VILLAGE "B"

# Village District

## PROPOSED VDPP

PATTERN PLAN

PREPARED FOR

THOMAS RANCH LAND PARTNERS VILLAGE I, LLLP

WEST VILLAGES PARKWAY EAST ASSOCIATES, LLLP

DATE SUBMITTED: APRIL 10TH, 2015

PREPARED BY

Kimley»Horn

# INTRODUCTORY NOTE

*This book is the record for the Village District Planning Process (VDPP) for Village "B". The proposed Village "B" is within the Town Center area of the West Village in accordance with the adopted Village District Pattern Book and Index Maps, specifically note 6 of the Index Map "A". The Village District Planning Process consists of three required steps, representing the three chapters of this book: the Site Analysis, the Preliminary VDPP, and the Proposed VDPP. The Proposed VDPP is refined and becomes adopted as the Final VDPP. The Final VDPP supersedes the Preliminary VDPP.*

*The book begins with Chapter Three, the Proposed VDPP, which contains the most up-to-date information. Chapters One and Two, Site Analysis and Preliminary VDPP, provide additional supporting data, which provides the basis of Chapter Three, as well as a record of the planning process.*

*At present, the Site Analysis portion of this process has been presented to the public at a public workshop on October 29th, 2014. The Preliminary VDPP portion was presented similarly on December 17th, 2014, and the Final section of the VDPP is anticipated to be presented in 2015 as required by City of North Port Comprehensive Plan Policy 13.6. The comments received from the public workshops as well as refinements throughout the process will culminate in the Final Village District Pattern Plan.*

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Chapter Three

# Proposed Village District Pattern Plan

# Community Goals

## SECTION 3.1 COMMUNITY GOALS

Village "B" 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.

**Figure 3.1.A Village Index Map "A"**

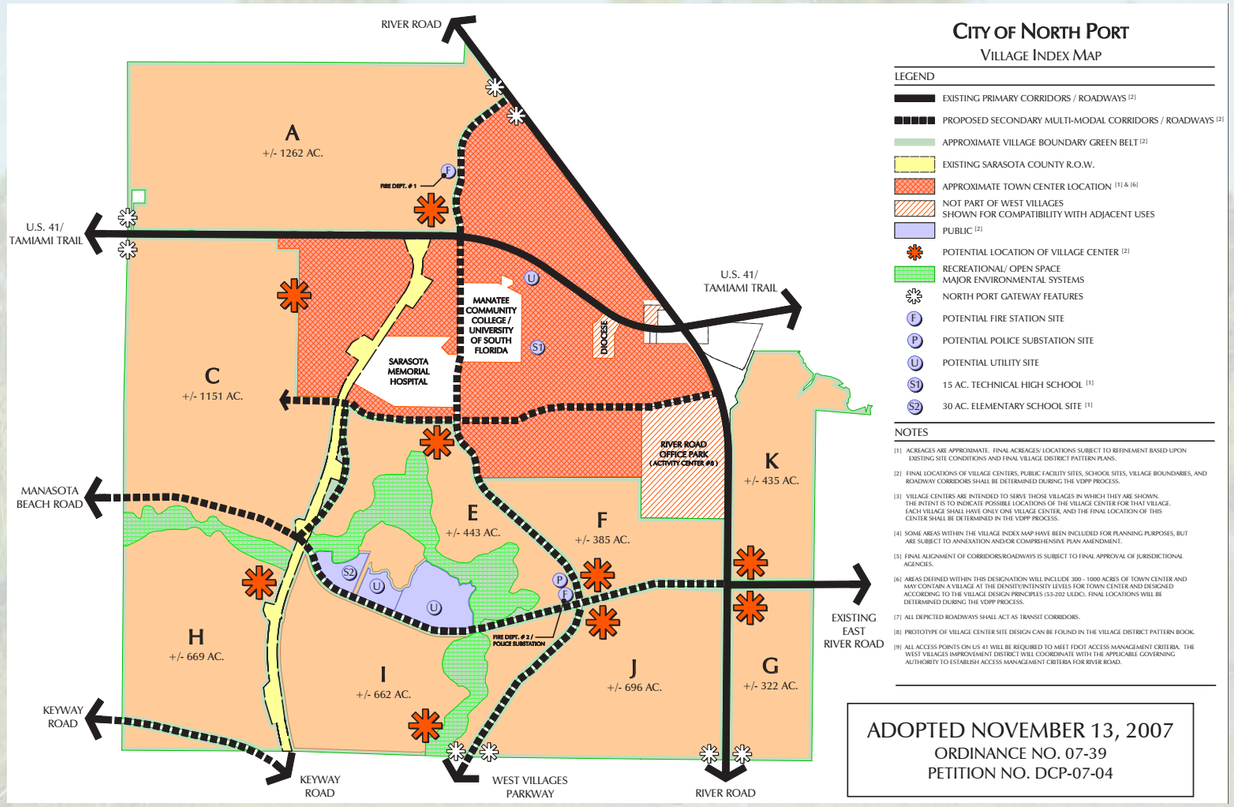
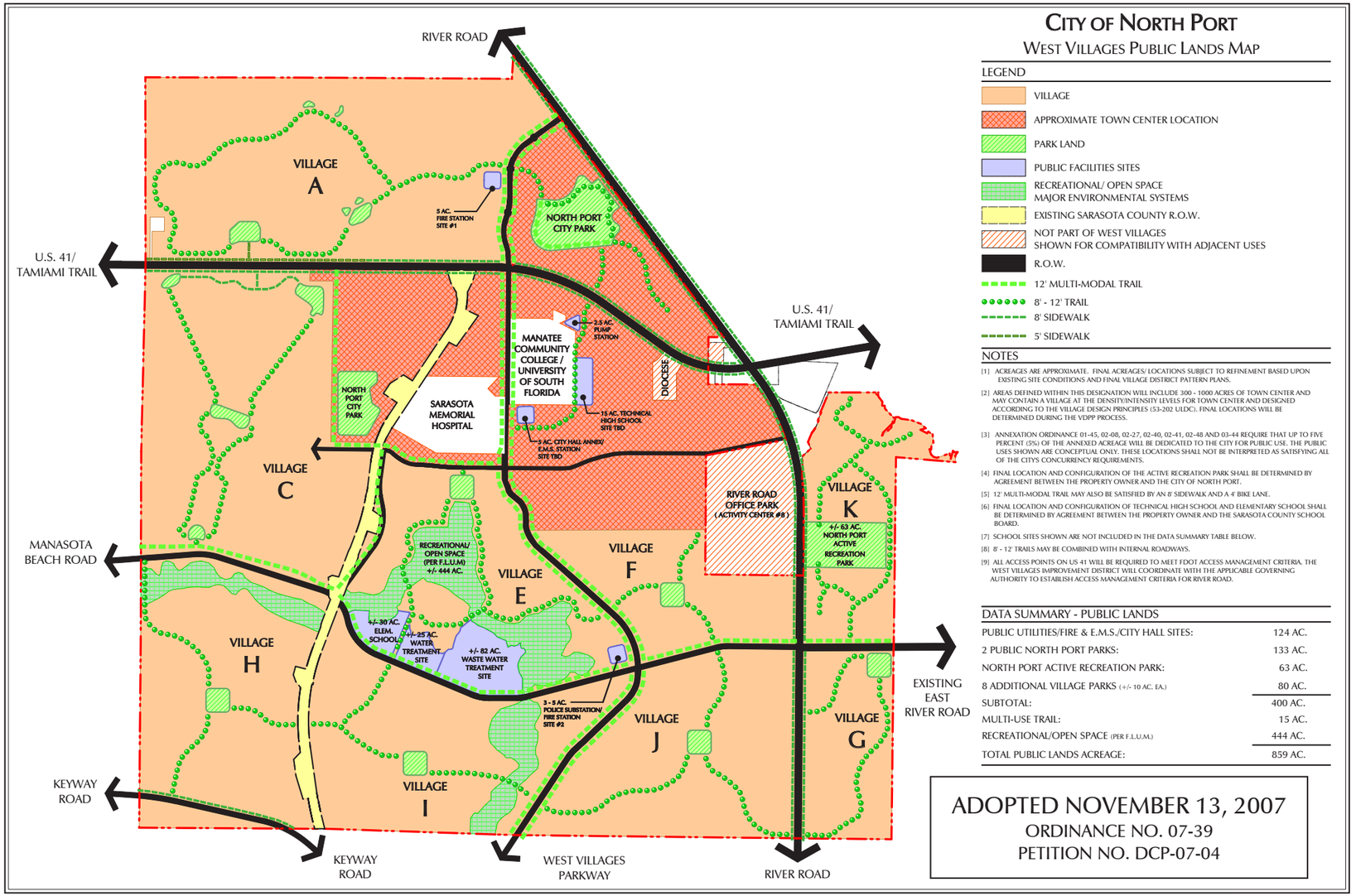


**Figure 3.1.B West Village Index Map "B"**




# CITY OF NORTH PORT
## WEST VILLAGES PUBLIC LANDS MAP

LEGEND

- VILLAGE
- APPROXIMATE TOWN CENTER LOCATION
- PARK LAND
- PUBLIC FACILITIES SITES
- RECREATIONAL/ OPEN SPACE MAJOR ENVIRONMENTAL SYSTEMS
- EXISTING SARASOTA COUNTY R.O.W.
- NOT PART OF WEST VILLAGES SHOWN FOR COMPATIBILITY WITH ADJACENT USES
- R.O.W.
- 12' MULTI-MODAL TRAIL
- 8' - 12' TRAIL
- 8' SIDEWALK
- 5' SIDEWALK

NOTES

[1] ACREAGES ARE APPROXIMATE. FINAL ACREAGES/ LOCATIONS SUBJECT TO REFINEMENT BASED UPON EXISTING SITE CONDITIONS AND FINAL VILLAGE DISTRICT PATTERN PLANS.

[2] AREAS DEFINED WITHIN THIS DESIGNATION WILL INCLUDE 300 - 1000 ACRES OF TOWN CENTER AND MAY CONTAIN A VILLAGE AT THE DENSITY/INTENSITY LEVELS FOR TOWN CENTER AND DESIGNED ACCORDING TO THE VILLAGE DESIGN PRINCIPLES (53-202 ULDC). FINAL LOCATIONS WILL BE DETERMINED DURING THE VDPP PROCESS.

[3] ANNEXATION ORDINANCE 01-45, 02-08, 02-27, 02-40, 02-41, 02-48 AND 03-44 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.

[4] FINAL LOCATION AND CONFIGURATION OF THE ACTIVE RECREATION PARK SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTH PORT.

[5] 12' MULTI-MODAL TRAIL MAY ALSO BE SATISFIED BY AN 8' SIDEWALK AND A 4' BIKE LANE.

[6] FINAL LOCATION AND CONFIGURATION OF TECHNICAL HIGH SCHOOL AND ELEMENTARY SCHOOL SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE SARASOTA COUNTY SCHOOL BOARD.

[7] SCHOOL SITES SHOWN ARE NOT INCLUDED IN THE DATA SUMMARY TABLE BELOW.

[8] 8' - 12' TRAILS MAY BE COMBINED WITH INTERNAL ROADWAYS.

[9] ALL ACCESS POINTS ON US 41 WILL BE REQUIRED TO MEET FDOT ACCESS MANAGEMENT CRITERIA. THE WEST VILLAGES IMPROVEMENT DISTRICT WILL COORDINATE WITH THE APPLICABLE GOVERNING AUTHORITY TO ESTABLISH ACCESS MANAGEMENT CRITERIA FOR RIVER ROAD.

DATA SUMMARY - PUBLIC LANDS

| | |
|---|---|
| PUBLIC UTILITIES/FIRE & E.M.S./CITY HALL SITES: | 124 AC. |
| 2 PUBLIC NORTH PORT PARKS: | 133 AC. |
| NORTH PORT ACTIVE RECREATION PARK: | 63 AC. |
| 8 ADDITIONAL VILLAGE PARKS (+/- 10 AC. EA.) | 80 AC. |
| SUBTOTAL: | 400 AC. |
| MULTI-USE TRAIL: | 15 AC. |
| RECREATIONAL/OPEN SPACE (PER F.L.U.M.) | 444 AC. |
| TOTAL PUBLIC LANDS ACREAGE: | 859 AC. |

ADOPTED NOVEMBER 13, 2007
ORDINANCE NO. 07-39
PETITION NO. DCP-07-04

SCALE: IN FEET 0 500 1000 2000 N



Kimley-Horn and Associates, Inc.
URBAN RESOURCE GROUP
A DIVISION OF KIMLEY-HORN AND ASSOCIATES, INC.

# West Villages
## West Villages Index Map - "B" - Public Lands Map

NORTH PORT, FLORIDA

CONTACT: ALAN MAIO,AICP (941) 922-8187

# Proposed Village District Plan

## SECTION 3.2 INTRODUCTION

The Proposed Village District Plan for Village "B" was designed according to the Village District performance standards as highlighted in the City of North Port's Comprehensive Plan. It builds on the generalized vision that was set forth during the Preliminary VDPP planning process that is described in Chapter Two of this document. Figure 3.2.A shows the Proposed Village Plan, including neighborhoods and neighborhood centers, open space and environmental systems, and roadways. The design of the site also utilizes Chapter One's Site Analysis as well as the broader plans and ideas expressed in the West Villages Village District Pattern Book and Village Index Map.

The objectives of the Village District Pattern Book (VDPB) are to establish a broad community framework within which the private sector can express itself in the building of sustainable Villages, while not being overly regulatory or restrictive to its creativity or ability to adapt to changing market conditions. To further these objectives, a Design Review Committee (DRC) comprised of a minimum of three representatives will be established by the Village "B" Property Owners Association. Their responsibility will be to review architectural features, design components, and landscape plans of residential buildings and sites within the community of Village "B". The DRC will use Section 10 of the West Villages Village District Pattern Book for guidance in making their approval decisions. In all cases, the specifications relating to landscaping contained within the North Port Land Development Code shall be the minimum standard the Design Review Committee is empowered to approve.

In addition to the Lighting design standards outlined in Section 10 of VDPB, Village "B" may, as an alternative to Metal Halide Lighting, use a High Pressure Sodium Vapor (HPSV) or LED as a softer lighting source along Local Streets - Residential as depicted in Section 10 (Examples of "Great Streets", H.) of the VDPB. Village "B" may also utilize the standard poles and fixtures provided by FPL, as an alternative to the poles and fixtures noted in the Section 10 of the VDPB. With respect to the lighting design for sidewalks in Section 10 of the VDPB, sidewalks located within Village "B" alongside roadways are considered part of the roadway and have lighting requirements of the adjacent roadway. All other sidewalks will be illuminated per the Pedestrian Pathway Lights standards per Section 10 of the VDPB.

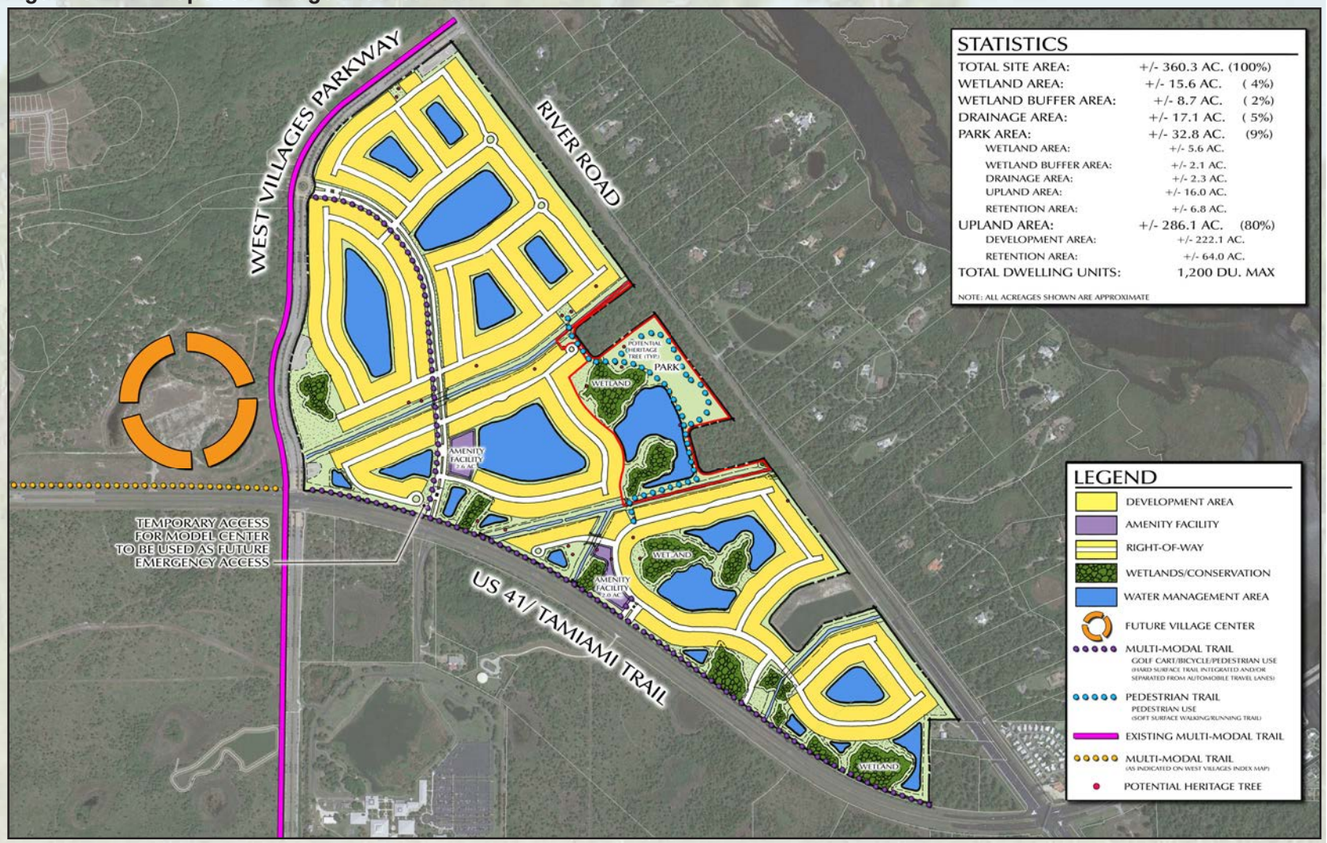
The Proposed Village District Plan for Village "B" proposes two neighborhoods, two amenity center/neighborhood centers, multiple conservation areas, and an interconnected trail system. The neighborhoods are planned to be within comfortable walking distance from neighborhood centers and multi-modal trails. These trails provide linkages to village neighborhoods, as well as, serve as effective passive recreational amenities and assets.

