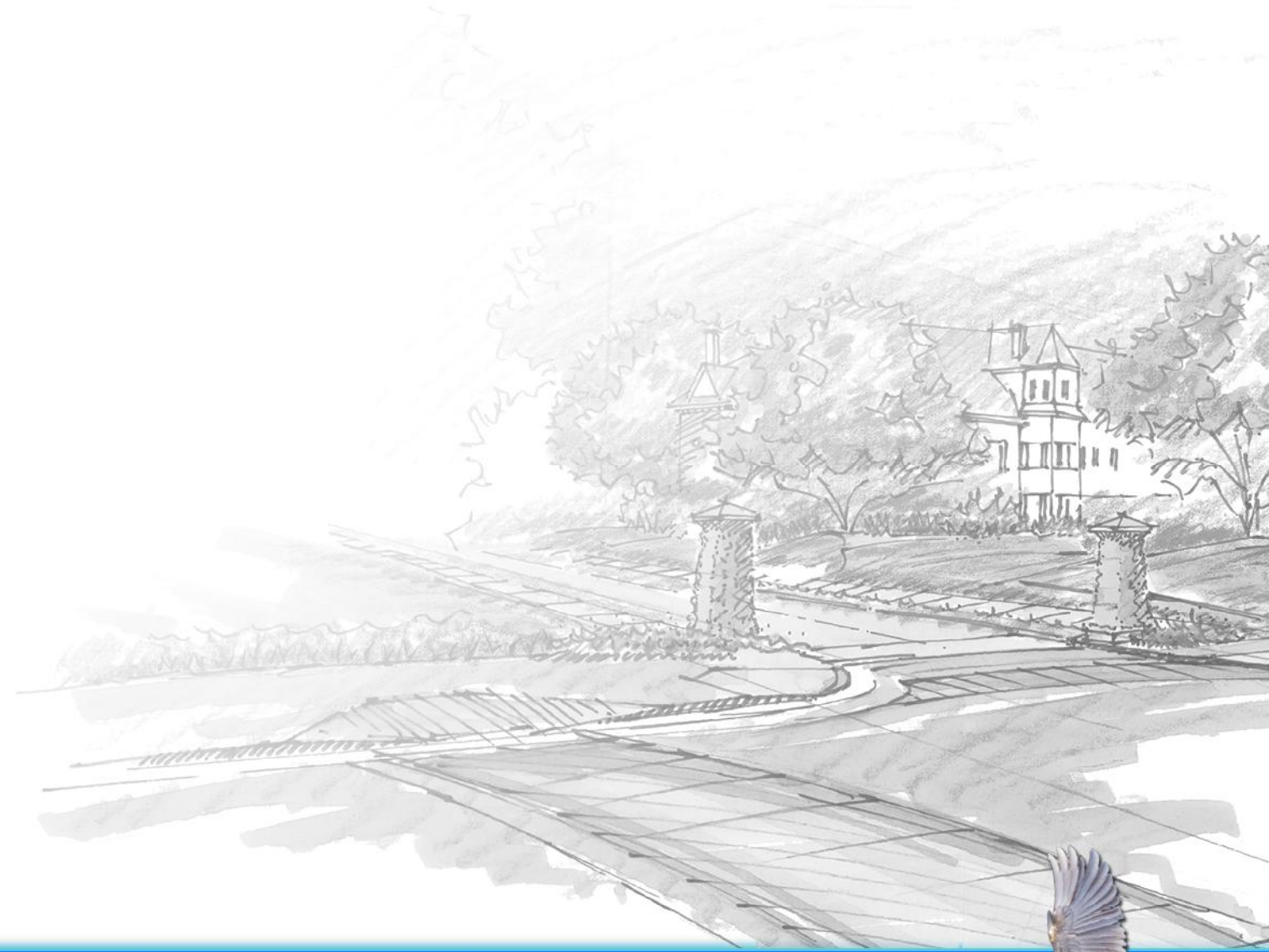
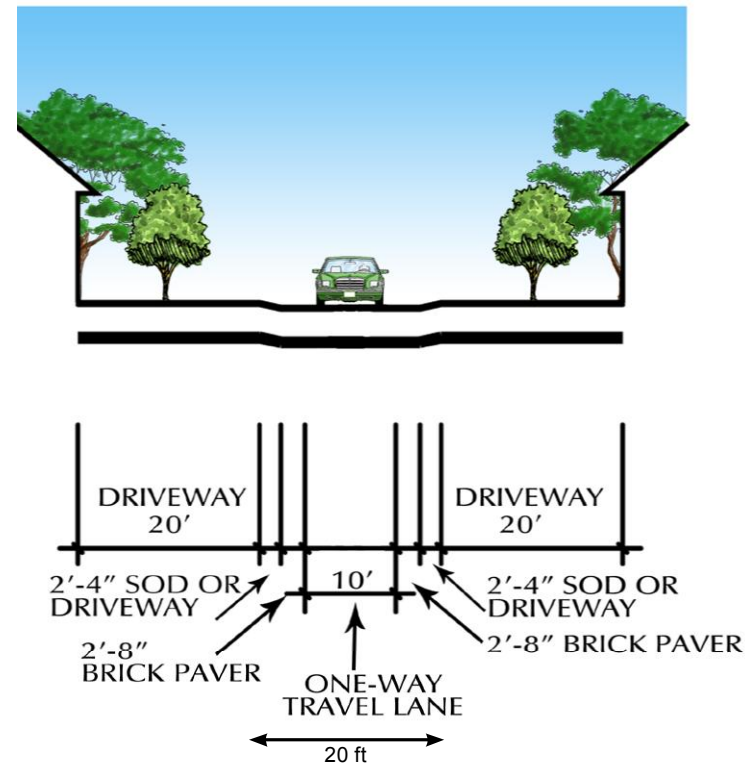


Figure 4.1.B (6) Typical Alley Section



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## Roadway and Pathway Plan...continued

### SECTION 4.2 - TYPICAL PATHWAY STANDARDS

In addition to the vehicular network, the Final Village Plan includes an extensive network of sidewalks and trails designed for non-automobile traffic. These users might include pedestrians, bicyclists, in-line skaters, and small electric vehicles. Most of the network is associated with a roadway; however, there will also be some off-road trails, as illustrated in Figure 4.2.A. Typical cross-sections are shown in Figures 4.2.B.

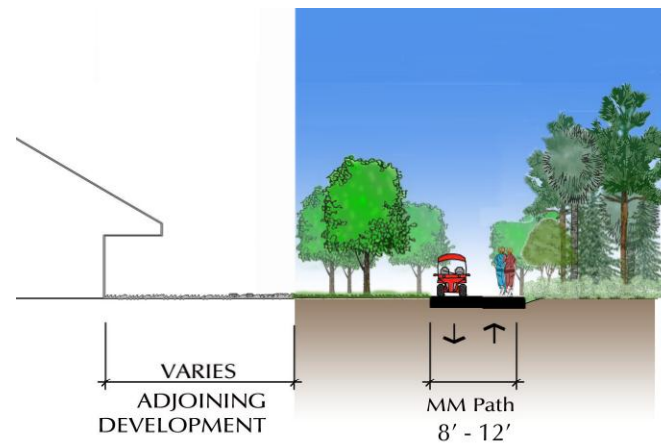


Figure 4.2.B (1) Proposed Multi-Use Pathway

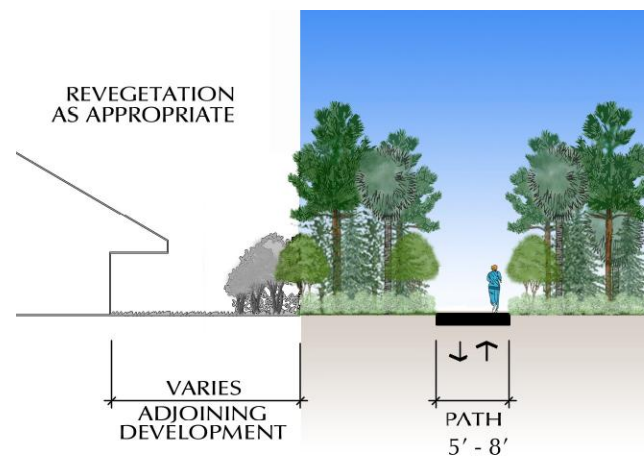


Figure 4.2.B (2) Proposed Trail



Figure 4.2.A Proposed Pathway Plan

**LEGEND**

- MULTI USE PATHWAY
- - - SIDEWALK / TRAIL



## Water, Wastewater, and Irrigation Plan

### SECTION 5.1 - UTILITY DESCRIPTION

Water and wastewater services are not presently available to serve this property. However, the West Villages Improvement District (WVID) has been formed to coordinate and construct needed infrastructure to ensure the availability of such services. The City of North Port has indicated that it currently has capacity to serve the property and will enter into a developer's agreement to reserve capacity. This project will be subject to the agreement reached by the City, the property owners and WVID regarding the proportionate cost of services. This agreement, the post annexation agreement, is currently under negotiation. The City and developer have already entered into an interim utility agreement to serve Village "A".

### SECTION 5.2 WATER PLAN

Based on current City of North Port code, each Equivalent Residential Units (ERU) is allocated an Average Daily Flow (ADF) of 300 gallons-per-day. The property is assumed to have 1,976 ERUs which include 1,439 single family units and 280 3-bedroom multi-family units at 1.0 ERU per unit, 280 2-bedroom multi-family units at 0.833 ERUs per unit, and one clubhouse at 24 ERUs. Based on these values, the total average daily demand is estimated at 0.59 million gallons per day (MGD). Water main sizes are based on the Max Day peaking factor of 1.75, for a Max Day demand of 1.04 MGD, and fire flow demands of 1,000 gallons-per-minute (gpm) for residential areas. The system was designed and modeled to maintain a minimum residual pressure of 20 psi at fire flow demands. The line sizes presented in Figure 5.2.A are based on the most current information available. As a minimum, the City of North Port requires 8-inch piping for un-looped lines and 6-inch piping for looped lines.

Water service will be provided by a 16-inch water line originating from a connection to the City of North Port potable water system and running along U.S. 41. A re-pumping station and storage tank will be required to provide the necessary pressure during fire flow events.

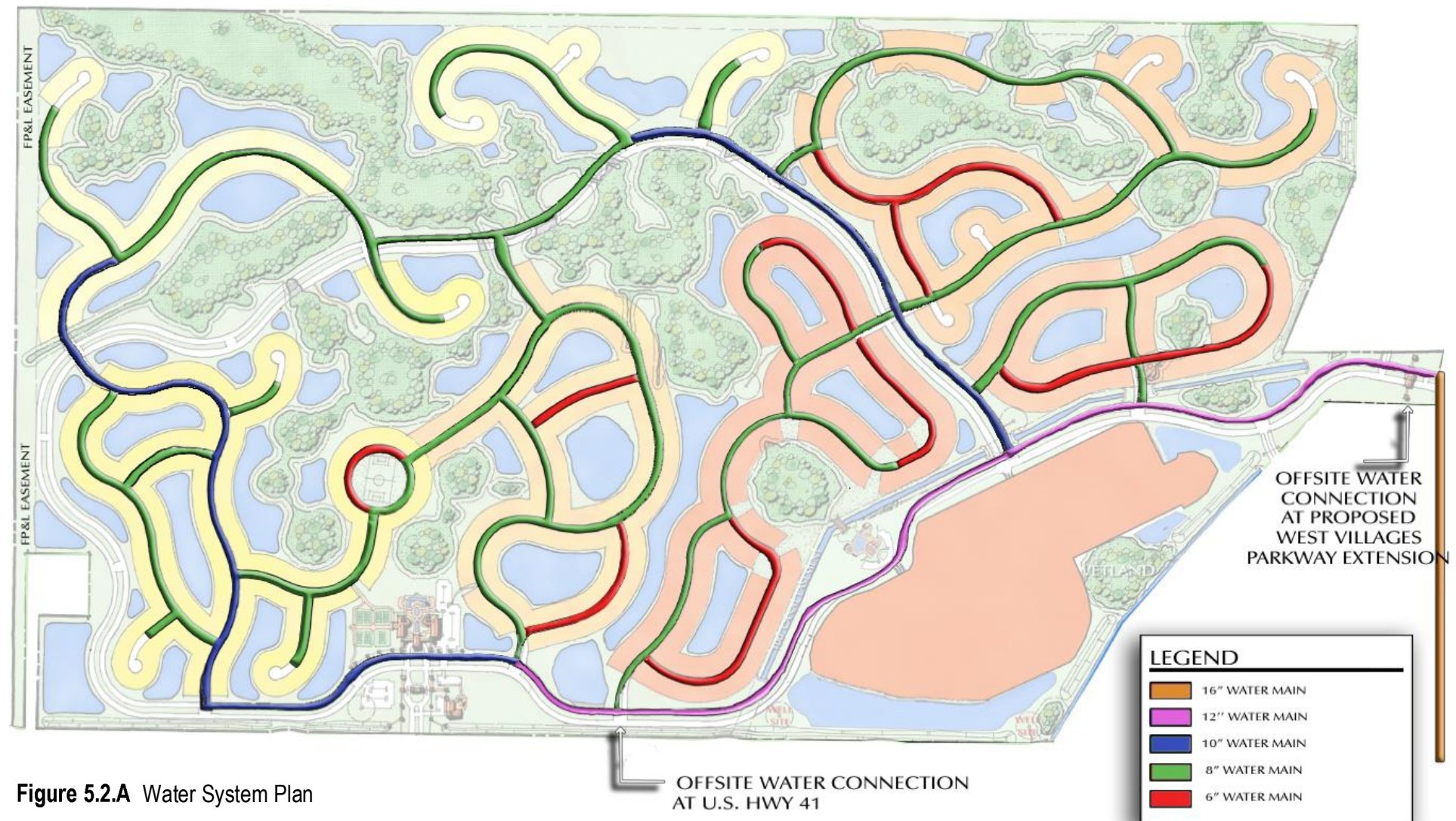


Figure 5.2.A Water System Plan

LEGEND	
<span style="color: orange;">█</span>	16" WATER MAIN
<span style="color: purple;">█</span>	12" WATER MAIN
<span style="color: blue;">█</span>	10" WATER MAIN
<span style="color: green;">█</span>	8" WATER MAIN
<span style="color: red;">█</span>	6" WATER MAIN

## Water, Wastewater, and Irrigation Plan...continued

### SECTION 5.3 - WASTEWATER

City of North Port code establishes ERU allocation for wastewater at 250 gpd per ERU. Based on the above mentioned ERU breakdown, the wastewater ADF is estimated at 0.49 MGD. A peak hour factor of 3.2 (based on Ten-States standards) is applied for a total peak hour flow of 1.58 MGD. The line sizes and lift station locations presented in Figure 5.3.A are based on the most current information available. Flows from the development will be collected from gravity sewers within residential areas, into a system of lift stations which will transport the wastewater to a master lift station. Lift station locations were selected to maximize service area while balancing lift station depth and to minimize aesthetic impacts as well as any potential odor problems that might arise. As such, a system of five lift stations, including the master lift station, is anticipated. Force mains originating from each of the smaller lift stations will manifold into two force mains running along the principal development road and be discharged into the master lift station gravity sewer collection system.

Wastewater will be carried offsite by means of a 12-inch force main along the north side of U.S. 41. This force main will terminate at the City of North Port wastewater treatment plant (WWTP). Offsite infrastructure will be designed and constructed by the WWID. Long term service will be provided by a new WWTP to be constructed within the West Villages. Flows from the development will then be re-routed to the new WWTP which will be turned over to the City for operation and maintenance.

### SECTION 5.4 - IRRIGATION

Land area to be irrigated was based on a breakdown of different land uses: Residential, Commercial, Right-of-Way (ROW) and Landscaping. Discounting the percent-area potentially occupied by structures, the total irrigated area was estimated to be approximately 285 acres. The average annual irrigation demand is 0.78 MGD, based on an irrigation rate of 0.7 inches per week. It is anticipated that the irrigation demand will be met through the Water Use Permit (WUP) associated with this property and in the future with reclaimed water from the proposed WWTP located within the West Villages. All Village "A" development shall be required to hook-up to the City of North Port reclaimed water system when it becomes available. Details to be determined at a later date.

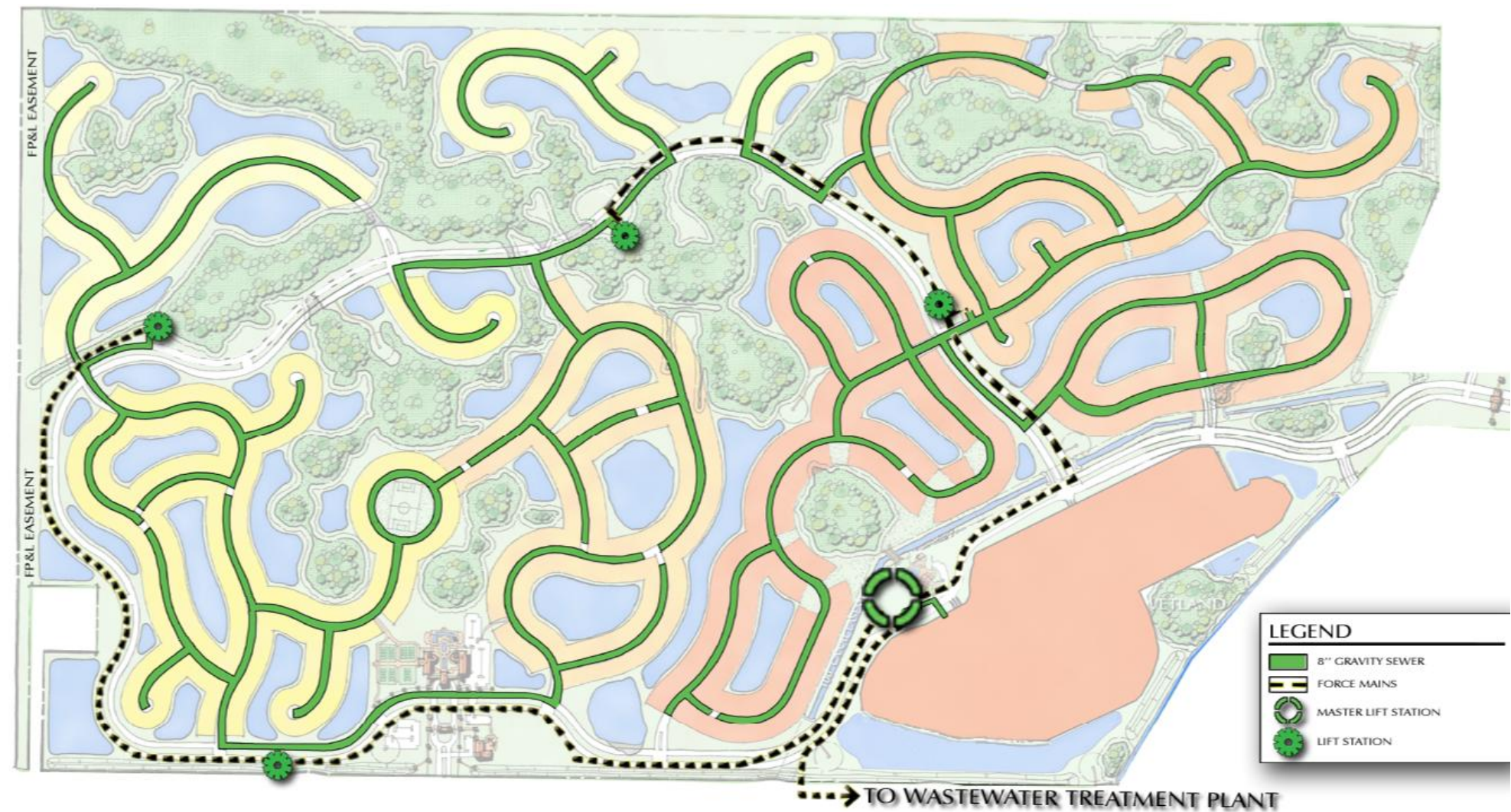


Figure 5.3.A Wastewater System Plan

## Environmental Management Plan

### SECTION 6.1 ENVIRONMENTAL IMPACTS

The site design is sensitive to the preservation of the property's most viable natural resources. Every effort has been made to direct development from sensitive wetland habitats, especially along the northern property boundary, to areas previously altered by agricultural activities. Preserved wetlands and mitigation areas will be further protected with upland buffers. Where wetland impacts are unavoidable, the impacts have been primarily confined to altered areas as well as areas with diminished wetland functions and values. All unavoidable impacts to wetland habitats will be mitigated in accordance with federal, state, and City of North Port permitting criteria. The potential presence of state and federally listed wildlife has also been extensively investigated on the subject project. Coordination and permitting with state and federal wildlife agencies will occur as appropriate to ensure the conservation requirements of listed species documented on the project site.

The project site currently supports 23 different vegetative communities comprised of both upland and wetland habitats. Several of the native vegetation communities have been modified as a result of onsite agricultural activities including ditching and fire suppression. Areas that were historically extensive open forests or wiregrass prairies have since become heavily forested or have been cleared for cattle grazing and a commercial tree nursery. Extensive ditching has also altered the hydrology of several of the wetland systems onsite, particularly where the ditches bisect or are adjacent to wetlands. These land altering activities have compromised, to a certain extent, the overall quality of several of the onsite vegetation communities.

### SECTION 6.2 - WETLANDS AND OTHER SURFACE WATERS

As discussed and mapped in the Site Analysis, the project contains 152.2 acres of wetlands, representing 14.3% of the total acreage of the site, consisting of 9.1 acres of wetland hardwood forests, 4.3 acres of mixed wetland hardwoods, 51.5 acres of willow and buttonbush, 1.3

acres of buttonbush, 2.7 acres of willow and dogwood wetland, 20.5 acres of disturbed vegetated non-forested wetland, 59.1 acres of freshwater marsh, and 3.7 acres of disturbed freshwater marshes.

Areas of Other Surface Waters (OSW) which are not classified as wetlands include a network of upland-cut ditches, totaling 12.52 acres, and borrow areas, totaling 10.53 acres that currently serve as the water management system for the on-going agricultural operations on the parcel. In addition, 12.39 acres of unsuccessful catfish ponds are located on the subject property.

### SECTION 6.3 WETLAND IMPACTS

Although every effort has been made to avoid wetland impacts, certain impacts are unavoidable; however, the proposed design minimizes the impacts to the greatest extent practicable. Wetland impacts total 4.74 acres, or 3.1% of the total wetland acreage, and are detailed below and illustrated on Figure 6.3.A.

#### Wetland 1

The proposed impact occurs at the eastern portion of Wetland 1 and totals 0.10 acres. This impact is for the placement of minor fill slopes for residential lots. This impact occurs at the extreme periphery of the system.

#### Wetland 1A

The two proposed impacts for this system total 0.89 acres and occur at the eastern and central extents of Wetland 1A, which have previously been disturbed by the construction of the catfish ponds, and are for the construction of the main roadway that will provide access to the majority of the property.

#### Wetland 1B

The three proposed impacts to Wetland 1B total 0.69 acres and occur at the southern, southeastern, and western extents of the wetland and are for the construction of the main roadway. Wetland 1B is a higher quality wetland; however, the location of the impacts was carefully planned to minimize disturbances to the system. Structures will be placed under the road to maintain hydrology and to provide a wildlife corridor through the area.

#### Wetland 3

The proposed impact occurs at the eastern limit of the system where it connects to Wetland 1B and totals 0.21 acres. This impact is for the same major roadway crossing that will impact Wetland 1B. Wetland 3 is also a high quality wetland; however, the location of impact was carefully planned to minimize disturbances to the system. Structures will be placed under the road to maintain hydrology and to provide a wildlife corridor through the area.

#### Wetland 4

The proposed impact occurs at the north western extent of Wetland 4 and totals 0.04 acres. This small wetland impact will result from the construction of the arterial road. This impact occurs at the extreme periphery of the system.

#### Wetland 5A

The proposed impact occurs at the northern extent of Wetland 5 and totals 0.03 acres. This small wetland impact will result from the placement of fill slopes for residential lots. This impact occurs at the extreme periphery of the system.

#### Wetland 6

The proposed impact occurs at the northern extent of Wetland 6 and totals 0.21 acres. Similar to other proposed impacts in the vicinity, construction of the main roadway will impact the subject wetland. The roadway will impact an area of Wetland 6 that has experienced a moderate level of disturbance from the construction of the ditch, catfish ponds to the south, and improved pastures to the east.

#### Wetland 8

The proposed impact occurs along the southeast corner of Wetland 8 and totals 0.14 acres. This impact is for a road crossing and residential lot placement. The area of proposed impact is of moderate quality and has been altered by ditching, roller chopping, feral pig rooting, and a primitive road system.



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## Environmental Management Plan...continued

### Wetland 9

Impacts to Wetland 9 are proposed in three locations: at the extreme north, west and southern portions of the system, and total 0.16 acres. These proposed impacts will result from the placement of residential lot fill slopes. Locations where impacts are proposed have been previously disturbed from agricultural activities including roller chopping of uplands, primitive trails and large ditches to the east and west of the system.

### Wetland 10

The proposed impact occurs along the southern edge of Wetland 10 and total 0.54 acres. This impact is for a road crossing and a minor residential lot fill slope. This wetland offers limited quality and function in its current condition.

### Wetland 11

The proposed impact occurs along the northwestern corner of Wetland 11 and totals 0.38 acres. This impact is for a road crossing. The area of proposed impact is of moderate quality and has been altered by a large ditch that traverses the northern portion of the system, feral pig rooting, and a primitive road system.

### Wetland 12

The proposed impact occurs along the southwestern edge of Wetland 12 and totals 0.63 acres. This impact is for a road crossing and residential lot placement. Wetland 12 has a large ditch running its length, which has severely altered its natural hydrology. The impact occurs along the lowest quality portion of the wetland.

### Wetland 12A

The proposed impact occurs along the western edge of Wetland 12A and totals 0.05 acres. This impact is for the placement of a residential lot fill slope. Wetland 12A has a large ditch running its length, which has altered its natural hydrology. The impact occurs at a lower quality portion of the wetland.

### Wetland 13

The proposed impact occurs along the western edge of Wetland 13 and totals 0.18 acres. This impact is for the placement of fill slopes for residential lots. Wetland 13 is a high quality wetland, with the exception that it has been subject to pig rooting, and the impact occurs on the extreme periphery of the system.

### Wetland 16

The proposed impact occurs along the southern extent of Wetland 16 and totals 0.23 acres. This impact is for construction of a roadway, and creation of a wetland buffer. Wetland 16 is a low quality wetland that has been subject to severe roller chopping and draining due to a large ditch, which is approximately 100 meters to the south. This wetland will be restored and enhanced as mitigation area R-3.

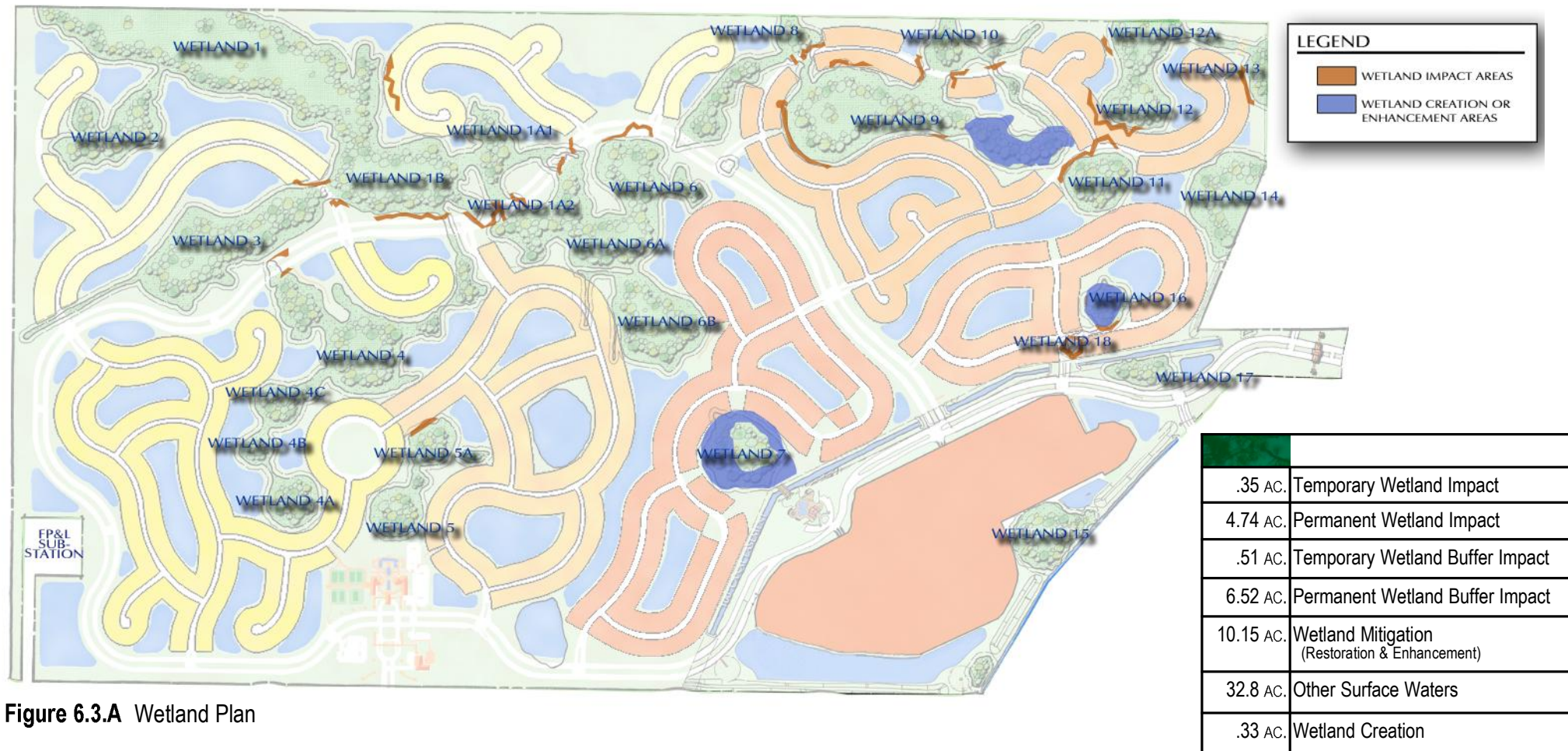


Figure 6.3.A Wetland Plan



## Environmental Management Plan...continued

### Wetland 18

The proposed impact for residential lot placement and road construction will encompass the entire wetland, or .23 acres. Wetland 18 is the lowest quality wetland onsite due to the large ditch abutting the southern edge of the wetland, a primitive road, and severe rollerchopping.

Temporary impacts, totaling 0.35 acres, will occur in several wetlands to construct discharge structures that will maintain the hydrology of onsite wetlands post-construction. Temporary impacts will occur in very small areas and likely include, but not be limited to, open trenching a small area for the placement of a structure and a headwall to daylight into each wetland where a structure is proposed. The open trench will be backfilled and the areas will be allowed to naturally recruit from desirable wetland plant species seed sources within these wetland system.

In addition, 32.8 acres of permanent OSW impacts, which represent 95.2% of the OSW onsite, will be impacted. The catfish ponds and the majority of the ditches onsite will be filled for road and lot placement or will be excavated for lakes associated with the surface water management system. The two borrow pits will be not be impacted and will be incorporated into the surface water management system. The largest northeast/southwest ditch in Section 29 will remain intact as a conveyance of surface water offsite.

### SECTION 6.4 WETLAND COMPENSATION

Mitigation for the impacts discussed above will be coordinated with the appropriate state and federal agencies and provided within the project area. The project proposes to restore 8.89 acres of wetlands to compensate for the 4.58 acres of permanent wetland impacts. While not proposed as compensation, nuisance/exotic species will also be controlled in preserved wetlands and their associated buffers.