Village "B" also provides a passive park on it's eastern boundary as identified on the West Villages Index Map. Vehicular access for this park will be provided via a connection to River Road. There will be no vehicular access between the park and the remainder of Village "B", however, the park will be accessible by residents of Village "B" via the proposed pedestrian trails shown in Figure 3.2.A Proposed Village District Plan.

The park is proposed to only include passive features, such as a pedestrian trail, and preserved open space. Potential Heritage Trees have been shown on Figure 3.2.A. Heritage tree status will be determined during the Infrastructure Plan process. If any additional Heritage Trees are identified, they will be addressed during that time as well.

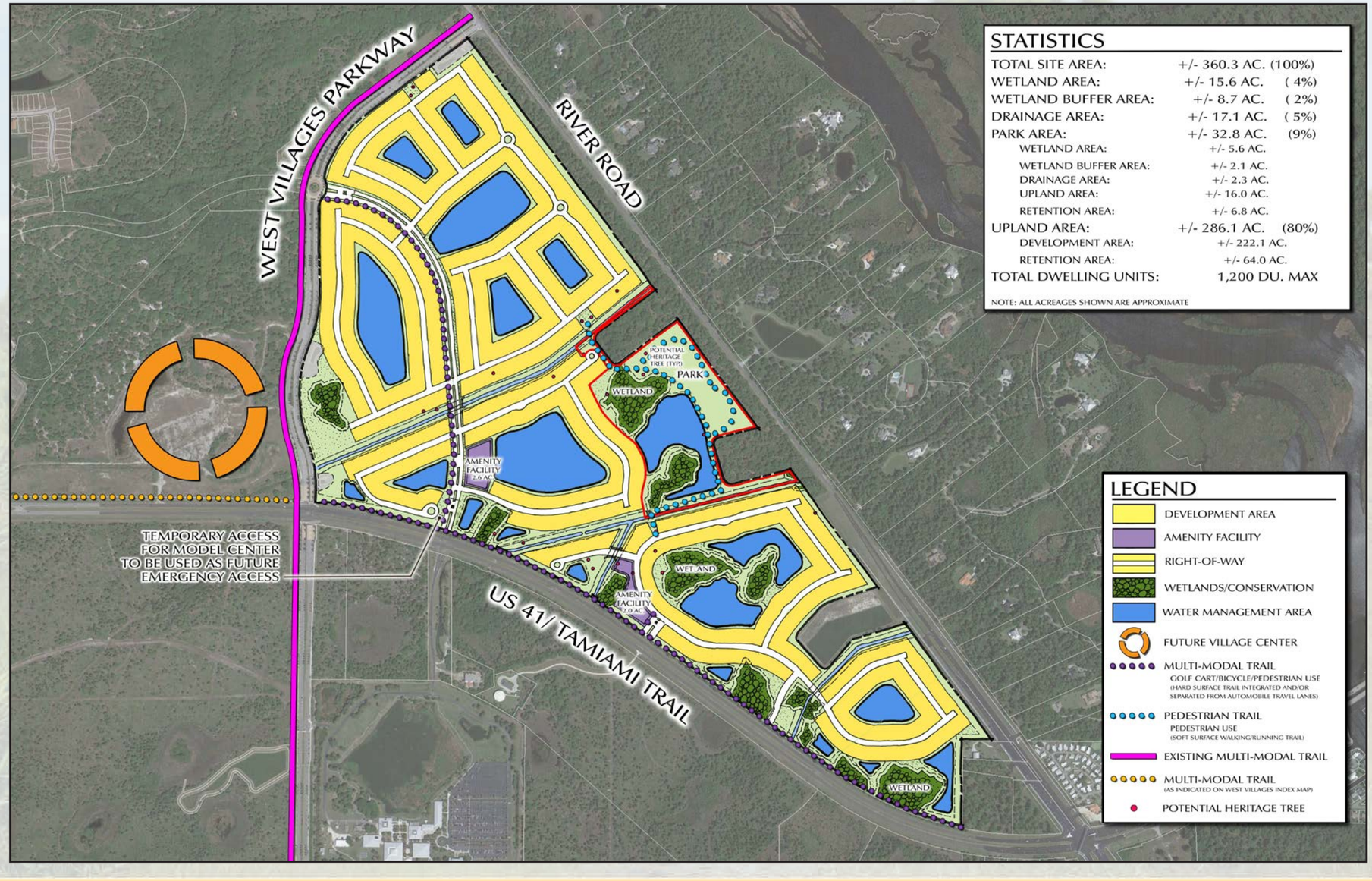
Additional Village characteristics including land uses, development styles, and other community features will be explained in further detail in the following sections of Chapter Two.

**Figure 3.2.A Proposed 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.*

# Proposed Village District Plan...*continued*



# Proposed Neighborhoods Plan

## SECTION 3.3 NEIGHBORHOOD CHARACTER

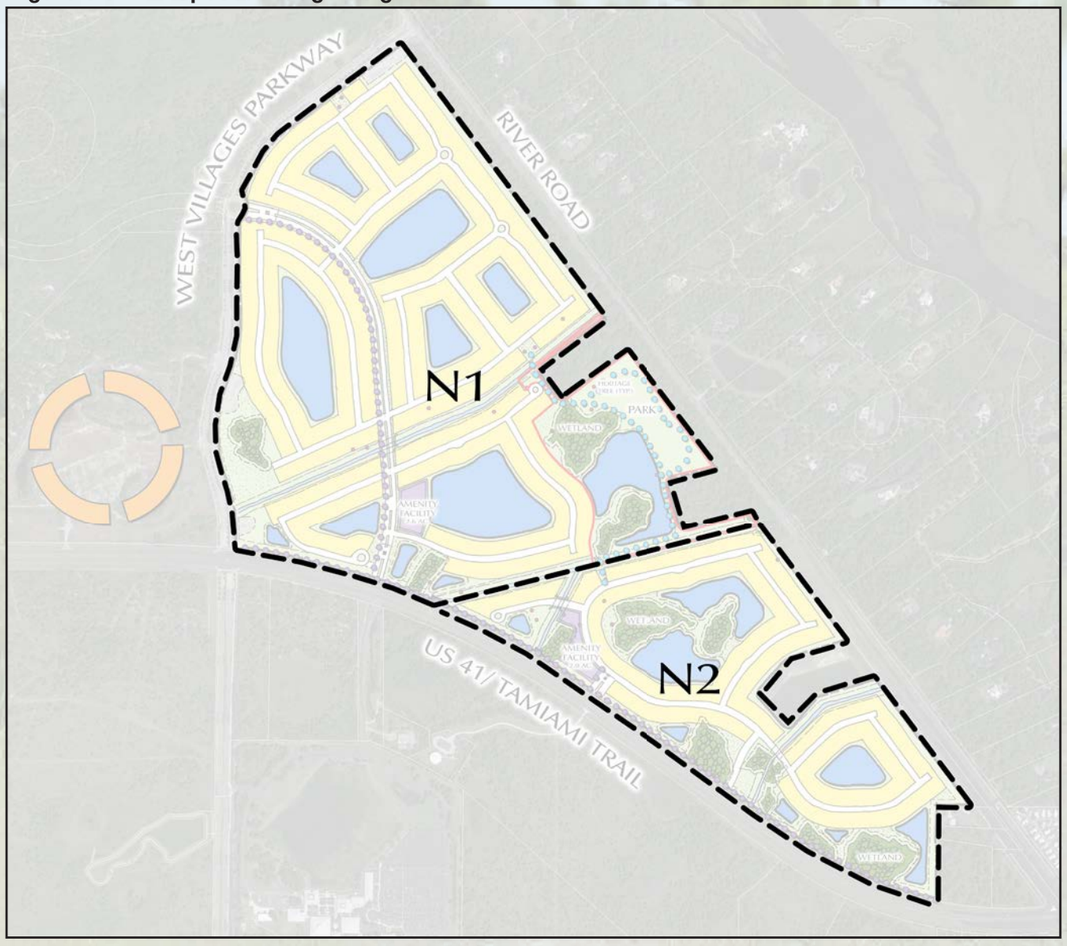
Village "B" proposes to contain two distinct neighborhoods identified as N1 and N2 as shown in Figure 3.3.A. Each neighborhood is envisioned to be unique in character. This will be achieved by providing a mix of housing types, an array or recreational amenities, and preserving many aspects of the natural environment.

A predominate neighborhood feature is the sidewalk and multi-modal trail network which will link each neighborhood to neighborhood centers, open space tracts, and the future Village Center. These features facilitate citizen interaction by linking village neighborhoods with on-site and adjacent amenities and facilities. These trails will also provide residents with connectivity to the natural environment.

These neighborhoods are designed to be low density residential communities consisting of single-family attached, detached homes, and multi-family. Ideally, each property's rear yard will abut to water feature or open space.

In furtherance of the interpretation authority granted by the City of North Port Comprehensive Plan and Land Development Code, the Zoning Administrator/Planning Manager shall have the authority to administratively approve modifications of standards and the conceptual design layout contained withing this VDPP Application, excluding standards related to density, building heights, buffer widths, and Permitted Uses. Reasonable mitigation measures may be imposed by the Zoning Administrator/Planning Manager to limit impacts from the requested adjustment of standards. The Zoning Administrator/Planning Manager shall have the additional authority to administratively approve modifications to standards initiated by the property owner that provide a benefit to the general public or surrounding community.

**Figure 3.3.A Proposed Village Neighborhood Plan**



# Proposed Neighborhoods Plan...*continued*

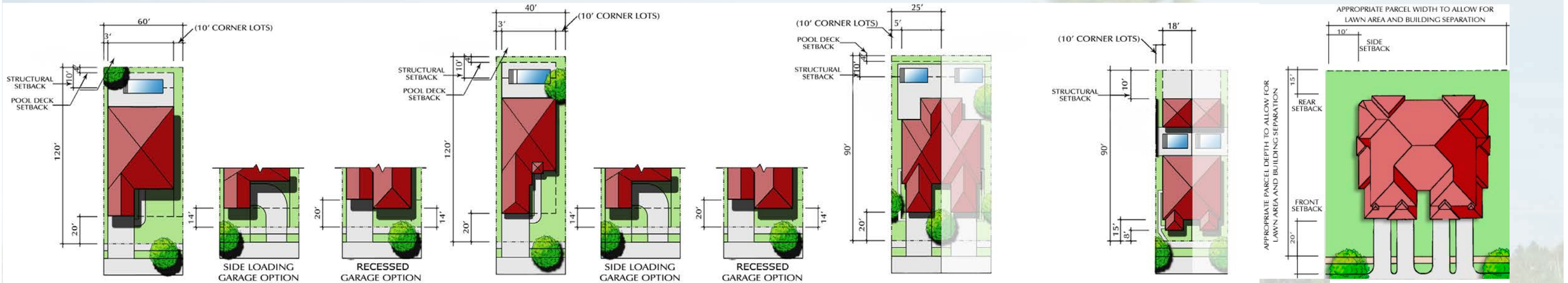
**Figure 3.4.A Neighborhood Development Standards**

| | RESIDENTIAL AREAS | | RECREATIONAL / MIXED USE / NON-RESIDENTIAL AREAS | | |
|---|---|---|---|---|---|
| | **NEIGHBORHOOD 1 +/- 247 ac.** | **NEIGHBORHOOD 2 +/- 113 ac.** | **NEIGHBORHOOD CENTER 1 min. 2.0 ac.** | **NEIGHBORHOOD CENTER 2 min. 1.5 ac.** | **NC COMBINED** |
| Floor Area Ratio (3) / Density Limitations | 0.15 FAR / 4 Dwelling Units per Acre | 0.15 FAR / 4 Dwelling Unit per Acre | 0.25 FAR | 0.25 FAR | .01 FAR |
| Permitted Uses(1)(5)(6) | Community Center<br>Gatehouse<br>Single-family Detached - Type A<br>Single-family Detached - Type B<br>Single-family Attached<br>Townhouses<br>Multi-Family<br>Model Homes / Sales Center<br>Park/ Recreation Facilities<br>Utility Structures<br>Parking | Community Center<br>Gatehouse<br>Single-family Detached - Type A<br>Single-family Detached - Type B<br>Single-family Attached<br>Townhouses<br>Multi-Family<br>Model Homes / Sales Center<br>Park/ Recreation Facilities<br>Utility Structures<br>Parking | Active Recreation<br>Park/ Recreation Facilities<br>Utility Structures (1)(5)(6)<br>Parking | Active Recreation<br>Park/ Recreation Facilities<br>Utility Structures (1)(5)(6)<br>Parking | Passive Recreation (6)<br>Parking |
| Minimum Lot Size | See Figure 3.4.B | See Figure 3.4.B | No min. lot area | No min. lot area | N/A |
| Maximum Structure Height | 42 Feet (s.f.)<br>50 Feet (townhouses, multi-family., community center, gatehouse, non-residential) | 42 Feet (s.f.)<br>50 Feet (townhouses, multi-family, community center, gatehouse, non-residential) | 30 FT | 30 FT | 30 FT |
| Setbacks(2)(4) | Residential - See specific structure type in Section 2.3.B<br>Non-residential - 10 Feet Front<br>10 Feet Rear (4)<br>10 Feet Side (4) | Residential - See specific structure type in Section 2.3.B<br>Non-residential - 10 Feet Front<br>10 Feet Rear (4)<br>10 Feet Side (4) | 10 FT - Front<br>10 FT - Side (4)<br>10 FT - Rear (4) | 10 FT - Front<br>10 FT - Side (4)<br>10 FT - Rear (4) | 25 FT - Front<br>25 FT - Side<br>25 FT - Rear<br>(6) |

Notes: (1) Above ground 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. A berm up to 8' in height may be constructed as part of a buffer. Up to 8' in height of wall or fence may be constructed with or without a berm as part of the landscape or buffering plans.
(3) Floor to area ratio (FAR) standards shall be applied to individual parcels in which a non-residential use is proposed.
(4) Setbacks may be reduced to 0 feet when the subject parcel is adjacent to an easement, open space tract or water body that is at least 30 ft in width.
(5) Utility structures shall be located in easements or in right-of-ways as indicated in roadway cross-sections.
(6) Lakes and ponds may be used for irrigation and or storage of reclaimed water.

# Proposed Neighborhoods Plan...*continued*

**Figure 3.4.B Typical lot Configurations for Individual Residential Structures**



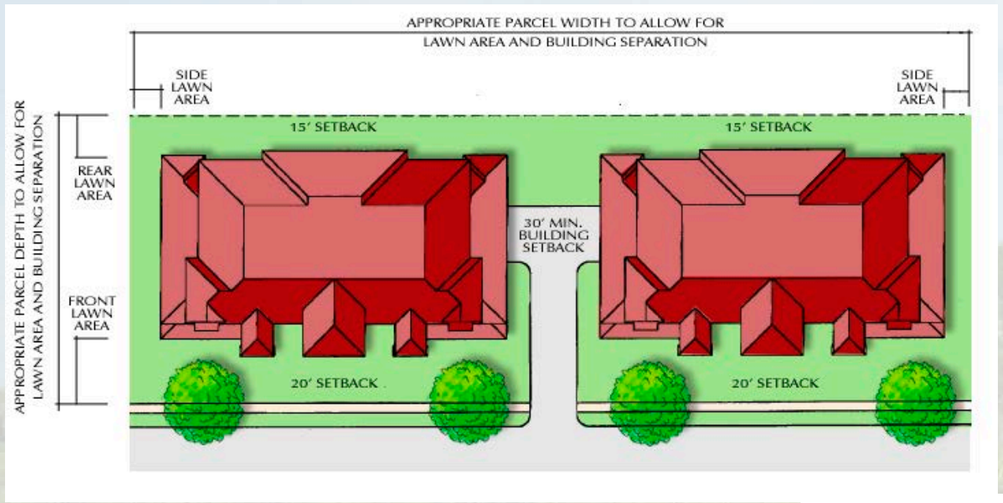

SINGLE-FAMILY DETACHED - TYPE A | SINGLE-FAMILY DETACHED - TYPE B | SINGLE-FAMILY ATTACHED | TOWNHOUSE | MULTI-FAMILY

| DEVELOPMENT STANDARDS | SINGLE-FAMILY DETACHED - TYPE A | SINGLE-FAMILY DETACHED - TYPE B | SINGLE-FAMILY ATTACHED | TOWNHOUSE(6) | MULTI-FAMILY |
|---|---|---|---|---|---|
| LOT AREA (MIN)(9) | 7,800 SF | 5,200 SF | 2,250 SF (per unit) | 1,620 SF | N/A |
| LOT WIDTH(MIN)(8)(9) | 60 FT | 40 FT | 25 FT | 18 FT | N/A |
| LOT DEPTH(MIN) | 120 FT | 120 FT | 90 FT | 90 FT | N/A |
| LOT COVERAGE (MAX)(10) | 55 % | 55 % | 60 % | 75 % | N/A |
| FRONT SETBACK (MIN) (1) | 20 FT (FLG) / 14 FT (SLG) (RGO) | 20 FT (FLG) / 14 FT (SLG) (RGO) | 20 FT / 14 FT (SLG) | 15 FT / 8 FT (NON-ENCLOSED SPACES, I.E. PORCH) | 20 FT / 14 FT (SLG) |
| SIDE SETBACK (MIN) (STRUCTURES)(3)(4)(7)(8)(11) | 10 FT BETWEEN STRUCTURES | 10 FT BETWEEN STRUCTURES | 5 FT<br>0 FT (COMMON WALL or SHARED LOT LINE)<br>10 FT (CORNER LOT) | 5 FT<br>0 FT (COMMON WALL SHARED LOT LINE)<br>10 FT (CORNER LOT) | MIN. 10' SEPARATION |
| SIDE SETBACK(MIN) (POOL DECKS, PATIOS, AND SCREEN ENCLOSURES)(2)(3)(7)(8)(11) | 3 FT | 3 FT | 4 FT (WITH SIDE YARD) / 0 FT (COMMON WALL / SHARED LOT LINE)<br>(POOL EDGES HAVE A 5 FT SETBACK ON SIDE YARDS OF UNITS) | 4 FT (WITH SIDE YARD) / 0 FT (SHARED LOT LINE)<br>(POOL EDGES HAVE A 5 FT SETBACK ON SIDE YARDS OF UNITS) | N/A |
| REAR SETBACK (MIN) (5)(7) | 10 FT (PRINCIPAL STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE) | 10 FT (PRINCIPAL STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE) | 10 FT (PRINCIPAL STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE) | 10 FT (PRINCIPAL STRUCTURE) / POOL DECKS AND SCREEN ENCLOSURES (N/A) | 15 FT (STRUCTURE) |