The following summarizes the proposed restoration that will be formalized during wetland agency review and approval. Wetland restoration will be undertaken for two drained areas, a historic wetland (currently upland) and Wetland 7 (Figure 6.3.A). The restoration effort for the historic wetland will consist of grading and replanting two distinct slough/wet prairie zones, and maintaining a 25-foot buffer zone with existing desirable transitional/upland species. Planting of the outer Zone A will include, but not be limited to sand cordgrass (*Spartina bakeri*) and buttonbush (*Cephalanthus occidentalis*). Planting of the inner Zone B will include, but not be limited to, maidencane (*Panicum hemitomon*), spikerush (*Eleocharis interstincta*), soft rush (*Juncus effusus*), and arrowhead (*Sagittaria* spp.) The 25-foot Buffer Zone will be maintained in its existing condition and no planting is proposed.

The outermost edge of Wetland 7 will be graded and replanted with one shrub and scrub zone and a 25-foot buffer zone. Planting of Zone A will include, but not be limited to, buttonbush, sand cordgrass, and stiff cornel (*Cornus foemina*). The 25-foot Buffer Zone will be maintained intact which currently supports desirable upland species. No additional planting is proposed in the 25-foot buffer.

### SECTION 6.5 LISTED SPECIES

(Endangered, Threatened, or of Special Concern)

A number of state- and/or federally listed species have been documented on or might be expected to use the subject parcel. Each is discussed briefly below.

#### Florida Sandhill Cranes

The Florida Sandhill Crane (*Grus canadensis pratensis*) is state and federally listed as Threatened. In April 2005, eight (8) nests were observed in Wetland 2; however, only

one breeding pair was observed. Sandhill Cranes often build multiple nests so young can rest while foraging. No construction is proposed within several hundred feet of the observed nest locations, and no impacts are proposed for the entirety of Wetland 2. Post-development, the wetland will be surrounded by stormwater lakes and a 30-foot upland buffer. The project will not adversely affect this species and it is anticipated that nesting and foraging habitat for Sandhill Cranes will increase due to the rehydration of preserved wetlands and the construction of the aforementioned stormwater ponds.

#### Gopher Tortoise

Gopher tortoise populations are present on the property, according to a completed 20% census of desirable habitat. Gopher tortoises will be addressed through one of several state permitting options, as deemed appropriate, prior to any site clearing or construction.

#### Eastern Indigo Snake

Eastern indigo snakes are a state- and federally threatened species that may occur in a wide variety of natural habitats. To ensure protection of indigo snakes during site development, a protection and education plan will be implemented in accordance with U.S. Fish and Wildlife Service guidelines to minimize risks from construction activities.

#### Wading Birds

Wading birds (state listed as a Species of Special Concern), including a Little Blue Heron (*Egretta caerulea*) and a White Ibis (*Eudocimus albus*), were observed foraging onsite and a rookery was observed in April 2005. The project is not anticipated to adversely impact the rookery and no construction is proposed within several hundred feet of its observed location. Development of the site is expected to increase habitat for wading birds through the rehydration of preserved wetlands and the proposed creation of stormwater ponds, which will contain vegetated littoral shelves.



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## Environmental Management Plan...continued

### SECTION 6.6 TREES

Large-scale planned communities such as those in the West Villages offer greater opportunities for protection of native habitats and trees than do conventional platted subdivisions. With larger land areas and master planning, development areas can be located to maximize protection of natural features. This is evident in Village "A," where more than 25% of the site will be preserved as native habitat. In the areas planned for development, there will be impacts upon existing trees; however trees and landscaping will also be added as part of streetscapes, parks, and community amenity areas. In addition to the tree preservation inherent in the design of Village "A," this VDPP identifies Heritage Trees within the community. The VDPP also defines a process for protecting smaller trees. The goal is that Village "A" shall provide a minimum of 35% canopy coverage at maturity.

In order to maximize tree protection while accommodating the necessary development activities for a project of this scale, the following shall serve as the Tree Protection methodology for Village "A." A Tree Inventory Plan



and assessment report shall be submitted at the time of Preliminary Subdivision Plan application. The Tree Inventory Plan shall identify all tree hammocks and other natural clusters of trees on the site. These clusters shall be designated on an aerial photograph and information shall be provided regarding the total estimated number of trees greater than 4 1/2" diameter at breast height (DBH) in each cluster, the species found in each cluster, the estimated number of trees greater than 4 1/2" DBH of each species, and the average size by species. Development activities shall be designed to minimize impacts to existing healthy tree communities. The Tree Inventory Plan and assessment report shall serve as the necessary documentation for a tree removal permit, if needed, for any portion of Village "A," including individual lots. The 35% canopy coverage at maturity shall be achieved through a combination of 1) native habitat preservation 2) tree preservation during design and development and 3) landscaping and streetscape provided as part of each phase of development.

### SECTION 6.6.A. Heritage Trees

Per Section 45-11 of the City of North Port's Unified Land Development Code (LDC), 37 trees were found to meet the criteria of a Heritage Tree: 30 inch or greater DBH and native. However, under Section 45-6B(6) of the aforementioned LDC, which outlines parameters for issuance of tree removal permits, 21 of the 37 trees can be excluded as Heritage Trees based on condition (diseased, dying, and/or multiple trees). Tree health, based on Section 45-6B(6), has been assessed by a qualified forestry biologist. Of the 14 Heritage Trees: six are in areas set aside to not be developed, one is within the current design of a stormwater lake, two are within the current alignment of the road, two are within areas designated as floodplain compensation, and three are within the multifamily neighborhood (Figure 6.6.A and 6.6B). In addition, the vast majority of the greater than 30" DBH native trees that can be discounted based on condition will also remain undisturbed in areas of open space; however, these trees are not expected to survive in the long term due to poor health. The 14 Heritage Trees will be addressed under future construction permitting, in conformance with Sections 45-11 and 45-6B(6) of the LDC. Additional review of the Site Plan to preserve Heritage Trees will be undertaken and where feasible, site improvements will be designed to protect Heritage Trees; however, if Heritage Tree removal is unavoidable, permitting and mitigation will be coordinated with the Director.



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Tree Number	Species	DBH (inches)	Condition	Heritage Tree (Y/N)	Location
1	Live Oak	30+	Good health	Y	In preserved area
2	Laurel Oak	30+	2 trees	N	In preserved area
3	Live Oak	34	Good health	Y	In preserved area
4	Live Oak	42	Dying	N	In preserved area
5	Live Oak	42	2 trees	N	In preserved area
6	Laurel Oak	32	2 trees	N	In preserved area
8	Live Oak	32	Good health	Y	In preserved area
9	Live Oak	40	5 trees	N	In preserved area
10	Live Oak	33.5	2 trees	N	In preserved area
11	Live Oak	41	Poor health	N	In preserved area
12	Live Oak	30.75	Poor health	N	In preserved area
13	Live Oak	37	Poor health	N	In preserved area
14	Live Oak	30.5	Poor health	N	In preserved area
15	Live Oak	35.25	Poor health	N	In preserved area
16	Live Oak	46.5	Poor health	N	In preserved area
17	Laurel Oak	30.5	2 trees	N	In preserved area
18	Laurel Oak	36.5	Good health	Y	In preserved area
19	Laurel Oak	29.5	Dying, too small	N	In preserved area
20	Laurel Oak	38	Good health	Y	In preserved area
21	Live Oak	34.5	2 trees	N	In preserved area
22	Live Oak	33.5	Good health	Y	Within a road
23	Laurel Oak	33	Good health	Y	Floodplain area
24	Laurel Oak	34.5	Good health	Y	Floodplain area
25	Laurel Oak	46	Dying	N	Within lake
26	Live Oak	35.5	Good health	Y	Within lake
27	Live Oak	31.5	Good health	Y	Within a road
28	Live Oak	30	Good health	Y	In preserved area
29	Laurel Oak	35	Diseased	N	Within a road
30	Live Oak	30	2 trees	N	In preserved area
31	Live Oak	32	Poor health	N	In preserved area
32	Live Oak	42.5	Diseased	N	Within neighborhood
33	Live Oak	33	Good health	Y	Within neighborhood
34	Live Oak	33.5	2 trees	N	Within lake
35	Live Oak	31	Good health	Y	Within neighborhood
36	Live Oak	32	Exposed roots	N	Within neighborhood
37	Live Oak	33.5	Good health	Y	Within neighborhood

Figure 6.6.B Potential Heritage Trees in Village "A"





Figure 6.6.B Heritage Tree Locations Map

source: Biological Research Associates  
Sarasota, Florida 941.378.0660



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## Public Facilities Plan

### SECTION 7.1 - ROADWAYS

Comprehensive Plan Policy 13.6 requires that each Village District Pattern Plan include an evaluation of the public facilities needed to support the development. In support of this policy, a Transportation Impact Analysis of Village "A" has been completed to predict the impacts of Village "A" on the area transportation system and to identify any needed improvements. The traffic impacts were based on the proposed village plan and a buildout year of 2015. When the Transportation Impact Analysis was completed two scheduled improvements were considered to be in place at the time of buildout.

The first project, which was undertaken by Sarasota County, involves lane geometry improvements at the intersection of U.S. 41 & Jacaranda Boulevard. At this intersection, the southbound left-turn lane and the right-turn lane were extended. In addition, a second eastbound left-turn lane was constructed. These improvements are now complete.

The second project will consist of the widening of Center Road to a four-lane, divided section from Jacaranda Boulevard to River Road. As part of the widening project, lane geometry and traffic control improvements (i.e. signalization) are expected to be constructed at the River Road & Center Road intersection. At this intersection, a northbound left-turn lane and southbound right-turn lane will be constructed along River Road. In addition, this intersection will be signalized. The construction contract for these improvements is scheduled to be awarded in September 2005.

In addition to the currently scheduled improvements noted above, the West Villages Parkway is a proposed north/south roadway located adjacent to the eastern edge of Village "A" and indicated in the West Villages Index Map. Specifically, this future thoroughfare will link River Road on the north and U.S. 41 on the south. The West Villages Improvement District is expected to construct this facility using funding from benefiting developments including Village "A". The schedule for constructing this roadway will depend on development of Gran Paradiso or other adjacent development in the Town Center. It is anticipated that the roadway will be constructed when Gran Paradiso requires a second permanent access. If other surrounding development is proposed adjacent to this roadway prior to needing a second permanent access to Gran Paradiso, then the roadway would be constructed with this other development.

The aforementioned improvements were considered to be in place when projecting the roadway improvements that will be warranted with buildout of the Village development.



### SECTION 7.2 - TRANSPORTATION STUDY AREA

The portion of the roadway network included within the Village "A" impact area was defined by general traffic concurrency methods and includes all the roadway segments for which the Village traffic is expected to consume at least 5.0 percent of the two-way, peak-hour LOS service volume for each affected segment. The following roadway segments are anticipated to meet the impact criteria for Village "A" traffic and are included in the study area:

#### U.S. 41

- Jacaranda Boulevard to Woodmere Park Boulevard;
- Woodmere Park Boulevard to Venice East Boulevard;
- Venice East Boulevard to Rockley Boulevard;
- Rockley Boulevard to Village "A";
- Village "A" to West Villages Parkway;
- West Villages Parkway to River Road;
- River Road to Ortiz Boulevard

#### River Road

- Venice Avenue to Center Road;
- Center Road to West Villages Parkway;
- West Villages Parkway to U.S. 41;
- U.S. 41 to East River Road

## Public Facilities Plan...continued

In addition to the above study roadway segments, the Village is anticipated to impact nine (9) existing intersections. These intersections are shown in Figure 7.2.A and include:

- U.S. 41 & Jacaranda Boulevard;
- U.S. 41 & Woodmere Park Boulevard;
- U.S. 41 & Venice East Boulevard;
- U.S. 41 & Rockley Boulevard;
- U.S. 41 & River Road;
- U.S. 41 & Ortiz Boulevard;
- River Road & Venice Avenue;
- River Road & Center Road;
- River Road & East River Road

All of the study intersections along U.S. 41 are currently signalized with the exception of U.S. 41 & Venice East Boulevard. The U.S. 41 & Venice East Boulevard intersection is currently stop-sign controlled on the minor street southbound approach (Venice East Boulevard). All of the study intersections along River Road (north and south of U.S. 41) are currently unsignalized with stop-sign control on the minor street approach.

As shown in the Proposed Village Plan, access to Village "A" will be provided through one intersection directly on U.S. 41 with additional access to U.S. 41 and River Road via West Villages Parkway. All access points are expected to provide for full turning movements to and from U.S. 41.

It should be noted that the adopted LOS performance standard for the study roadway segments and intersections along U.S. 41 is LOS D based upon FDOT standards for state roadways within Sarasota County. The City of North Port's Comprehensive Plan identifies a LOS C performance standard for all roadways within the City limits, including U.S. 41. Thus, both standards shall be considered in the analysis of Village

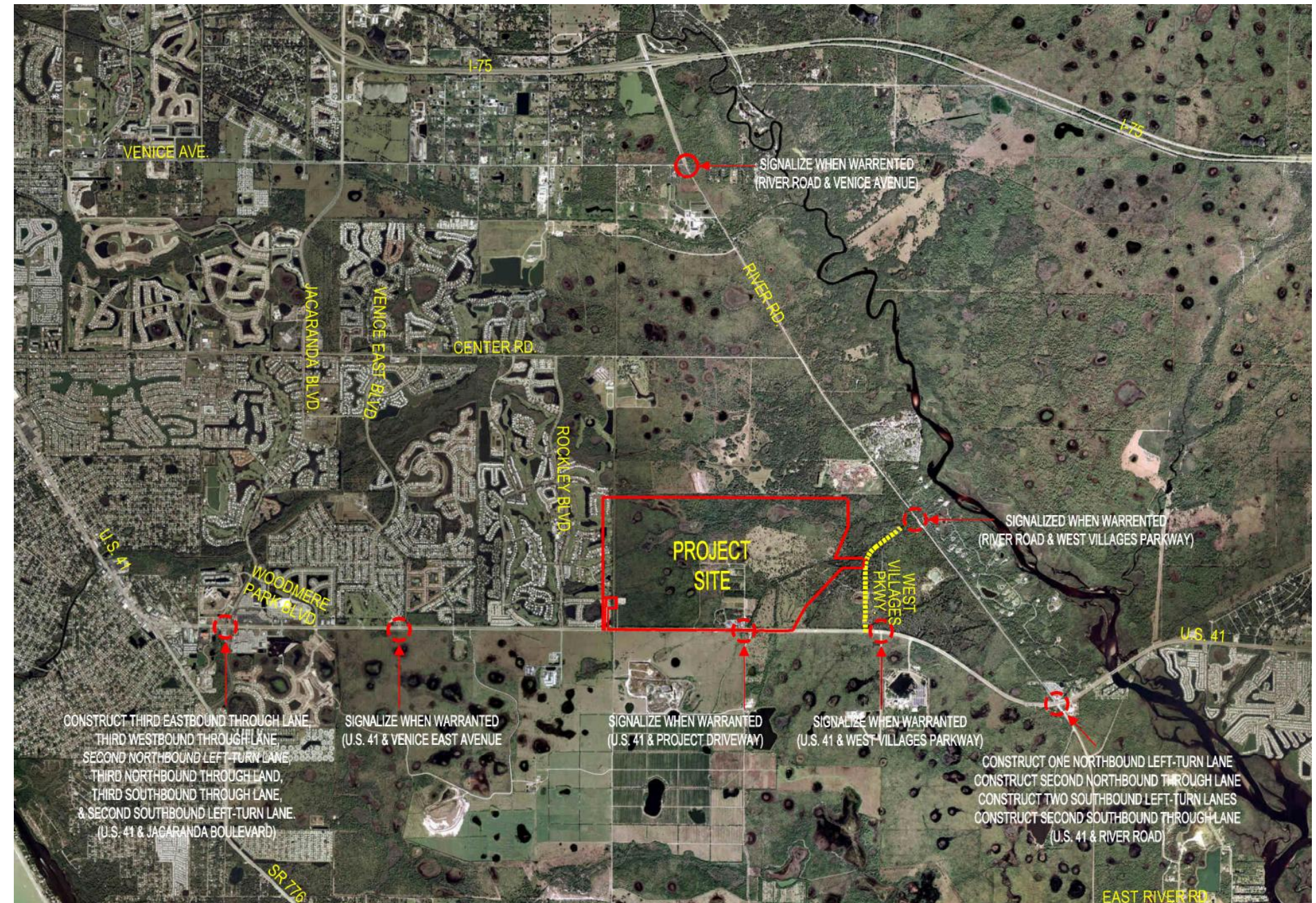


Figure 7.2.A Future Intersection Improvement Needs

## Public Facilities Plan...continued

impacts to the roadway segments and intersections along U.S. 41 that are entirely within the City limits.

**Necessary Transportation Improvements** - After considering the anticipated Village intensities, the existing transportation networks, planned public improvements, projected growth trends and infrastructure shortfalls, several transportation improvements will need to be implemented before the Village is fully developed. All the study area roadway segments are predicted to operate at or above the appropriate LOS performance standards at buildout of Village "A" with no roadway widening improvements needed. There are, however, several intersections that will require lane geometry and/or traffic control improvements to meet LOS standards at buildout. Specifically, the following intersection improvements are predicted to be needed to support the Village "A" development within the West Villages:

- U.S. 41 and Jacaranda Boulevard - lane geometry improvements
- U.S. 41 and Venice East Boulevard - signalization
- U.S. 41 and Village Entrance - signalization
- U.S. 41 and West Villages Parkway - signalization
- U.S. 41 and River Road - lane geometry improvements
- River Road and Venice Avenue - signalization
- River Road and West Villages Parkway - signalization

It should be noted, however, that many of these intersection improvements are needed to support background growth and other future developments in the general vicinity. All of these intersection improvements are not warranted solely because of the anticipated development within Village "A". In keeping with this assumption, these improvements may be conducted by public agencies or other developments in the area or as part of private partnerships between development entities. Furthermore, the intersection improvements anticipated at U.S. 41 and River Road are expected to be conducted by the West Villages Improvement District (WVID). The cost for this improvement will be provided by the District as funds are collected via special assessments to individual units within the West Villages. Also, each residential dwelling unit in village "A" will be assessed a transportation impact fee of \$1,874.43 for single-family and \$1,608.01 for multi-family. By build-

out, the Village is expected to generate approximately \$3.6 million to be earmarked for future transportation improvements in the area. While the developer may be entitled to some credits for work performed, these fees ensure that future development helps pay for anticipated impacts on the roadway network.

Finally, it should be noted that additional detailed traffic studies will be conducted and submitted as part of the construction plan permitting process. Traffic studies will be submitted along with individual future phases in order to assess more current roadway conditions at the time of actual development.

### SECTION 7.3 SCHOOLS

With the addition of new homes within a development, a new student population is expected to attend local schools. Utilizing standard student generation rates, the Sarasota County School Board could expect Village "A" to generate 450 students, but, the School Board recognizes that the standard student generation rate may not apply to Village "A." It is expected that Village "A" will generate considerably fewer public school children due to the product type and price points anticipated at Village "A," and its target market of active adults. This can be demonstrated by comparison of Village "A" with the Pelican Pointe development. Both communities are high end projects (with price points of Village "A" expected to be higher than those of Pelican Pointe), with similar housing types, similar splits between single-family and attached villa products, and both are aimed at the active adult market. Both communities are being developed by the same development company and both are located within southern Sarasota County. According to data provided by the School Board in August 2005, Pelican Pointe has a total of 8 students enrolled in the public schools. Pelican Pointe had 1,245 households as of October 2005 while Village "A" is expected to include 1,999 households at buildout. Assuming a similar proportion of students to households, Village "A" will be expected to generate fewer than 25 public school students.

Figure 7.3.A shows the schools Village "A" students are expected to attend. As of January 2005, each of these schools was utilizing portable buildings to provide additional needed classroom space.

In order to mitigate impacts of new development on the school system, an impact fee of \$2,032.00 per single-family dwelling unit and \$474.00 per multi-family dwelling unit is assessed at the time of Certificate of Occupancy. The City of North Port adds a 1% administrative fee, for a total of \$2052.32 per single family dwelling, and \$478.74 per multi-family dwelling. Village "A" is projected to provide approximately \$3.2 million in revenue via these impact fees. Additionally, a portion of the annual ad valorem taxes are earmarked for School Board use.

**FIGURE 7.3.A SCHOOL ENROLLMENT AND CAPACITY**

SCHOOL	ELEMENTARY	MIDDLE	HIGH
	Taylor Ranch	Venice Middle	Venice High
<b>CAPACITY</b>	1143	1398	2576
<b>CURRENT ENROLLMENT</b>	869	913	2208
<b>AVAILABLE CAPACITY</b>	274*	485	368

Source: School Board of Sarasota County. Capacity data is from the Florida Inventory of School Houses and may overstate the actual capacity of local schools.  
 \*Note: The Thomas Ranch owners have donated 33 acres of property immediately adjacent to the Taylor Ranch Elementary School for future school expansion.



## Public Facilities Plan...continued

### SECTION 7.4 - FIRE AND POLICE PROTECTION

With all new developments within previously undeveloped areas, an increased demand is placed on public safety. With the development of communities within Village "A", new demands will be placed on the Sarasota County Fire Department and the City of North Port Fire and Police Departments.

The village design is urban in character and includes sufficient water supply lines and infrastructure specifically designed to provide the required fire flows and pressures. As a result, fire hydrants will be located and readily available in an area that is not presently served with this type of fire protection service. In addition, to mitigate the increased demand generated by the new development, each single-family dwelling unit will be assessed \$321 at time of Certificate of Occupancy via a fire protection impact fee. Upon build-out, the village is projected to have provided \$603,623 in fire protection impact fees.

Currently, Village "A" is located within the area for which Sarasota County and the City of North Port have an interlocal agreement for the County to provide fire services. Sarasota County Fire Station #26 is located adjacent to the Manatee County Community College. Additionally, the City provides service from its Station #2 located on North Port Boulevard at City Hall. Normal protocol for Firefighters/EMTs is to respond to emergency situations as needed regardless of political boundaries.

In general, police departments project providing 1.9 officers per 1,000 persons. Based on the proposed land plan for Village "A", the demand created by development of this community will be approximately 9 officers. However, utilizing the village's design,

anticipated daily security operations, police protection impact fees and ad valorem tax revenues, these anticipated demands on the City's police force will be mitigated.

Upon development, the village is planned to have a gated entrance and other associated security measures. This security mechanism is expected to mitigate some of the police needs created by the community. Additionally, each single-family dwelling unit shall be assessed a \$110 law enforcement impact fee at Certificate of Occupancy. The village is projected to generate over \$206,826 in law enforcement impact fees at build-out.



The City's Police Department is currently headquartered at City Hall on North Port Boulevard. A new facility is expected to be located on Sumter Boulevard. Normal protocol for Officers involves the continuous patrolling of various sections of the City while concurrently dispatched to emergency calls.

### SECTION 7.5 - TRANSIT

The area is presently served by public bus lines although ridership is relatively low. In part, low transit utilization is probably associated with the lack of density and pedestrian oriented form in this area of the City. The proposed village plan for Village "A" includes an abundance of pedestrian linkages and pathways that encourage alternate forms of transportation. Given the village's proposed design, transit use is expected to be more feasible. However, it should be acknowledged that transit use is relatively low in this less-urbanized area.

The Sarasota County Area Transit (SCAT) has two fixed-routes, #9 and #19, that travel U.S. 41 linking the City of North Port to the City of Venice where riders may then transfer to buses that reach the City of Sarasota. Route #9 begins service at the intersection of U.S. 41 and Sumter Boulevard and takes approximately 55 minutes to reach the intersection of East Tampa and U.S. 41 Business. Route #19 begins service at the Venice Train Depot by the Venice Avenue Bridge and takes approximately one hour to reach the intersection of U.S. 41 and Sumter Boulevard. Design and construction of sidewalks and bus shelters at various locations along U.S. 41 within the City are planned for the Year 2006/2007.



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## Public Facilities Plan...continued

### SECTION 7.6- HURRICANE EVACUATION

Village "A" residents will use I-75 as the major evacuation route out of the area. The interstate can be accessed from both River Road and Jacaranda Blvd. being east and west of Village "A" respectively. Both roads link to I-75 from U.S. 41.

River Road was recently selected as the "Englewood Interstate Connector (EIC)" to improve hurricane evacuation capability after a number of other north/south routes were ruled out. Based on this determination, Sarasota County has begun design of a 6-lane improvement project for River Road from U.S. 41 north to Center Road and 4 lanes from Center Road to I-75. The project is currently funded through design. Construction funding from Federal and State agencies is anticipated.

Jacaranda Blvd. is presently a 4-lane section from U.S. 41 to I-75. It is designated as a 6-lane road from Center Road north to I-75 but the additional widening is not programmed at this time. Both Jacaranda Blvd. and River Road intersect with U.S. 41. Residents evacuating Village "A" will travel East or West on U.S. 41 to River Road and Jacaranda Blvd. respectively. Once at either location the residents will travel north to I-75.

One other route to north River Road will be the proposed West Villages Parkway. The West Villages Parkway which connects U.S. 41 to River Road would allow residents an option to access River Road north of the U.S. 41 intersection. The road will eventually be a 4-lane segment. It is anticipated that this road will be built in phases as development requires. Most likely it will begin as a 2-lane segment with 2 lanes added as traffic rates warrant.

### SECTION 7.7 - SOLID WASTE

The future residents of Village "A" are anticipated to be serviced by the City of North Port Solid Waste Division. The City provides its citizens with this service and assess the residents a yearly fee for it. Based on buildout conditions Village "A" will generate approximately 11,770 lbs of waste per day based on the projections shown in figure 7.7.A.

These projections are based on a population of 2.3 persons per household from the methodology outlined for ERC generation City of North Port Ordinance No. 92-27 and the City's Utility Master Plan.

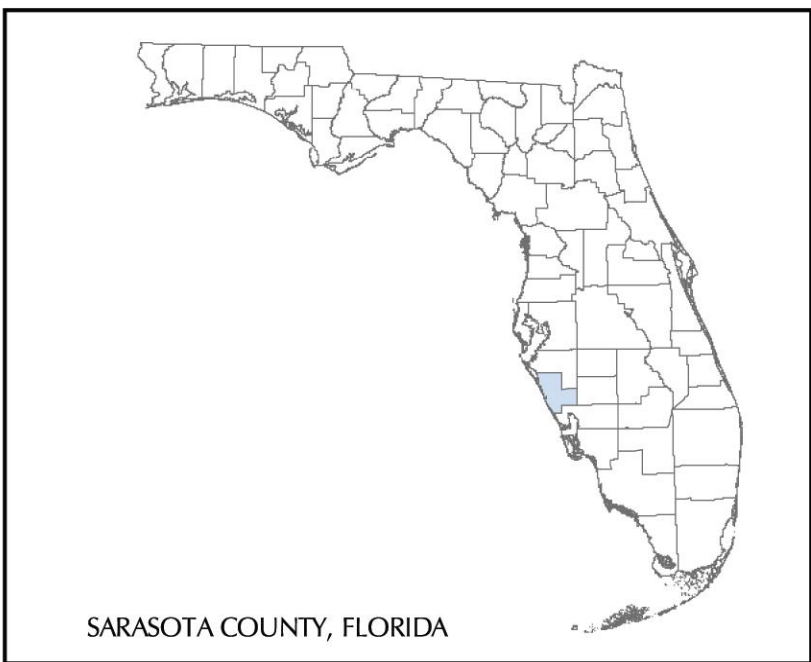
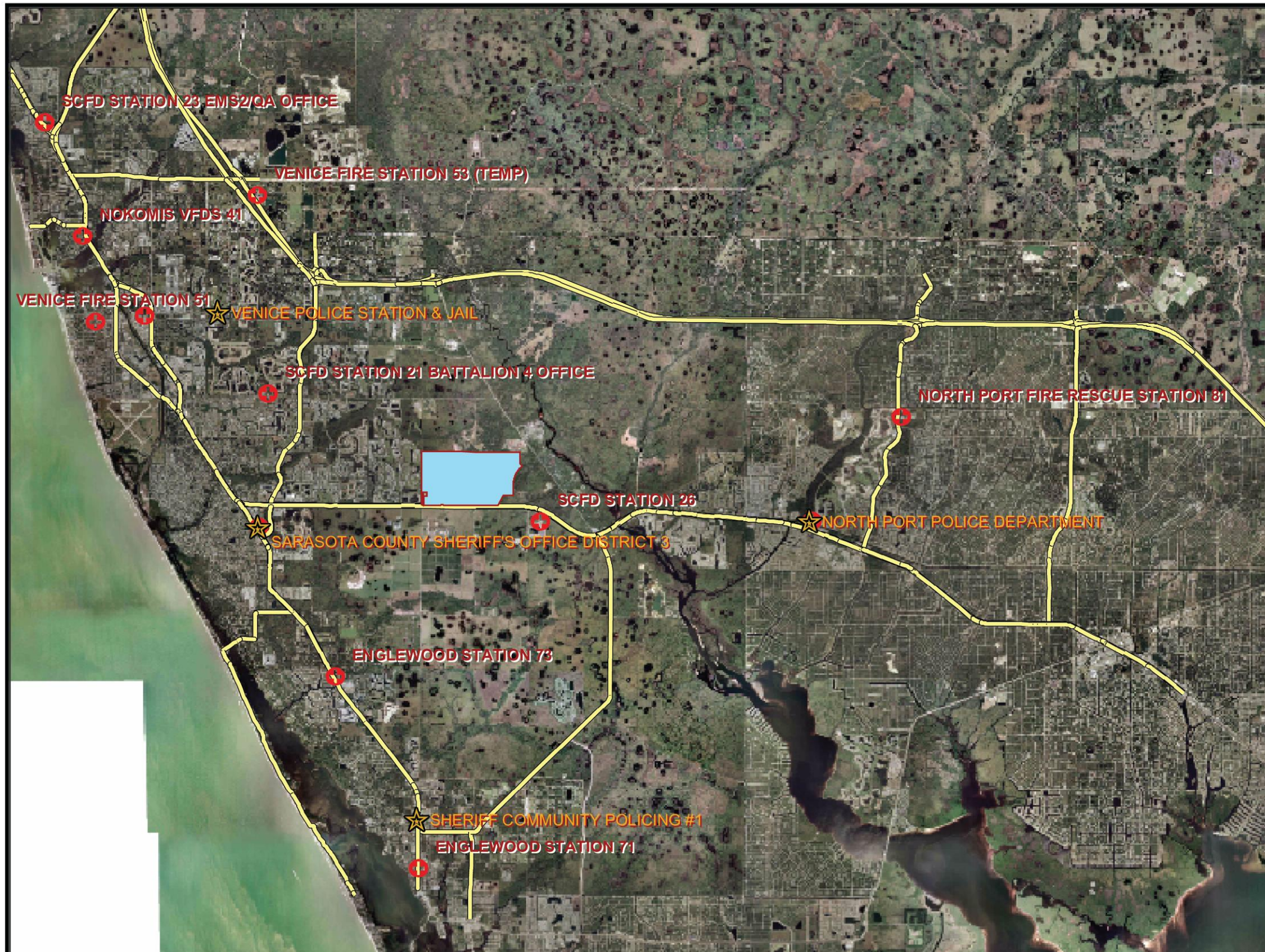
This project is part of the WVID and will be subject to the agreement reached between the City and WVID relative to proportionate share of costs of services. In addition each resident will be required to pay the then current solid waste assessment fee as required by the City of North Port.

	Equivalent Residential Connections	Population per ERC	Per Capita Waste Generation (lb per day)	Total Waste Generation (lb per day)
Village "A"	1999	2.3	2.56	11,770
				11,770

Figure 7.7.A Solid Waste Generation

Notes:

- (1) Equivalent Residential Connections (ERC) are based upon water and wastewater utility generation procedure as found in the City of North Port Ordinance No. 92-27, Chapter 220.
- (2) Population per ERC based on the City of North Port's 1999 Utility Master Plan.
- (3) A Waste Generation factor of 1.4 tons per year of solid waste per ERC is based upon a phone conversation with Jim Bursick, Director of Public Works, on May 12, 2005.