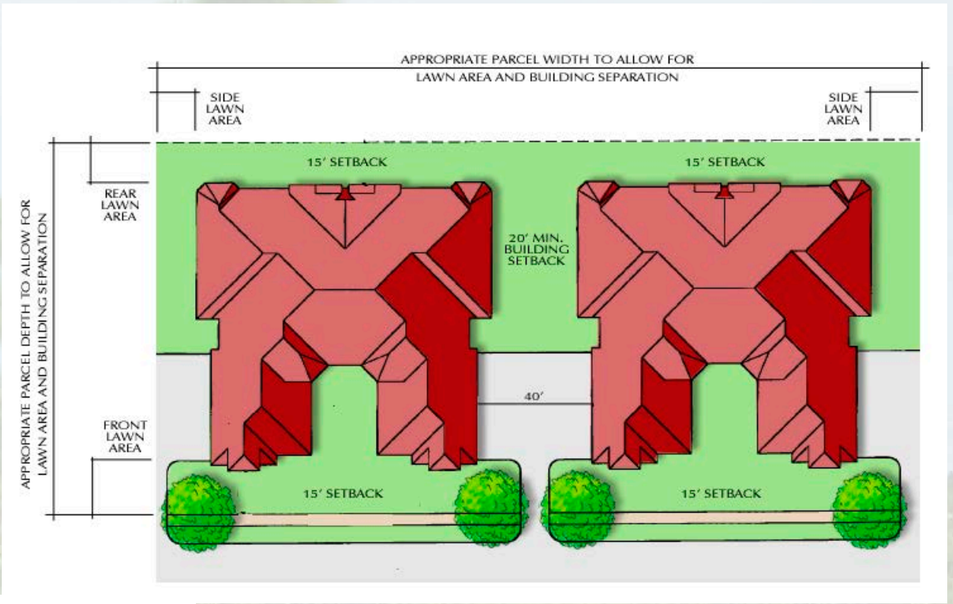
NOTES: **To be able to adjust to marketing conditions, changes to the Building Code, resident input, etc. product styles / building footprints illustrated in Fig. 3.4.b above may be adjusted from shown and shall meet all dimensional standards**

(1) Front loading garage = (FLG), side loading garage = (SLG), recessed garage option = (RGO)
(2) Screen enclosures for Townhouses and Single-Family Attached will have a 5 FT side setback without a privacy wall, or a 0 FT side setback with a min. 6' height privacy wall, provided that the screen is located atop the privacy wall.
(3) Patios and pool decks for Townhouses and Single-Family Attached may have a 0 FT side setback provided they abut a shared privacy wall.
(4) Corner setbacks do not apply when the side property line is adjacent to a platted open space tract of at least 5 FT in width.
(5) The rear setback may be reduced to 0 FT when the rear property line abuts an easement, water body or open space tract of at least 30 FT in width.
(6) Townhouse units may include two or more attached units.
(7) Cornices, veneers or other non-structural projections shall not count towards setbacks. They shall be treated similar to roof overhangs.
(8) Side yard setbacks for Single Family Type A and Type B as shown are a combined separation of 10 FT.
(9) Min. lot area and width for curvilinear lots may be less then 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.
(10) Lot Coverage is defined as percent of lot area under fixed roof. Lot Coverage does not include pools, decks, driveways, patios, sidewalks, etc.
(11) AC units and mechanical equipment shall be allowed in side yard setbacks

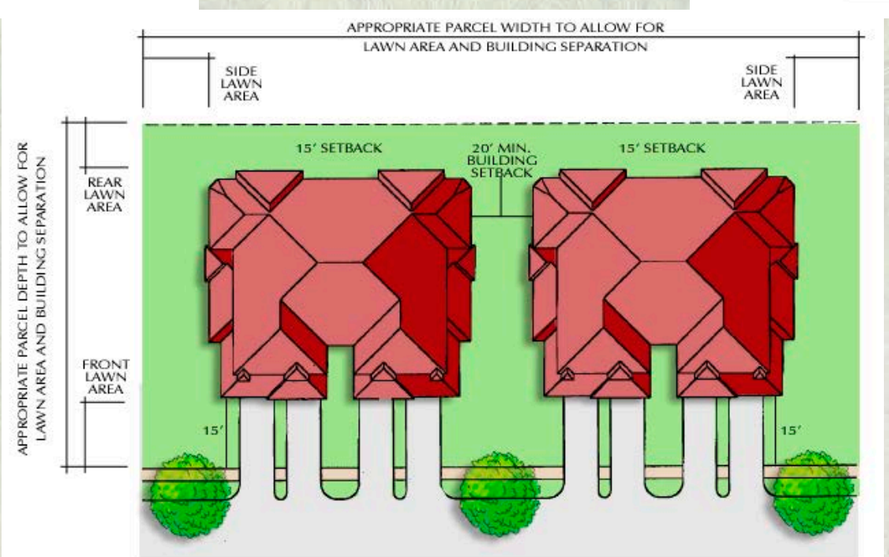
# Proposed Neighborhoods Plan...*continued*




3 Story Over Parking Typical




4 Plex Stacked Flat Typical




4 Plex Stacked Flat Typical

# Proposed Neighborhoods Plan...*continued*

## SECTION 3.4 STRUCTURE TYPES

The neighborhoods are planned to contain a variety of housing types. The Village's housing mix may include Single-Family Detached, Single-Family Attached, Townhouse, and Multi-family (see development standards in Figure 3.4.A, 3.4.B. Specifically, parcels along US 41 are proposed to host more dense residential products.

Single-Family Detached (see Figure 3.4.C and Figure 3.4.D) 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 (see Figure 3.4.E) 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.

**Figure 3.4.C Single Family Detached**

**Figure 3.4.D Single Family Detached**

**Figure 3.4.E Single Family Attached**

# Proposed Neighborhoods Plan...*continued*

## SECTION 3.5 MISCELLANEOUS PERFORMANCE STANDARDS

There are some uses and development forms that may occur within Village "B" 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 "B".

**SECTION 3.5.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 8 feet in height exclusive of any berm. 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 3.5.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 3.5.C -** Temporary Model Homes/Sales Center

Model homes and sales centers shall be permitted anywhere within Village "B". 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 "B" 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.

# Proposed Neighborhood Centers

## SECTION 3.6 NEIGHBORHOOD CENTERS

Neighborhood centers are intended to serve the surrounding residential neighborhoods and may provide recreation, neighborhood-type commercial and neighborhood-scaled offices, or civic uses. Village "B" 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.

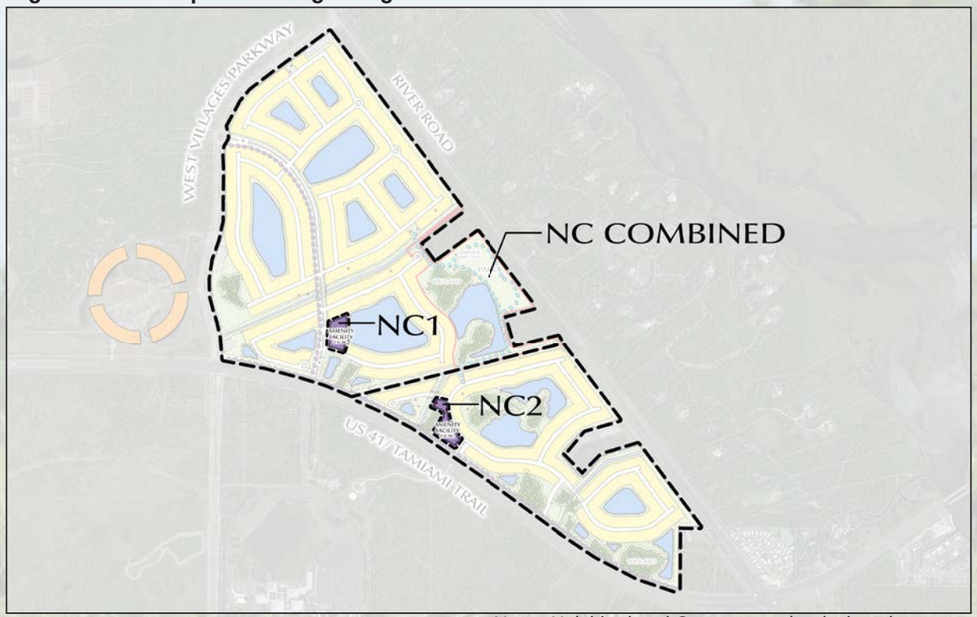
Neighborhood Center 1 (NC1) will function as a neighborhood park. This area is expected to provide active recreation facilities. Amenities may include a pool/spa, clubhouse, parking, landscape features, open space, fire pits, bocce, volleyball, sport courts, tennis, restrooms, playgrounds, dog park, shade or other covered structures, and other amenities.

Neighborhood Center 2 (NC2) will function as a neighborhood park. This area is expected to provide active recreation facilities. Amenities may include a pool/spa, clubhouse, parking, landscape features, open space, fire pits, bocce, volleyball, sport courts, tennis, restrooms, playgrounds, dog park, shade or other covered structures, and other amenities.

NC Combined: as labeled on Figure 3.6.A, Proposed Village Neighborhood Centers also provides a passive park on it's eastern boundary. Vehicular access for this park will be provided via a connection to River Road. There will be no vehicular access between the park and the remainder of Village "B", however, the park will be accessible by residents of Village "B" via the proposed pedestrian trails shown in Figure 3.2.A Proposed Village District Plan. The park is proposed to only include passive features, such as a pedestrian trail, and preserved open space, and will be dedicated to the City of North Port as permitted in the approved Principles of Agreement.

The Proposed Village District Plan includes two distinct neighborhood centers. Both neighborhood centers are planned to provide neighborhood amenities and serve as civic nodes for residents. Located in each neighborhood, neighborhood centers ensure comfortable pedestrian travel within approximately one half mile radius. Figure 3.4.A identifies each neighborhood center and establishes proposed components.

**Figure 3.6.A Proposed Village Neighborhood Centers**




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

# Proposed Village Center

## SECTION 3.7 - VILLAGE CENTER

The Village Center as identified in the West Villages Pattern Book and Village Index Map is planned as a mixed-use area to complement the Village neighborhoods. Though not within the boundaries of this project, the Village Center is delineated as part of the 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.

Ideally, the Village Center will develop as a retail node with complementing office and residential uses. The Village Center can also serve as the entertainment and cultural center for Village "B" as it can include restaurants, shopping and other entertainment venues. It is envisioned that multi-family uses will be integrated into the Village Center design.

A detailed Village Center plan will be provided by others 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 3.7.A Proposed Village Center Plan**

# Roadways and Pathways

## SECTION 3.8 ROADWAYS AND PATHWAYS

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

**Section 3.8.A Parkways** (Figure 3.8.1.A) 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 designation for the recently constructed West Villages Parkway extension which is aligned along the Village's western boundary. It provides regional connections to the other villages and the US 41 and River Road arterials. Wide sidewalks have been 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.

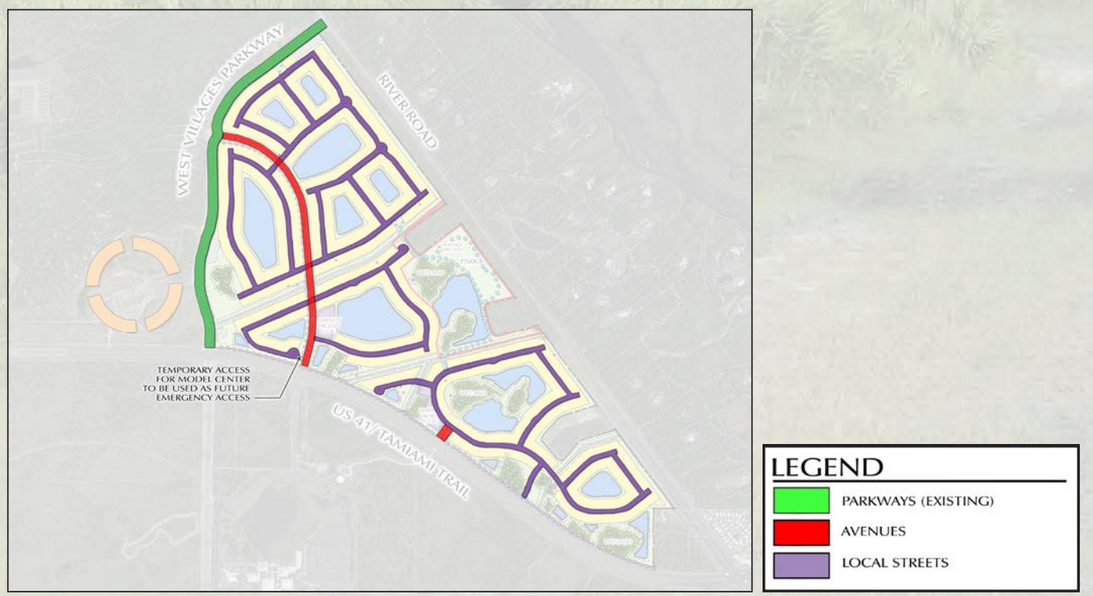
**Section 3.8.B Avenues** (Figure 3.8.2.A) represent widely-used roadways that provide for connections throughout the village and specifically link neighborhoods to one another. Avenues are intended to be designed to divert higher traffic volumes away from residential neighborhoods while allowing for interconnectivity within the Village. These roadways accommodate the majority of through traffic within the Village.

**Section 3.8.C Local Streets** (Figures 3.8.3.A and 3.8.4.A) 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 "B" 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 lined 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 and at least a five foot wide sidewalk along each side. On-street parking and landscaping would be placed within adjacent parcels and may be utilized in areas where multi-family units are present or adjacent to Neighborhood Centers. This roadway section may be used in portions of each Neighborhood and each respective Neighborhood Center.

*Note: Roadway adjustments and modifications may be necessary to reduce environmental impacts, improve neighborhood characteristics, or enhance neighborhood centers. Final street design and alignment and configuration of lakes and ponds shall be established at the time of final infrastructure plan approval.*



# Roadways and Pathways...*continued*

**SECTION 3.8.1 TYPE 1 AVENUE**

- Provide internal connections within Village "B".

- Intended for primary roadways.

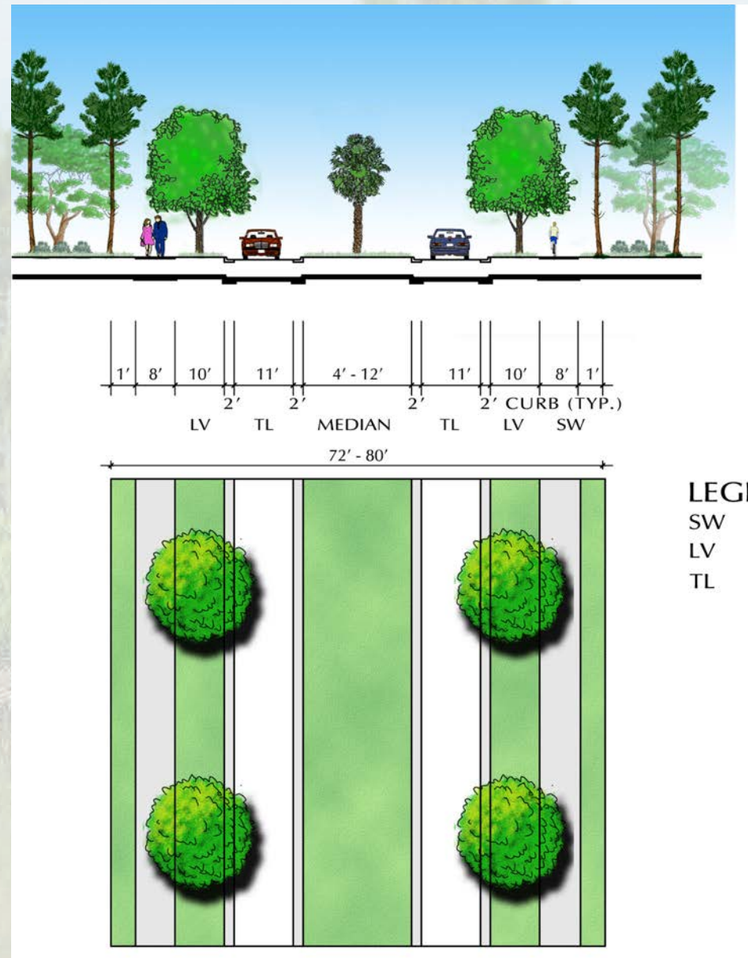
- Links neighborhoods and neighborhood centers.

- Plantings may include palms and/or canopy trees, shrubs, and ground cover.

- Designed for 30 miles per hour speed limits.

- Designed with pedestrian and bicycle paths (may be a multi-modal trail).