### Legend

- ★ POLICE STATIONS
- ⊕ FIRE STATIONS
- EVACUATION ROUTES
- ▭ GRAN PARADISO BOUNDARY

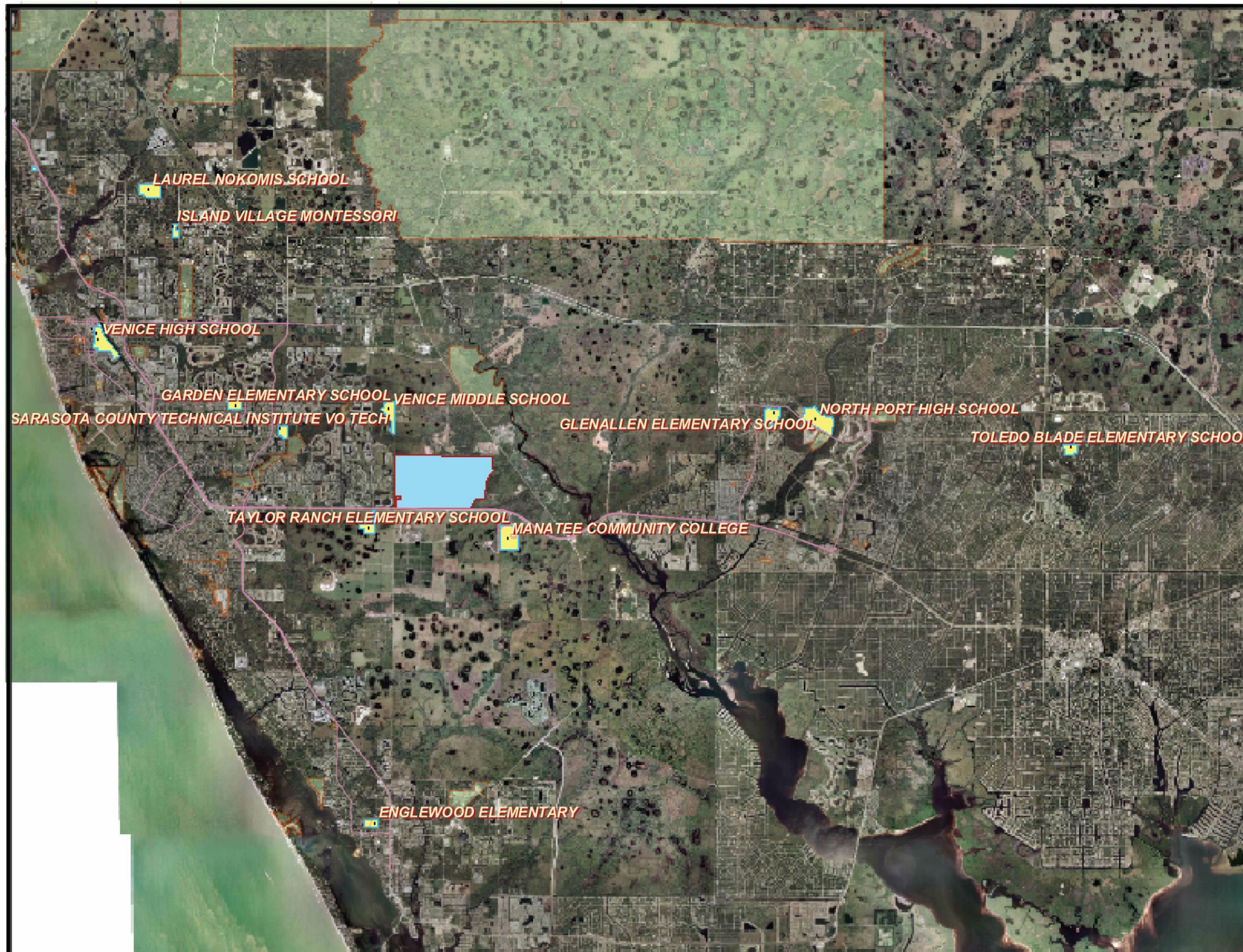
# VILLAGE "A"

## PUBLIC FACILITIES MAP - POLICE, FIRE & EVACUATION ROUTES

DATE: 29 JUNE, 2004  
 CONTACT: ALAN MAIO, 941-922-8187

NORTH PORT, FLORIDA





### Legend

- SCHOOLS
- BUS ROUTES
- SCHOOL BOUNDARY
- PARKS BOUNDARY
- GRAN PARADISO BOUNDARY

# VILLAGE "A"

PUBLIC FACILITIES MAP - SCHOOLS, BUS ROUTES & PARKS

DATE: 29 JUNE, 2004  
 CONTACT: ALAN MAIO, 941-922-8187

NORTH PORT, FLORIDA



## Village Economic Impact Analysis

### **SECTION 8.1 - VILLAGE ECONOMIC IMPACT ANALYSIS**

The planned Village is expected to have a positive economic impact on the City of North Port. The many public improvement projects required for the planned Village will be funded in part by the Village developers, future tax assessments, and the West Villages Improvement District. Details regarding the anticipated public improvements and anticipated public services are identified in Chapter 3 - Section 7 of this document. This portion of the Proposed VDPP will address revenues associated with Village development.

### **SECTION 8.2 - IMPROVEMENT AND MAINTENANCE ENTITIES**

Generally, the majority of the future services will be provided by the City of North Port. The City will be the sole provider for water/sewer; police, fire, planning and zoning, and solid waste. Capital improvements that will serve the West Villages will be facilitated by either the West Villages Improvement District or a Village Property Owners Association (for Village "A"). The village developers will also construct and fund many initial improvements; however other entities, such as the West Villages Improvement District, will oversee long-term maintenance and long-range capital improvement projects. These other entities will fund and maintain items such as roads, security, landscaping and utility infrastructure that directly benefits the communities within the West Villages. Other functions such as police, fire, schools, transit and libraries will be administered by other governmental agencies and operated using ad valorem tax revenues generated by the villages development.

The West Villages Improvement District (WVID) will fund, initiate and maintain various improvements that will benefit property within the West Villages. Specifically, the WVID will initiate, fund and maintain the West Villages Parkway and other public roadways within the West Villages, along with utility infrastructure throughout the development. Additionally, the WVID will fund and maintain common areas, such as parks, medians, retention ponds, and other open space areas. These functions will

relieve the City of these activities and place the responsibility on management boards associated with West Villages. It is anticipated that water and wastewater facilities will be turned over to the City. All other infrastructure such as roads will be maintained by the West Villages Improvement District. Funding for the WVID may be provided through special assessments placed upon each dwelling unit and property within the West Villages that receives a direct benefit. While these assessments have not been commissioned to date, assessments are anticipated to be paid as part of the annual property tax bills in the future.

A property owner's association (POA) or a unit of development within the West Villages Improvement District will be created for Village "A" as part of its initial construction phases in order to create an internal funding and management entity to oversee maintenance within the Village. The village developer or unit of development will be responsible for the initial funding and development of the Village's infrastructure, landscaping, and other essential services, however, upon village completion (or portions thereof), the developer will transition responsibility of routine maintenance and repair of all the common areas and much of the infrastructure within the Village to the POA or a unit of development within the West Villages Improvement District. Following initial construction by the developer, the POA or a unit of development within the West Villages Improvement District will also fund and manage the Village's security systems including gates, walls, personnel and vehicles. Additionally the internal roadways and pathways may be maintained by the POA or a unit of development within the West Villages Improvement District. Generally, all items and services that are reserved solely for Village residents will be funded and managed by a property owners association while public facilities are maintained by a Unit of Development.

### **SECTION 8.3 - REVENUE GENERATION ESTIMATES**

Village "A" is anticipated to generate three specific revenue sources that will help fund and maintain necessary public services for village residents. The first source is focused on impact and connection fees that will be charged as one-time assessments for each dwelling unit. The fees are intended to mitigate impacts on area roads, schools, fire protection services, libraries, parks and other utility infrastructure. These various impact and connection fees are listed as line items and normally paid

at or around the time a certificate of occupancy is issued for each unit. Upon build-out, the Village is expected to generate over \$12,868,087 in impact and connection fees to be utilized by the various governmental agencies. Figure 8.3.A lists the impact and connection fees estimates as applicable to residential development within Village "A".

The second revenue source is via ad valorem tax generation. Generally, the average tax rate for this area of North Port is 18.8299 per \$1,000 of assessed property value. In most cases, an individual property owner is entitled to a \$25,000 homestead exemption that is deducted from the overall assessed value. Based on similar communities in the area and within the Florida region, the Village developers have estimated the initial property value for each lot type. In addition, preliminary planning has estimated a finite number of units for each lot type. After applying these estimates, the Village is expected to generate average annual ad valorem tax revenues of \$12,812,915 by build out. This tax generation is expected to increase as part of annual property appreciation in the area. Figure 8.3.B lists the ad valorem tax revenue calculations as applicable to residential development within the Village.

The final revenue source includes special assessments that will be assigned by the West Villages Improvement District (WVID). These special assessments are anticipated to be listed as additional line items on property tax bills and collected annually. At present, the WVID has assigned an assessment to 3 (three) properties within the Unit of Development Number 2, which includes Village "A". These assessments are for contracting utilities and roadways. Village "A" is expected to see other generate approximately \$9,500,000 in assessment revenue for the construction of the Unit of Development Number 2 infrastructure. Additional other West Village Improvement District projects and associated assessments may be attributed to Village "A" in the future.



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## Village Economic Impact Analysis...continued

FIGURE 8.3.A - IMPACT FEE & CONNECTION FEE ASSESSMENTS		
IMPACT FEE	SINGLE-FAMILY	MULTI-FAMILY
LIBRARY	\$217.61	\$160.86
PARK	\$290.00	\$229.00
LAW ENFORCEMENT	\$110.00	\$87.00
FIRE DEPARTMENT	\$321.00	\$254.00
TRANSPORTATION	\$1,874.43	\$1,608.01
SCHOOL BOARD	\$2,052.32	\$478.74
PUBLIC UTILITY CONNECTIO		
WATER	\$1,070.00	\$950.00
SEWER	\$1,340.00	\$1140.00
TOTAL REVENUE AT BUILDOUT		
<i>Source: City of North Port, Floric</i>		

FIGURE 8.3.A-1 - SOLID WASTE ASSESSMENT FEE	
ANNUAL SOLID WASTE ASSESSMENT FEE	\$209.00 per

FIGURE 8.3.B - ESTIMATED AD VALOREM TAX REVENUE (RESIDENTIAL ONLY)					
HOUSING TYPE	ESTIMATED PROPERTY VALUE	ADJUSTED PROPERTY VALUE	ESTIMATED AD VALOREM TAX PER PROPERTY	TOTAL NUMBER OF UNITS	ESTIMATED ANNUAL AD VALOREM TAX REVENUE
SINGLE-FAMILY ATTACHED	\$300,000	\$275,000	\$5,178	388	\$2,009,150
SINGLE-FAMILY DETACHED - TYPE E	\$375,000	\$350,000	\$6,590	175	\$115,331
SINGLE-FAMILY DETACHED - TYPE D	\$400,000	\$375,000	\$7,061	265	\$1,871,221
SINGLE-FAMILY DETACHED - TYPE C	\$450,000	\$425,000	\$8,002	206	\$1,648,557
SINGLE-FAMILY DETACHED - TYPE B	\$500,000	\$475,000	\$8,944	245	\$2,191,329
SINGLE-FAMILY DETACHED - TYPE A	\$600,000	\$575,000	\$10,521	152	\$1,599,332
MULTI-FAMILY	\$350,000	\$325,000	\$5,947	568	\$3,377,995
					\$12,812,915
<i>Source: Gran Paradiso Ltd I &amp; II &amp; Sarasota</i>					



## Appendix

### PREPARATION OF THE VDPP INVOLVED THE CITY STAFF AND THE COMMUNITY AS FOLLOWS:

- Public workshops were coordinated with City staff, noticed and held at the Site Analysis, Preliminary, and Proposed VDPP stages to allow for community input
  - Drafts were provided to North Port Planning staff
  - Drafts were provided to the Sarasota and Charlotte County Planning staff
- Public workshops were held:
- July 15, 2004 at 4:30 p.m. at the North Port City Hall Commission Chambers
  - December 21, 2004 at 4 p.m. at the North Port City Hall Commission Chambers
  - March 13, 2005 at 6 p.m. at the North Port City Hall Commission Chambers
  - June 18, 2009 at 6 p.m. at the Selby Community Room, Manatee Community College - Venice (VBA-09-93)



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Chapter One

# SITE ANALYSIS



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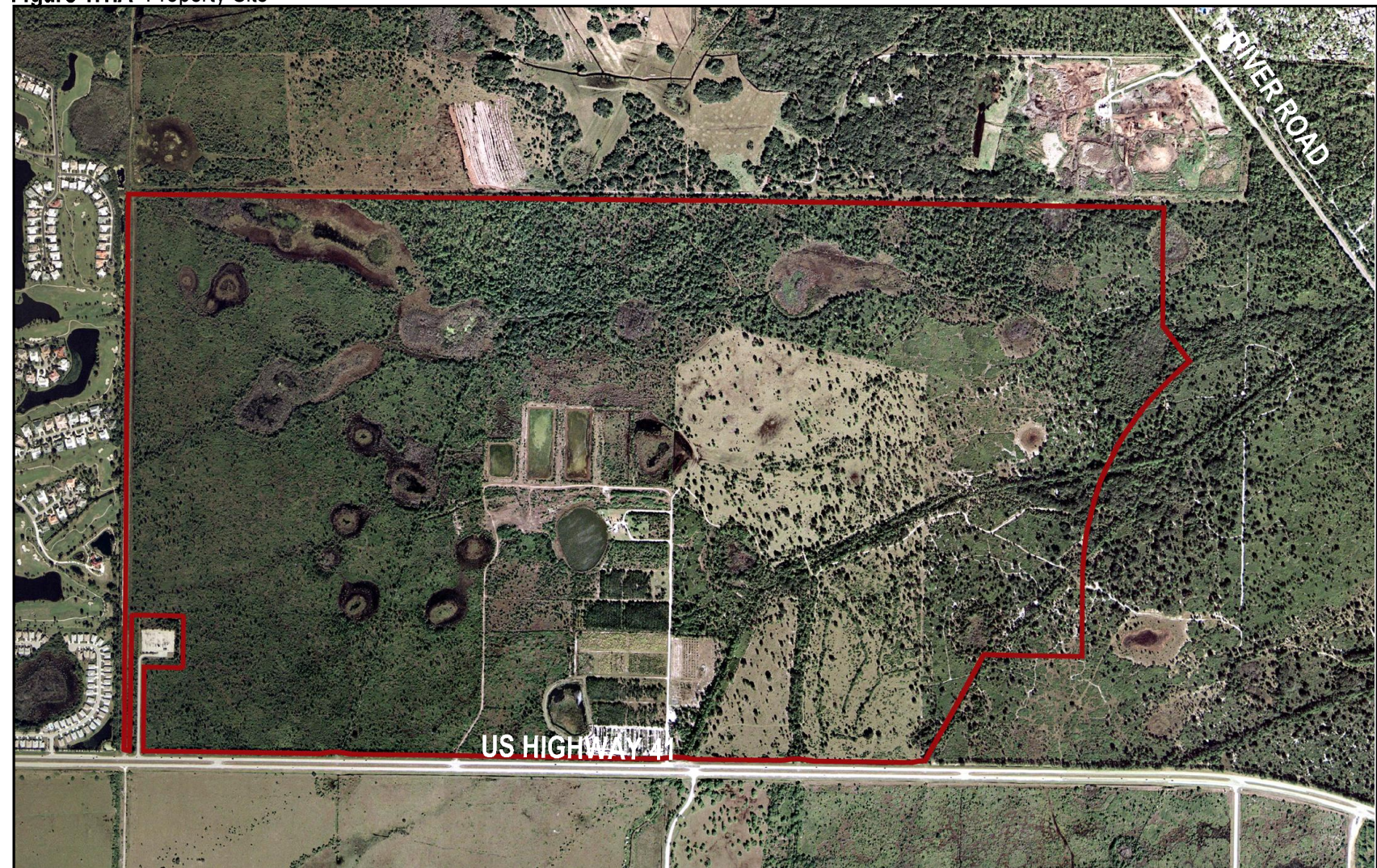
## General Description

### SECTION 1.1 INTRODUCTION

The 1,068-acre parcel known as Village "A" rests along the western edge of the City of North Port, nestled between River Road and US Highway 41. The surrounding vicinity, while currently undeveloped, is between the Venice area's eastward expansion (unincorporated) and North Port's growth to the west. Except in environmental areas, existing vegetation is typical of that found on land utilized for agricultural activities. As infill between Venice and western North Port, this property is expected to transition into a series of urban neighborhoods. Recently, this general area within the Thomas Ranch has been designated by the City as the West Villages. The subject site occupies a portion of the West Villages and will eventually emerge as a distinct portion thereof. At present, the site is poised to become one of the first communities within the West Villages.

This chapter provides a comprehensive site analysis for the subject site, and indicates community need, comprehensive planning, environmental systems, drainage patterns, public services, community character, and opportunities and constraints. The report is intended to evaluate these conditions to determine site appropriateness, constraints, and possible remedies to facilitate the intended development upon the property.

Figure 1.1.A Property Site





## Comprehensive Planning and Future Land Use Analysis

### SECTION 1.2 COMPREHENSIVE PLAN

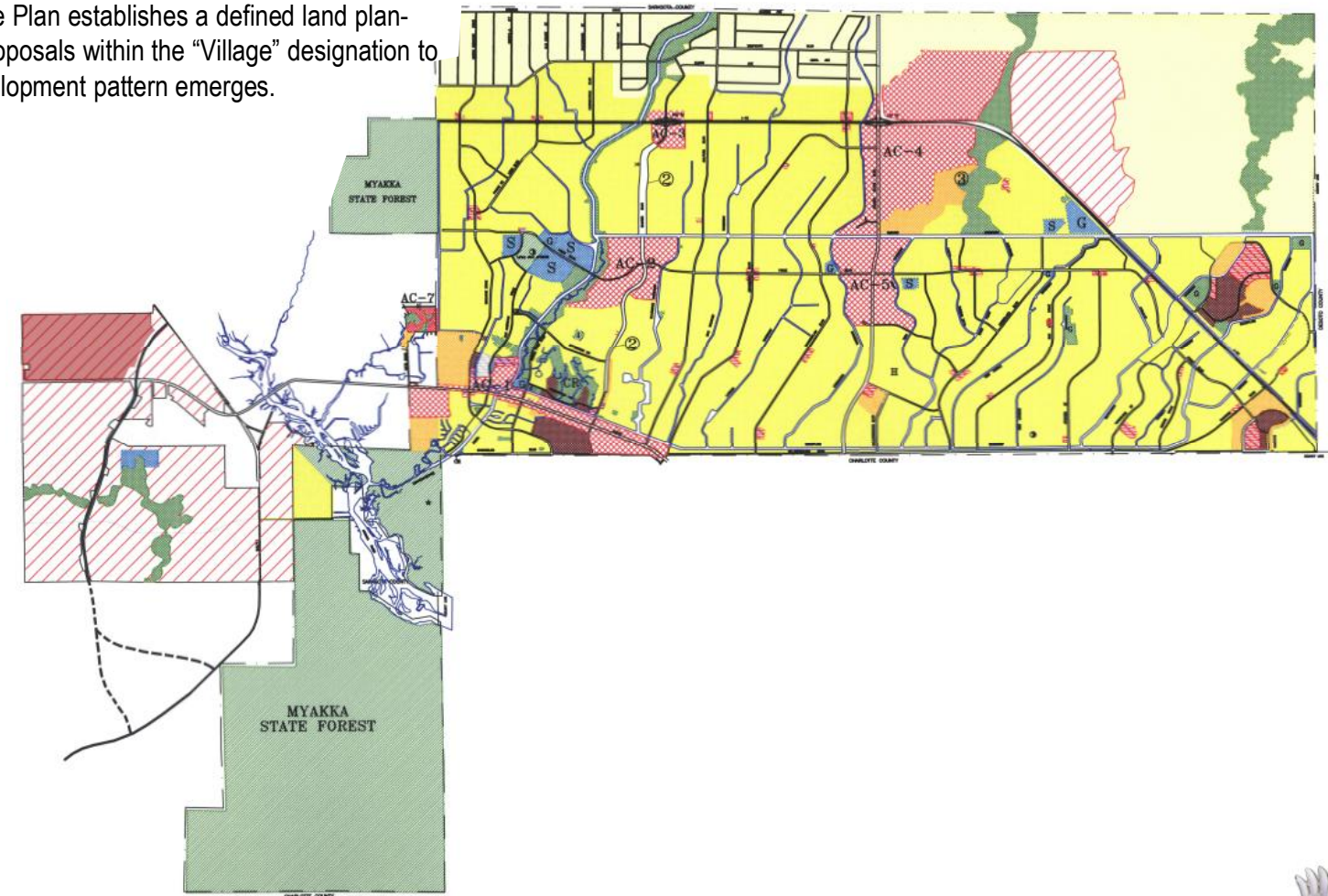
The City's Comprehensive Plan includes provisions that address growth and development in and around the Village "A" property. The site rests within the "Village" Future Land Use Designation as described on the Future Land Use Map. The "Village" designation is outlined in the Comprehensive Plan as a mixed-use district intended to overcome the problems associated with urban sprawl by ensuring a variety of land uses arranged in a complementary and interconnected manner. This designation allows for more consolidated development patterns than are normally permitted under typical future land use districts. Additionally, the "Village" designation on the Future Land Use Map is non-specific as to the exact location of individual uses and building types. The Comprehensive Plan text outlines a general framework by which land shall be developed. The surrounding properties to the south and east are also located within the "Village" Future Land Use designation.

### SECTION 1.3 FUTURE LAND USE

The properties to the north and west of the subject site are located within unincorporated Sarasota County. The properties to the north are located within the "Semi-rural" Future Land Use designation. This designation generally limits development to one dwelling unit per two acres with some provisions for more suburban-style development intensities. The properties to the west are located within the "Moderate Density Residential" Future Land Use designation and have been previously developed. This designation generally promotes residential densities between two and five dwelling units per acre. To the east of Village "A," the City's Village Index Map reflects a Town Center designation, intended to provide a mix of non-residential and residential development, at higher densities/intensities than the Village designation. Given its positioning on the City and County Future Land Use Maps, the subject site is clearly positioned to transition between less dense residential and higher intensity mixed-use development.

The City of North Port Comprehensive Plan states that development within the "Village" designation shall provide for an orderly transition from rural to urban land uses. In considering the local governments' Comprehensive Plans, the property should ensure appropriate transition to the identified rural areas to the north and the Town Center to the east. This can be achieved through appropriate clustering of units and buffering within a greenbelt along the site's boundary. The City's Comprehensive Plan establishes a defined land planning process for any development proposals within the "Village" designation to ensure an orderly and desirable development pattern emerges.

Figure 1.3.A North Port Future Land Use Map



## Community Character Analysis

### SECTION 1.4 COMMUNITY CHARACTER

The property is located adjacent to the US Highway 41 corridor in South Sarasota County. The area has experienced substantial residential growth in recent years. The areas to the west are located within either the City of Venice or within unincorporated Sarasota County. The areas to the east are located within the City of North Port. At present, the US Highway 41 corridor portrays a suburban character with numerous residential subdivisions and multiple commercial strip centers. Today, the West Villages represent gradual development expansion and infill of these two urban centers.

The urban form along US Highway 41 suggests a typical suburban-style development pattern. Many of the individual projects are unrelated, in terms of style and site configuration, to those that are adjacent. The corridor lacks a common design theme and the landscape generally projects an automobile-reliant community character. Retail centers appear disconnected to surrounding residential areas and provide for little opportunity for pedestrian arrival. Generally, the corridor lacks open space or public civic spaces. Overall, however, the corridor is well maintained and individual developments include an abundance of perimeter landscaping.

Much of the surrounding area has developed with suburban-style residential subdivisions and strip commercial. Typically, suburban-style patterns are characterized as sprawling developments, which are usually automobile-dependent and arranged to be unrelated to adjacent uses. In addition, the residential development pattern implemented throughout North Port by General Development Corporation did not effectively integrate non-residential uses in a sustainable manner. Therefore, an opportunity exists to introduce a more effectively integrated approach to development through the inclusion of a balanced mix of uses.

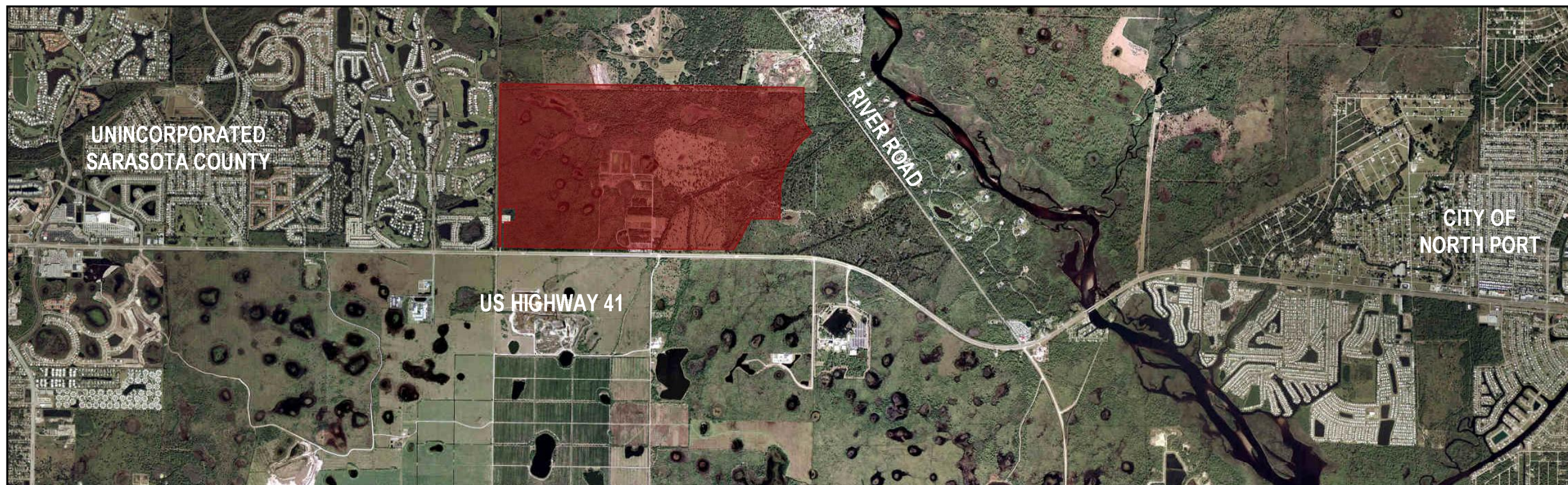


Figure 1.4.A Vicinity Aerial

*Comment: US Highway 41 is lined with typical suburban style residential subdivisions and Retail centers. The existing character exhibits an auto dependent urban pattern.*



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## Village District Planning

### SECTION 1.5 VILLAGE DISTRICT

Village "A" is located in an area identified as the West Villages. The West Villages is comprised of over 8,000 acres, within which several smaller and individual villages will emerge. The subject site represents a western portion of the larger West Villages area. While each village within the West Villages area will be developed by individual entities, all villages within the area are required by the City to be coordinated together to result in a sustainable development pattern.

The West Villages - Village Index Map and Pattern Book govern development within the subject property. These documents were prepared to establish general village locations, illustrate relationships between villages, designate village and town centers, identify public use sites, designate green belts, and identify primary transportation corridors. Land planning exercises for the subject site shall be consistent with the West Villages - Village Index Map and Pattern Book.

The Village Index Map functions as a generalized land use map for the West Villages. The Index Map identifies several potential village locations with corresponding letters A through J. The subject site represents potential Village "A," as depicted on the Index Map. The Map also suggests that a new primary roadway will be aligned along the northeast corner of Village "A." This roadway is planned as a principal roadway leading into the core of the West Villages. Site planning for the subject property shall consider the location of this future roadway and adjust designs accordingly.

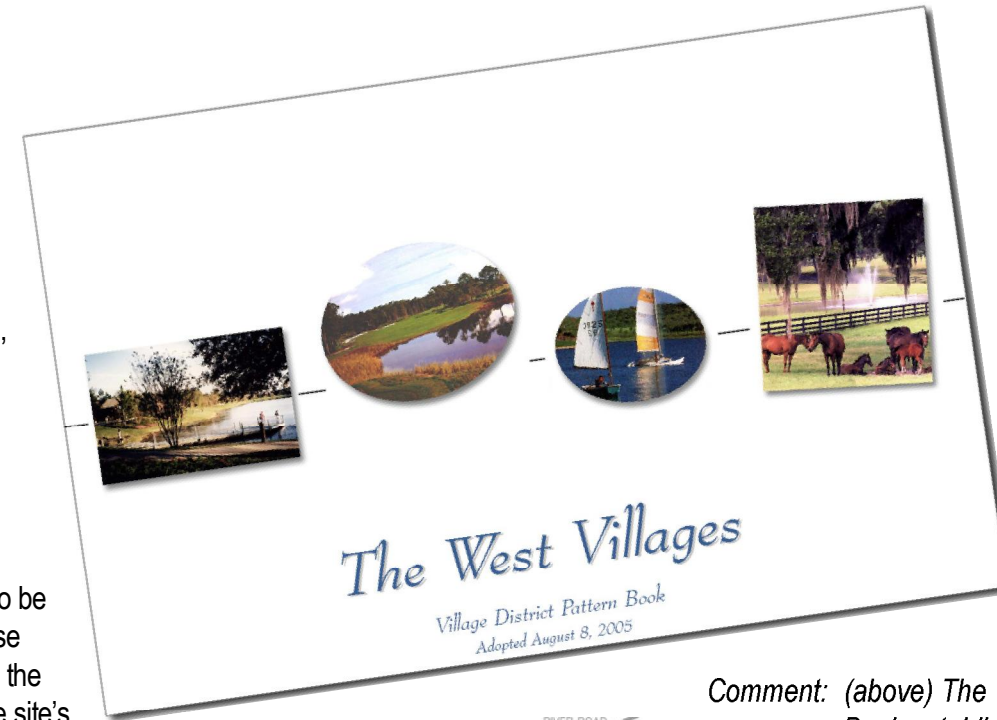
The Index Map also identifies the future alignment of Manasota Beach Road to continue along the southern boundary of Village "A." This roadway is planned as an east-west corridor through the West Villages. Manasota Beach Road is also planned to accommodate connections between River Road and the existing communities to the west. The final village design must consider this future roadway as indicated on the Index Map.

The Index Map also identifies that a Town Center will be located to the east of Village "A." The Town Center is intended to form a conglomeration of residential, office, retail, light industrial, and civic development with a more regional market base. The town center is also intended to be separate, but well connected to, individual villages. While the Index Map and boundaries depicted are general, the southeast portions of Village "A" is anticipated to form the town center. Future site designs shall consider the property's proximity to the town center.

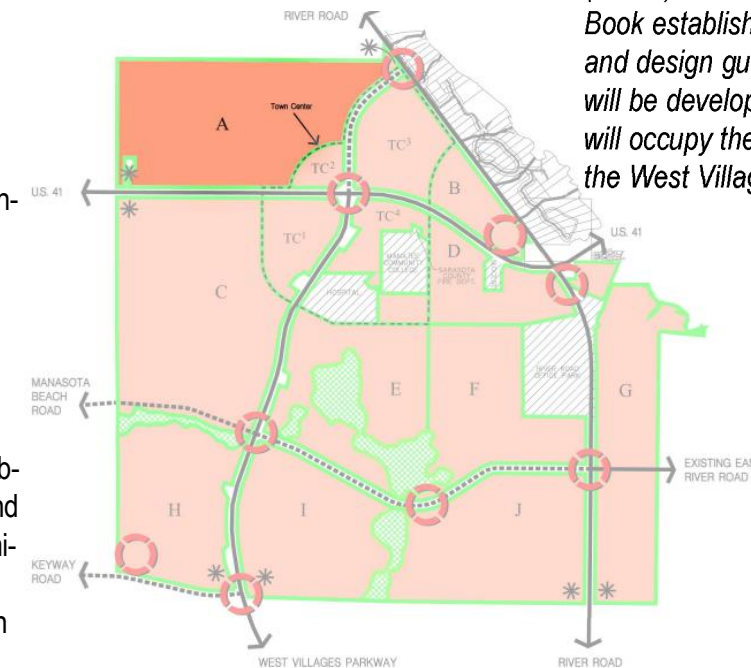
The Index Map identifies two Village Centers will be sited along West Villages Parkway; one at River Road and the second at US Highway 41. Village Centers are intended to be located among individual villages and function as mixed-use centers to serve the adjacent neighborhoods. Pursuant to the Index Map, a Village Center is planned to emerge near the site's northeast corner. Future site designs shall consider connection to the Village Center and its integration into the overall village scheme.