**Figure 3.8.1.A Typical Avenue Section 1**



# Roadways and Pathways...*continued*

**SECTION 3.8.2 TYPICAL 2 AVENUE**

- Provide internal connections within Village "B".

- Intended for primary roadways.

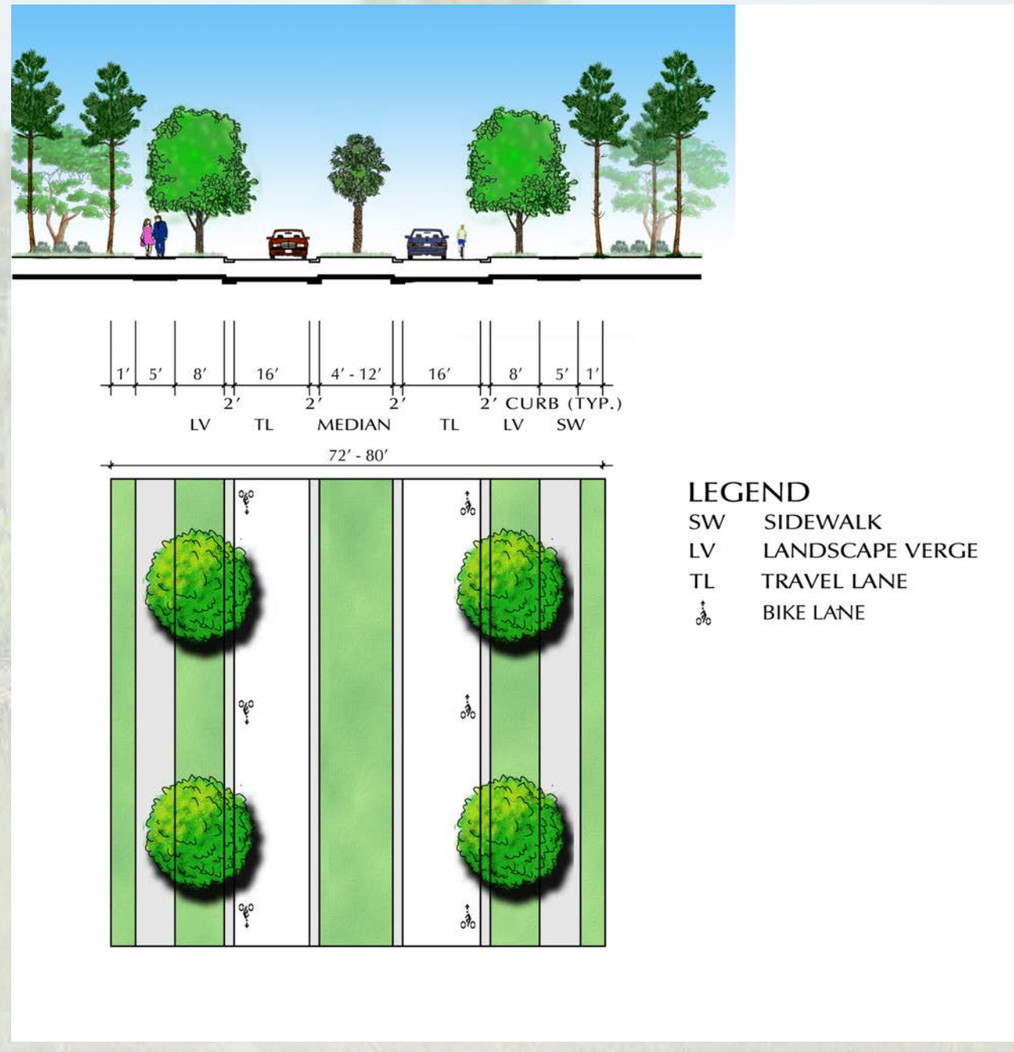
- Links neighborhoods and neighborhood centers.

- Plantings may include palms and/or canopy trees, shrubs, and ground cover.

- Designed for 30 miles per hour speed limits.

- Designed with pedestrian and bicycle paths (may be a multi-modal trail).

**Figure 3.8.2.A Typical Avenue Section 2**



# Roadways and Pathways...*continued*

## SECTION 3.8.3 TYPE 1 LOCAL ROADWAY

- Provide internal connections within neighborhoods.

- Intended for neighborhood and neighborhood center streets.

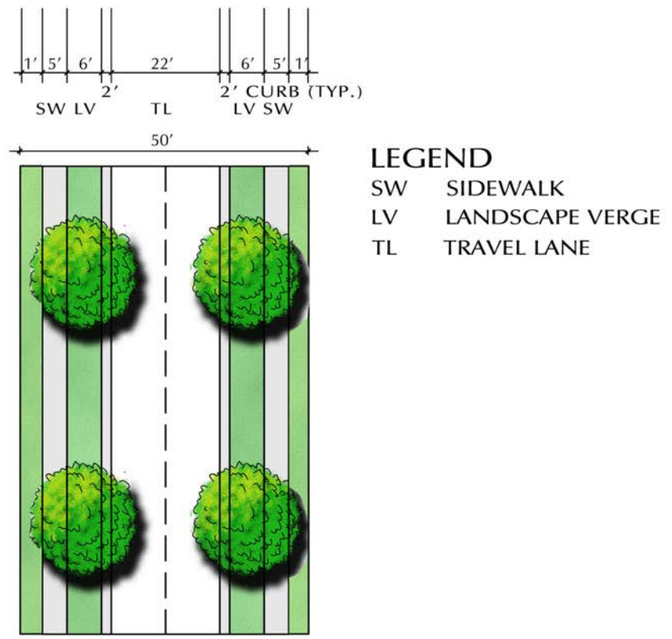
- Links neighborhoods and neighborhood centers to avenues.

- Plantings may include palms and/or canopy trees, shrubs, and ground cover.

- Designed for up to 30 miles per hour speed limits.
  Typically posted lower.

- Accommodates neighborhood vehicles and pedestrians.

**Section 3.8.3.A Typical Type 1 Local Roadway Section**



# Roadways and Pathways...*continued*

## SECTION 3.8.4 TYPE 2 LOCAL ROADWAY

- Provide internal connections within neighborhoods.

- Intended for neighborhood and neighborhood center streets.

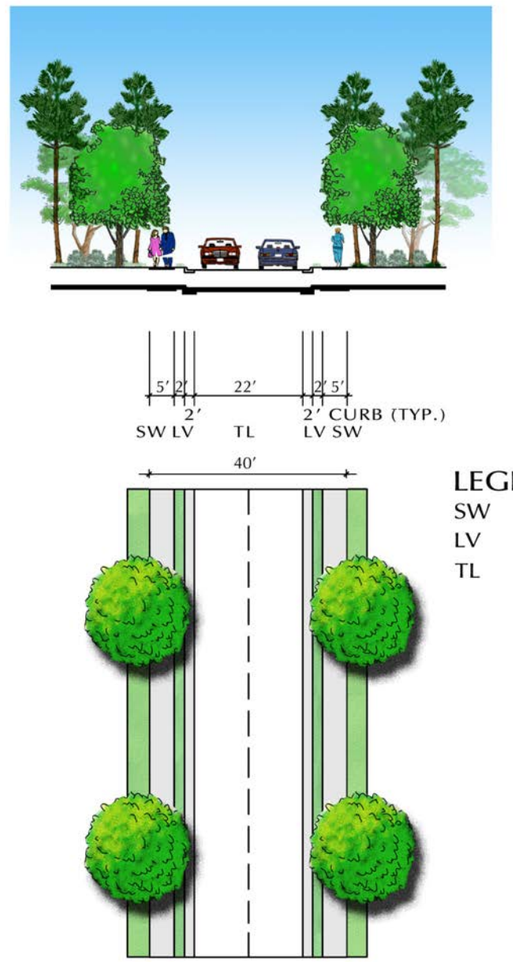
- Links neighborhoods and neighborhood centers to avenues.

- Plantings may include ground cover within right-of-way, or trees within front yards adjacent to right-of-way.

- Designed for up to 30 miles per hour speed limits. Typically posted lower.

- Accommodates neighborhood vehicles and pedestrians.

**Section 3.8.4.A Typical Type 2 Local Roadway Section**



# Roadways and Pathways...*continued*

## SECTION 3.8.5 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 3.8.5.A Local Roadway with designated Bicycle Lanes**

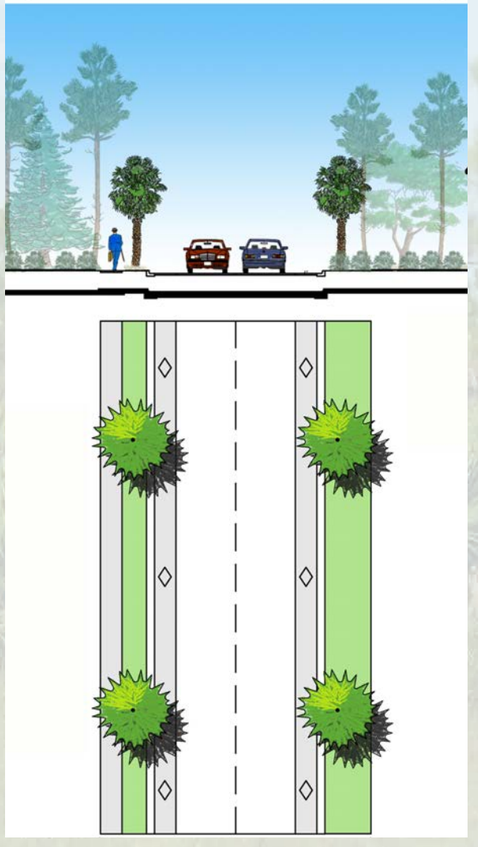
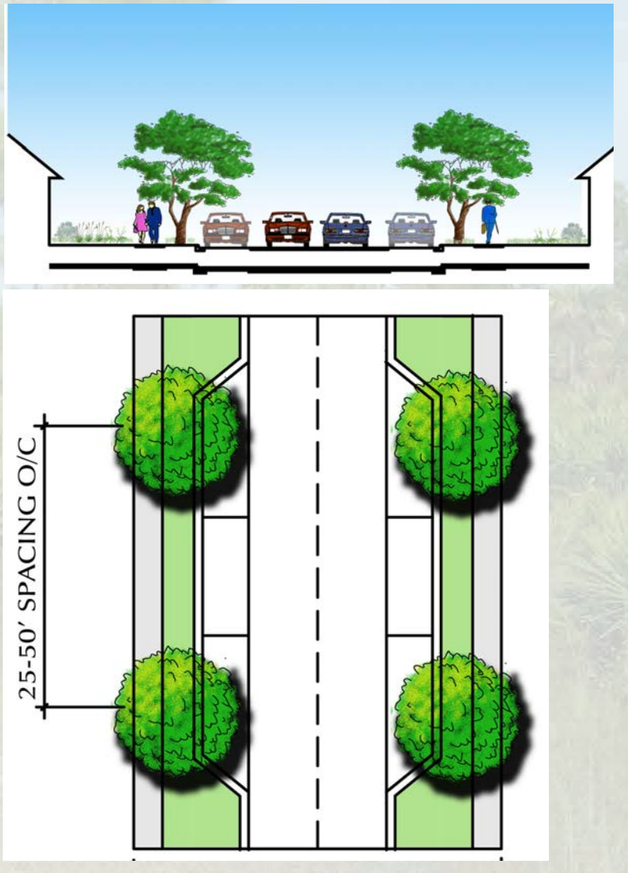


**Figure 3.8.5.B Local Roadway with On-Street Parking**



# Roadways and Pathways...*continued*

## SECTION 3.8.6 ALLEYS

- Provide access to rear loading garages or parking areas.

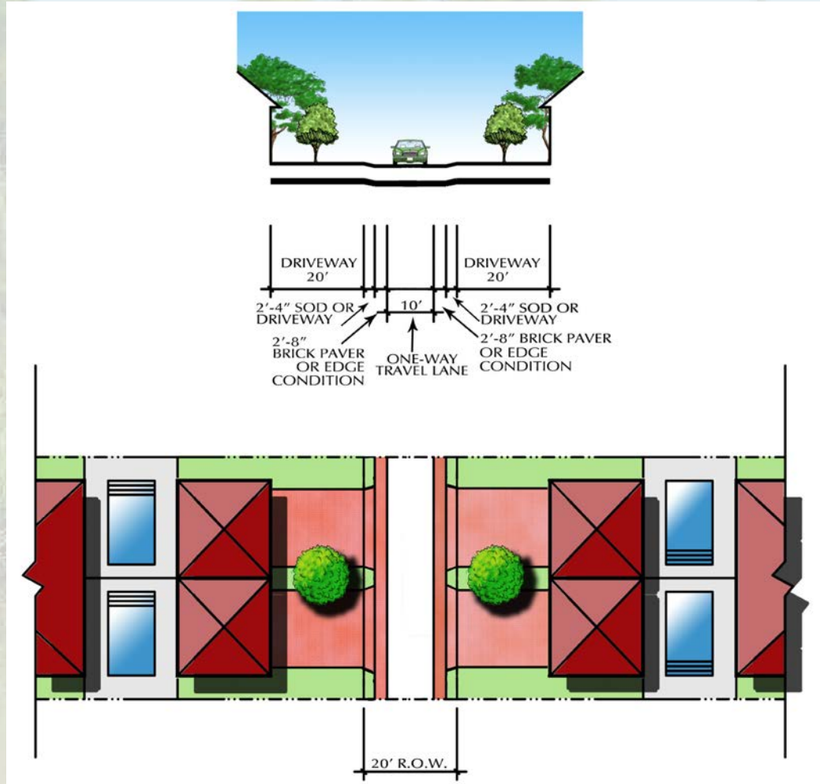
- Designed with 10 foot travel lanes.

- Designed as one-way sections.

- Intended for "traditional neighborhood designs."

- Option for neighborhood designs.

**Figure 3.8.6.A Typical Alley Section**



# Roadways and Pathways...*continued*

## SECTION 3.8.7 MULTI-MODAL TRAILS

- May be aligned along waterways and open spaces behind residential lots.

- May be designed with 8-12 foot paved trail that blends with surrounding neighborhoods and neighborhood centers.

- May be landscaped with vegetation and trees to blend with surrounding neighborhoods and neighborhood centers.

- Surface may include pavement, mulch, shell, concrete pavers, etc..

- May be furnished with benches, trash receptacles, and bike parking.

**Figure 3.8.7.B Typical Multi-Modal Trail Section**

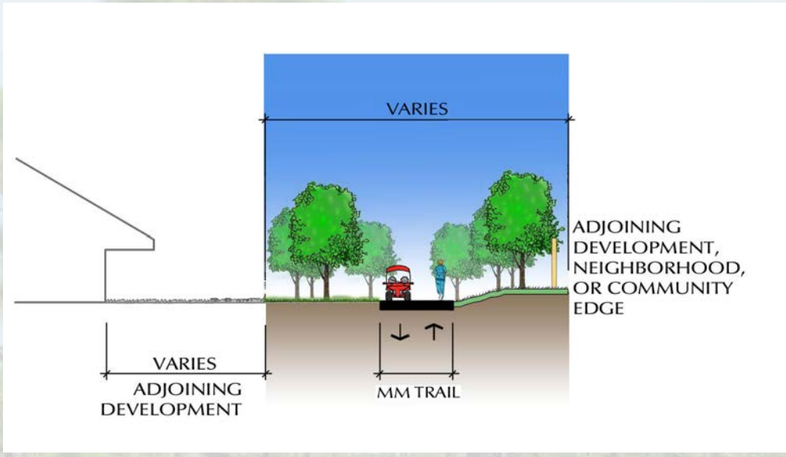
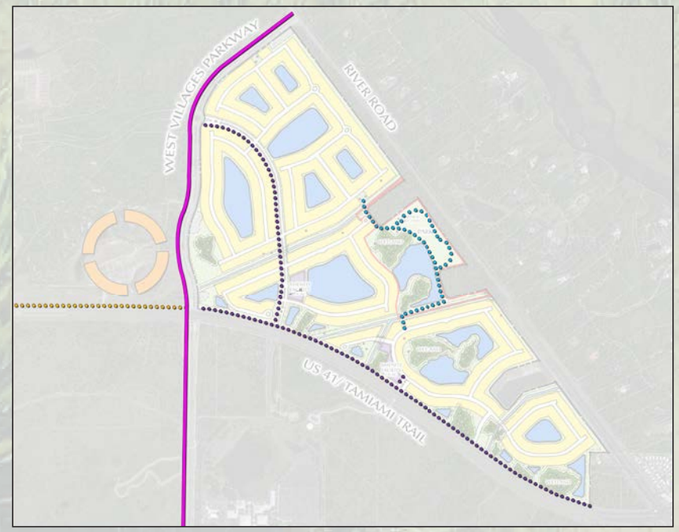
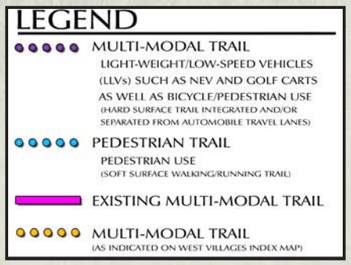
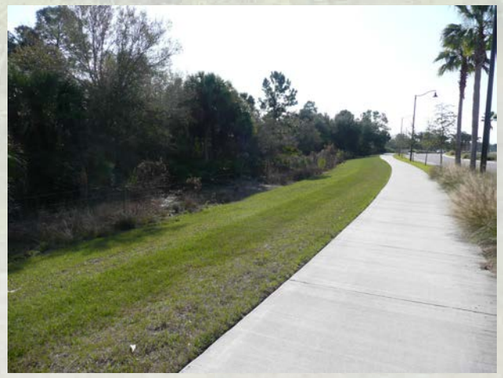



**Figure 3.8.7.A Proposed Multi-Modal Trails Plan**



# Proposed Infrastructure Plan

## SECTION 3.9 INFRASTRUCTURE

Preliminary provisions have been made for water, wastewater, storm-water and solid waste as required by the City of North Port Unified Land Development Code. The West Villages are already subject to the Principles of Agreement addressing the provision of major infrastructure to serve the existing and proposed villages. The need to adopt a Developer's Agreement pursuant to Chapter 54 ULDC will be examined at subsequent phases of the City development review process.

Water, sewer, and reuse infrastructure is currently adjacent to the property. 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 prior to construction. 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 3.9.1 WATER AND WASTEWATER

Water services sufficient to serve Village "B" will be provided by the City of North Port through the existing offsite 16" water main along US 41 and 12" water main along West Villages Parkway and a potable water pump station and storage tank. Wastewater services will be provided through the existing 12" forcemain along US 41 and 10" forcemain along West Villages Parkway. Until reclaimed water is available from the City of North Port, irri-gation demand will be provided from on-site stowmwater ponds and/or wells. In addition, there may be an opportunity that irrigation can be supplied by the WVID, using a combination of reuse water supplied by EWD, wells, and surface water..

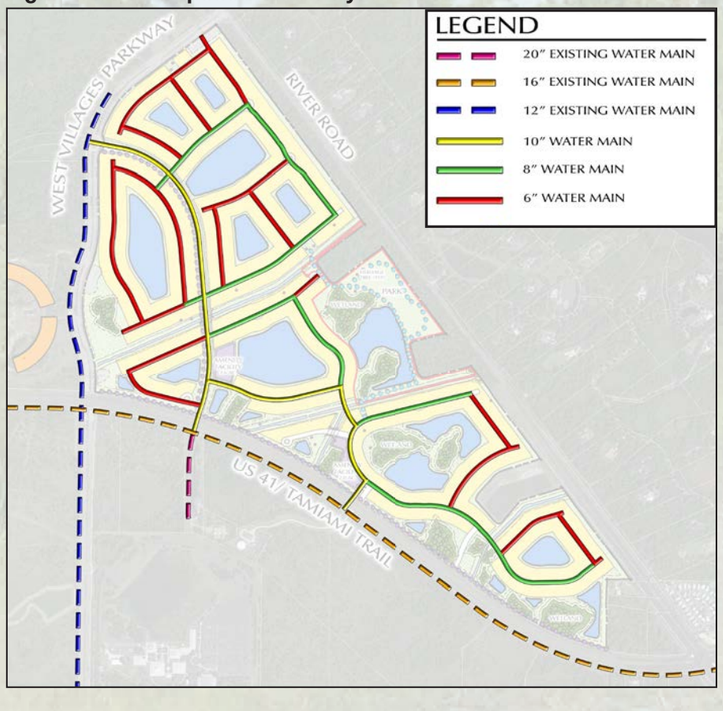
The long-term service requirements of the West Villages are planned to be served with centralized water and sewer systems. It is anticipated that new wastewater and water treatments plants will be constructed within the West Villages. The WVID has designed and permitted the first phase of a wastewater treatment plant to be built in the West Villages and operated by the City of North Port. Similarly, a water treatment plant will be designed and permitted. Construction of these facilities will be coordinated with the City and timing will be based on development schedules.

Water and sewer service will be extended to the passive park fronting River Road to be available for any future demands.

## SECTION 3.9.2 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 developed as part of infrastructure plan devel-opment.

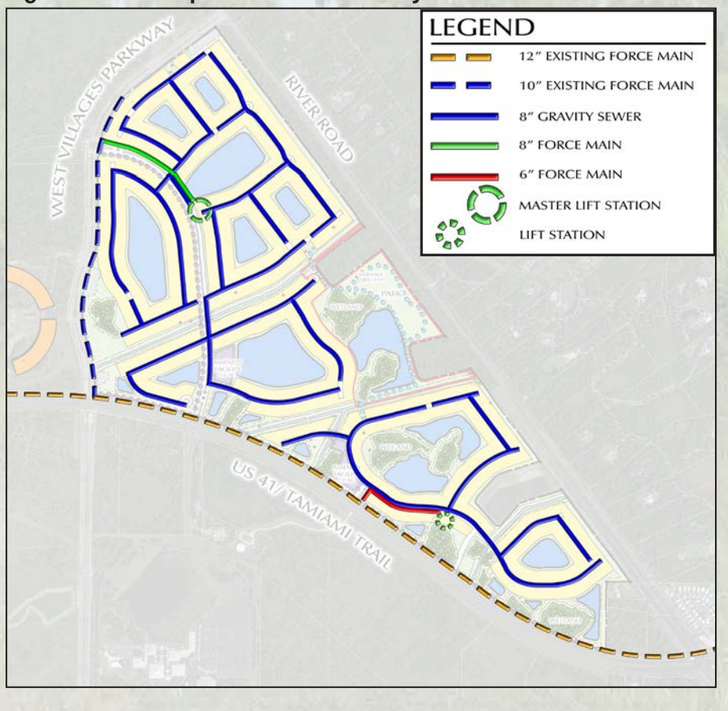
**Figure 3.9.A Proposed Water System Plan**




## SECTION 3.9.3 SOLID WASTE

Solid Waste will be collected by the City of North Port Solid Waste District. Preliminary plans allow collection vehicles to enter the community and col-lect 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 3.9.B Proposed Wastewater System Plan**



# Environmental Management Plan

## SECTION 3.10 ENVIRONMENTAL OVERVIEW

ECT has identified areas of native habitats and listed species that have potential to be impacted by the Proposed Village District Pattern Plan (VDPP) as required under Section 53-214(C)(9)(c)(iii) of the City of North Port (CONP) Unified Land Development Code (ULDC). Native habitats occurring within Village B were previously described in the Site Analysis portion of the VDPP and are also depicted on the Village B Wetlands and Environmental Land Use Map (Figures 1.11.A and 1.11.B). Village B contains approximately 323.6 acres of uplands and 36.7 acres of wetlands and surface waters. As noted in the Site Analysis, the jurisdictional extent of wetlands and surface waters were previously verified and approved by the Southwest Florida Water Management District (SWFWMD) pursuant to Formal Determination of Wetlands and Other Surface Waters Petition No. 42032522.000 issued on 16 August 2007. This binding jurisdictional determination expired in August 2012. Therefore, SWFWMD will reevaluate wetland jurisdiction as part of future permitting efforts for construction approval.

The majority of the site consists of pine flatwoods, but the uplands are also characterized by a few other land uses also including hardwood-conifer mixed habitat and disturbed areas designated as other shrub and brushland and open land. The site also contains a series of isolated wetlands including freshwater marsh, wet prairie, wetland scrub and wetland coniferous communities. Man-made surface waters also occur onsite. They consist of ditches, a borrow pit, a series of disturbed, borrow areas, and stormwater ponds. Areas of native habitat that have potential to be impacted by the Proposed VDPP are summarized below along with state and federally listed species occupying these habitats.

## SECTION 3.10.1 - IMPACTS TO NATIVE HABITATS

As depicted on the Environmental Impact Plan (Figure 3.10.A), the majority of development will occur in uplands; however, some wetlands and surface waters may be impacted by the proposed development. The actual impact will be determined during the Infrastructure Plan Development stage. Areas of native habitat that will be impacted by the Proposed VDPP are discussed below for both upland and wetland habitats including surface waters. Locations of upland and wetland habitats are depicted on the Environmental Land Use Map (Figure 1.11.A) for reference.

Upland Habitats

In an effort to avoid and minimize impacts to wetlands, the majority of development will occur within uplands. The uplands are primarily characterized as pine flatwoods (FLUCFCS 411); therefore, these areas will be most affected by development. Other areas of native upland habitat that will be affected include hardwood-conifer mixed communities (FLUCFCS 434). Two areas designated as other shrub and brushland (FLUCFCS 329) will also be impacted, but these areas are not considered native habitat. Areas of native habitat that will be preserved include portions of pine flatwoods and hardwood-conifer mixed communities that will be incorporated into the wetland buffers, as well as areas abutting the West Villages Parkway corridor and the park abutting River Road. The proposed park contains both native upland and wetland habitat as shown on the Environmental Impact Plan (Figure 3.10.A) and will be dedicated to the City of North Port.

Wetlands and Surface Waters

As shown on the Environmental Impact Plan (Figure 3.10.A), the majority of wetlands are being avoided with the exception of Wetlands 20A, 28, 48 & 49 (0.7+/- acres) and minor encroachments to Wetlands 18, 21A, 26, & 35 (≤ 0.1 acre), for a total of approximately 0.8+/- acres of potential wetland impacts. Wetlands 20A, 28, 48, & 49 are small, isolated wetlands that measure less than 0.5 acres in size and provide de minimis habitat value for aquatic and wetland dependent species, particularly Wetlands 28, 48 & 49 which are each less than 0.1 acre in size. Wetland impacts are shown as "potential" areas of impact as the site plan will be refined during the Infrastructure Plan Development stage process. When no other reasonable alternative exists to avoid wetland

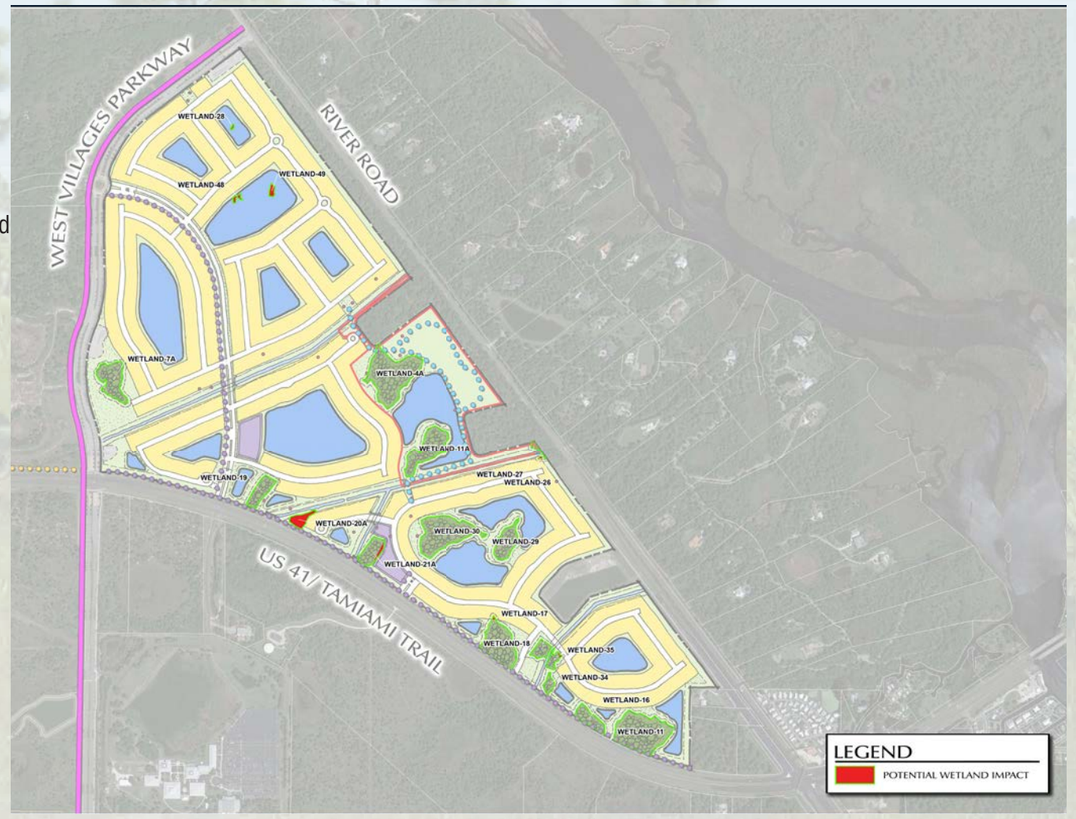



Figure 3.10.A Wetland Impact Plan

# Environmental Management Plan...*continued*

impacts, mitigation will be provided consistent with state and federal requirements to ensure no net loss of wetland and surface water functions . Mitigation may be provided in the form of enhancement, restoration, creation or preservation, where appropriate.

As depicted on the Environmental Impact Plan (Figure 3.10.A), buffers will be maintained around remaining wetlands to avoid secondary wetland impacts consistent with Section 10.2.7 of the Environmental Resource Permit (ERP) Applicant's Handbook, Volume 1. Minor buffer encroachments (totaling no more than 1 acres) may occur for Wetland's 7A, 18, 19, 21A, and 35 to accommodate the alignment and grading of lots, roadways and stormwater infrastructure. The buffer encroachments are designated as "potential" buffer impacts and may be reduced or eliminated during the Infrastructure Plan Development Process.

Impacts to approximately 6+/- acres of man-made surface waters will also occur. They include 5+/- acres of impacts to the disturbed, borrow areas (FLUCFCS 742) and 1.5+/- acres of impacts to the open water, borrow pit (FLUCFCS 530). Portions of these surface waters will be filled for the construction of roadways and lots; other areas will be incorporated into the proposed stormwater ponds. Three conspan bridges are also proposed over ditches (FLUCFCS 513) totaling 0.5 acres of work over surface waters, but their design will avoid fill impacts. The specific locations of these man-made surface waters are shown on the Wetland Map (FIgure 1.11.B) provided in the Site Analysis portion of the VDPP; however, the impacts are not reflected on the Environmental Impact Plan (Figure 3.10.A), as they are not considered native habitat. The majority of these surface waters provide minimal habitat value for fish and wildlife; however, any loss in surface waters will be replaced by the 70+/- acres of proposed stormwater ponds.

## SECTION 3.10.2 IMPACTS TO LISTED SPECIES

ECT conducted a preliminary listed species survey to determine the potential for state or federally listed species to occur onsite. As outlined in the Site Analysis portion of the VDPP application, no state or federally listed species were observed on the subject property with the exception of the State-Threatened gopher tortoise (Gopherus polyphemus). No other listed species were directly observed, but certain species are recognized as having potential to occupy certain habitats onsite. Below is a summary of potential impacts the Proposed VDPP will have on listed species.

Gopher Tortoises

Several gopher tortoises and their burrows were observed during the preliminary wildlife census. Prior to construction, a 100% gopher tortoise survey will be required in accordance with Florida Fish and Wildlife Conservation Commission's (FWC) Gopher Tortoise Permitting Guidelines (Revised February 2015) to locate all tortoises and their burrows within the development footprint. Once all tortoises (and their burrows) are located, appropriate authorization will be obtained from FWC to relocate tortoises to an approved recipient site.

Gopher Frogs

Gopher frogs (Rana capito aesopus) are a commensal species that are often found occupying gopher tortoise burrows near ephemeral ponds and wetlands, which are used for breeding grounds. No gopher frogs or indications of their presence were observed during the preliminary survey, but the potential presence of the species will be investigated further during the 100% gopher tortoise survey. Additionally, any commensal species found occupying gopher tortoise burrows will be relocated to a FWC-approved recipient site during gopher tortoise relocation efforts.

Eastern Indigo Snakes

No Eastern indigo snakes (Drymarchon corais couperi) or indications of their presence were observed during the preliminary survey, but their cryptic nature can make them difficult to detect. Eastern indigo snakes have potential to occur onsite as they can be found in nearly any wooded habitat throughout Florida including pine flatwoods, hardwood forests and hammocks. They are also a commensal species commonly associated with gopher tortoise burrows. The potential for this species to occur onsite will be investigated further during the 100% gopher tortoise survey, and Eastern indigo snakes like any commensal species found occupying onsite gopher tortoise burrows, will be relocated during gopher tortoise relocation efforts. The Applicant will also be required to follow the U.S. Fish and Wildlife Service's (USFWS) Standard Protection Measures for the Eastern Indigo Snake (August 2013) to minimize potential conflicts with this species during construction.

Sherman Fox Squirrel

As noted in the Site Analysis portion of the VDPP, conditions of the onsite habitats are not suitable for Sherman's fox squirrels (Sciurus niger shermani). They prefer a more open understory as opposed to the highly overgrown, fire-suppressed habitats found onsite. Therefore, no adverse impacts are anticipated for fox squirrels.

Listed Bird Species

ECT also evaluated potential impacts for listed bird species including bald eagles (Haliaeetus leucocephalus), Florida scrub-jays (Aphelocoma coerulescens), Southeastern American kestrels (Falco sparverious paulus) and a number of listed wading birds. As part of this effort, ECT reviewed the FWC eagle nest database and confirmed that the closest known bald eagle nest is located approximately 3.5 miles north of the project site. Therefore, bald eagles will not be adversely affected by the project.

No Florida scrub-jays were observed nor does the site contain any suitable scrub habitat to support this species. Furthermore, ECT verified Sarasota County's database for known scrub-jay territories and found that the closest known territory occurs in Deer Prairie Creek Preserve located on the east side of the Myakka River approx-

# Environmental Management Plan...*continued*

imately one mile from the Village B site. Consequently, the project is not anticipated to adversely affect Florida scrub-jays.

ECT also evaluated the site for Southeastern American kestrels; however, kestrels prefer areas that have both suitable nesting habitat (i.e., utility poles, pines, snags) and foraging habitat with open understories where prey can be easily detected, including sandhills, open pine savannah, pastures and open wooded lots. The Village B site does not provide suitable kestrel habitat as it highly overgrown from years of fire suppression. Therefore, the project is not expected to result in adverse impacts to Southeastern American kestrels.

ECT also evaluated the site for state and federally listed wading birds given the occurrence of wetlands and surface waters onsite. No listed wading birds were observed on Village B, nor does the site contain suitable rookery or nesting habitat. According to state and federal wading bird databases , the closest active wading bird colony is located in the Myakka River approximately 1.75 miles from the site. Therefore, listed wading birds have the potential to utilize the wetlands and surface waters onsite for loafing and foraging.  Any loss in foraging habitat associated with wetland impacts will be mitigated consistent with state and federal requirements to ensure no net loss of wetland function and value. Therefore, the proposed development of the site is not expected to reduce the available foraging habitat for these species.

# Public Facilities Plan

**SECTION 3.11 - 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 "B" has been completed to predict the impacts of Village "B" 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 2022.