Finally, the Index Map identifies a future green belt along all four sides of the Village, including the eastern side adjacent to West Villages Parkway. Village planning should carefully analyze the pedestrian connections to the Town Center and along this eastern greenbelt to ensure their effectiveness.

The West Villages Pattern Book creates standards by which the property can be developed. The Pattern Book establishes additional standards beyond those addressed by the City's land development regulations and Comprehensive Plan. The standards within the Pattern Book generally guide development within the public realm, including street and trail design, Village and Town Center site design, and building design standards for uses other than single-family housing. Upon determination that development should occur in the subject property, major streets, trails, and individual neighborhoods will follow the standards in the West Villages Pattern Book.

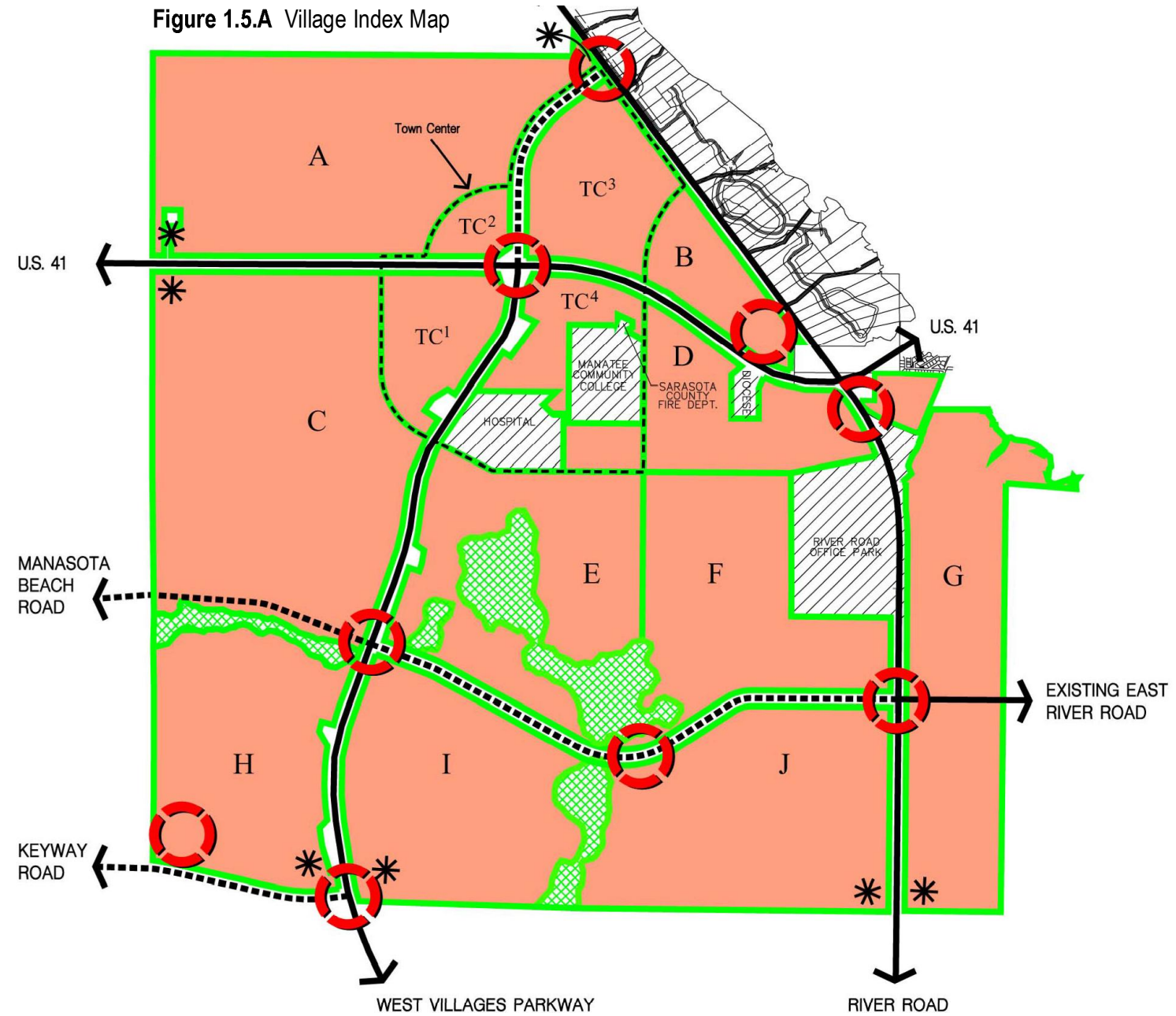


Comment: (above) The West Villages Pattern Book establishes long-range planning and design guidelines by which all villages will be developed. (below) Village "A" will occupy the northwest corner of the West Villages.



## Village District Planning...continued

Figure 1.5.A Village Index Map



### CITY OF NORTH PORT VILLAGE INDEX MAP

#### Legend

- A Potential Village
- Proposed Primary Corridors / Roadways
- - - Proposed Secondary Corridors / Roadways
- Approximate Green Belt
- - - Approximate Town Center Location
- ⊗ Approximate Location of Village Center <sup>(1)</sup>
- ▨ Major Environmental Systems
- \* \* North Port Gateway Features

#### Notes:

- <sup>(1)</sup> Final locations of Village Centers, Village boundaries, and roadway corridors shall be determined during VDP process.
- <sup>(2)</sup> Some areas within Village Index Map have been included for planning purposes, but are subject to annexation and/or Comprehensive Plan Amendment.



*Comment: The West Villages Village Index Map serves as a blue print by which the area will be developed.*



## Intent and Need

### SECTION 1.6 INTENT

The site is intended to emerge as a vibrant mixed-use district within the City of North Port and grow as a part of the West Villages. Specifically, the property is intended to include a variety of housing types and styles to appeal to a mix of individual preferences and incomes. These varying housing units will be arranged in several distinct neighborhoods to form a unified community. Additionally, the property, or adjacent town center, is intended to include retail and other non-residential uses to complement these future residential neighborhoods. In doing so, this variety of uses will create a single self-sustaining village with an array of neighborhoods within the natural environment. This style will balance the need for the built environment with the need to protect the natural environment.

This intended development style is needed to implement the long-range community vision for the City of North Port. The City's Comprehensive Plan has identified the land in and around the subject property to emerge as a series of self-sustaining villages. The villages are intended to create a balanced mix of uses and be a vibrant addition to the City.

### SECTION 1.7 NEED

In review of the City's Comprehensive Plan, there is a need to create districts within the City that create an identifiable "sense of place" where a given area can be considered unique to its setting. This vision serves to encourage a balance in housing, ensure economic sustainability, reduce reliance on automobile travel, protect the natural environment, and provide for an orderly transition between urban and rural landscapes. In particular, there is a need to create places where citizens can interact in a pedestrian-scaled environment. Additionally, there is a need to create districts that are balanced and complementary to their natural setting. Finally, there is a need to provide a variety of land uses in close proximity to lessen travel distances between residences and other community uses.

Contrary to its current urban form, the City has established the "Village" Future Land Use Designation in an effort to provide more harmonious development patterns. The provisions of the "Village" designation will be discussed in more detail in the subsequent sections of this report. In brief, the City's Comprehensive Plan identifies the need for a more traditional yet comprehensive approach to land planning and urban form as it relates the subject site and its neighboring properties.

Housing studies have revealed that North Port is largely a mid-priced-to-affordable housing market with median housing values around the mid-100,000's. Single-family residential is the predominate unit type. At present, the City lacks a diversified housing type.

Additionally, the City is primarily residential in nature and does not include sustainable retail and office to support its employment needs. Most employment is found elsewhere within the County. According to the 2000 Census data, the median household income for the City is \$36,560. This income may be increased if sufficient employment centers are established within the City and higher earning households were to settle within the municipal limits.

The intended development for the subject property implements the established need and vision for the City of North Port. The intended development also represents sound land planning practice and sustainable community design.



## Drainage Analysis

### SECTION 1.8 DRAINAGE

The existing drainage features on the subject site provide an excellent opportunity to incorporate the site's natural drainage features into future development. These features include the site's soil, topography, plant material, and existing drainage systems.

The predominant onsite soil types are Soil Conservation Service (SCS) Soil Numbers 10 (EauGallie and Myakka Fine Sand), and 31 (Pineda Fine Sand). These soils have an average seasonal high water level (SHWL) of 0.5-ft to 1.5-ft and 0-ft to 1.0-ft below existing grade, respectively, according to Table 14 in the SCS Soil Survey of Sarasota County. From inspection of the Southwest Florida Water Management District's (SWFWMD) Contour Aerials, the elevation of the property ranges from approximately 11-ft National Geodetic Vertical Datum (NGVD), near the northeast corner of the property, to an approximate elevation of 4.5-ft NGVD in wetland areas along the southeast side of the property. The typical run-off flow patterns, for the site, are in a west to east direction toward the Myakka River.

There is an extensive ditch system and scattered wetlands located within and adjacent to the subject site. The majority of the wetlands are located on the northern part of the parcel, while the most extensive ditching occurs in the southern part of the parcel. The larger ditches appear to have been constructed as a means of conveyance for off-site flow coming from south of US highway 41 flowing northeast through the property. There are four major drainage inflow points crossing US highway 41 within the property boundary and three main drainage outflow points flowing toward River Road and ultimately to the Myakka River. The inflow points adjacent to US Highway 41 are located within the Florida Department of Transportation (FDOT) right-of-way.

In evaluating the existing floodplain and the general characteristics of the Myakka River, the following three sources of information were utilized: The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the United States Geological Survey's (USGS) 1978 Magnitude and Frequency of Flooding on the Myakka River study and the Sarasota County preliminary stormwater analysis for the Myakka River.

The FEMA FIRM community-panel number 125144 0375 D, revised May 1, 1984, indicates that a significant portion of the site is located in ZONE A8 (Base Flood Elevation (BFE) 8.0 ft-NGVD). The remaining portion of the site is in ZONE X500, an area inundated by the 500-year flood or with an estimated average depth of 1 foot or less for the 100-year storm event. FEMA's estimation of the BFE includes the effects from hurricane storm surge. In essence, the flood elevation includes the runoff generated by the 100-year storm plus inundation (surge) from a land-falling hurricane out of the Gulf of Mexico. The FEMA BFE will be utilized to establish the minimum finish floor elevations for any future development on the subject site.

The 1978 Magnitude and Frequency of Flooding on the Myakka River study, performed by the USGS, does not include the surge component in the analysis. Estimations for floodplain compensation will be based on the USGS 1978 Magnitude and Frequency of Flooding on the Myakka River study, as required by the Southwest Florida Water Management District (SWFWMD). The published USGS model data excludes the area south of Blackburn Canal and this parcel. Through the assistance of Sarasota County staff, we have been able to obtain the result from their re-creation of the Myakka River model which included those areas south of Blackburn Canal. The 100-year riverine flood stage in the vicinity of the subject project was determined to be between 5.2 to 5.6 ft-NGVD, depending on the assumed tailwater conditions.

Floodplain compensation must be provided for future development within the 100-year riverine floodplain and will be based on the United States Geological Survey's (USGS) 1978 Magnitude and Frequency of Flooding on the Myakka River study. If future development encroaches (occurs within) the 100-year riverine floodplain, then compensation must be provided in the equivalent volumetric amount of the encroachment. Floodplain compensation, within the limits of the 100-year riverine floodplain, occurs between the 100-year peak stage in the river and existing ground elevation. Floodplain compensation, outside of the limits of the 100-year riverine floodplain, must be hydraulically connected to the floodplain.

Due to the location of the site in relation to US Highway 41 (FDOT right-of-way), coordination will be required with FDOT to ensure the continual conveyance of the roadway and off-site runoff. If the project has any offsite discharge into a FDOT right-of-way, an FDOT drainage connection permit will be required. Initial indications are that the site generally drains from west to east, away from US Highway 41. The project drainage system can be designed so that an FDOT drainage permit is not required.

Wetlands and other surface waters provide an opportunity for storage, conveyance and treatment of surface runoff in accordance with the rules established by the SWFWMD. Since floodplain inundation typically occurs later in time with respect to the local storm event runoff, stormwater management facilities within the 100-year floodplain may also provide floodplain compensation volume. It should be noted that future stormwater facilities can be located adjacent to existing wetlands and other surface water features to take advantage of these opportunities.



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## Environmental Analysis

### SECTION 1.9 ENVIRONMENT

The property has recently undergone an extensive environmental assessment to determine its appropriateness for development. The property site currently supports 22 different vegetative communities comprised of both upland and wetland habitats. Several of the native vegetation communities have been modified as a result of onsite agricultural activities including ditching and fire suppression. Areas that were historically extensive open forests or wiregrass prairies have since become heavily forested or have been cleared for cattle grazing and commercial nursery. Extensive ditching has also altered the hydrology of several of the wetland systems onsite, particularly where the ditches bisect wetlands or are adjacent to wetlands. These land-altering activities have compromised, to a certain extent, the overall quality on several of the onsite vegetation communities.

Preliminary wildlife investigations have occurred onsite as both general wildlife surveys and species-specific surveys for the Florida Scrub-Jay (*Aphelocoma coerulescens*) and gopher tortoise (*Gopherus polyphemus*). No Florida Scrub-Jays were observed onsite during preliminary investigations. Several gopher tortoises and burrows were observed on the project site. Initial investigations revealed that higher suitability for gopher tortoises likely occurs in the northern and eastern portions of the project site. More extensive wildlife censuses pursuant to Florida Fish and Wildlife Conservation Commission (FWCC) and U.S. Fish and Wildlife Service (FWS) protocols will be completed in order to determine ultimate and concise acreages and locations under future permitting scenarios.

### SECTION 1.10 SOILS

According to the Soil Survey of Sarasota County, Florida (1991), upland soil accounts for 22.9% of the property and is represented by EauGallie and Myakka fine sands. The majority of the other soils on the property are Pineda Fine Sand (44.4% of the property) and Holopaw Fine Sand, Depressional (26.8% of the property). The remainder of the hydric soils found, in lower percentages, on the property are: Floridana and Gator, Pople Fine Sand, Ft. Green Fine Sand, Bradenton Fine Sand, and Delray Fine Sand.

### SECTION 1.11 HABITAT

An environmental consulting team delineated the approximate limits of each habitat. These limits were based on site evaluations, review of historical and current Soils Surveys of Sarasota County, and review of historic aerial photographs, from as early as the 1940s, to research the project site's history prior to the initiation of agricultural activities. A map representing the Florida Land Use Forms Classification System (FLUCFCS) (Florida Department of Transportation, 1999) was produced from these evaluations and is specifically included in this report.

#### Habitat - Upland

The project site was evaluated and nine (9) upland habitat types, totaling 862.6 acres or approximately 79.9% of the site, were identified: 168.0 acres of improved pastures (FLUCFCS 211), 50.4 acres of the John Deere Nursery (FLUCFCS 240), 19.1 acres of palmetto prairie (FLUCFCS 321), 83.4 acres of mixed rangelands (FLUCFCS 330), 38.6 acres of disturbed mixed rangelands (FLUCFCS 3301), 27.4 acres of pine flatwoods (FLUCFCS 411), 263.0 acres of disturbed pine flatwoods (FLUCFCS 4111), 7.4 acres of cabbage palm (FLUCFCS 428), and 205.3 acres of hardwood conifer mixed (FLUCFCS 434).

#### Habitat - Other Surface Waters

The Other Surface Water (OSW) habitat type is aquatic, but is not designated as wetland because it does not perform the functions of a wetland, such as water purification and maintenance of natural hydrology for native plants and animals. The OSWs total 35.2 acres onsite, representing 3.3% of the total site: 10.3 acres of catfish ponds (FLUCFCS 2541), 16.5 acres of ditches (FLUCFCS 505), and 8.4 acres of borrow pits (FLUCFCS 742).

#### Habitat - Wetlands

Approximately 182.3 acres onsite are wetlands, representing 16.9% of the total acreage of the site: 8.4 acres of wetland hardwood forests (FLUCFCS 610), 9.0 acres of mixed wetland hardwoods (FLUCFCS 617), 1.1 acres of disturbed mixed wetland hardwoods (FLUCFCS 6171), 42.8 acres of willow and buttonbush (FLUCFCS 6181), 0.6 acres of buttonbush (FLUCFCS 6182), 9.6 acres of willow and dogwood wetland (FLUCFCS 6183), 4.7 acres of hydric pine flatwoods (FLUCFCS 625), 27.3 acres of disturbed vegetated non-forested wetland (FLUCFCS 6401), 73.4 acres of freshwater marsh (FLUCFCS 641), and 5.4 acres of disturbed freshwater marshes (FLUCFCS 6411).



Figure 1.11.A Habitat Aerial



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## Environmental Analysis...continued

### SECTION 1.12 LISTED SPECIES

Along with the field verification discussed below, the environmental consulting team conducted a review of existing databases and literature using the FFWCC online databases for both wading birds and Bald Eagles (*Haliaeetus leucocephalus*), the Florida Natural Areas Inventory, the Florida Committee on Rare and Endangered Plants and Animals texts, and a variety of other sources that take into consideration suitable habitat available onsite and species whose geographic range overlap Sarasota County.

#### Listed Species - Gopher Tortoise

Gopher tortoises are listed as Florida Species of Special Concern by the FFWCC and could potentially inhabit the upland areas of improved pastures, palmetto prairie, mixed rangelands, disturbed mixed rangelands, pine flatwoods, disturbed pine flatwoods, and hardwood-conifer mixed. A preliminary gopher tortoise census representing approximately 3.5% of the potential suitable habitat

was conducted using pedestrian transects. The greatest density of burrows observed occurred in the hardwood-coniferous mixed habitat in the northeastern portion of the project site. A total of twelve (12) burrows were found in this habitat type.



Three (3) additional burrows were observed in the improved pastures. In addition to the burrows found, two individual gopher tortoises were observed on the northwestern portion, four tortoises on the southeastern portion, and one tortoise on the northeastern portion of the property.

A complete gopher tortoise census representing a minimum of 20% coverage of the potentially desirable habitat will be completed, according to FFWCC guidelines, to allow for a determination of occupied habitat and more accurate densities. An environmental consultant team will coordinate with the FFWCC prior to the submittal of a construction application.

#### Listed Species - Other Upland Species

The eastern indigo snake (*Drymarchon corais couperi*), the gopher frog (*Rana capito aesopus*), and Sherman's fox squirrel (*Sciurus niger shermani*) all may potentially inhabit the upland areas onsite. Potential suitable habitat for the eastern indigo snake includes mixed rangelands, disturbed mixed rangelands, pine flatwoods, and disturbed pine flatwoods. Both the eastern indigo snake and the gopher frog are burrow commensals of the gopher tortoise, so individuals of these species may be found wherever a gopher tortoise burrow exists. However, no individuals of either of these species were observed onsite. Although no individual Sherman's fox squirrel was observed onsite, potentially suitable habitat occurs in the mixed rangelands, disturbed mixed rangelands, pine flatwoods, disturbed pine flatwoods, and hardwood-conifer mixed areas.

#### Listed Species - Birds

Preliminary surveys were conducted specifically for Florida Scrub-Jays, Bald Eagles, and wading birds. No Florida Scrub-Jays were observed onsite nor were any Bald Eagle nests observed onsite. The closest eagle nest is located several miles from the property and therefore, no primary or secondary protection zones lay within the site boundaries. Additional censuses will be conducted according to FFWCC and FWS guidelines prior to the submittal of construction application. Although wading birds (state listed as a Species of Special Concern), including a Little Blue Heron (*Egretta caerulea*) and a White Ibis (*Eudocimus albus*), were observed foraging onsite, no rookeries, or suitable habitat for rookeries, were observed. Proposed development of the site is expected to increase habitat for wading birds through the rehydration of preserved wetlands and the proposed stormwater ponds with vegetated littoral shelves.





## Public Facilities Analysis

The property is presently served by a multitude of public services and facilities including roadways, schools, fire, police, and transit. Water and sewer infrastructure is not presently available to the property, but formal planning and agreements have been executed to ensure availability concurrent with any site construction.

### **SECTION 1.13 WATER AND SEWER**

Water, sewer, and reuse infrastructure is not presently available to the property, but formal negotiations have begun to ensure availability concurrent with any site construction. The agreement to accommodate long- and short-term service was formally initiated by way of a memorandum dated September 18, 2000 regarding water and sewer availability for the West Villages. The City's memorandum includes the anticipated responsibilities of both the City and the developer for providing utility service during interim and final build out periods for the area. At present, the City's water and sewer infrastructure has capacity to serve the subject site; however, the developer's agreement must be executed for the capacity to be reserved. The West Villages Improvement District (WVID) has been formed to provide a mechanism to construct the utility infrastructure required to serve new development within the West Villages. Discussions between the City of North Port and the WVID regarding the capacity reservation are on-going.

During the interim period, water and sewer services sufficient to serve Village "A" will be provided through the construction of an offsite 16" water main and 12" forcemain connecting to existing City infrastructure. In addition, a potable water pump station and storage tank will be required in order to ensure that the City provides adequate pressure during peak domestic plus fire demand scenarios. At this time, the design and construction plan preparation for the offsite utilities is complete. Construction began in September 2004, and is estimated to require approximately 10 months. Design and construction plan preparation for the potable water pump station and storage tank will be submitted for review in July 2004. Permitting and bidding is expected to take approximately two months, followed by a one-year construction period.

It is anticipated, for this interim period, that irrigation demand will be supplied by the WVID using withdrawals from wells and surface waters as permitted by existing water use permits. The long-term service requirements of the West Villages are planned to be served with centralized water and sewer systems. It is anticipated that new wastewater and water treatment plants will be constructed within the West Villages. The WVID will be required to design and construct the first phase of any water and wastewater treatment plant. The cost of the same will be reimbursed by the City through connection fee credits as development occurs. The treatment plants would then be turned over to the City to own and operate. It should be noted that these requirements are in accordance with the above referenced memorandum and are not part of any formal agreement with the City.

### **SECTION 1.14 ROADWAYS**

The site is served directly by US Highway 41 along its southern boundary and River Road located near its northeast corner. US Highway 41 exists as a four-lane divided arterial roadway and serves as the primary east-west connection between the cities of North Port and Venice. This roadway has a Florida Department of Transportation (FDOT) adopted level of service of D, while the City of North Port has an adopted level of service C for all roadways. According to the most recent data from Sarasota County, the roadway segments to the east of River Road are presently operating at a level of service B and the segments to the west are operating at a level of service A.

River Road is expected to indirectly serve Village "A." This roadway provides for connections to Interstate 75 and the Englewood community. River Road has an adopted level of service C. The roadway segment directly north of US Highway 41 is operating at a level of service A; while the segment directly south is operating at a level of service B.

### **Section 1.15 Schools**

Development on the subject property may impact the following schools: Taylor Ranch Elementary, Heron Creek Middle School, and North Port High School.

These schools are nearing their capacity; however, anticipated improvement plans are being implemented to address residential growth within the North Port area. Specifically, there are plans to construct two additional classroom wings to the existing North Port High School. In addition, Cranberry Elementary represents a new school within the City and is nearing its completion.

### **SECTION 1.16 FIRE RESCUE**

The property will be served by the North Port Fire Rescue Station location along Sumter Boulevard just north of Price Boulevard. A Sarasota County Fire Department Station (# 26) is located to the south of the subject property and specifically within the vicinity of the West Villages. Currently, the County's facility serves the subject property for emergencies through an interlocal agreement between the City and the County.

### **SECTION 1.17 POLICE PROTECTION**

Police protection is provided by the City of North Port Police Department. This facility is located along North Port Boulevard. Under normal protocol, officers patrol various sections of the City. In the event of an emergency, officers are dispatched from their patrolling positions. The Police Department has indicated that there are no deficiencies in police services in the area.

### **SECTION 1.18 TRANSIT SERVICE**

The subject property is presently served by public transit. Sarasota County Area Transit (SCAT) has two bus routes that travel along US Highway 41 providing a linkage between the cities of North Port and Venice. These routes include #9 and #19.



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## Opportunities and Constraints

### SECTION 1.19 OPPORTUNITIES

The property includes several features that may be classified as either opportunities or constraints for village development. In some cases, these features can be preserved as assets or amenities within future neighborhoods. Specifically, the site's natural setting can serve as the building blocks to the overall village form and general character. Other features may dictate design options including unit quantity, roadway alignment, stormwater placement and urban form. Some features are located off site and may not be altered by the village developer. In any case, certain opportunities and constraints will ultimately guide village form, intensity and size on this property. These features will be further explored in this section.

Village "A" is planned as part of the larger West Villages area of the City. As part of its initial long-range planning, the West Villages land area has established preliminary development guidelines to ensure the region is developed in a logical, rational, and harmonious approach. As part of the long range plans, and as required by the City, the West Villages - Village Index Map has been created to guide development within the overall vicinity. In addition, the West Villages - Pattern Book was drafted to implement general design guidelines for roads, site development and building appearance. Development within the subject site must be consistent with the Village Index Map and the Pattern Book for the overall West Villages.

The West Villages - Village Index Map depicts a Town Center to the northeast of the Village "A" location. The Town Center is planned to support a relatively intense mix of uses to serve a regional population. This area is intended to contain retail, office, multi-family, and light-industrial. The town center is expected to directly reflect the future character of the subject site.

Second, the Index Map identifies the West Villages Parkway along the subject site's eastern boundary. The Index Map and Pattern Book suggest that the parkway will be a four-lane divided thoroughfare to provide alternate connections between River Road and US Highway 41. In addition, this new roadway will serve as a gateway into the Town Center. This roadway is expected to create substantial roadway visibility to the subject property and enhance site access.

### SECTION 1.20 CONSTRAINTS

US Highway 41 to the south is a four-lane divided arterial roadway that provides regional connections between the cities of North Port and Venice. The roadway is a limited access facility that will restrict any property to a minimum number of access points. Village designs on this property will include only limited connections to this highway. Individual unit and building placement should be such to minimize distribution impacts from the highway on future residents. In any case, the highway is expected to greatly affect village form.

Florida Power and Light (FP&L) owns and maintains power line infrastructure adjacent to this subject property. Specifically, an FP&L substation facility is located near the southwest corner of the site. The parcel exists in a flag-shaped configuration. The site is large and presents a less-than desirable view. In addition, a power easement extends along the entire western property line of the subject site. Given the energy demand and the facility's capital expenditures, it is unlikely that the substation or the easement will be abandoned from their present locations. These facilities are expected to influence the village design. Considerations should be given to future building and lot placement in relation to these FP&L facilities.

There are several features that are located upon the subject property that may or may not be able to be altered by a village developer on this site. Some of these features are man-made, while others include characteristics of the

natural environment. First, the site includes an abundance of natural wetland communities scattered throughout the site. State and local regulations will limit impacts into these areas. Site development will likely need to be clustered to minimize impacts to the existing wetlands and other environmental features on the site. These features may serve as an asset provided the village is designed to complement these natural systems and present them as community amenities. In any case, the wetland presence on this property is expected to directly affect the future village design.

An existing canal bifurcates the property near its southeast corner. While the canal poses a design challenge to develop the property as a unified village, an opportunity exists to create a bridge crossing as a site feature. An additional opportunity exists to soften and enhance the canal banks into a community feature. It is reasonable to assume that units could be oriented to this feature to result in premier and highly desirable home sites.

There are two natural lakes located near the south-central portions of the site. It is anticipated that these features may serve as ideal amenities for future housing units or village parks. These lakes are located within close proximity to existing wetland features. The southernmost lake is located near to US Highway 41. The lake locations are expected to pose a challenge for village site design.

All the described features and conditions will shape the future village upon this property. Some features will limit development options, whereas others could be used as key design elements in creating a vibrant, attractive and sustainable village. These conditions were identified after conducting a comprehensive site analysis for this site. These findings will serve as the framework for the next steps in the Village District planning process.