The portion of the roadway network included within the Village "B" 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 "B" traffic and are included in the study area:

U.S. 41
- Rockley Boulevard to West Villages Parkway;
- West Villages Parkway to River Road;

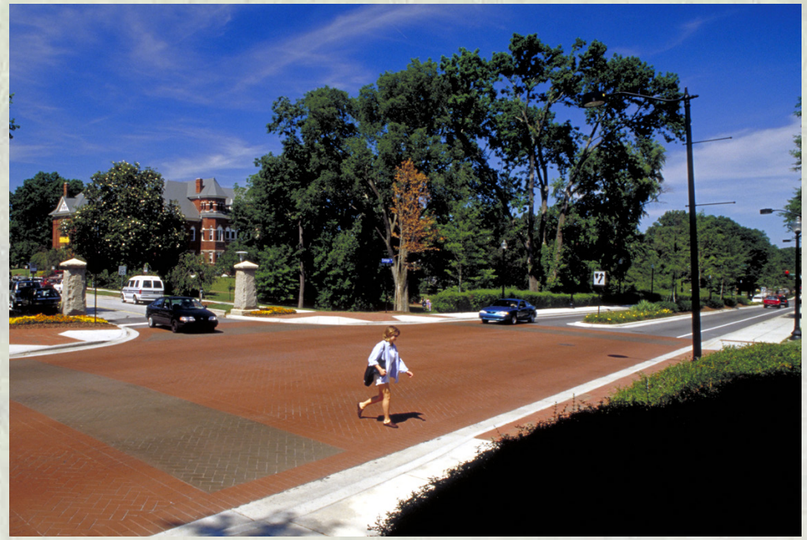
River Road
- I-75 to Center Road;
- Center Road to West Villages Parkway;

In addition to the above study roadway segments, the Village is anticipated to impact nine (7) existing intersections. These intersections are shown in Figure 3.11.A and include:

- U.S. 41 & Rockley Boulevard;
- U.S. 41 & Corradino Boulevard;
- U.S. 41 & West Villages Parkway;
- US 41 & River Road;
- River Road & Venice Avenue;
- River Road & Center Road;
- River Road & West Villages Parkway

Two of the study intersections along U.S. 41 are currently signalized which include Rockley Boulevard and River Road. All of the study intersections along River Road are currently signalized.

As shown in the Proposed Village Plan, access to Village "B" will be provided through three intersections directly on U.S. 41 with additional access to U.S. 41 and River Road via West Villages Parkway. One access point is expected to provide for full turning movements to and from U.S. 41 while the others will have directional movements.



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 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, one transportation improvement 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 "B" with no roadway widening improvements needed. There is, however, one intersection that will require lane geometry and/or traffic control improvements to meet LOS standards at buildout. Specifically, the following intersection improvement is predicted to be needed to support the Village "B" development within the West Villages:

- U.S. 41 and West Villages Parkway - signalization

It should be noted, however, that the West Villages Parkway intersection improvement is needed to support background growth and other future developments in the general vicinity. These intersection improvements are not warranted solely because of the anticipated development within Village "B". 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 US 41 and West Villages Parkway are expected to be conducted by the West Villages Improvement District

# Public Facilities Plan...*continued*

(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 "B" will be assessed a transportation impact fee of $1,928.33 for single-family and $1,309.00 for multi-family. By build-out, the Village is expected to generate approximately $2.1 million to be earmarked for future transportation improvements in the area. 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 may be conducted and submitted as part of the construction plan permitting process. Traffic studies may be submitted along with individual future phases in order to assess more current roadway conditions at the time of actual development if warranted.

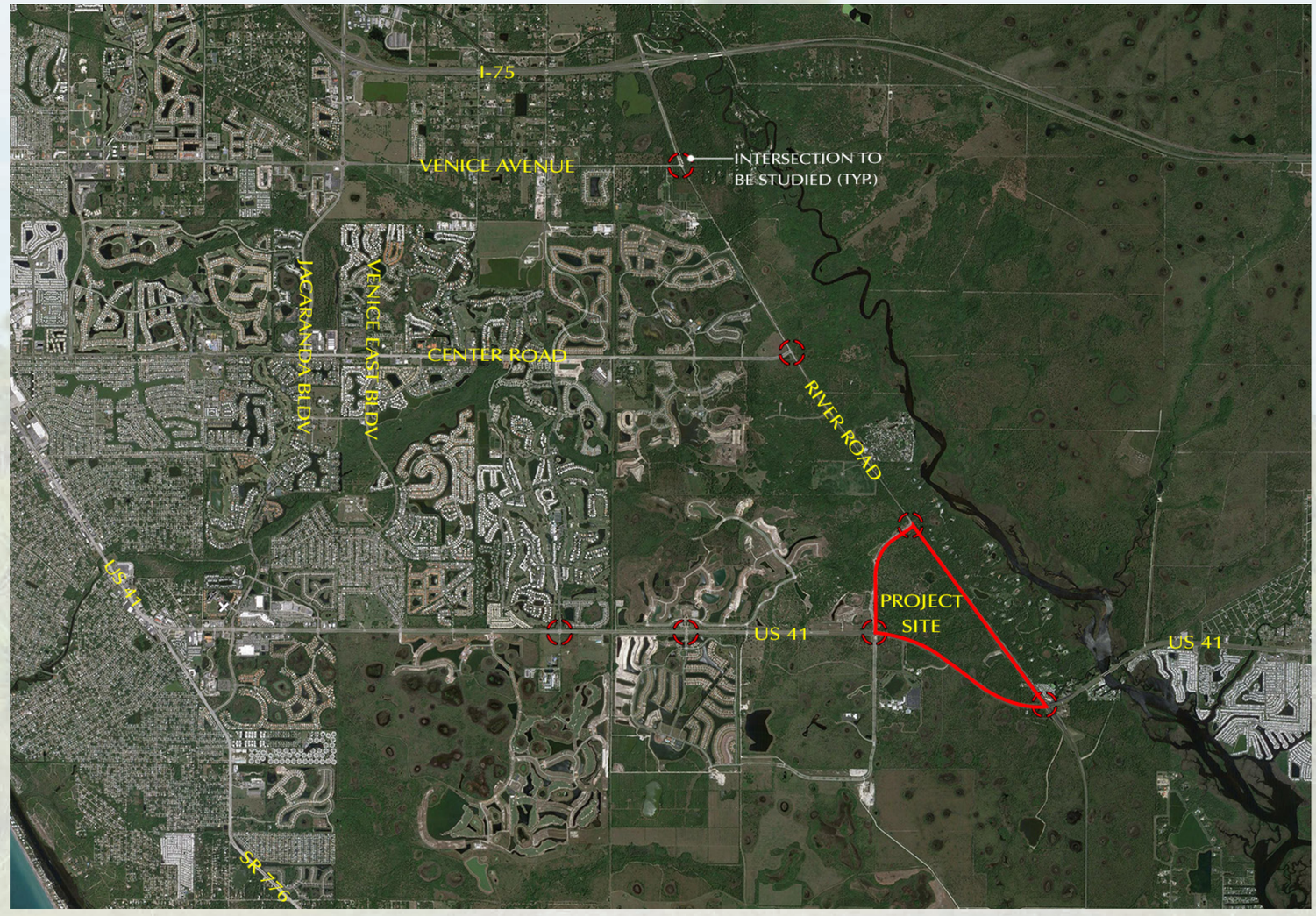



Figure 3.11.A Future Intersection Improvement Needs

# Public Facilities Plan...*continued*

**SECTION 3.11.2 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 "B" to generate 340 students, but, the School Board recognizes that the standard student generation rate may not apply to Village "B." It is expected that Village "B" will generate considerably fewer public school children due to the product type and price points anticipated at Village "B" and its target market of active adults. This can be demonstrated by comparison of Village "B" with the Pelican Pointe development. Both communities are high end projects (with price points of Village "B" expected to be higher than those of Pelican Pointe), with similar housing types, similar splits between single-family and multi-family products, and both are aimed at the active adult market. Both communities are located within southern Sarasota County. According to data provided by the School Board in August 2005, Pelican Pointe had a total of 8 students enrolled in the public schools. Pelican Pointe had 1,245 households as of October 2005 while Village "B" is expected to include a maximum of 1,200 households at build-out. Assuming a similar proportion of students to households, Village "B" will be expected to generate fewer than 10 public school students.

The Sarasota County School Board is currently not charging an impact fee. The School Board had previously been charging $2,052.32 and $1,478.74 per Single Family and Multi-family unit. Figure 3.11.A shows the schools Village "B" students are expected to attend. If the School Board was to begin assessing impact fees in the future they would likely be $2,032.00 per single-family dwelling unit and $474.00 per multi-family dwelling unit, assessed at the time of Certificate of Occupancy. If the City of North Port adds a 1% administrative fee, the total would be $2052.32 per single family dwelling, and $478.74 per multi-family dwelling. Village "B" would then provide up to $2.45 million in revenue via these impact fees.

**FIGURE 3.11.A SCHOOL ENROLLMENT AND CAPACITY**

| SCHOOL | ELEMENTARY | MIDDLE | HIGH |
|---|---|---|---|
| | Taylor Ranch | Venice Middle | Venice High |
| CAPACITY | 1143 | 1398 | 2576 |
| CURRENT ENROLLMENT | 869 | 913 | 2208 |
| AVAILABLE CAPACITY | 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 3.11.3 - 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 "B", 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 $206.55 at time of Certificate of Occupancy via a fire protection impact fee. Upon build-out, the village is projected to have provided up to $247,860 in fire protection impact fees.

Currently, Village "B" 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 State College of Florida, directly across US 41 to the south. 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 "B", the demand created by development of this community will be approximately 3 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 gated entrances 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 $194.50 law enforcement impact fee at Certificate of Occupancy. The village is projected to generate up to $233,400 in law enforcement impact fees at build-out.


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

## SECTION 3.11.4 - 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 "B" 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 #90X, 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 #90X is an express route that begins service at the North Port City Hall, travels through Venice and Sarasota and ends at Sarasota Bradenton International Airport.

# Public Facilities Plan...*continued*

## SECTION 3.11.5- HURRICANE EVACUATION

Village "B" 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 "B" respectively. Both roads link to I-75 from U.S. 41.

River Road serves as the "Englewood Interstate Connector (EIC)" to improve hurricane evacuation capability. Based on this determination, Sarasota County designed and has begun construction 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.

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 "B" 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. Alternatively the are able to travel northeast on West Villages Parkway to River Road.

## SECTION 3.11.6 - SOLID WASTE

The future residents of Village "B" 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 "B" will generate up to approximately 7,056 lbs of waste per day based on the projections shown in figure 3.11.B.

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 "B"** | **up to 1200** | 2.3 | 2.56 | 7,056 |

Figure 3.11.B 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.

# Village Economic Impact Analysis

## SECTION 3.12 - 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 3.12.1 - 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. 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 initiated, funded and maintains the West Villages Parkway and will do so for other public roadways within the West Villages, along with utility infrastructure throughout the development. Additionally, the WVID has and will continue to fund and maintain common areas, such as parks, medians, retention ponds, and other open space areas. These functions will 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. These assessments are paid as part of the annual property tax bills.

A property owner's association (POA) or a unit of development within the West Villages Improvement District will be created for Village "B" 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 3.12.2 - REVENUE GENERATION ESTIMATES

Village "B" 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, 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 up to $7,983,359 in impact and connection fees to be utilized by the various governmental agencies. Figure 3.12.A lists the impact and connection fees estimates as applicable to residential development within Village "B".

The second revenue source is via ad valorem tax generation. Generally, the average tax rate for this area of North Port is 16.2571 per $1,000 of assessed property value. In most cases, an individual property owner is entitled to a $50,000 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 $4,692,000 by build out. This tax generation is expected to increase as part of annual property appreciation in the area. Figure 3.12.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 will be listed as additional line items on property tax bills and collected annually. These assessments are for contracting utilities and roadways. Village "B" is expected to generate approximately $7,200,000 in annual assessment revenue. Additional other West Village Improvement District projects and associated assessments may be attributed to Village "B" in the future.

# Village Economic Impact Analysis...*continued*

| FIGURE 3.12.A - IMPACT FEE & CONNECTION FEE ASSESSMENTS | | |
|---|---|---|
| IMPACT FEE (1) | SINGLE-FAMILY | MULTI-FAMILY |
| LIBRARY (2) | $330.95 | $330.95 |
| PARK | $558.88 | $329.38 |
| LAW ENFORCEMENT | $194.50 | $114.50 |
| FIRE DEPARTMENT | $206.55 | $121.55 |
| TRANSPORTATION | $1,928.33 | $1,309.00 |
| GENERAL GOVERNMENT | $143.64 | $143.64 |
| SOLID WASTE | $149.50 | $149.50 |
| SCHOOL BOARD (3) | $0.00 | $0.00 |
| | | |
| PUBLIC UTILITY CONNECTION FEES | | |
| WATER | $1,735 | $1,388.00 |
| SEWER | $2,388 | $1,910.40 |
| TOTAL IMPACT FEE ASSESSMENT AT BUILDOUT: $7,983,359 | | |
| *Source: Impact Fee Ordinance 2014-12 City of North Port, Florida* | | |

Notes:
(1) The impact fees shown do not include the amounts Sarasota County is allocated.
(2) This fee is collected by City of North Port for Sarasota County and is based on the average fee.
(3) The Sarasota County School Board is currently not charging an impact fee. The School Board had previously been charging $2,052.32 and $1,478.74 per Single Family and Multi-family unit.

| FIGURE 3.12.B - ESTIMATED AD VALOREM TAX REVENUE (RESIDENTIAL ONLY) | | | | | |
|---|---|---|---|---|---|
| HOUSING TYPE | ESTIMATED PROPERTY VALUE (4) | ADJUSTED PROPERTY VALUE (5) | ESTIMATED AD VALOREM TAX PER PROPERTY (6) | TOTAL NUMBER OF UNITS | ESTIMATED ANNUAL AD VALOREM TAX REVENUE |
| SINGLE-FAMILY ATTACHED | $183,000 | $183,000 | $3,530 | 250 | $882,500 |
| TOWNHOUSE | $150,000 | $150,000 | $2,990 | 0 | $0 |
| SINGLE-FAMILY DETACHED - TYPE B | $285,000 | $235,000 | $4,370 | 550 | $2,403,500 |
| SINGLE-FAMILY DETACHED - TYPE A | $305,000 | $255,000 | $4,690 | 200 | $938,000 |
| MULTI-FAMILY | $110,000 | $110,000 | $2,340 | 200 | $468,000 |
| | | | | TOTAL ESTIMATED ANNUAL AD VALOREM TAX REVENUE AT BUILD-OUT | $4,692,000 |
| *Source: Sarasota County Property Appraiser 2014 Assessments* | | | | | |

Notes:
(4) Based on an average of similar current values in the immediate vicinity of Village "B" as of 2014 assessments.
(5) Assumes $50,000 homestead exemption on single family homes.
(6) Includes City assessments of solid waste, road and drainage, and fire rescue.

# 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, and Preliminary stages to allow for community input, and are anticipated to be held at the Proposed VDPP stage.
- Drafts were provided to North Port Planning staff

Public workshops were held:

- October 29, 2014 at 5:30 p.m. at the State College of Florida
- December 17, 2014 at 5:30 p.m. at the State College of Florida

Chapter One

# Site Analysis

# General Description

## SECTION 1.1 INTRODUCTION

The 360-acre parcel known as Village "B" is located within the western portions of the City of North Port, bounded by River Road to the east, US Highway 41 to the south, and West Villages Parkway to the west. The surrounding vicinity, while semi-developed at this time, is located between Venice's eastward expansion and North Port's growth to the west. As infill between Venice and western North Port, this property is expected to continue transitioning into a series of urban neighborhoods. 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.

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 analysis 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 "B" property. The site rests within the "Village" Future Land Use Designation as described on the Future Land Use Map, Figure 1.3.A. The "Village" designation is outlined in the Comprehensive Plan as a pattern of development that will overcome the problems with urban sprawl; encourage a better job/housing balance; reduces reliance on the automobile by allowing a greater variety of land uses close to home; protects and enhances environmental assets; and provides for an orderly transition from rural to urban. 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 outlines a general framework by which land shall be developed. The surrounding properties to the south and west are also located within the "Village" Future Land Use designation.

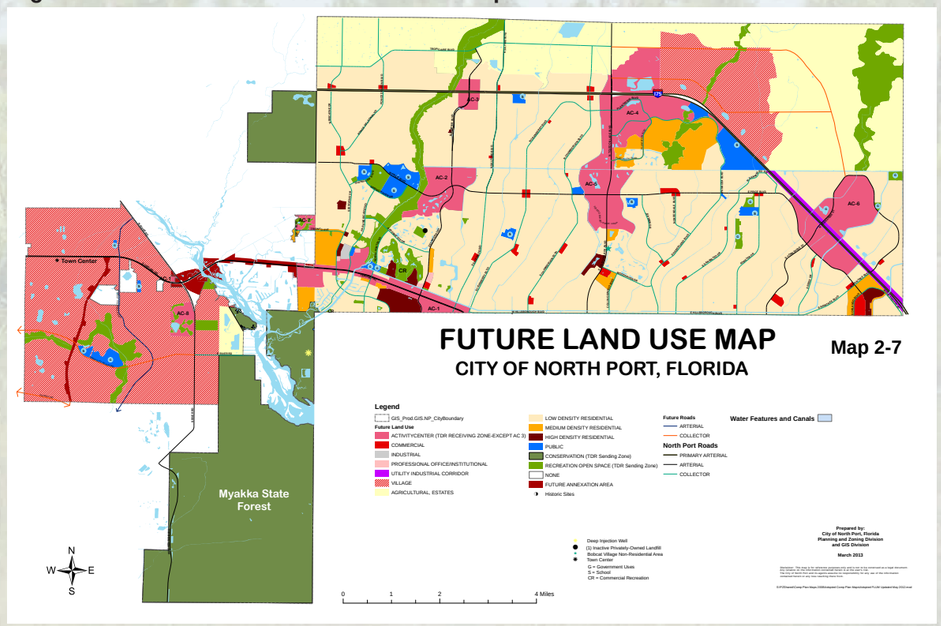
## SECTION 1.3 FUTURE LAND USE

The properties to the north and east of the subject site are located within unincorporated Sarasota County. The properties generally to the northwest are located within the County's "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 including Sarasota County 2050 Settlements. Immediately north of the City Limit a property has gone through a Sarasota County entitlement process called Development of Critical Concern (DOCC), and was approved as a 2050 settlement. This DOCC is the Grand Palm DOCC and generally allows 1,999 residential units and 150,000 square feet of commercial development. The properties generally to the north and east are located within the "Rural" Future Land Use designation allowing one dwelling unit per five acres. Village "B," is located within the portion of the West Villages identified by the City's Village Index Map as Town Center, intended to provide a mix of non-residential and residential development, at higher densities/intensities than the Village designation. The Village Index Map, as adopted in the West Villages Village District Pattern Book, serves as a guide for development of individual Villages within, and defines the limits of the West Villages. This area within these limits is defined as Village on the Future Land Use Map.