## Exhibits

Project Location Map

FEMA Floodplain Map

Sarasota County SCS Soil Map

Sarasota County SCS Soil Map - Hydrologic Soil Group

Sarasota County SCS Soil Map - Seasonal High Water Table

Myakka River Stormwater Model - Node Min/Max Report

Future Land Use Map

Public Facilities Map - Schools, Bus Routes and Park

Public Facilities Map - Police, Fire and Evacuation

Public Facilities Map - Transportation Level of Service

Florida Land Use Cover and Forms Classification System Map (FLUCFCS) Jurisdictional

Wetlands Map

Opportunities and Constraints Maps

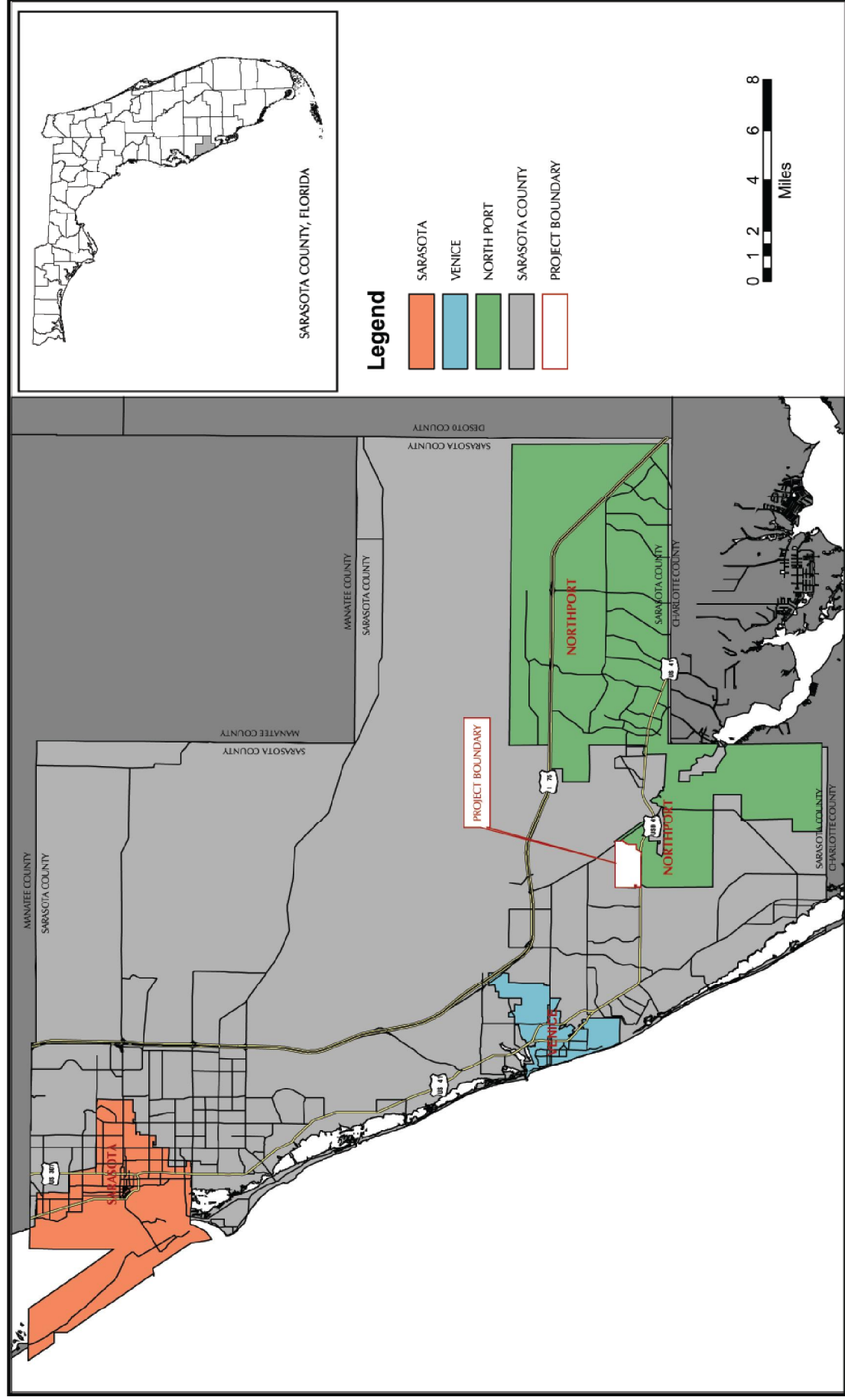


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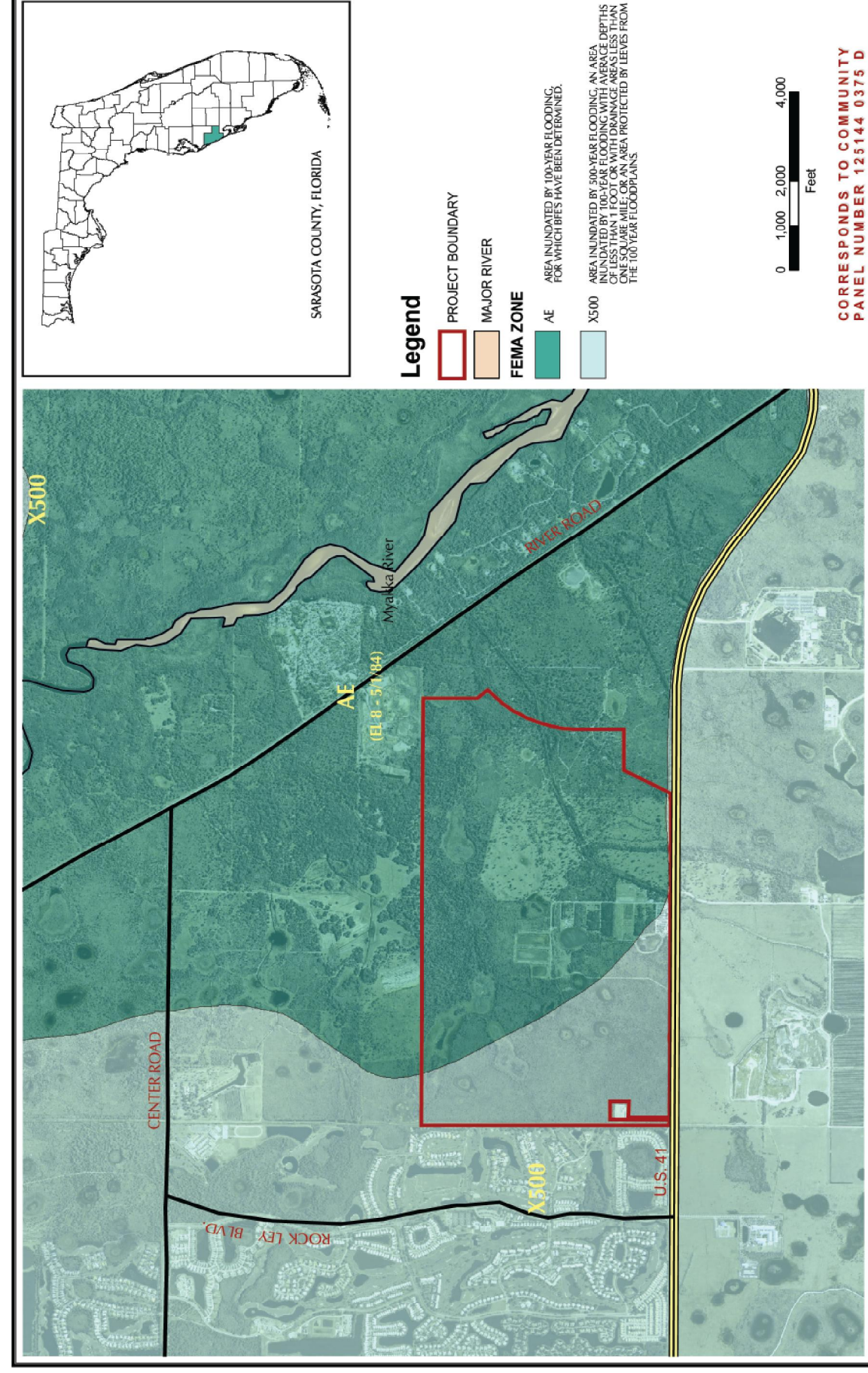
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## VILLAGE "A"

PROJECT LOCATION MAP

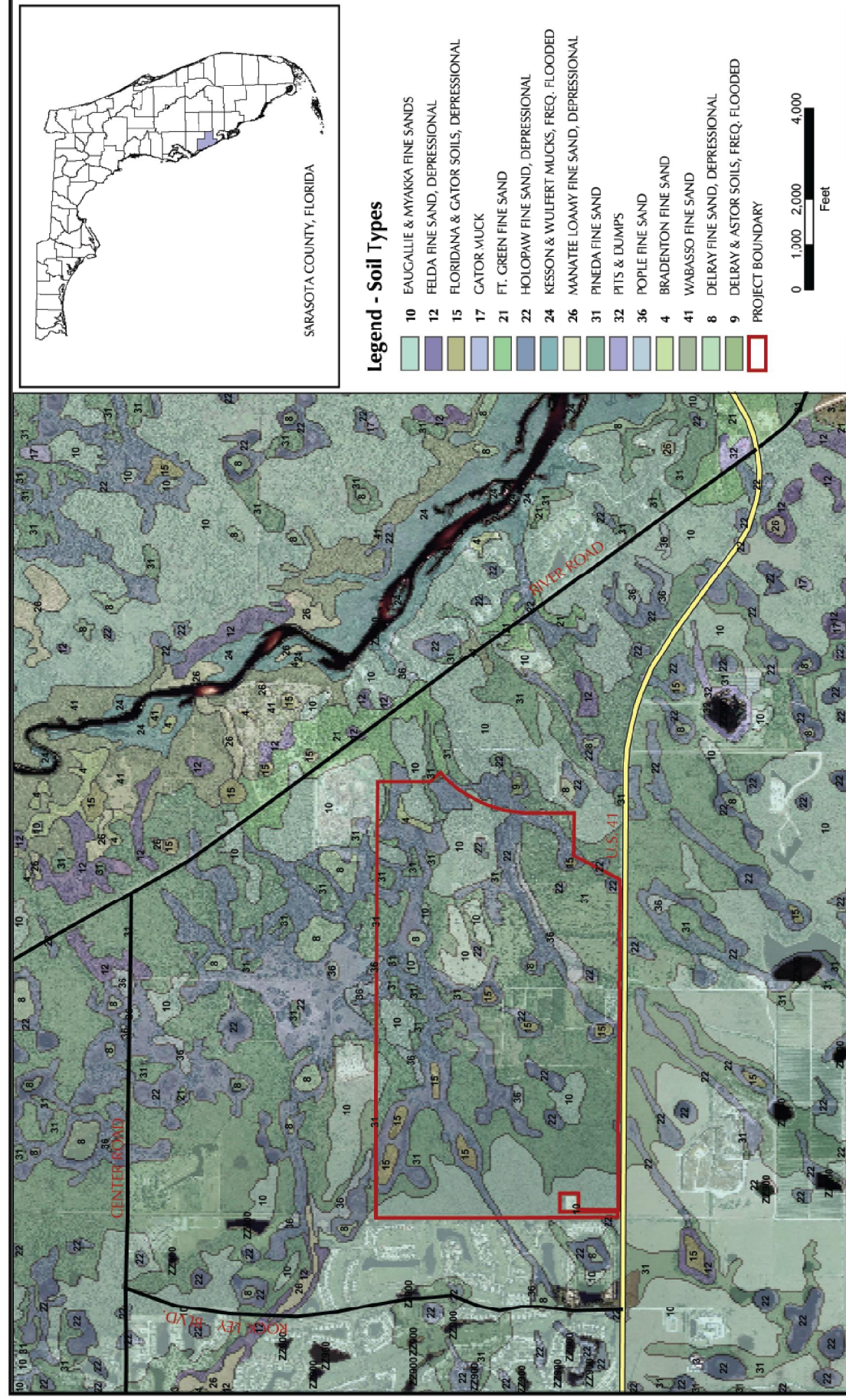
SARASOTA COUNTY, FLORIDA



## VILLAGE "A"

FEMA FLOODPLAIN MAP

NORTH PORT, FLORIDA



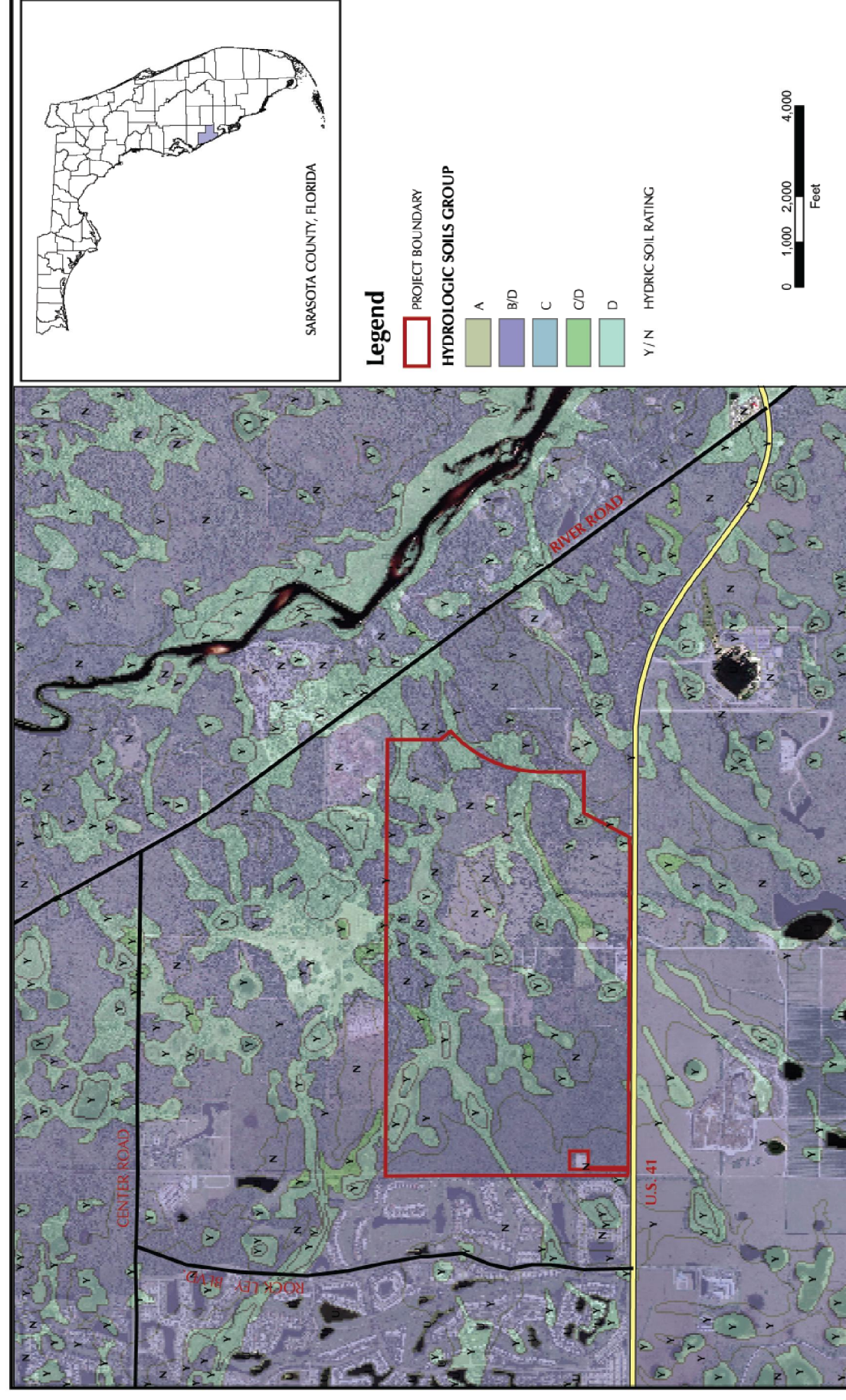
## VILLAGE "A"

SARASOTA COUNTY SCS SOILS MAP

DATE: 29 JUNE, 2004  
CONTACT: ALAN MAIO, 941-922-8187



NORTH PORT, FLORIDA



## VILLAGE "A"

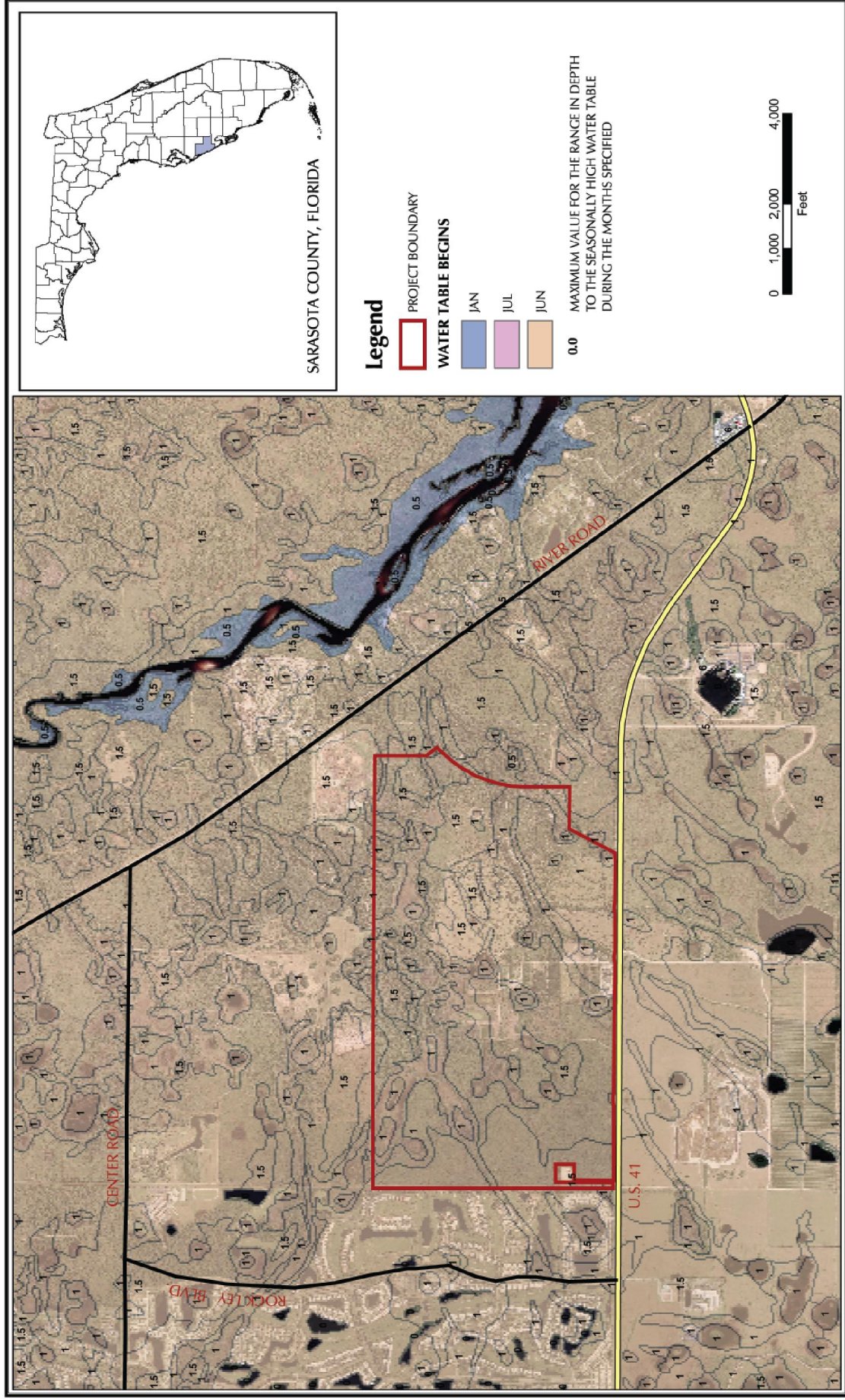
SARASOTA COUNTY SCS SOILS MAP - HYDROLOGIC SOILS GROUP

DATE: 29 JUNE, 2004  
CONTACT: ALAN MAIO, 941-922-8187



NORTH PORT, FLORIDA



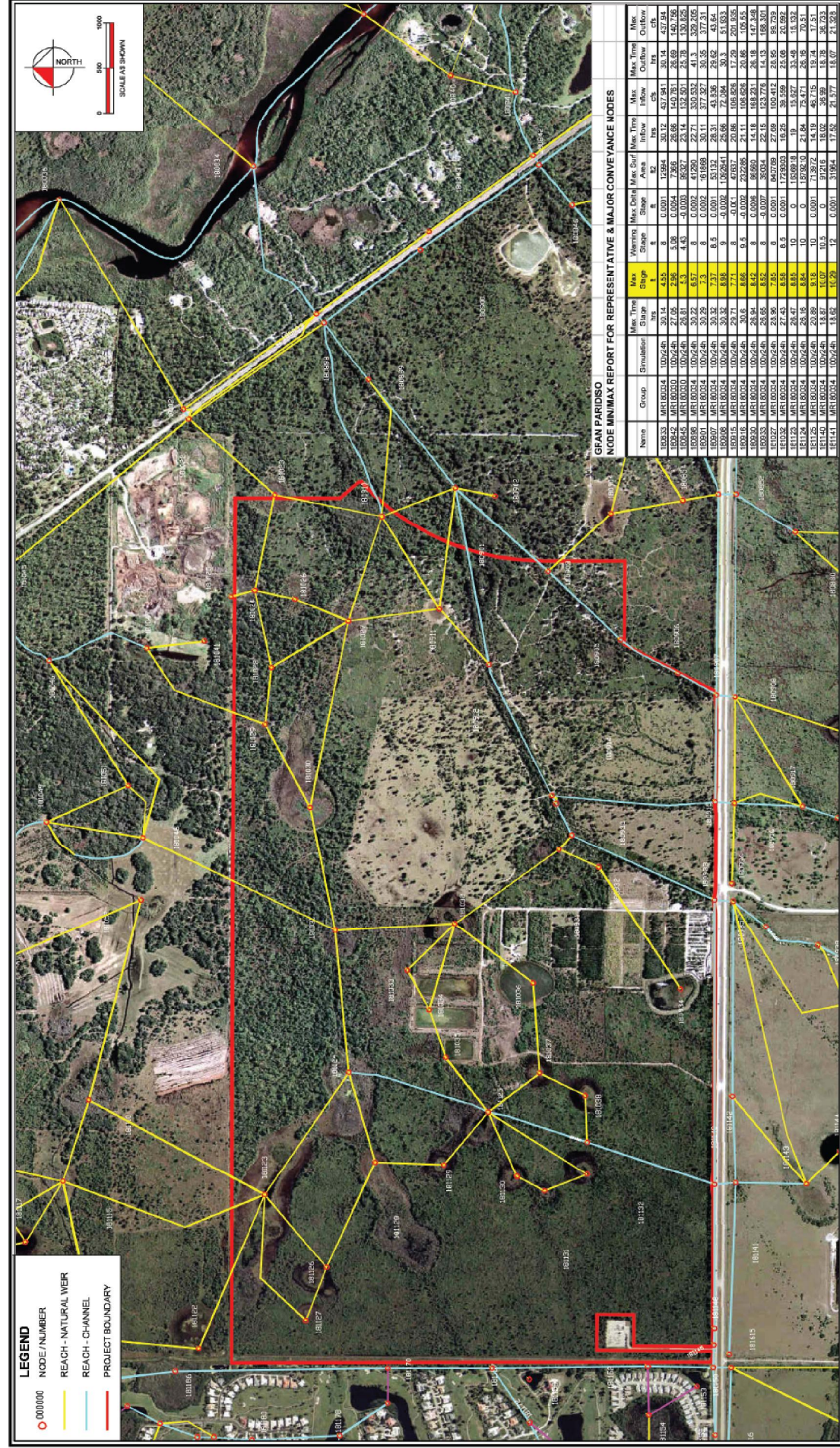


## VILLAGE "A"

SARASOTA COUNTY SCS SOILS MAP - SEASONAL HIGH WATER TABLE

DATE: 29 JUNE, 2004  
CONTACT: ALAN MAIO, 941-922-8187

NORTH PORT, FLORIDA



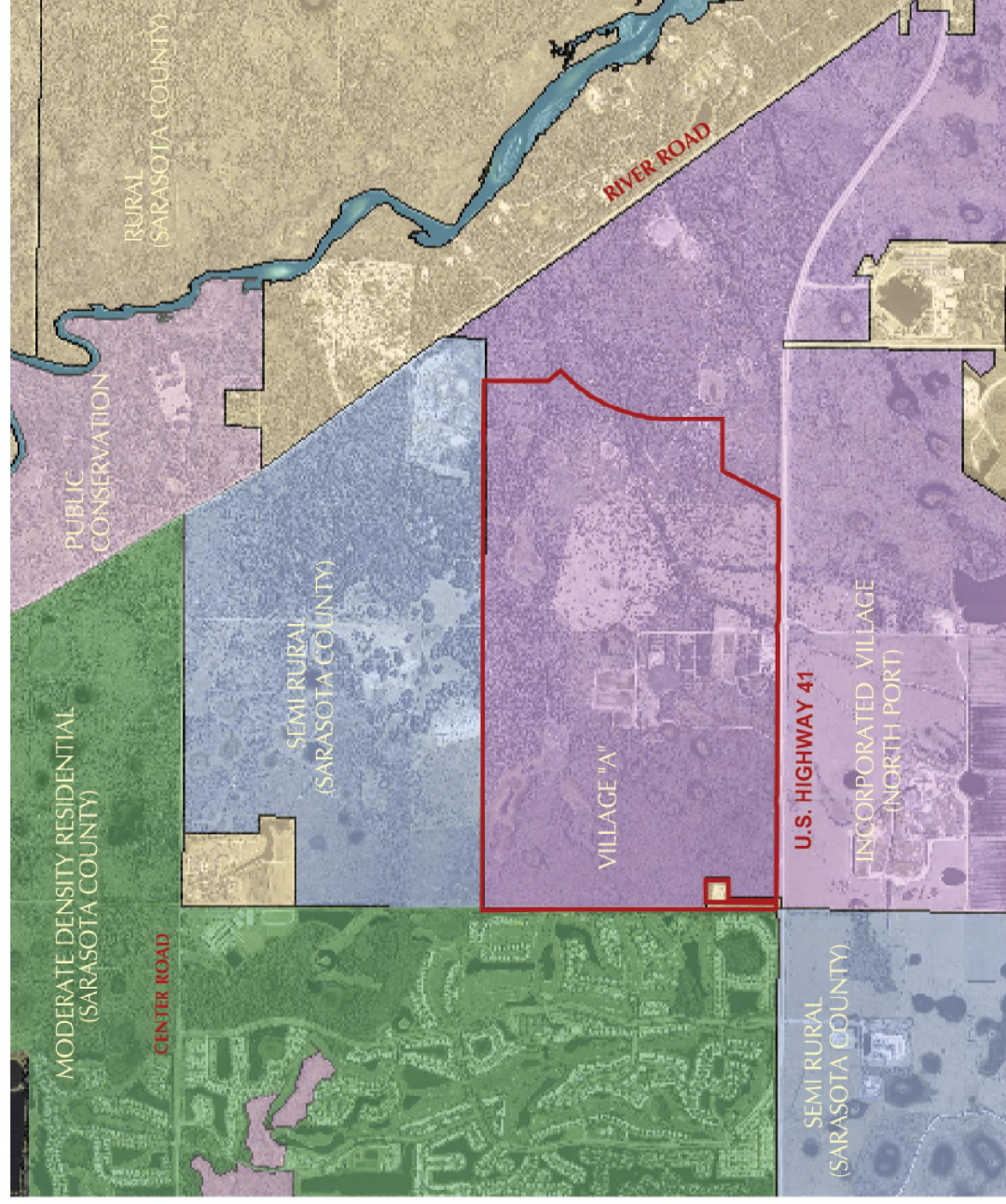
## VILLAGE "A"

MYAKKA RIVER STORMWATER MODEL - NODE MIN/MAX REPORT

DATE: 15 JULY, 2004  
CONTACT: ALAN MAIO, 941-922-8187

NORTH PORT, FLORIDA





**Legend**  
**FUTURE LAND USE**

- INCORPORATED VILLAGE
- MODERATE DENSITY RESIDENTIAL (>2 AND <5 DUS/ACRE)
- PUBLIC CONSERVATION & PRESERVATION
- RURAL (SARASOTA COUNTY)
- SEMI-RURAL (SARASOTA COUNTY)
- WATER
- PROJECT BOUNDARY