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. Village "B" is only a portion of the larger Town Center and intends to provide a mix of residential uses complimentary to the West Villages and surrounding developments, but still providing higher density.

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 sub-urban and rural areas to the north and 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.

**Figure 1.3.A North Port Future Land Use Map**



# Community Character Analysis

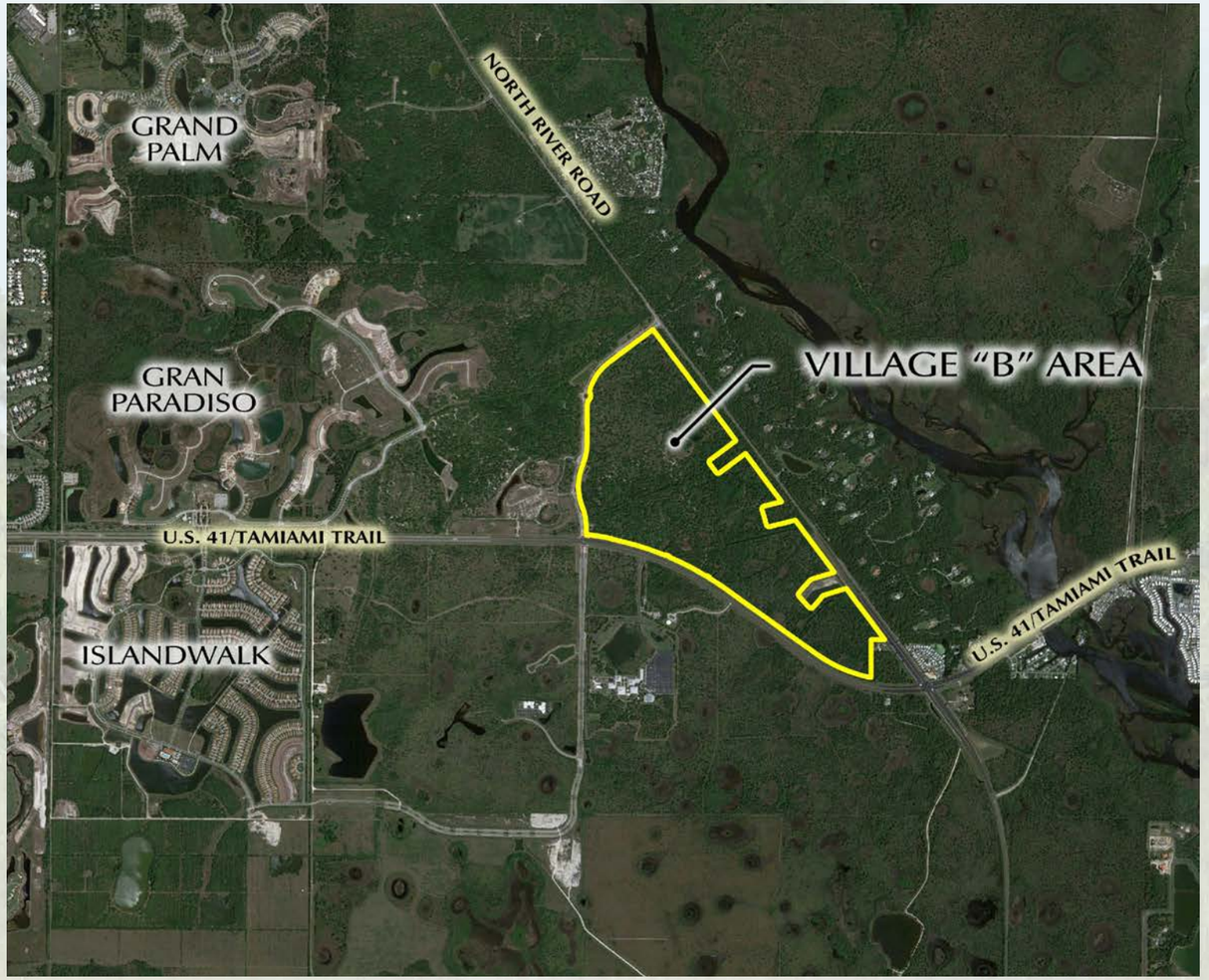
## SECTION 1.4 COMMUNITY CHARACTER

The West Villages are located adjacent to the US Highway 41 corridor in South Sarasota County between the urban centers of the City of Venice and the City of North Port. The area has experienced sustained residential growth in recent years. Lands to the west are located within the Village "A" portion of the West Villages and further beyond that, unincorporated Sarasota County, and the City of Venice. The areas to the east are located within unincorporated Sarasota County and beyond that the City of North Port. The areas to the south are located within the West Villages in the City of North Port and beyond that in unincorporated Sarasota County. At present, the portions of the US Highway 41 corridor to the west and east of the West Villages portray a suburban character with numerous residential subdivisions and multiple commercial centers. The West Villages represent gradual development expansion and infill between these two urban centers.

The urban form along US Highway 41 corridor outside of the West Villages 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.

Typically, suburban-style patterns are characterized as sprawling developments, which are usually automobile-dependent and arranged to be unrelated to adjacent uses. The residential development pattern implemented throughout North Port by General Development Corporation, and in the south Venice Area 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 consistent with the intent of the West Villages.

**Figure 1.4.A Vicinity Aerial**



# Village District Planning

## SECTION 1.5 VILLAGE DISTRICT

Village "B" 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 have and will continue to emerge. The subject site represents a northeastern 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 generally planned together to result in a sustainable development pattern.

The West Villages - Village Index Map and Pattern Book, Figures 1.5.A and 1.5.B provide Village-wide guidelines for development within the subject property. These documents were prepared and subsequently adopted 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 are to be guided by the 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, C, and D through J. The subject site represents a portion of the Town Center as depicted on the Index Map.

The Village District Pattern Book and Index Maps provide for a Village to be contained within the Town Center, at densities and intensity levels for the Town Center and be designed in general accordance with the Village design principles in Section 53-102-ULDC. This VDPP establishes such a village within the Town Center to be designated as Village "B". The Map also identified a new primary roadway to be aligned along the western edge of Village "B" called West Villages Parkway This roadway, subsequently to the adoption of the Index Map, has been constructed and leads into the core of the West Villages.

The Index Map also identifies the area that Village "B" is located in as a portion of the Town Center. The Town Center is intended to form an area 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, Village "B" is anticipated to form the portion of the Town Center north of US Highway 41.

The Index Map identifies a Village Center in the northwest quadrant of US Highway 41 and West Villages Parkway. 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 outside of the site's boundaries, near the site's southwest corner. Currently, there is a roundabout on West Villages Parkway that will serve as a major connecting point between Village "A" and Village "B".

Finally, the Index Map identifies a North Port Gateway Feature adjacent to the Village "B" property boundary at the intersection of West Villages Parkway and River Road. This feature has already been constructed as of the preparation of this report.

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.

**Figure 1.5.A West Village Pattern Book**

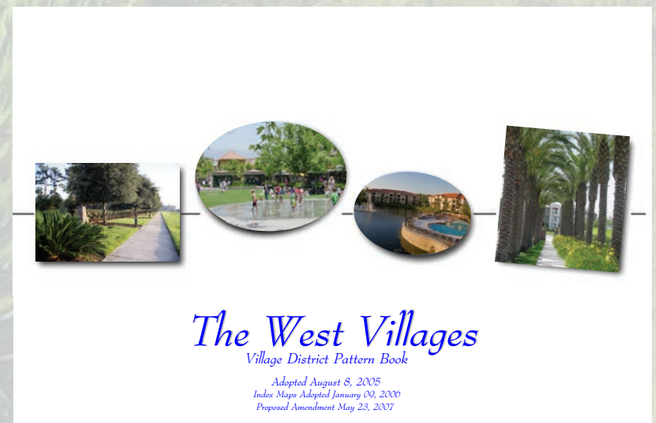



**Figure 1.5.B West Village Index Map "A"**

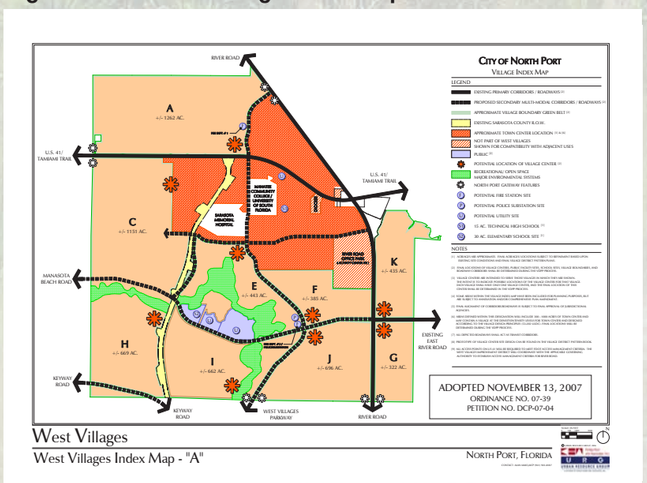
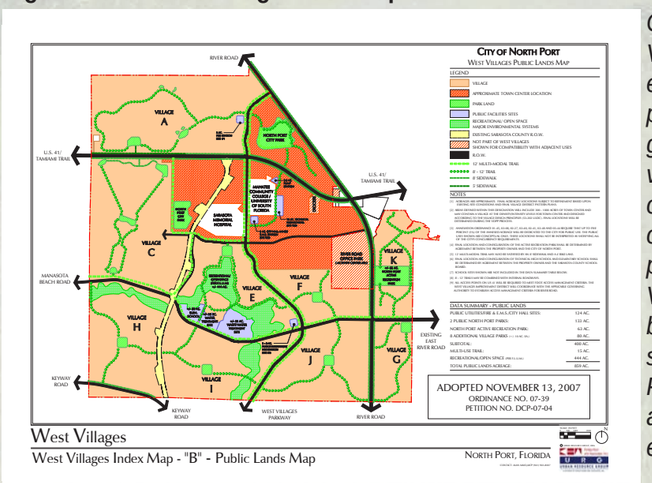


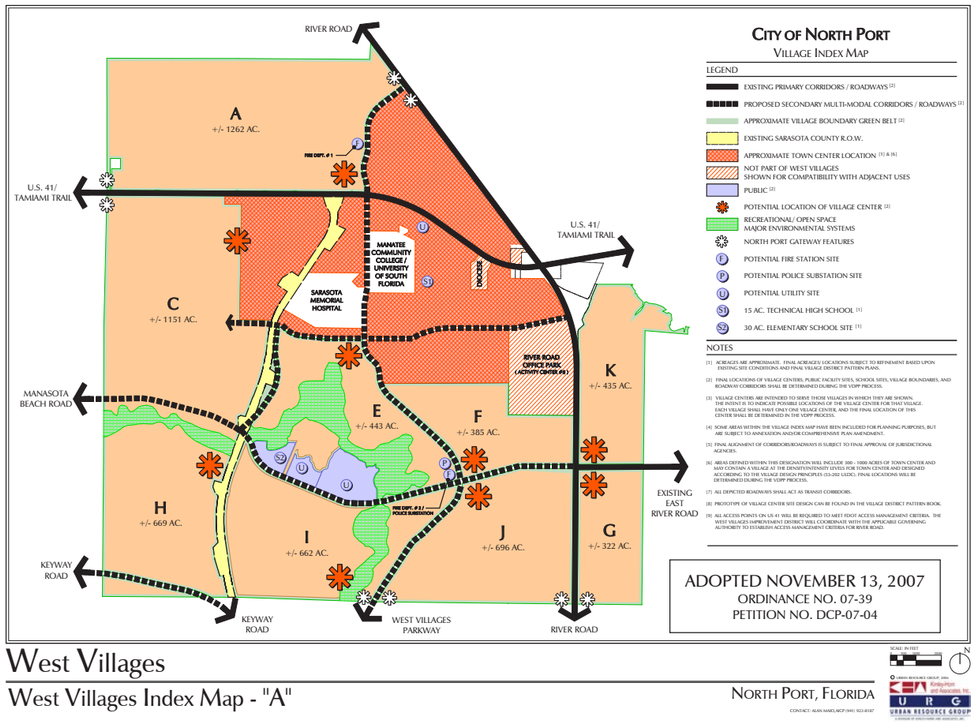

**Figure 1.5.C West Village Index Map "B"**




*Comment: The West Villages Pattern Book establishes long-range planning and design guidelines by which all villages will be developed. Village "B" will occupy the northeast portion of the West Villages bounded by U.S. 41 to the south, West Villages Parkway to the west, and River Road to the east.*

# Village District Planning...*continued*

**Figure 1.5.D Enlarged West Village Index Map "A"**

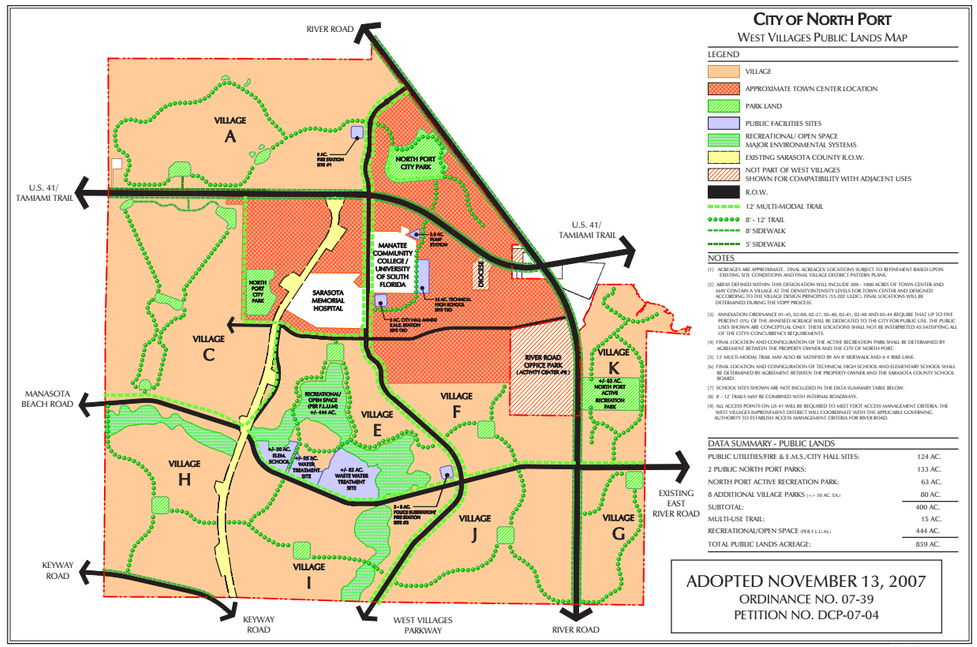



West Villages

West Villages Index Map - "A"

North Port, Florida

**Figure 1.5.E Enlarged West Village Index Map "B"**




West Villages

West Villages Index Map - "B" - Public Lands Map

North Port, Florida

*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 residential development 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 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 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 distinct 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 suburban 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 currently does not include substantial retail and office to support its employment needs. Most employment is found elsewhere within the County. According to the 2008-2012 Census data, the median household income for the City is $49,239. This income may be increased if sufficient employment centers are established within the City and higher earning households 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 on-site 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 southwest to northeast direction toward the Myakka River.

There is an existing drainage system and scattered wetlands located within and adjacent to the subject site. The wetlands are distributed throughout the parcel. The existing drainage system conveys stormwater from the southwest across the site to the Myakka River. The system appears 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 three drainage inflow points; one crossing West Villages Parkway and two crossing US highway 41 within the property boundary and three drainage outflow points crossing River Road and ultimately flowing into 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 the entire site is located in ZONE AE (Base Flood Elevation (BFE) 8.0 ft-NGVD 29). 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 and the 100-year stormwater management system peak stage elevation 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 post-development discharge into a FDOT right-of-way, an FDOT drainage connection permit will be required. As previously stated, the site generally drains from southwest to northeast, away from US Highway 41.

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.

# Environmental Analysis

## SECTION 1.9 ENVIRONMENTAL OVERVIEW

Environmental Consulting and Technology, Inc. (ECT) conducted an environmental assessment of the Village B project area to identify the extent, quality and character of all native habitats as required for the Site Analysis portion of the VDPP process under Section 53-214(C)(7)(a)(i and ii) of the City of North Port (CONP) Unified Land Development Code (ULDC). The property site currently supports twelve (12) different land uses that include both native habitats and converted land uses. Most of the project site is comprised of native upland habitat, although wetlands and surface waters also occur within the project boundaries. Anthropomorphic effects such as fire suppression and historic agricultural activities including ditching, excavating and clearing have degraded the quality of natural communities and altered the hydrology of several on-site wetlands.

To assist in environmental site analysis, ECT evaluated the jurisdictional extent of wetlands and surface waters based on state wetland delineation methodology and mapped native habitats as required under Section 53-214(C)(7)(a)(i and ii) of the CONP ULDC. A preliminary wildlife census was also conducted in accordance with the requirements of Florida Fish and Wildlife Conservation Commission (FWC) and U.S. Fish and Wildlife Service (FWS) to determine the potential for state or federally listed species to occur on-site. The results of ECT's environmental site analysis are outlined herein.