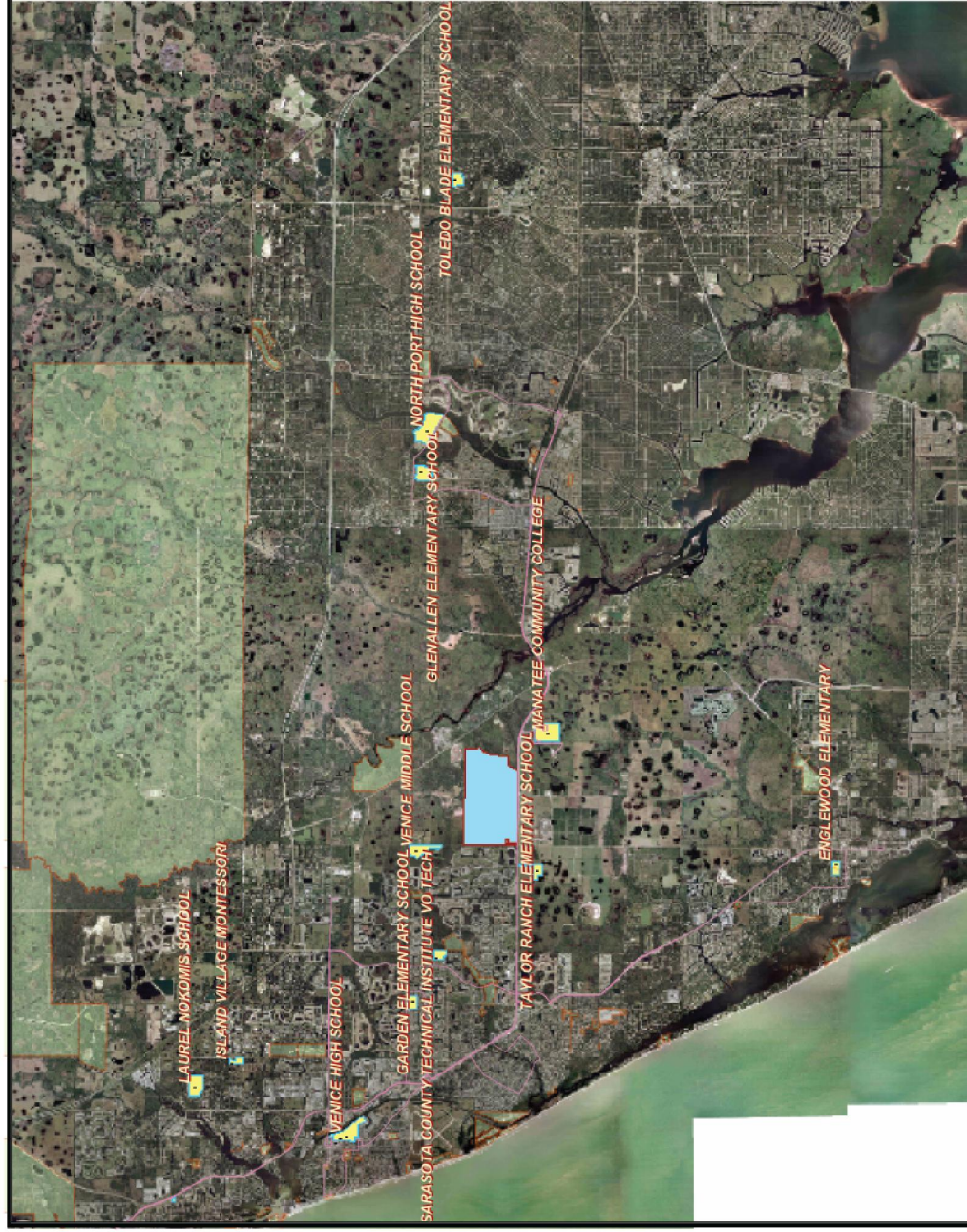


**VILLAGE "A"**

SARASOTA COUNTY FUTURE LAND USE MAP

DATE: 29 JUNE, 2004  
CONTACT: ALAN MAIO, 941-922-8187

**NORTH PORT, FLORIDA**



**Legend**

- SCHOOLS
- BUS ROUTES
- SCHOOL BOUNDARY
- PARKS BOUNDARY
- GRAN PARADISO BOUNDARY

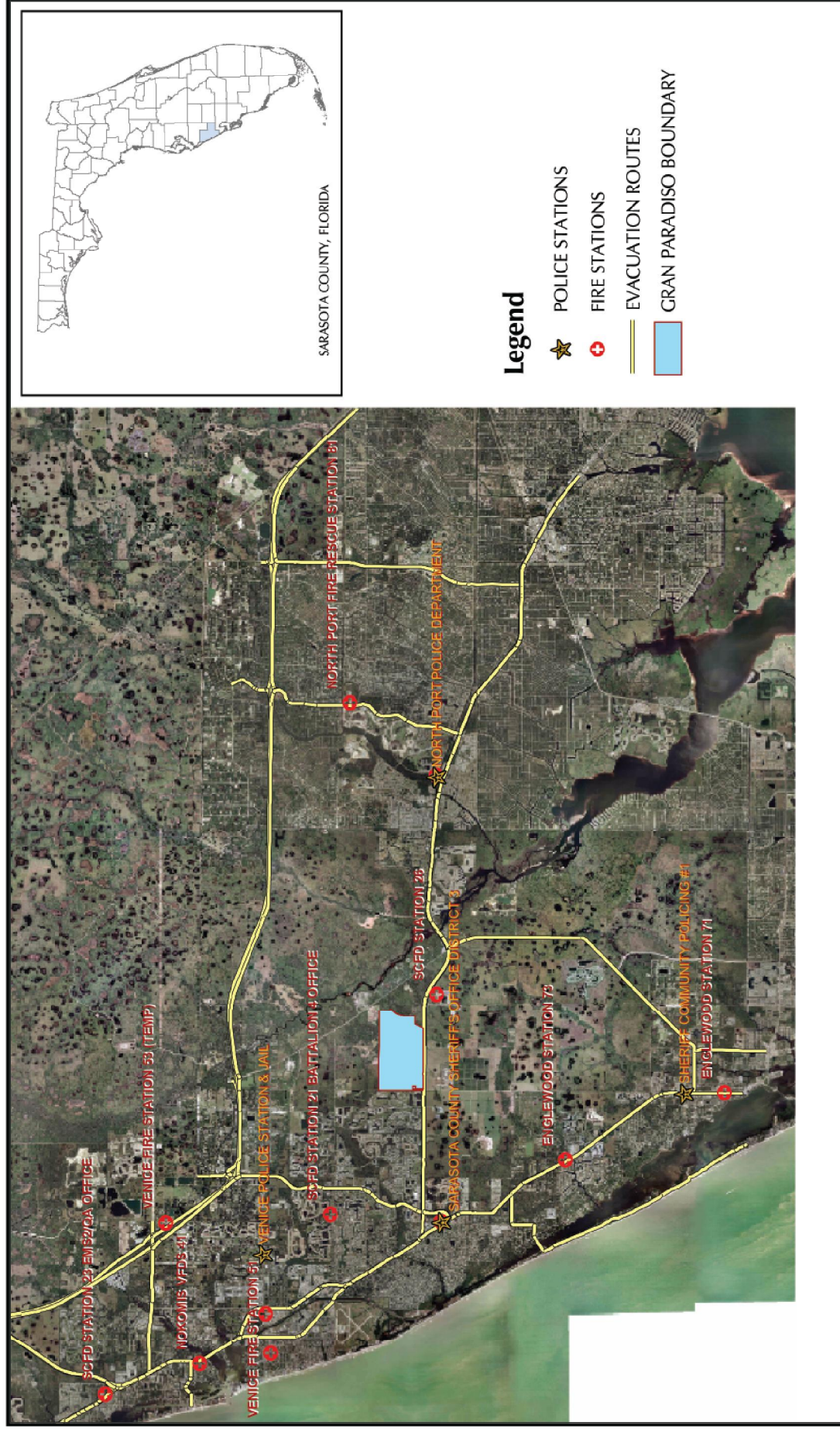
**VILLAGE "A"**

PUBLIC FACILITIES MAP - SCHOOLS, BUS ROUTES & PARKS

DATE: 29 JUNE, 2004  
CONTACT: ALAN MAIO, 941-922-8187

**NORTH PORT, FLORIDA**





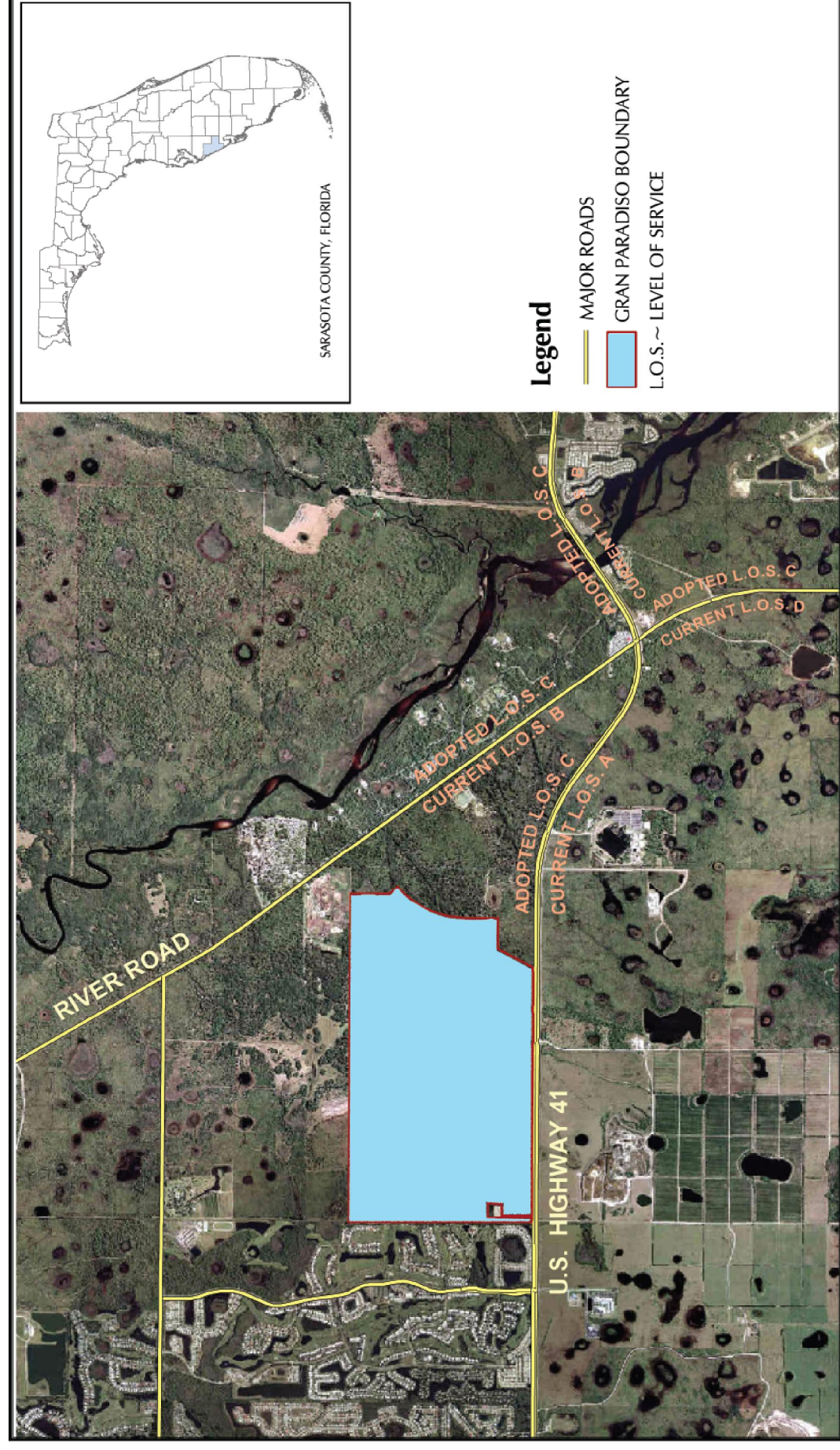
**VILLAGE "A"**

PUBLIC FACILITIES MAP - POLICE, FIRE & EVACUATION ROUTES

DATE: 29 JUNE, 2004  
CONTACT: ALAN MAIO, 941-922-8187



NORTH PORT, FLORIDA



**VILLAGE "A"**

SARASOTA COUNTY TRANSPORTATION MAP

DATE: 29 JUNE, 2004  
CONTACT: ALAN MAIO, 941-922-8187

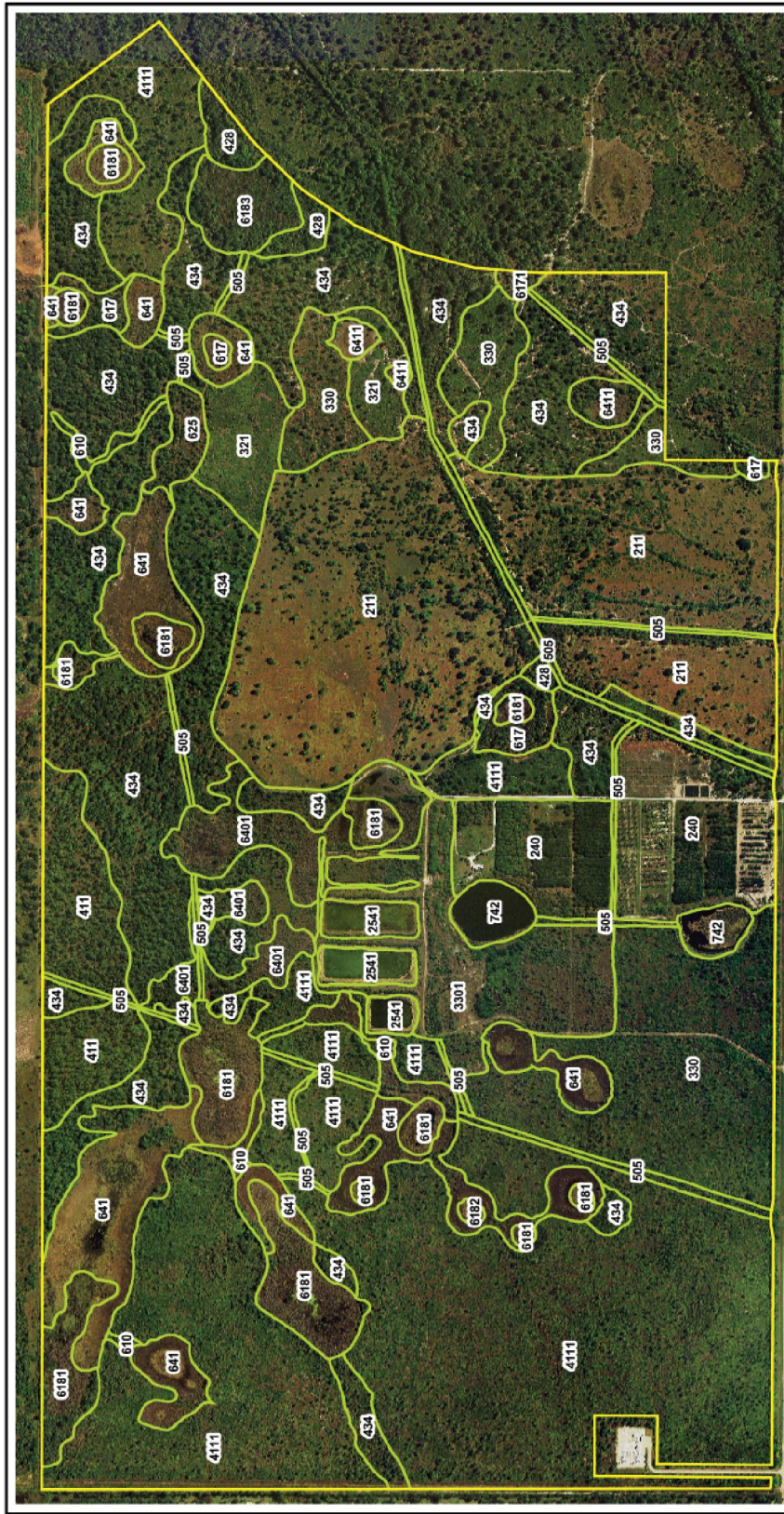


NORTH PORT, FLORIDA

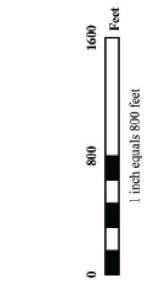




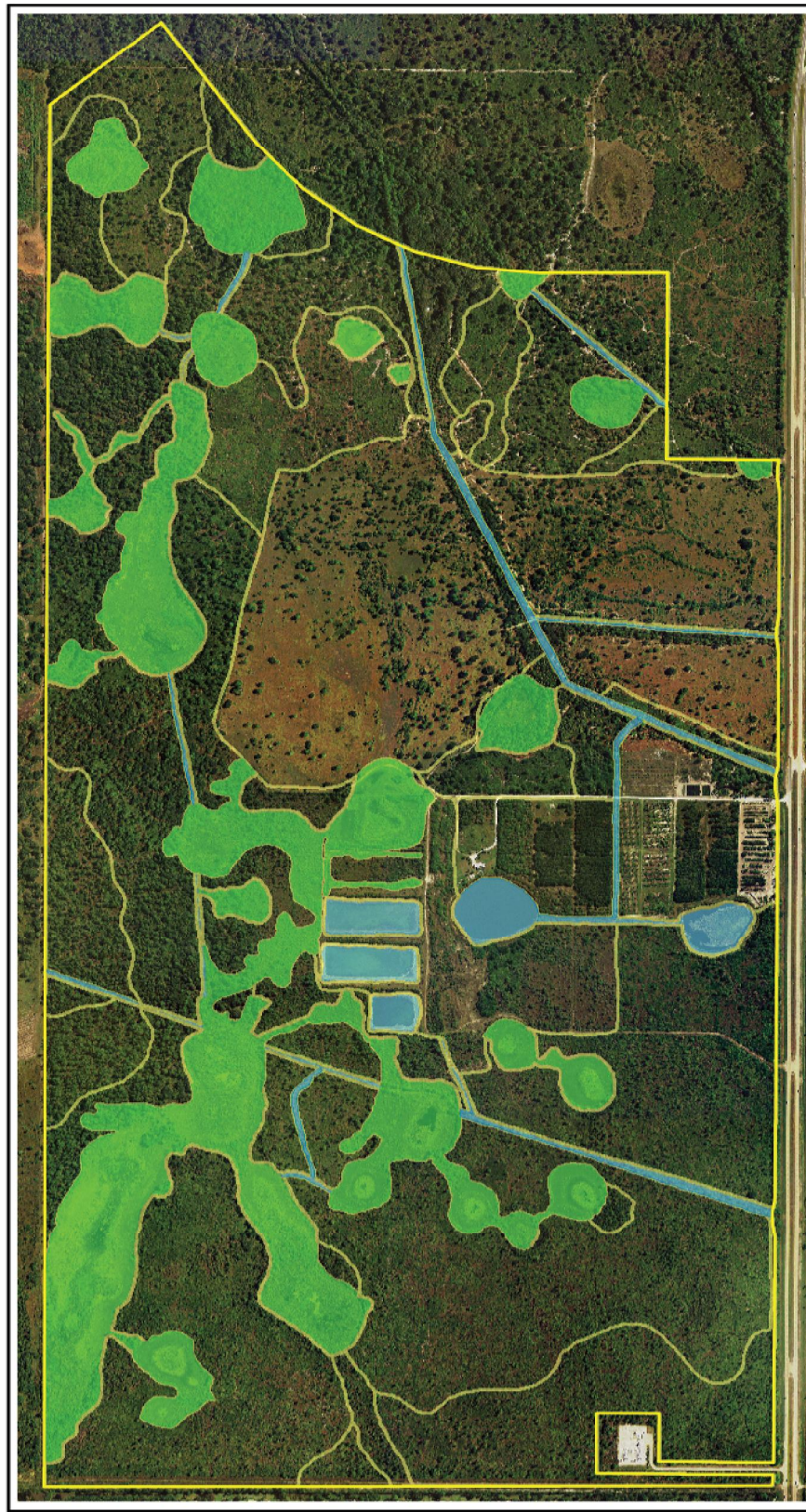
**1080-acre Sam Rodgers Properties, Inc  
 Sarasota County, Florida  
 Land Use (FLUCFS) Map**









- |   |  |   |  |  |  |
|---|--|---|--|--|--|
|  | Approximate Property Boundary - +/- 1080 Acres |  | 428 - Cabbage Palm (7.4 ac.)                       |  | 6401 - Disturbed Vegetated Non-Forested Wetland (27.3 ac.) |
|  | 211 - Improved Pastures (188 ac.)              |  | 434 - Hardwood - Coniferous Mixed (206.3 ac.)      |  | 644 - Freshwater Marshes (73.4 ac.)                        |
|  | 240 - Nurseries and Vineyards (50.4 ac.)       |  | 505 - Ditches (16.5 ac.)                           |  | 6411 - Disturbed Freshwater Marsh (6.4 ac.)                |
|  | 2541 - Cattfish Ponds (10.3 ac.)               |  | 610 - Wetland Hardwood Forests (8.4 ac.)           |  | 742 - Borrow Areas (8.4 ac.)                               |
|  | 321 - Palmetto Prairies (19.1 ac.)             |  | 617 - Mixed Wetland Hardwoods (9 ac.)              |  |  |
|  | 330 - Mixed Rangeland (83.4ac.)                |  | 6171 - Disturbed Mixed Wetland Hardwoods (1.1 ac.) |  |  |
|  | 3301 - Disturbed Mixed Rangeland (38.6 ac.)    |  | 6181 - Willow & Buttonbush (42.5 ac.)              |  |  |
|  | 411 - Pine Flatwoods (27.4 ac.)                |  | 6182 - Buttonbush (0.6 ac.)                        |  |  |
|  | 4111 - Disturbed Pine Flatwood (263.0 ac.)     |  | 6183 - Willow & Dogwood Wetland (9.6 ac.)          |  |  |
|   |  |  | 625 - Hydroic Pine Flatwoods (4.7 ac.)             |  |  |

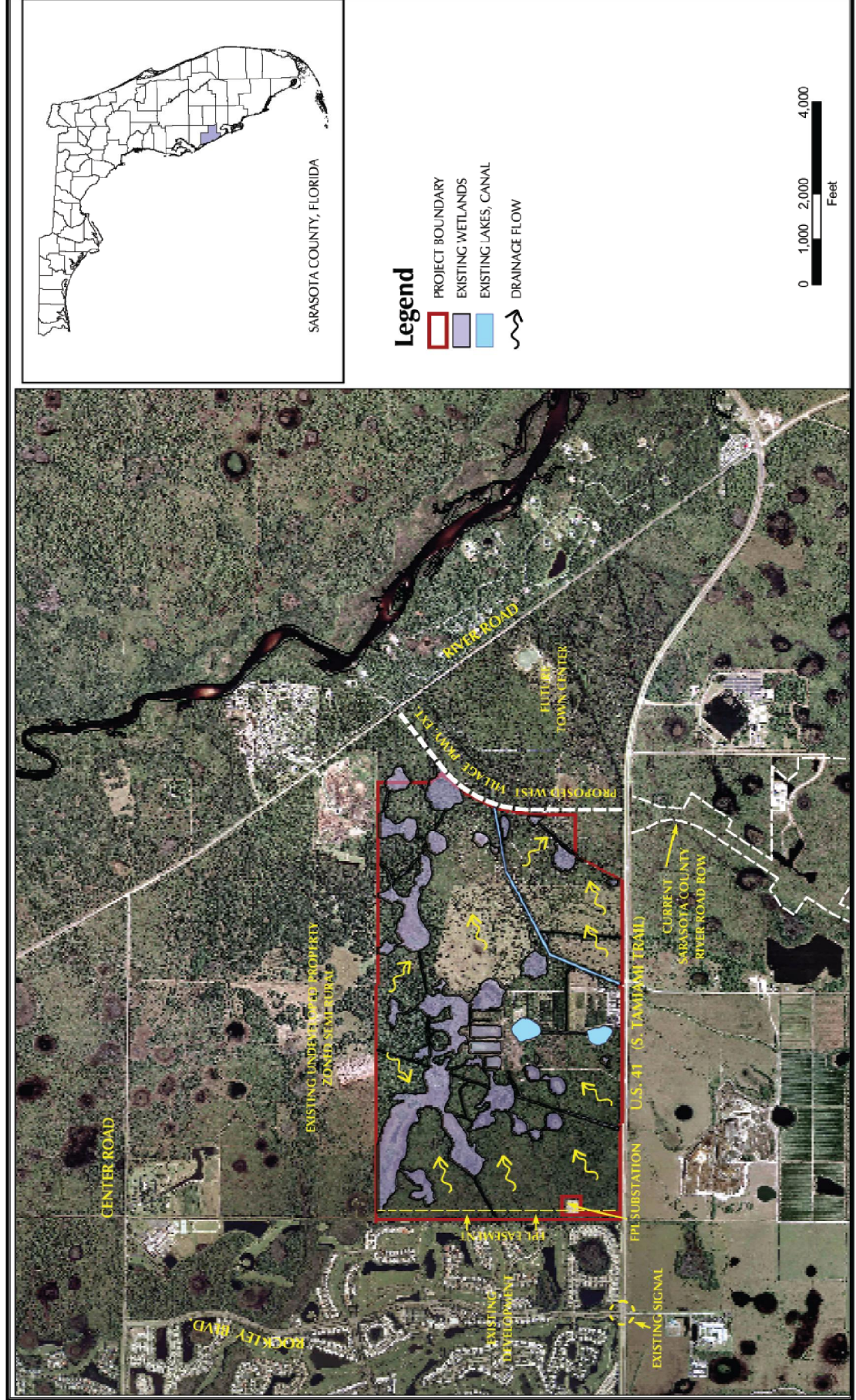


**1080-acre Sam Rodgers Properties, Inc  
 Sarasota County, Florida  
 SWFWMD Jurisdictional Wetlands Map**



- |   |  |
|---|--|
|  | Approximate Property Boundary - +/- 1080 Acres |
|  | Jurisdictional Wetlands                        |
|  | Uplands  |
|  | ACOE Jurisdictional Wetlands                   |
|  | SWFWMD Jurisdictional Wetlands                 |
|  | SWFWMD Other Surface Waters                    |





# VILLAGE "A"

OPPORTUNITIES AND CONSTRAINTS

DATE: 29 JUNE, 2004  
CONTACT: ALAN MAIO, 941-932-8187

NORTH PORT, FLORIDA



Chapter Two

*P*RELIMINARY VILLAGE DISTRICT  
PATTERN PLAN



Kimley-Horn and Associates, Inc.



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## Preliminary Village District Plan

### SECTION 2.1 INTRODUCTION

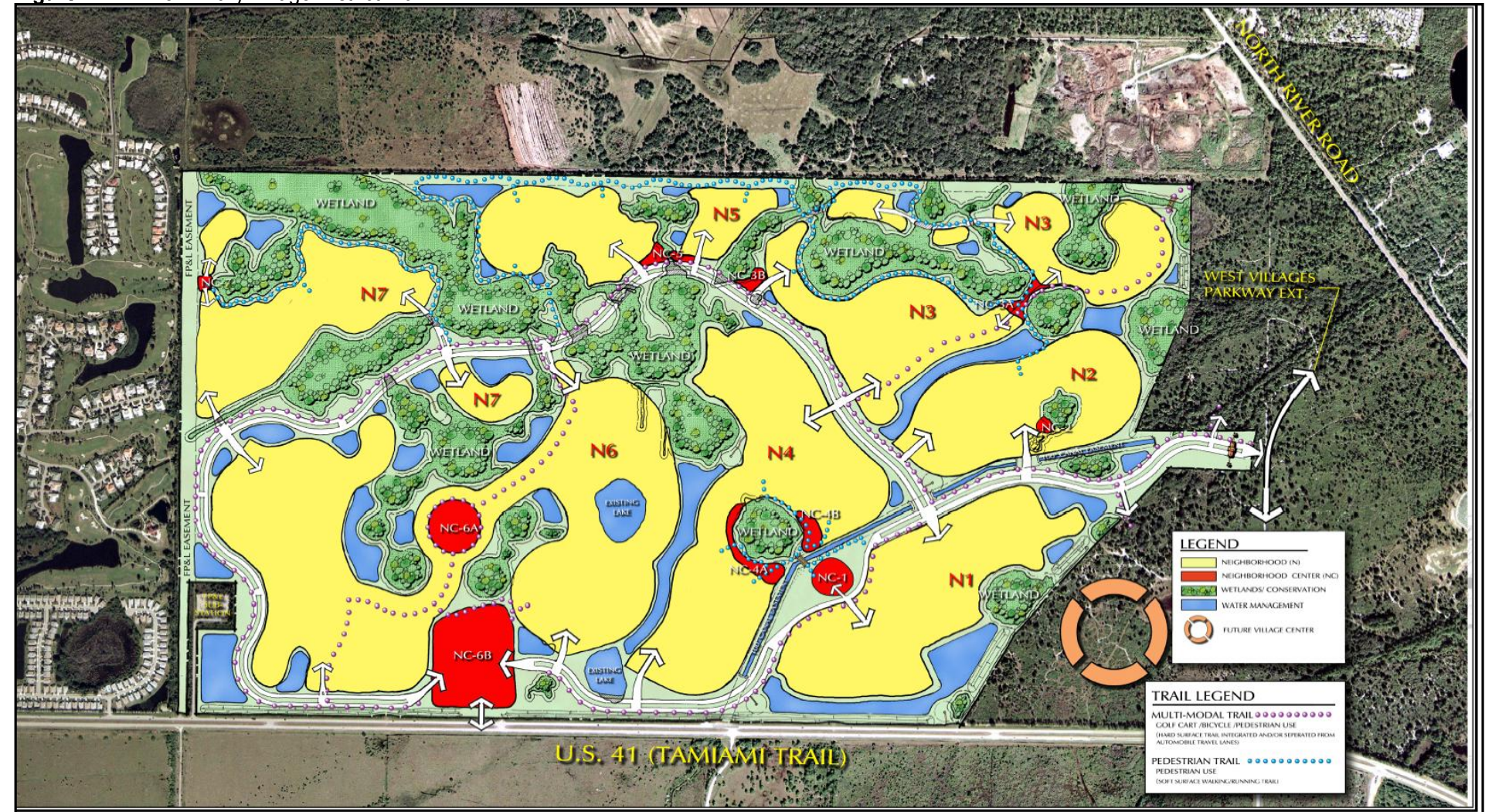
The preliminary village district plan for Village "A" was designed according to the Village District performance standards as highlighted in the City of North Port's Comprehensive Plan. It utilizes Chapter One's site analysis and the broader plans and ideas expressed in the West Villages Village District Pattern Book and Index Map.

The Village's boundaries have been adjusted from the land area that was initially proposed in the projects's Site Analysis planning exercise (described in Chapter One). After conducting the Site Analysis, natural features and the City's long-range land use designations suggested a project boundary as it now exists. Specifically, the town center boundaries were reconfigured slightly, as well as, the surrounding roadway network. These modifications were reflective of the City's request for modifications to the West Villages Index Map. The environmental site assessment has been updated according to the new boundaries.

The Preliminary Village District Plan has seven neighborhoods, ten neighborhood centers, multiple conservation areas, and an interconnected trail system. The neighborhoods are planned to be within a comfortable walking distances from neighborhood centers. Another asset for residents living in Village "A" is the pedestrian and multi-modal trails. These trails provide linkages to village neighborhoods, as well as, serve as effective passive recreational assets.

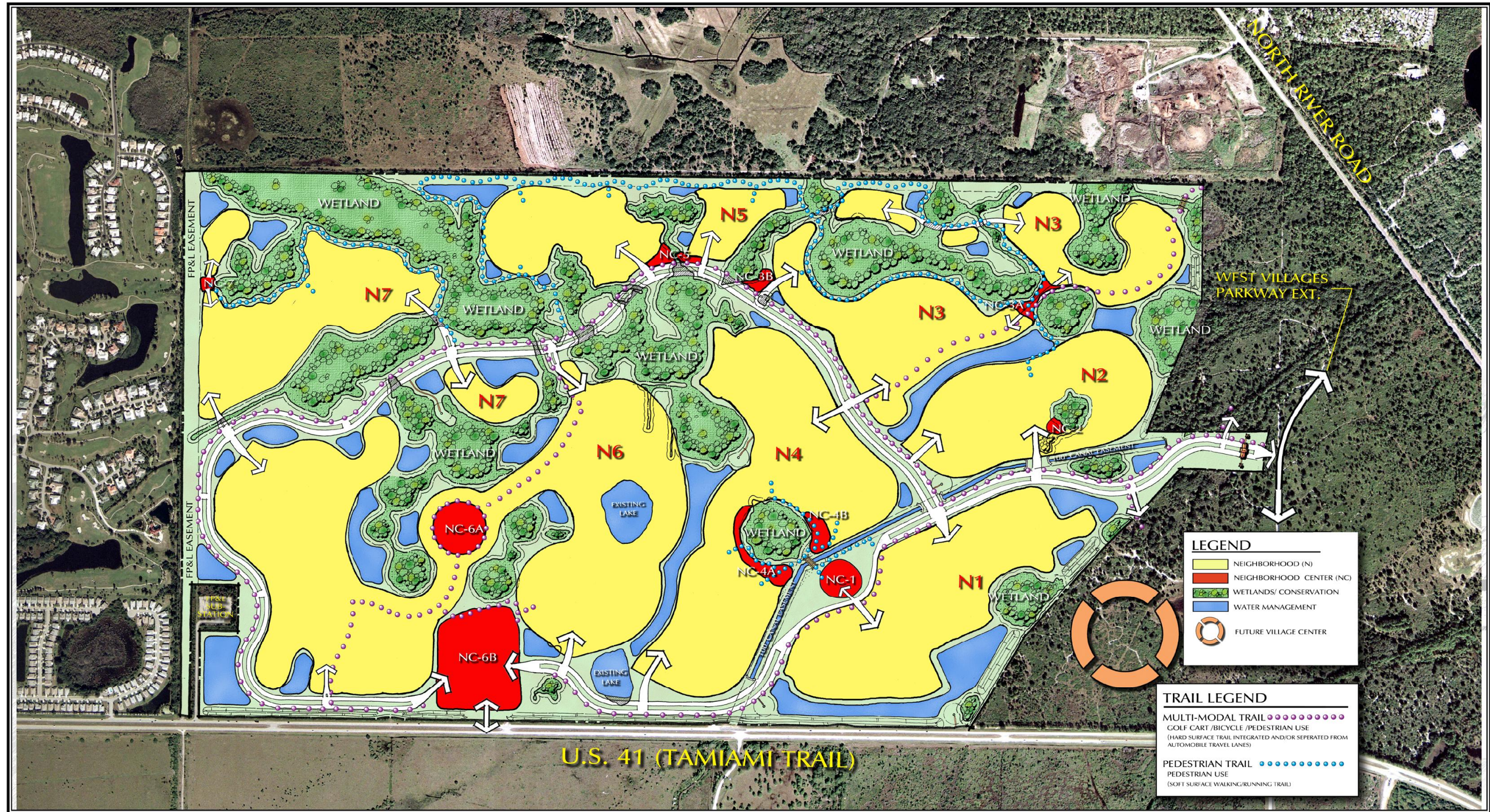
More characteristics including land uses, development styles, and other community features will be explained in further detail in the following sections of Chapter Two.

Figure 2.1.A Preliminary Village District Plan



Note: Minor adjustments in design may be incorporated into the overall Village District Plan due to environmental constraints and/or neighborhood design modifications.





# Village "A" - West Villages

## Preliminary VDPP

NORTH PORT, FLORIDA

CONTACT: BILL WADDILL (941) 926-1730  
AERIAL FLIGHT DATE: NOVEMBER 2002

NOT TO SCALE

DATE: 18 DECEMBER, 2004  
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## Neighborhoods

### SECTION 2.2 NEIGHBORHOOD CHARACTER

Village "A" is planned to contain seven distinct neighborhoods. Each neighborhood is envisioned to be unique in character. This will be achieved by providing a mix of housing types, an array or recreational amenities, and preserving many aspects of the natural environment.

A predominate neighborhood feature is a pedestrian and multi-modal trail network which will link each neighborhood to neighborhood centers, open space tracts, and adjacent commercial centers. These features facilitate citizen interaction by linking village neighborhoods. These trails will also provide residents with connectivity to the natural environment.

Perimeter neighborhoods located along the village's northwest boundaries are designed to be low density residential communities consisting of single-family attached and detached homes. Ideally, each property's rear yard will abut to a water feature or open space.

### SECTION 2.3 STRUCTURE TYPES

Neighborhoods are planned to contain a variety of housing types. Specifically, neighborhoods located along US 41 and adjacent to the West Villages Town Center are envisioned to host more dense residential products including single-family detached, single family attached, townhouses, and other multifamily structures. The Village's housing mix will include Single-Family Detached, Single-Family Attached, Townhouses, and Apartment/Condominiums (Figure 2.3.A, 2.3.B, and 2.3.C).

**Single-Family Detached** are stand alone houses built on individual lots. These vary in lot size allowing variety of usable private yard space and building separation from adjacent structures.

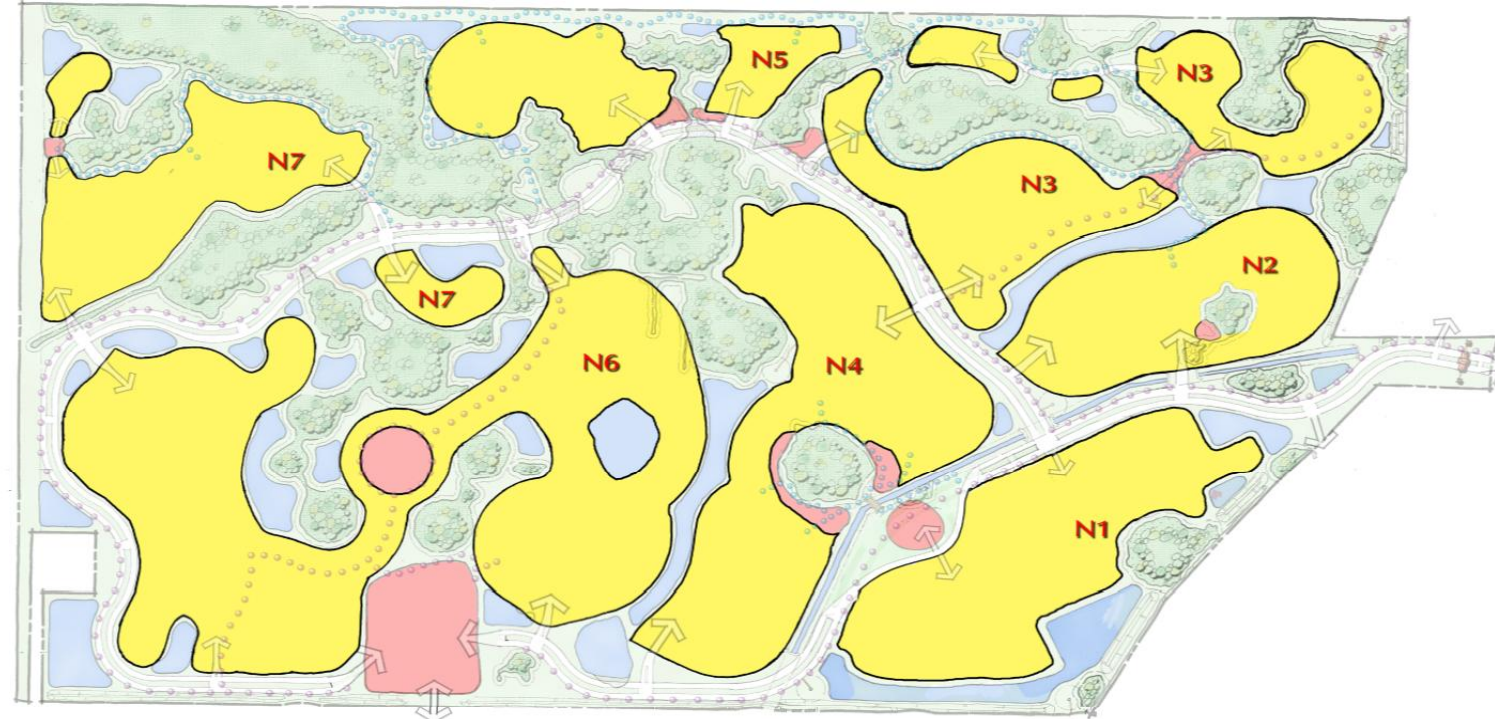
**Single-Family Attached** are individual houses that share a common exterior wall but are situated on individual lots. Since units share a common wall, parcels contain a larger side yard on the opposite side. Walls are extended into rear yards along shared property lines in order to maximize privacy.

**Townhouses** are three or more attached units that share one or more walls. Normal units contain private front and rear yards. Units may be designed with rear-loading garages accessible via alleys.

**Apartment/Condominiums** are a series of units consolidated into a single structure. Building structures are typically on a single parcel and units share common walls. This structure may be multi-story in height. Parking is often consolidated on common tracts, even where garages or carports are used.



Figure 2.2.A Preliminary Village Neighborhood Plan



## Neighborhoods...continued

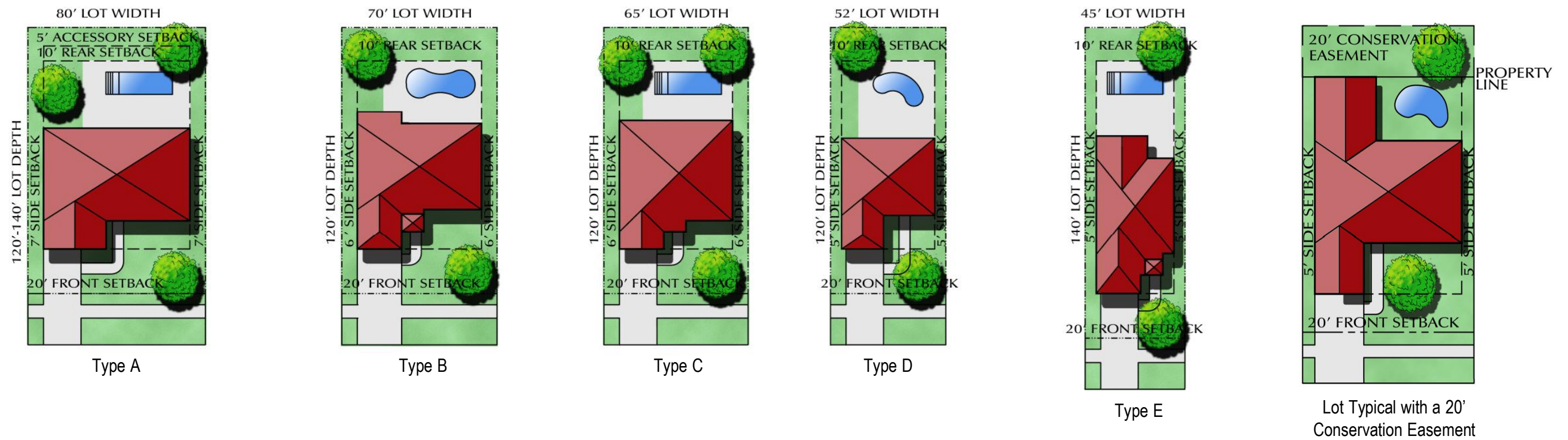
Figure 2.3.A Neighborhood Development Standards

Neighborhood	Acres	Minimum Lot Size (square feet)	Minimum Lot Width <sup>1</sup> (feet)	Maximum Height <sup>1</sup> (feet)	Maximum Density (dwelling units per acre)	Floor Area Ratio (nonresidential uses)	Permitted Uses and Structure Types
N1	±72	Not Applicable	45	50	16	0.25	Residential - Apartment/Condominiums, Townhouses, Single Family Attached, Single-Family Detached Nonresidential - Institutional and Parks
N2	±47	5,000	45	35	7	0.25	Residential - Apartment/Condominiums, Townhouses, Single Family Attached, Single-Family Detached Nonresidential - Institutional and Parks
N3	±222	6,000	50	35	5	0.25	Residential - Apartment/Condominiums, Townhouses, Single Family Attached, Single-Family Detached Nonresidential - Institutional and Parks
N4	±77	4,500	45	35	7	0.25	Residential - Apartment/Condominiums, Townhouses, Single Family Attached, Single-Family Detached Nonresidential - Institutional and Parks
N5	±24	8,000	70	35	3	0.25	Residential - Single-Family Detached Nonresidential - Institutional and Parks
N6	±144	7,800	45	35	7	0.25	Residential - Townhouses, Single Family Attached, Single-Family Detached Nonresidential - Neighborhood Commercial/Professional Offices, Institutional, and Parks
N7	±36	9,600	70	35	3	0.25	Residential - Single-Family Detached Nonresidential - Institutional and Parks

Notes:  
<sup>1</sup>Applicable to .

## Neighborhoods...continued

Figure 2.3.B Single-Family Detached Structure Types and Standards



*Comment: Lots with rear property lines adjacent to conservation areas may have a zero lot line rear setback with a twenty (20) foot conservation maintenance easement.*



Kimley-Horn and Associates, Inc.



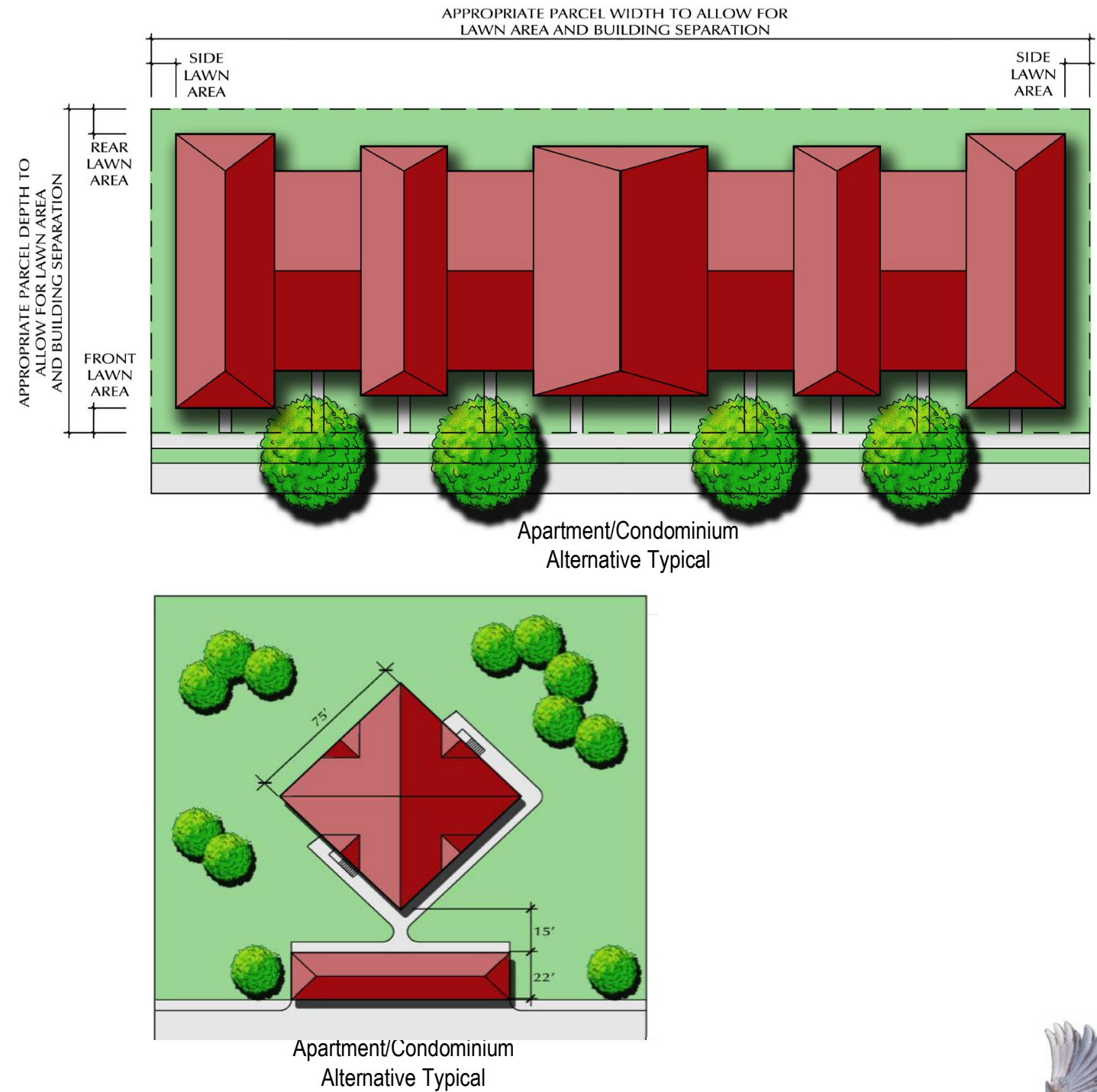
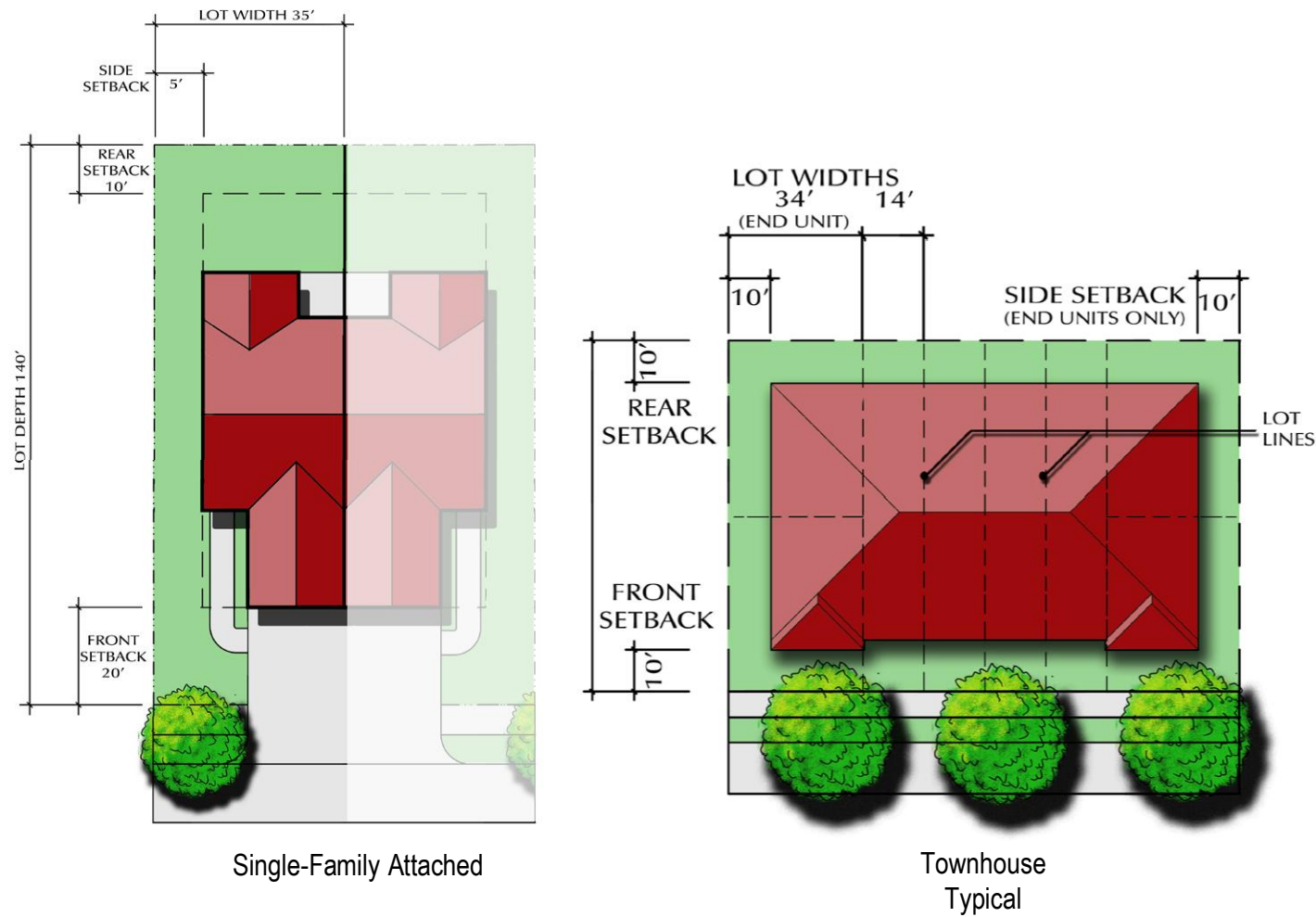
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# Neighborhoods...continued

Figure 2.3.C Multi-Family Structure Types, Standards, and Typical



Comment: Townhouse and Apartment/Condominium typicals intended to illustrate the general character for these structure types. Final designs may be modified.

## Neighborhoods...continued

Figure 2.3.D Structure Types and Standards

Structure Type	Minimum Lot Area (square feet)	Minimum Lot Width (feet)	Minimum Lot Depth <sup>3</sup> (feet)	Front Setback (feet)	Side Setback (feet)	Rear Setback <sup>2</sup> (feet)	Maximum Building Separation (feet)	Maximum Building Height (feet)	Maximum Lot Coverage (percentage)
Single-Family Detached Type A	9,600	80	120	20	7	0/10	14	35	60
Single-Family Detached Type B	8,400	70	120	20	5	0/10	10	35	60
Single-Family Detached Type C	7,800	65	120	20	5	0/10	10	35	60
Single-Family Detached Type D	6,240	52	120	20	5	0/10	10	35	60
Single-Family Detached Type E	6,300	45	140	20	5	0/10	10	35	60
Single-Family Attached	4,900	35	140	20	5	0/10	10	35	70
Townhouse	N/A	14 <sup>4</sup>	110	20	0/10 <sup>1</sup>	0/10	20	40	N/A
Apartment/Condominium	N/A	N/A	N/A	15	15	10	15	50	N/A

**Notes:**  
<sup>1</sup> Townhouse end units shall provide :  
<sup>2</sup> Lots with rear property lines adjacent  
<sup>3</sup> Lot depths may be reduced by 20%  
<sup>4</sup> This Standard shall only apply when

## Neighborhood Centers

### SECTION 2.4 NEIGHBORHOOD CENTERS

Neighborhood centers are intended to serve the surrounding residential neighborhoods by providing recreation, neighborhood-type commercial and neighborhood-scaled offices, or civic uses. Village "A" anticipates that each of the neighborhood centers will have unique character and an array of uses to create variety and function within the village. The following describes each neighborhood center in terms of its anticipated character.

**Neighborhood Center (NC)-1** will function as a neighborhood park. This area is expected to provide active recreation facilities with gazebo styled pavilions. Amenities will include a community center with a pool, pedestrian furnishings, and landscaping.

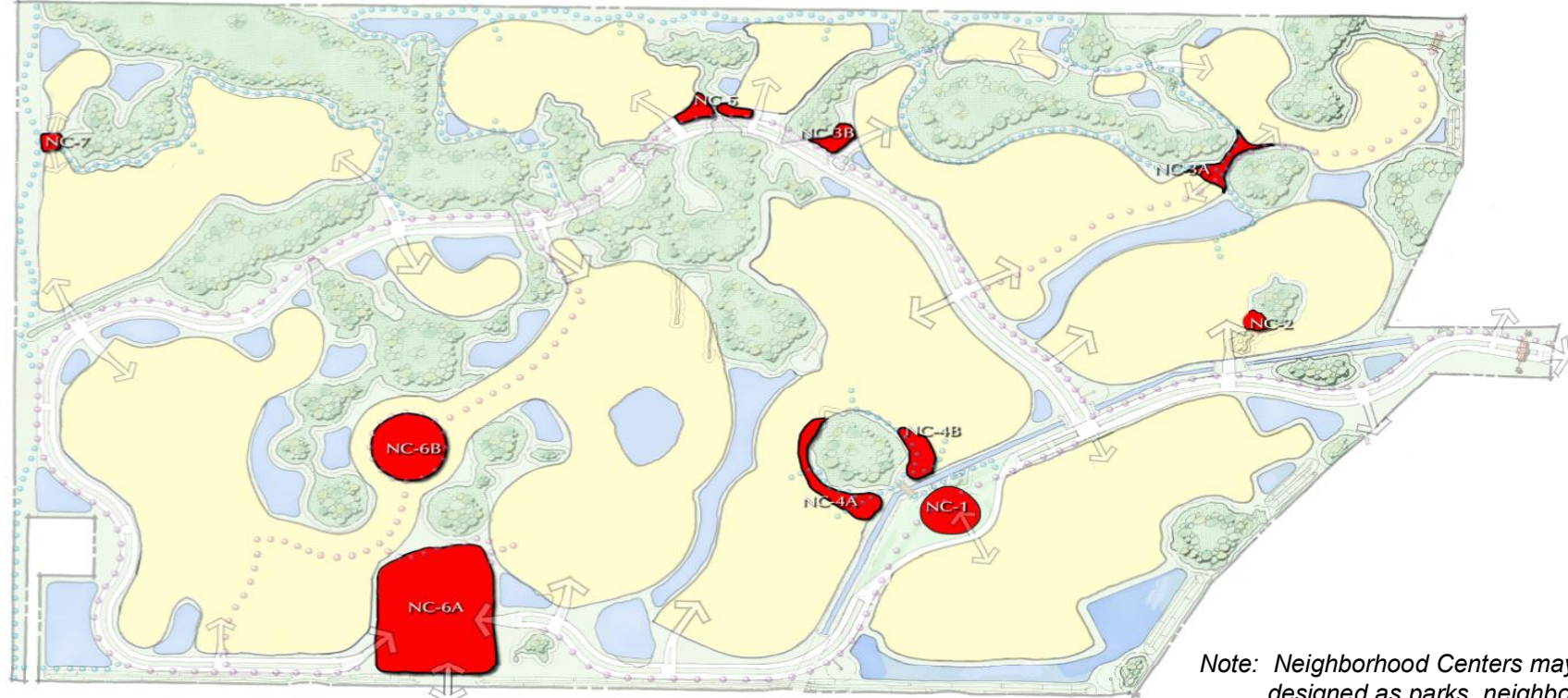
**NC-2, NC-3A, NC-3B, NC-5, and NC-7** will be passive in character and generally resemble neighborhood greens. They will be integrated into the conservation areas and some may serve as trailheads for the Village's trail network. Amenities will include pedestrian furnishings and landscaping.

**NC-4A and NC-4B** surround conservation areas that will be established as a natural system. These centers will include amenities structured for passive recreation and residential enjoyment. Boardwalks, trails, or a viewing platform with interpretive signage may be integrated for educational opportunities for residents and their guests.

**NC-6A** is located near the main entrance and supports all the village neighborhoods. This neighborhood center will complement the adjacent neighborhoods and function as a vibrant, multi-use village activity node. Amenities featured will be a multi-use community building, recreational amenities, athletic facilities, neighborhood commercial, and/or civic spaces. Also, model homes could be located here as accessories to the sales center.

**NC-6B** will function as a neighborhood park. It is expected to include both passive and active recreational amenities such as open park areas, multi-use field, playground, and/or pavilions.

Figure 2.4.A Preliminary Village Neighborhood Centers



*Note: Neighborhood Centers may be designed as parks, neighborhood greens, civic nodes, and/or neighborhood retail.*



## Neighborhood Centers...continued

The preliminary village district plan includes ten distinct neighborhood centers. All neighborhood centers are planned to provide neighborhood amenities and serve as civic nodes for residents. Located throughout the village, neighborhood centers ensure comfortable pedestrian travel within a half mile radius. This table identifies each neighborhood center and establishes proposed components.



Neighborhood Centers	Size (acres)	Maximum Height (feet)	Maximum Parcel Coverage (percentage)	Floor Area Ratio (FAR) (for Nonresidential Uses)	Permitted Uses and Structure Types
NC-1	±3	20	40	0.10	Community Center, Park, Institutional, Model Sales Centers, Neighborhood Commercial/Office, Utilities
NC-2	±.5	20	40	0.10	Park, Open Space
NC-3A	±1.5	20	40	0.10	Linear Park, Open Space
NC-3B	±1	20	40	0.10	Park
NC-4A	±2	20	20	0.10	Park, Boardwalks
NC-4B	±1	20	20	0.10	Park, Boardwalks
NC-5	±1.5	20	40	0.10	Park
NC-6A	±3	35	40	0.30	Community Center, Park, Institutional, Model Sales Center, Neighborhood Commercial/Office, Utilities
NC-6B	±20	35	55	0.30	Community Center, Park, Institutional, Utilities
NC-7	±.5	20	40	0.10	Park

Figure 2.4.B Structure Types and Standards

## Village Center

### SECTION 2.5 - VILLAGE CENTER

The Village Center for the West Villages is planned as a mixed-use area to complement the Village neighborhoods. Ideally, the Village Center will develop as a retail node with complementing office and residential uses arranged in vertically mixed-use structures. The Village Center will also serve as the entertainment and cultural center for Village "A" as it will include restaurants, shopping and other entertainment venues. It is envisioned that apartment and condominium uses will be integrated into the Village Center design.

The Village Center is planned and delineated as part of the Preliminary VDPP planning process. The Village Center is anticipated to be developed after multiple neighborhoods are established in order to achieve a reasonable market base to support anticipated commercial development. Specifically, premature development of the Village Center should be avoided so that commercial development does not occur in excess of market demand.

A detailed Village Center plan will be provided at the time the Center is planned for development. At such point the general layout will be created and a list of permitted uses will be proposed. In addition, development standards and design guidelines will be established to ensure that the Center emerges as an attractive, pedestrian-oriented district for the West Villages. The ultimate Village Center design will implement the goals, objectives and common vision as established in the West Villages Pattern Book.

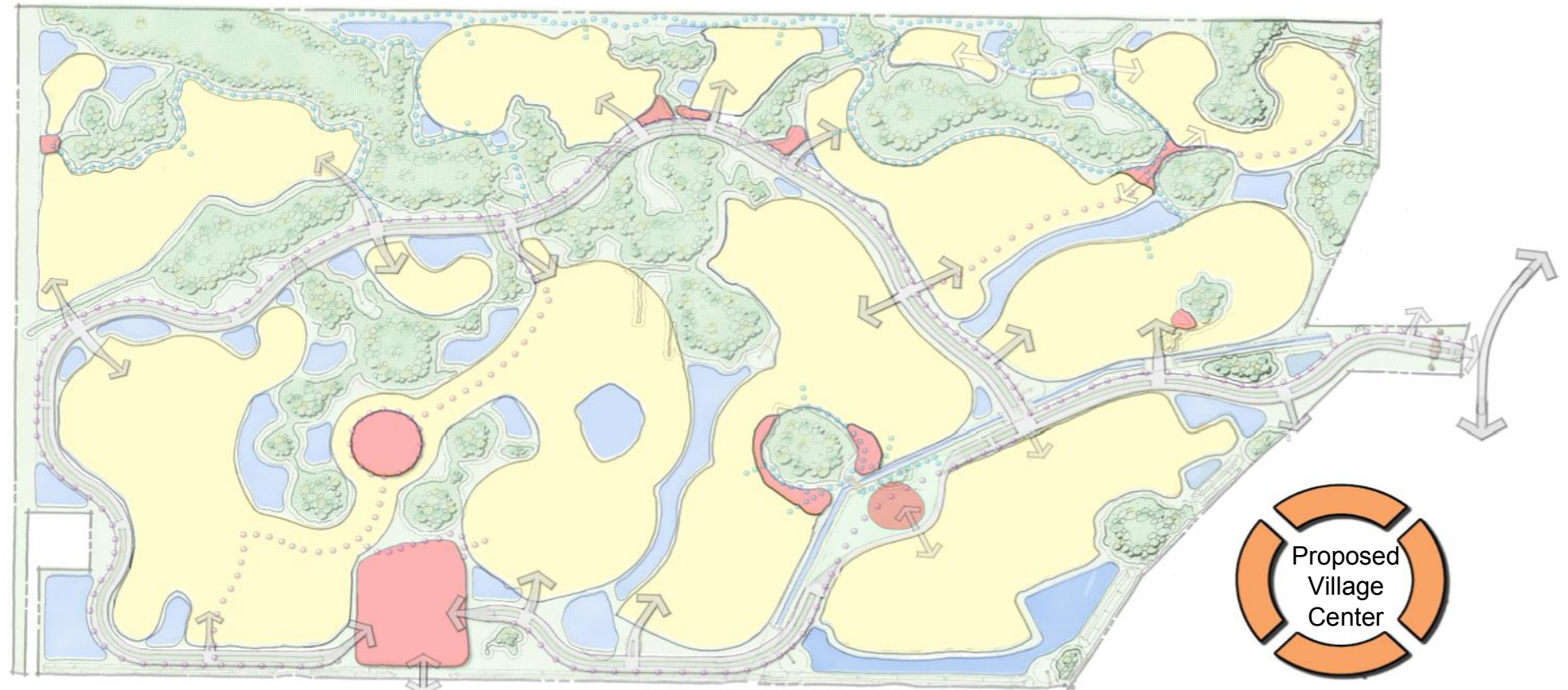


Figure 2.5.A Village Center Plan

## Roadways and Pathways

### SECTION 2.6 ROADWAYS AND PATHWAYS

The roadways within the village will comfortably accommodate vehicular, pedestrian, and bicycle traffic. A sidewalk system will be constructed to facilitate pedestrian circulation. In addition, roadways will be tree lined to enhance the community appearance and contribute to pedestrian comfort. Described below are four types of roadways that are planned for the village: Parkways, Avenues, and Local Streets - Type 1 and - Type 2. Typical cross sections are depicted in the subsequent sections.

**Section 2.6.A** Parkways handle higher traffic volumes and provide for regional connections between individual villages. They do not bisect neighborhoods and should typically only be accessed by intersections with other roadways. For best results, parkways should be designed as two-lane or four-lane divided roadways. The Parkway is the intended design for the proposed West Villages Parkway extension which is aligned along the Village's eastern boundary. It will provide regional connections to the other villages and the City of North Port. Wide sidewalks will be provided on each side of the right-of-way, separated from vehicular traffic with a landscaped verge and designed to accommodate multiple modes of travel such as pedestrian, bicyclists, and small electric powered vehicles.

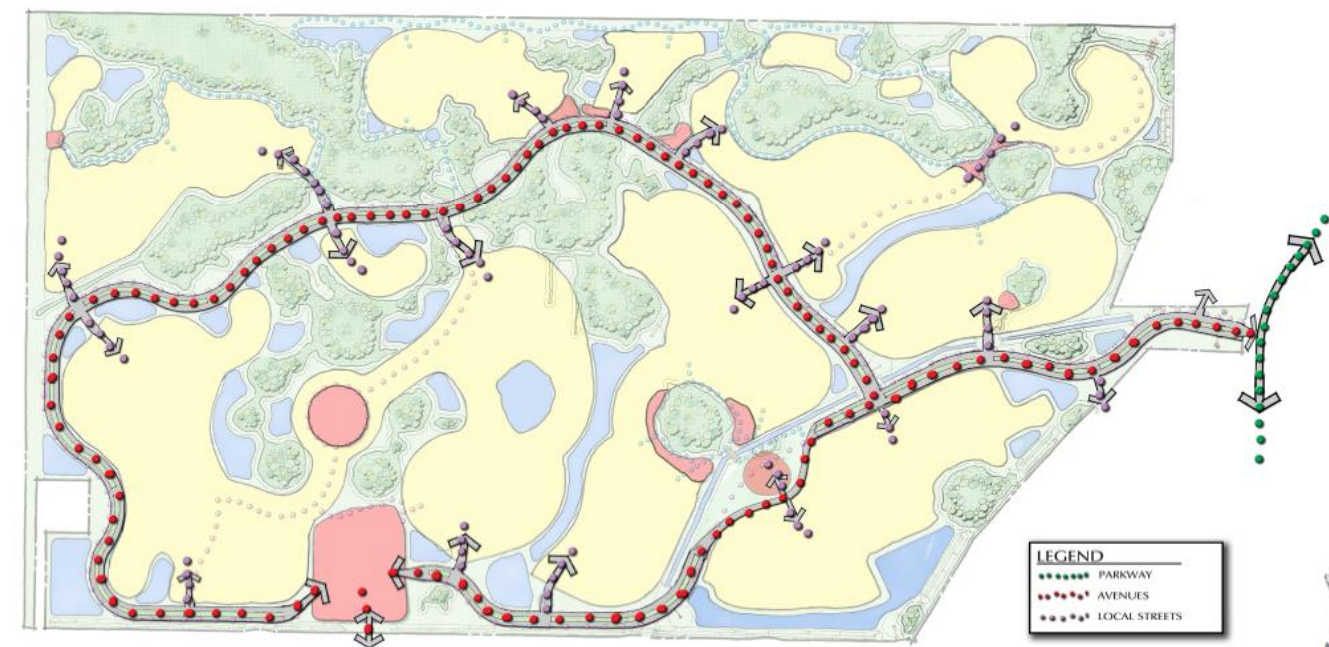
**Section 2.6.B** Avenues represent widely-used roadways that provide for connections throughout the village and specifically link neighborhoods to one another. Avenues are intended to be designed to divert higher traffic volumes away from residential neighborhoods while allowing for interconnectivity within the village. These roadways accommodate the majority of through traffic.

*Note: Roadway adjustments and modifications may be necessary to reduce environmental impacts, improve neighborhood characteristics, or enhance neighborhood centers. Final street designs may be altered or change.*

**Section 2.6.C** Local Streets located within neighborhoods are designed for residential traffic. They discourage cut-through traffic and encourage lower speed limits by providing narrower pavement widths and utilizing traffic calming designs. Two types of local streets planned for Village "A" are Type 1 and Type 2.

- Type 1 roadways are a more standard residential cross section located within a 50 foot right-of-way having 11 foot travel lanes. They typically have a landscaped verge with canopy trees along each side of the travel lanes. These roadways are linked with five foot sidewalks.

- Type 2 roadways are similar to Type 1 but designed as a more urban cross section. They have a landscaped verge with canopy trees and at least a five foot wide sidewalk along each side. On-street parking may be utilized in areas where multi-family units are present. This roadway section may be used in portions of Neighborhood 1, 2, and 4 and Neighborhood Center 1.



LEGEND  
 PARKWAY  
 AVENUES  
 LOCAL STREETS



## Roadways and Pathways...continued

### SECTION 2.6.1 PARKWAYS

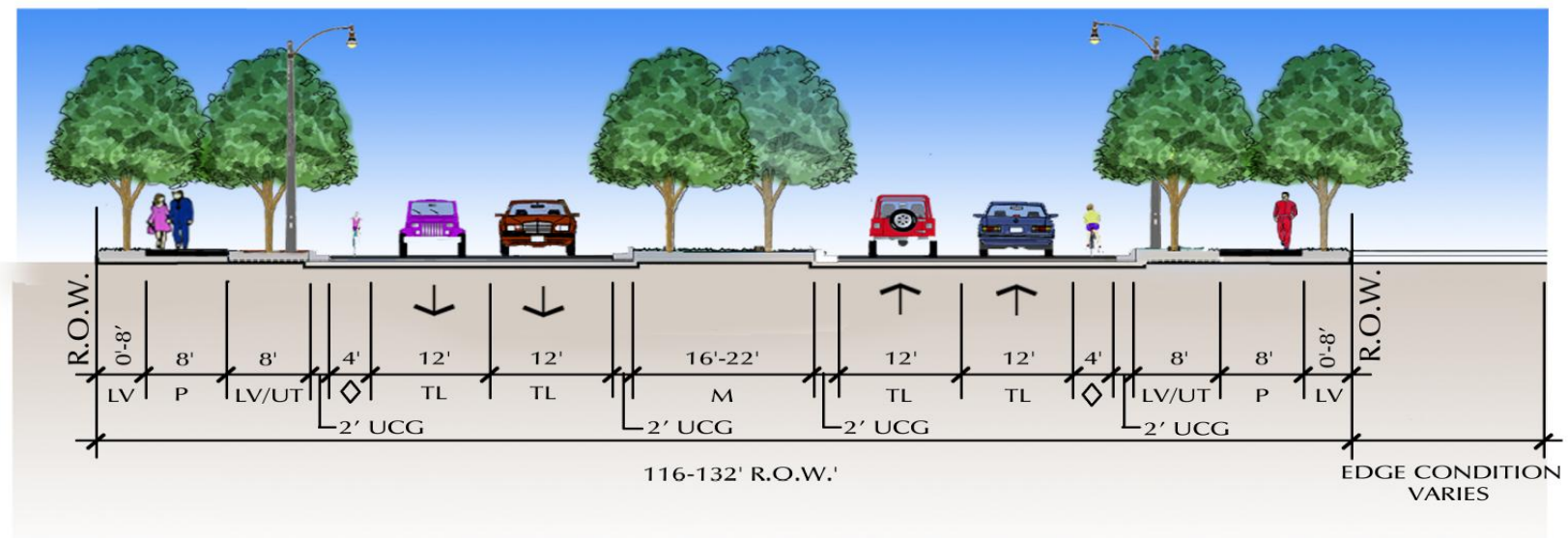
- Provide regional connections within the West Villages, the City of North Port, and Sarasota County.
- Intended for the proposed West Villages Parkway extension.
- Located on village edge.
- Lined with canopy trees.
- Designed for 45 miles per hour speed limits.
- Designed to accommodate pedestrian, bicycle, and small electric-powered vehicles (may be a multi-modal path).
- Designed with four travel lanes (two lanes may be constructed in initial stages).



#### LEGEND

- TL = Travel Lane
- M = Median
- ◇ = Bike Lane
- LV = Landscape Verge
- UCG = 2' Urban Curb/Gutter (12" Gutter Pan, 12" Curb Return)
- UT = Utility Strip
- P = Pedestrian Way

Figure 2.6.1.A Typical Parkway Section



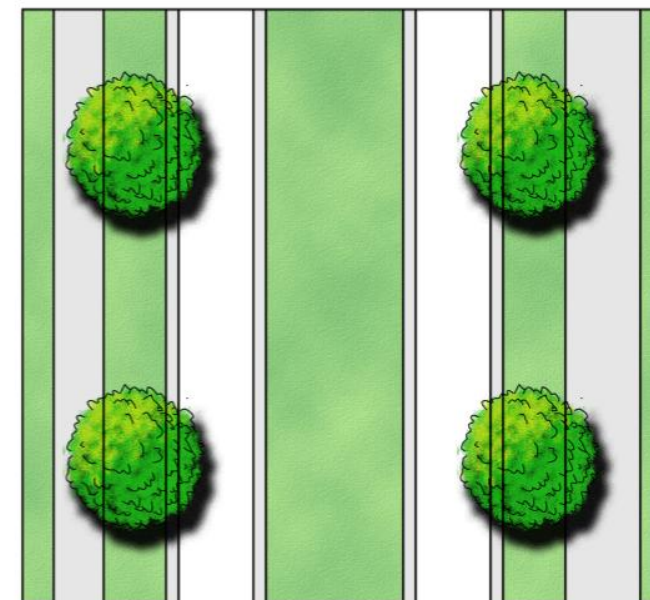
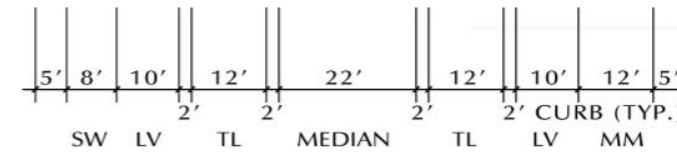
## Roadways and Pathways...continued

### SECTION 2.6.2 AVENUES

- Provide internal connections within Village "A".
- Intended for primary roadways.
- Links neighborhoods and neighborhood centers.
- Lined with palms and/or canopy trees.
- Designed for 30 miles per hour speed limits.
- Designed with pedestrian and bicycle paths (may be a multi-modal path).
- Designed with traffic calming devices where needed.



Figure 2.6.2.A Typical Avenue Section



#### LEGEND

- SW SIDEWALK
- LV LANDSCAPE VERGE
- TL TRAVEL LANE
- MM MULTI MODAL PATH



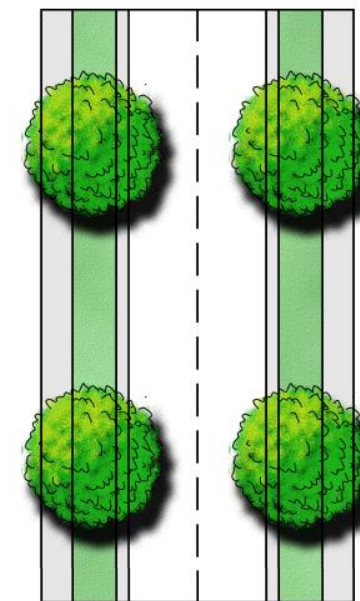
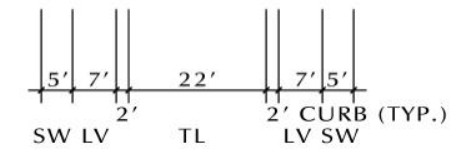
## Roadways and Pathways...continued

### SECTION 2.6.3 TYPE 1 LOCAL ROADWAY

- Provide internal connections within neighborhoods.
- Intended for neighborhood and neighborhood center streets.
- Links neighborhoods and neighborhood centers to avenues.
- Lined with canopy trees.
- Designed for 25 miles per hour speed limits.
- Designed with traffic calming devices where warranted.
- Accommodates neighborhood vehicles and pedestrians.



Section 2.6.3.A Typical Type 1 Local Roadway Section



#### LEGEND

- SW SIDEWALK
- LV LANDSCAPE VERGE
- TL TRAVEL LANE
- MM MULTI MODAL PATH



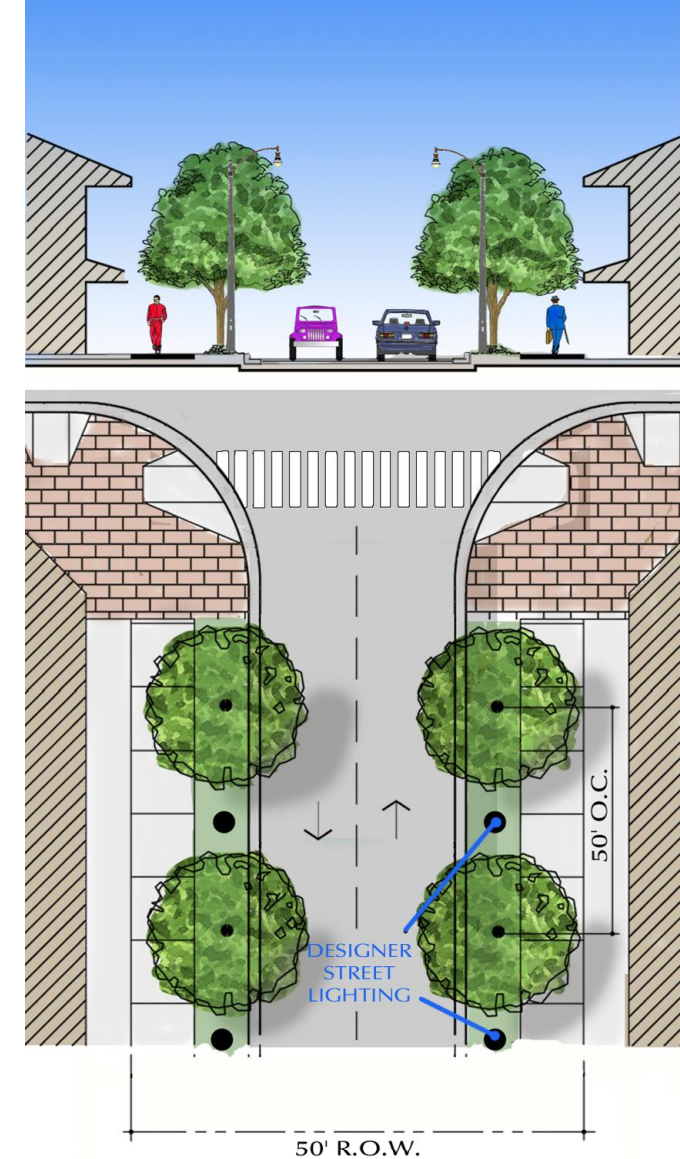
## Roadways and Pathways...continued

### SECTION 2.6.4 TYPE 2 LOCAL ROADWAY

- Provide internal connections within neighborhoods.
- Creates an "urban" or "traditional" street character.
- Intended for alternate use in Neighborhoods 1, 2, and 4 and Neighborhood Center 1.
- Links neighborhoods and neighborhood centers to avenues.
- Lined with canopy trees.
- Designed for 25 miles per hour speed limits.
- Designed with low speed limits for on-street bicyclists.
- Designed with traffic calming devices if needed.
- Accommodates neighborhood vehicles and pedestrians.
- Accommodates on-street parking when abutting multi-family and/or nonresidential uses (see following page).



Figure 2.6.4.A Typical Type 2 Local Roadway Section



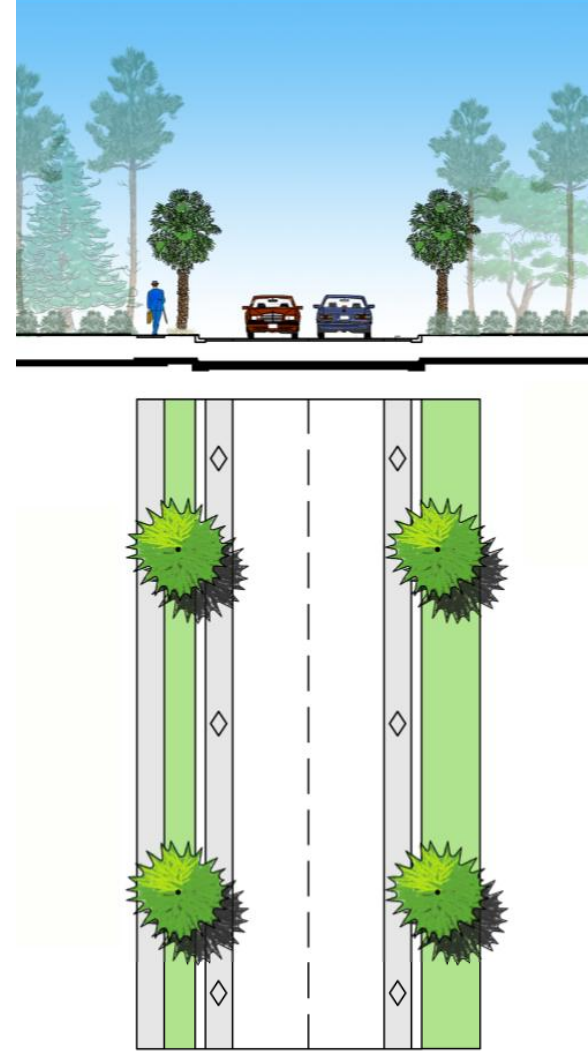
## Roadways and Pathways...continued

### SECTION 2.6.5 LOCAL ROADWAY OPTIONS

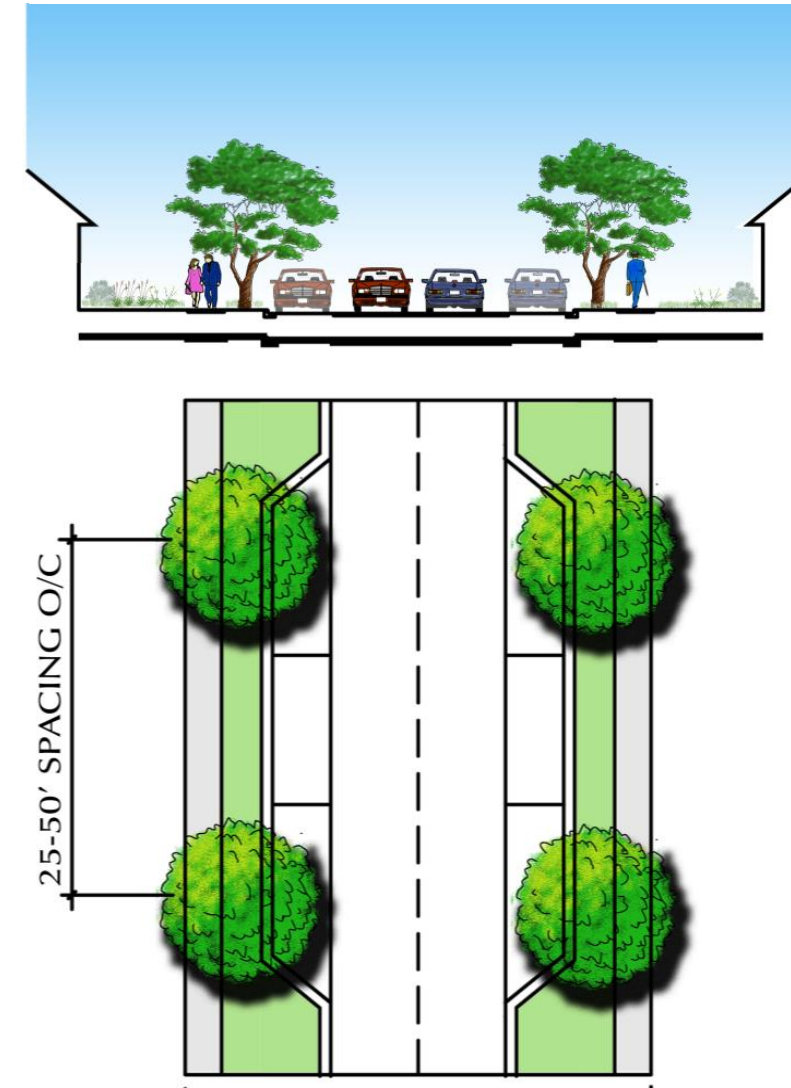
Local Roadway options may be modified or altered to adapt to surrounding land uses. For example if a neighborhood has more of an "urban" setting, on-street parking may be needed or if a roadway might affect an environmental feature, a narrower right-of-way with native vegetation should be considered to lessen the impacts.



**Figure 2.6.5.A** Local Roadway with designated Bicycle Lanes



**Figure 2.6.5.B** Local Roadway with On-Street Parking



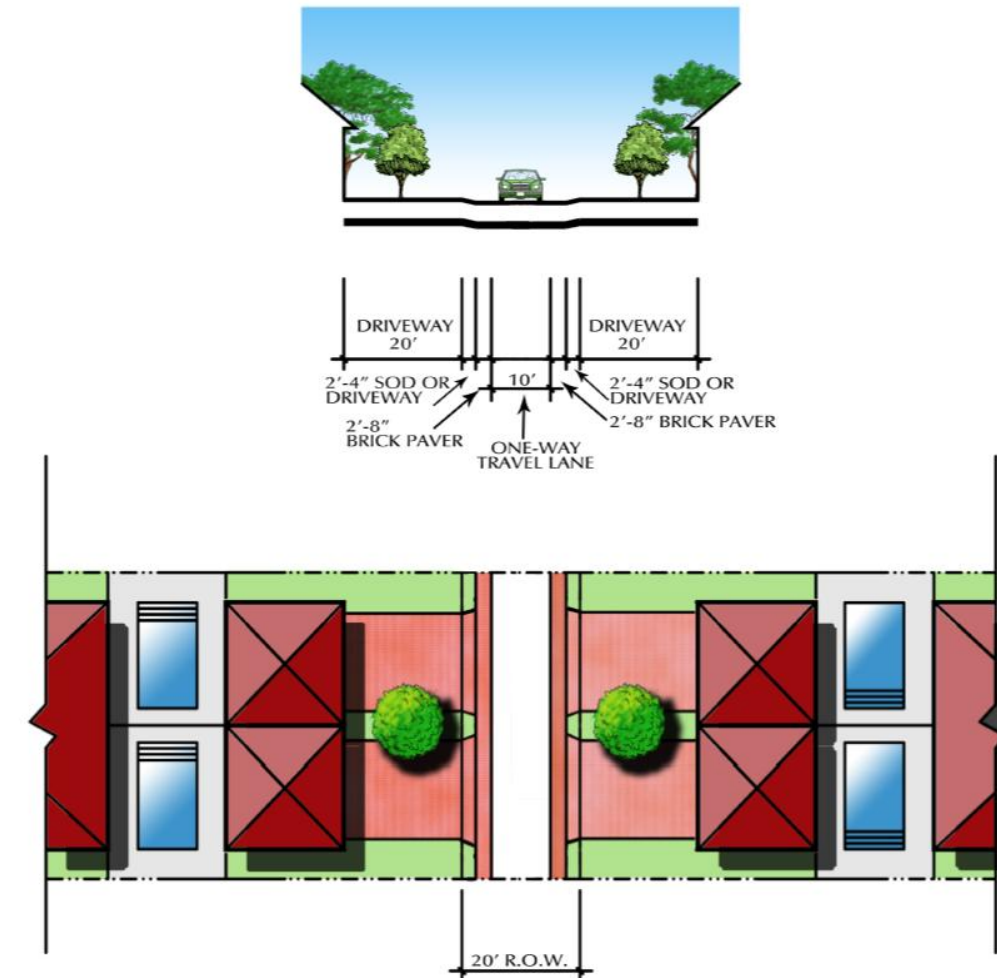
## Roadways and Pathways...continued

### SECTION 2.6.6 ALLEYS

- Provide access to rear loading garages or parking areas.
- Designed with 10 foot travel lanes.
- Designed as one-way sections.
- Intended for "traditional neighborhood designs."
- Option for neighborhood designs.



Figure 2.6.6.A Typical Alley Section



## Roadways and Pathways...continued

### SECTION 2.6.7 MULTI-USE PATHWAYS

- Aligned along waterways and open spaces behind residential lots.
- Designed in designated right-of-way.
- Designed with a 12 foot paved pathway that blends with surrounding neighborhoods and neighborhood centers.
- Landscaped with native vegetation and trees to blend with surrounding neighborhoods and neighborhood centers.
- Furnished with benches and trash receptacles.



Figure 2.6.7.B Typical Multi-Use Pathway Section

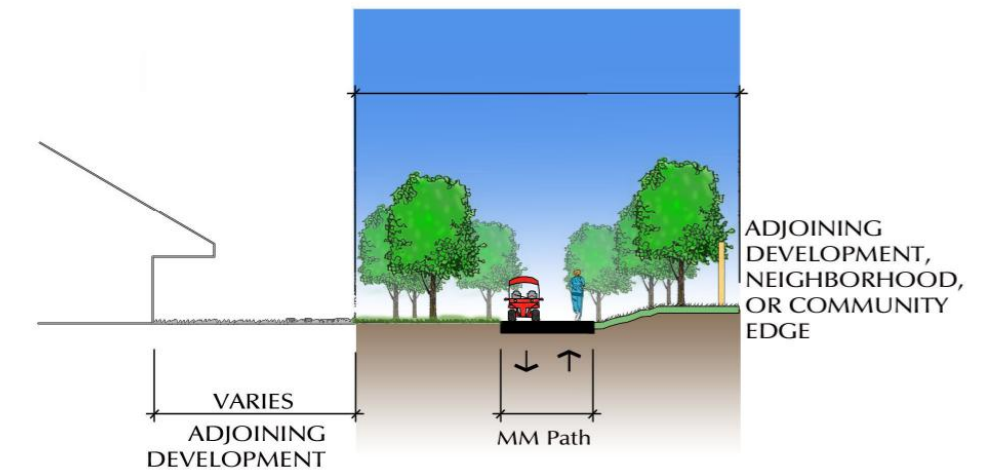
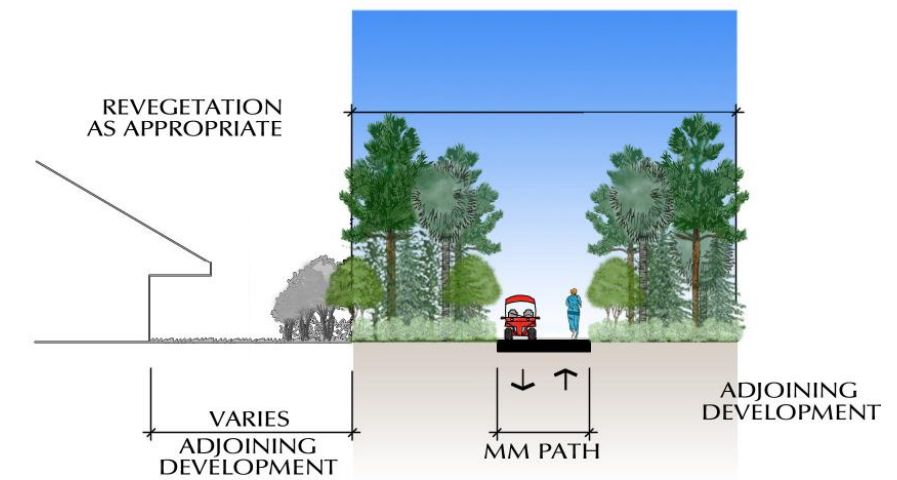
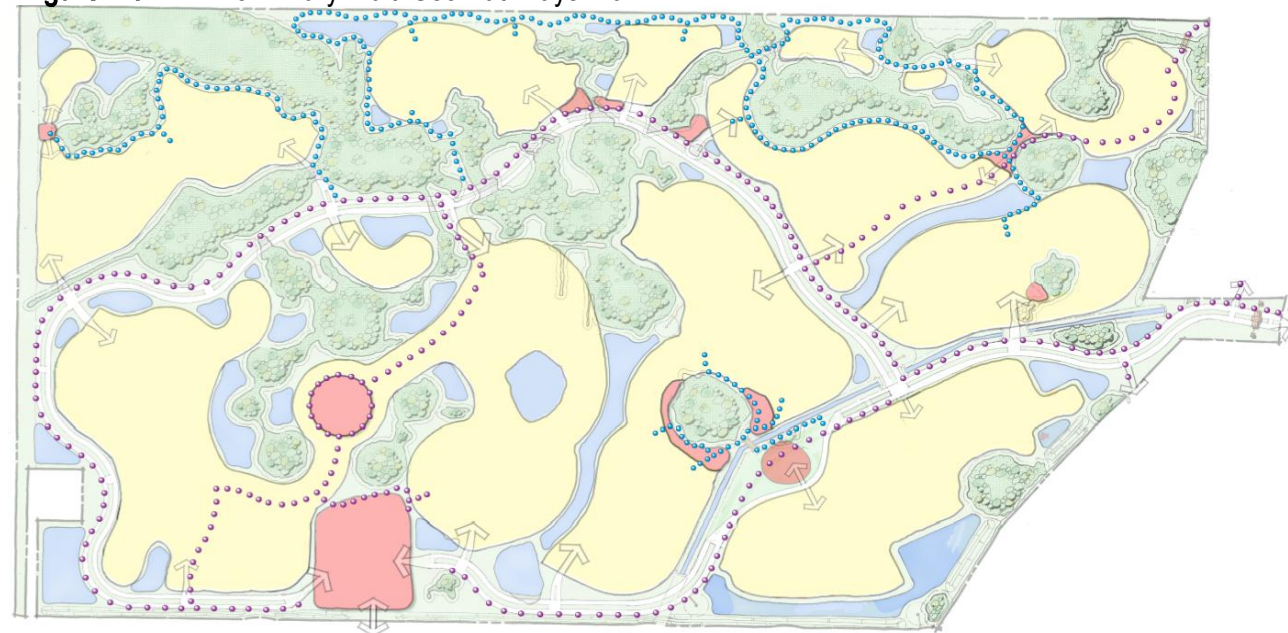


Figure 2.6.7.A Preliminary Multi-Use Pathways Plan



## Infrastructure

### SECTION 2.7 INFRASTRUCTURE

Preliminary provisions have been made for water, wastewater, stormwater and solid waste as required by the City of North Port Unified Land Development Code.

Water, sewer, and reuse infrastructure is not presently extended to the property, but formal negotiations are in progress to ensure availability concurrent with any site construction. At present, the City's water and sewer infrastructure has capacity to serve the initial village neighborhoods; however, a developer's agreement must be executed for the capacity to be reserved. The West Villages Improvement District (WVID) has been formed to provide a mechanism to construct the utility infrastructure required to serve new development within the West Villages.

### SECTION 2.7.1 WATER AND WASTEWATER

During the interim period, water services sufficient to serve Village "A" will be provided by the City of North Port through the construction of an offsite 16" water main and a potable water pump station and storage tank. Wastewater services will be provided through the construction of a 12" forcemain along US 41. Irrigation demand will be supplied by the WVID using withdrawals from wells and surface waters as permitted by existing water use permits. Construction for the offsite utilities is projected to begin in early 2005. Design and construction plan preparation for the potable water pump station and storage tank has been submitted for review.

The long-term service requirements of the West Villages are planned to be served with centralized water and sewer systems. It is anticipated that new wastewater and water treatments plants will be constructed within the West Villages. The WVID will be required to design and construct the first phase of any water and wastewater treatment plant. The cost of the said infrastructure will be reimbursed by the City through connection fee credits as development occurs. The treatment plants would then be turned over to the City to own and operate.

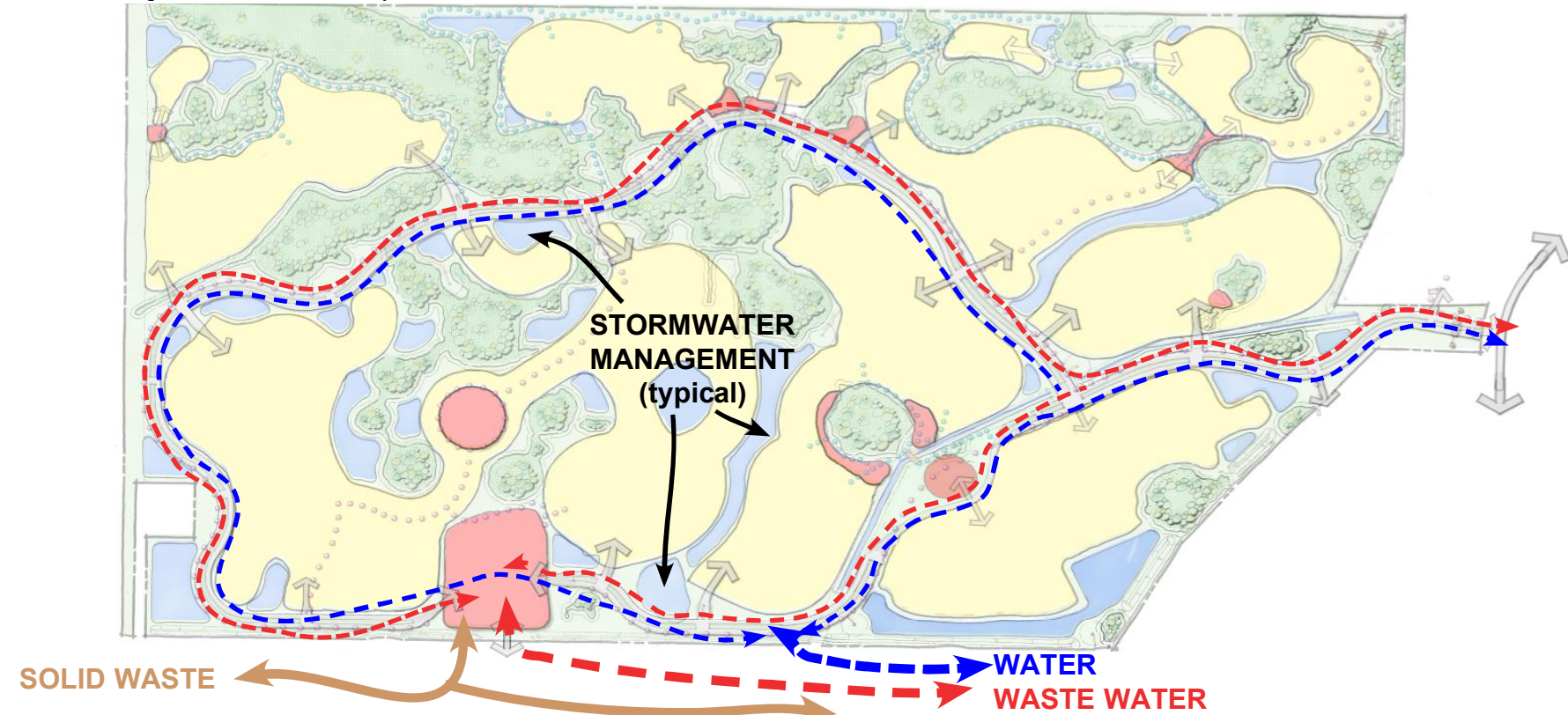
### SECTION 2.7.3 STORMWATER MANAGEMENT

Stormwater will be retained in a large system of lakes within the village. Ideally, the lakes will serve the village as a whole including the individual neighborhoods and corresponding neighborhood centers. The stormwater lakes have been preliminarily sized to effectively accommodate stormwater demand for residential development and some non-residential uses. These features will also serve as a community amenity. Specific lake size and topographic alterations will be explored as part of the next steps of the Village District planning process.

### SECTION 2.7.4 SOLID WASTE

Solid Waste is expected to be collected by the City of North Port Solid Waste District. Preliminary plans allow collection vehicles to enter the community and collect waste from individual units. Dumpsters and other consolidated waste receptacles may be used at the Neighborhood Centers where warranted. At present, recycling services are provided on a voluntary basis within the City, and have proven to greatly reduce the amount of waste that reaches the County's landfills. The City of North Port has not identified any deficiencies in solid waste capacity.

Figure 2.7. A Preliminary Infrastructure Plan



## Surrounding Character

### SECTION 2.8 SURROUNDING CHARACTER

Village "A" is proposed within the West Villages area of the City of North Port. The West Villages area has been conceptually planned to host a number of distinct villages and a town center. Adjacent to Village "A" to the south is Village "C" which is currently in the development process. At the time of this report no other villages or development have emerged although future villages and roadway alignments have been identified for the West Villages. In addition, detected environmental features have been targeted for further analyses and preservation during the Villages VDPP process.

Other surrounding property characteristics include: large tracts of lands used for agriculture to the north; a residential community, Fairway Village, to the west; and the proposed Town Center and proposed Village "B" within the West Villages to the east. The preliminary VDPP design for Village "A" transitions with complementary uses to these surrounding land uses. Moreover, the preliminary design of Village "A" is anticipated to fulfill planning guidelines established by the West Villages such as having interconnecting roadways, ample open areas of conservation lands, and accommodating gateway features promoting the City of North Port near Village "A's" southwest entrance.

Figure 2.8.A Preliminary Village "A" VDPP