## SECTION 1.10 SOILS

According to the Soil Survey of Sarasota County, Florida (1991), the predominant soil types occurring on-site are EauGallie and Myakka fine sand (010) and Pineda fine sand (031). EauGallie and Myakka fine sand is a non-hydric soil type commonly associated with uplands. Pineda fine sand is also found throughout the uplands on-site, but is considered a hydric soil (with non-hydric inclusions). Other soil types found on-site consist of Wabasso fine sand (041), Felda fine sand, depressional (012), Delray fine sand, depressional (008) and Holopaw fine sand, depressional (022), Ft. Green fine sand (021), and Pople fine sand (036). With the exception of Eau Gallie and Myakka and Wabasso fine sands, all of these soils are classified as hydric soils commonly associated with wetlands, although some contain non-hydric inclusions.

## SECTION 1.11 HABITAT

ECT conducted a field review on 9 September 2014 to identify and map the extent native habitats on the project site. The jurisdictional wetlands limits were previously delineated and approved by the Southwest Florida Water Management District (SWFWMD) pursuant to Formal Determination of Wetlands and Other Surface Waters Petition No. 42032522.000 issued on 16 August 2007. Given that the Formal Wetland Determination expired in August 2012, ECT field verified the wetlands to evaluate the landward extent of wetland boundaries in their current condition based on Chapter 62-340, Florida Administrative Code (F.A.C.) Delineation of the Landward Extent of Wetlands and Surface Waters. All native vegetative communities and land uses were mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (Florida Department of Transportation, 1999) as described below.

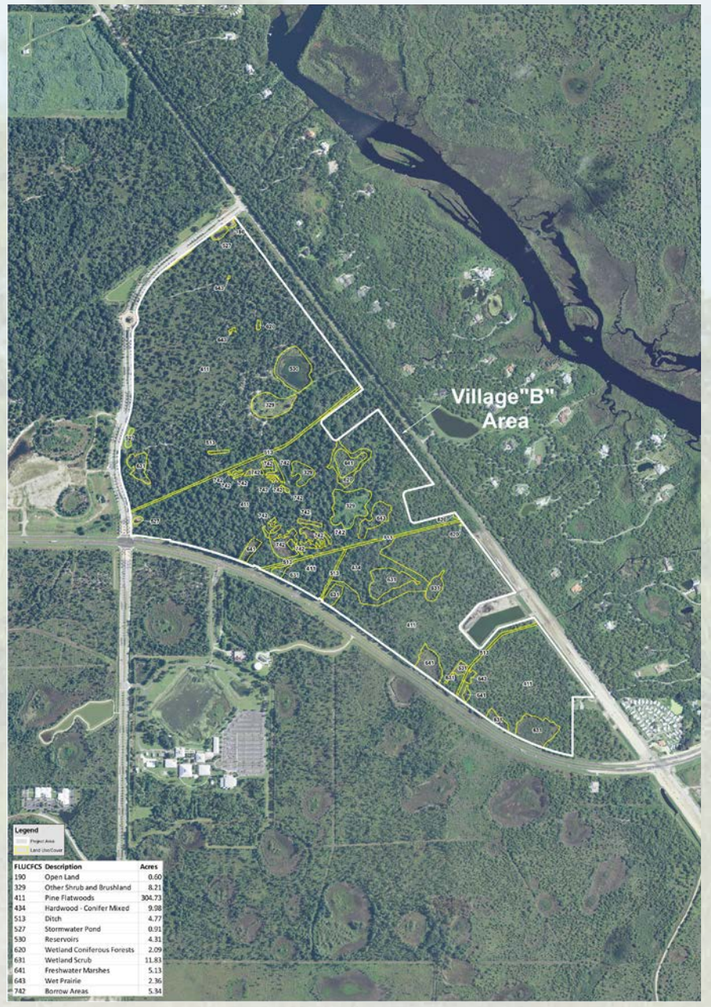
Habitat - Upland

Approximately 90% (324± acres) of the site is upland and is characterized by four (4) different land uses, most of which is native habitat as depicted on the Land Use Map (Figure 1.11.A). Native upland habitats consists of pine flatwoods (FLUCFCS 411) and hardwood-conifer mixed forest (FLUCFCS 434). The other land uses consist of consist of disturbed or cleared areas that no longer serve as native habitat and are designated as other shrub and brushland (FLUCFCS 329) and open land (FLUCFCS 190). Each upland habitat and land use is discussed in more detail below.

Pine Flatwoods (FLUCFCS 411; 305± acres)

Pine flatwoods is the dominant vegetative community on-site. The canopy is characterized by low to moderate density of slash pine (Pinus elliotti) and longleaf pine (Pinus palustris) intermixed with scattered cabbage palm (Sabal palmetto) and live oaks (Quercus virginiana). The understory in these areas

**Figure 1.11.A Land Use Map**



# Environmental Analysis

is dominated by thick saw palmetto (Serenoa repens) intermixed with scrub oaks (Quercus inopina) and a variety of shrubs and vines including wax myrtle (Myrica cerifera), saltbush (Baccharis hamilifolia), fetterbush (Lyonia lucida), winged sumac (Rhus copallinum), blackberry (Rubus sp.), laurel greenbriar (Smilax laurifolia) and grapevine (Vitus rotundifolia). These areas are highly overgrown as a result of years of fire suppression and are also highly disturbed from hog rooting.

Hardwood-Conifer Mixed (FLUCFCS 434; 10± acres)
This community has the similar species as those found in the pine flatwoods although there is a higher density of oak trees including live oak and laurel oak (Quercus laurifolia). These areas have also show evidence of fire suppression and hog rooting.

Other Shrub and Brushland (FLUCFCS 329; 8± acres)
These land use type consists of a few disturbed areas within the pine flatwoods where trees and shrubs have been previously cleared. The areas have come back as disturbed shrublands overgrown with dense vine coverage and opportunistic vegetation. Vegetation in these disturbed areas consists of saw palmetto, cabbage palm, wax myrtle, saltbush, dog fennel (Eupatorium capillifolium), Brazilian pepper (Schinus terebinthofolius), winged sumac, blackberry, greenbriar, grapevine, air potato (Dioscorea bulbifera), caesarweed (Urena lobata), and cogon grass (Imperata cylindrica). Fire suppression and hog rooting is also evident in these areas.

Open Land (FLUCFCS 190; 1± acres)
This area of open land occurs on the north side of the project area and abuts a stormwater pond adjacent to West Villages Parkway. The area consists of bahia grass (Bahia sp.) sod that is maintained regularly in association with the stormwater facilities.

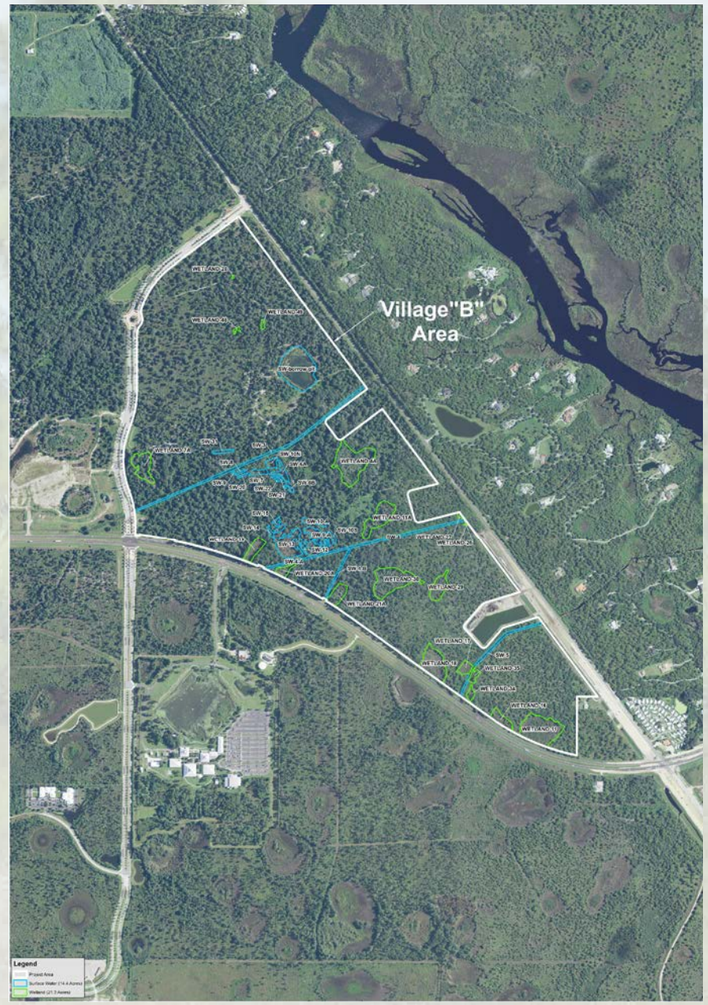
Habitat - Wetlands
The project site contains a total of 21± acres of wetlands that are considered jurisdictional to SWFWMD pursuant to Chapter 62-340, F.A.C. The wetlands are characterized by four different wetland communities including wetland scrub (FLUCFCS 631), freshwater marshes (FLUCFCS 641), wet prairies (FLUCFCS 643) and wetland coniferous Forests (FLUCFCS 620). Wetlands are depicted on both the Land Use Map and Wetland Map (Figures 1.11.A and 1.11.B). Below are descriptions of each wetland community type.

Wetland Scrub (FLUCFCS 631; 12± acres)
Most of the wetlands on-site are characterized as wetland scrub. These systems are dominated by shrub species intermixed with herbaceous vegetation including Carolina willow (Salix caroliniana), wax myrtle, saltbush (Baccharis halimifolia), saffron plum (Bumelia celastrina), dahoon holly (Ilex cassine), dog fennel, sawgrass, smooth cordgrass, panic grasses, sedges, arrowhead, whitetop sedge (Dichromena colorata), and broomsedge (Andropogon virginicus). Scattered trees such as slash pine and cabbage palm are also found in these systems.

Freshwater Marsh (FLUCFCS 641; 5± acres)
A total of four wetlands within the project area are characterized by freshwater marsh communities. These community types are dominated by a variety of herbaceous species including various panic grasses (Panicum sp.), swamp flatsedge (Cyperus distinctus), sawgrass (Cladium jamaicense), spikerush (Eleocharis sp.), smooth cordgrass (Spartina alterniflora), maidencane (Panicum hemitomon), pickerelweed (Pontederia cordata), and arrowhead (Sagittaria lancifolia), along with scattered Carolina willow and wax myrtle.

Wet Prairie (FLUCFCS 643; 2± acres)
The wet prairie communities are dominated by sawgrass intermixed with a few scattered shrubs and trees including oaks, pines, cabbage palm, wax myrtle and saltbush.

**Figure 1.11.B Wetlands Map**



# Environmental Analysis

Wetland Coniferous Forests (FLUCFCS 620; 2± acres)
This wetland community is dominated by slash pine but also contains some scattered laurel oak, cabbage palm, swamp bay (Persea palustris) and Brazilian pepper.

Surface Waters
The project area contains a total of 15.3± acres of surface waters associated with drainage system (FLUCFCS 513), a large borrow pit (FLUCFCS 530), borrow areas (FLUCFCS 742) and stormwater ponds (FLUCFCS 527). With the exception of the stormwater ponds, all of these surface waters (14.4 acres +/-) are jurisdictional to SWFWMD pursuant to Chapter 62-340, F.A.C. and are classified as Other Surface Waters (OSW) as depicted on the Wetland Map (Figure 1.11.B). Below is a description of each surface water type found within the project area.

Ditches (FLUCFCS 513; 4.7± acres)
Three large ditches traverse the property draining east under River Road and ultimately discharge into the Myakka River. They are considered OSWs jurisdictional to SWFWMD. The ditches are primarily open water, but also contain vegetated areas along the edges with cattail (Typha sp.), leather fern (Acrostichum danaefolium), water hyssops (Bacopa sp.), arrowhead (Sagittaria lancifolia). The side banks and top of bank along these ditches are heavily overgrown with Brazilian pepper.

Reservoir (FLUCFCS 530; 4.3± acres)
This surface water is associated with a large, man-made borrow pit that was excavated from uplands and is jurisdictional to SWFWMD. The borrow pit is primarily open water with dense vegetation such as cattails (Typha sp.) dominating the shoreline.

Borrow Areas (FLUCFCS 742; 5.3± acres)
These areas consist of disturbed areas that were created as a result of historic excavation activities. They are vegetated with transitional native species intermixed with nuisance and exotic species including Brazilian pepper, wax myrtle (Myrica cerifera), cabbage palm, Carolina willow (Salix caroliniana), primrose willow (Ludwigia peruviana), whitetop sedge, baldwin's spikerush (Eleocharis baldwinii), frog fruit (Phyla nodiflora) and marsh fleabane (Pluchea rosea). These borrow areas are considered OSWs jurisdictional to SWFWMD.

Stormwater Pond (FLUCFCS 527; 1± acres)
The project area contains three stormwater ponds that abut the West Villages Parkway ROW and were constructed to treat stormwater runoff associated with roadway. These areas are considered non-jurisdictional pursuant to state and federal regulations, and therefore, are not reflected on the Wetland Map (Figure 1.11.B)

# Environmental Analysis

## SECTION 1.12 LISTED SPECIES

A preliminary census for state and federally listed species was conducted in accordance with FWC and USFWS guidelines to evaluate potential for listed species to occur on the subject parcel. The wildlife census was initiated through a review of publicly available data and literature including the FWC online wading birds and bald eagles (Haliaeetus leucocephalus) databases, 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 on-site and species whose geographic range overlap Sarasota County. Following the desktop analysis for potential wildlife, ECT conducted field surveys to further evaluate the project site for potential listed species. During the preliminary wildlife census, the State-Threatened gopher tortoise (Gopherus polyphemus) and their burrows were observed. No other listed species were directly observed, but are recognized as having potential to occupy certain habitats on-site as described below. Additional surveys for listed species will be conducted as required in support of future site development applications through coordination with FWC and USFWS.

Listed Species - Gopher Tortoise

During the preliminary wildlife census, ECT specifically evaluated upland habitats for the State-Threatened gopher tortoise and documented several gopher tortoise burrows in the pine flatwood areas. Although gopher tortoises are present on-site, the pine flatwoods are very overgrown as a result of fire suppression which has limited the habitat potential for this species. Prior to construction, a 100% census will be required in accordance with FWC's Gopher Tortoise Permitting Guidelines (Revised April 2013) to locate all tortoises and their burrows. Appropriate authorizations will be obtained from FWC prior to construction to relocate tortoises from the development footprint to an approved recipient site.

Listed Species - Other Upland Species

Other species such as the Federally Endangered Eastern indigo snake (Drymarchon corais couperi), and state listed species such as the gopher frog (Rana capito aesopus) and Sherman's fox squirrel (Sciurus niger shermani), both listed as Species of Special Concern, all have potential to inhabit the upland areas on-site. Both the Eastern indigo snake and gopher frogs are commensal species of gopher tortoises and often occupy their burrows. The Eastern indigo snake is far ranging and known to utilize most of the upland habitats available on-site; therefore, they may utilize any gopher tortoise burrows on-site. Gopher frogs will typically only utilize gopher tortoise burrows in close proximity to suitable wetlands which serve as breeding grounds. No gopher frogs or indigo snakes were observed during the preliminary census; however, these species will be evaluated further as part of the 100% gopher tortoise census required prior to construction. Although no Sherman's fox squirrels were observed during the census, they have potential to utilize the hardwood-coniferous mixed community on-site, but generally prefer a more open understory which does not exist.

Listed Species - Birds

A preliminary census was conducted specifically for listed birds such as bald eagles (Haliaeetus leucocephalus), wading birds and the State-Threatened Florida scrub-jay (Aphelocoma coerulescens). No Florida scrub-jays were observed nor does the site contain any suitable scrub habitat. According to the FWC eagle nest database, the closest known bald eagle nest is located approximately 3.5 miles north of the project site; therefore, bald eagles will not be adversely affected by the project. Various wading birds such as the federally Threatened wood stork (Mycteria americana) and state listed birds (designated as Species of Special Concern), including little blue heron (Egretta caerulea) and white ibis (Eudocimus albus), are expected to utilize the wetlands and surface waters on-site for foraging opportunities. Although foraging habitat exists, no suitable habitat for wading bird rookeries or nesting sites was observed. Proposed development of the site is not expected to change the foraging potential for these species.

# Public Facilities Analysis

The property is presently served by a multitude of public services and facilities including roadways, schools, fire, police, and transit, including northbound and southbound bus stops adjacent to the site on US Highway 41 at the entrance to State College of Florida. Water and sewer infrastructure is also available to the property. 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 available to the property, but formal negotiations have begun to ensure availability concurrent with through mains in adjacent roadways. 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 West Village Improvement District 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, additional utility infrastructure is anticipated, such as water and wastewater treatment plants, to provide ultimate service to this and the other Villages. 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.

Currently, water and sewer infrastructure sufficient to serve Village "B" will be provided through the off-site 16" water main and 12" forcemain connecting to existing City plants. In addition, a potable water pump station and storage tank will was constructed to ensure that the City provides adequate pressure during peak domestic plus fire demand scenarios.

It is anticipated, for this interim period, that irrigation demand will be supplied by the WVID through an agreement with EWD and may be augmented through 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 water and wastewater treatment plants. The treatment plants would then be turned over to the City to own and operate.

## SECTION 1.14 ROADWAYS

The site is served directly by US Highway 41 along its southern boundary, River Road along its eastern boundary, and West Villages Parkway along its western boundary. 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, as well as a regional arterial along the west coast of Florida. This roadway has a Florida Department of Transportation (FDOT) adopted level of service (LOS) of D, while the City of North Port has an adopted LOS of C for all roadways. According to the most recent data from Sarasota County, the segments of US Highway 41 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 LOS of A.

River Road is expected to indirectly serve Village "B" by providing for connections to Interstate 75 and the Englewood community. River Road has an adopted LOS of C, and is operating at a level of service B.

West Villages Parkway also serves the site, providing a connection between River Road, and US Highway 41. This segment of roadway is an important component of the roadway network for this Village because it allows access to River Road North and US Highway 41 West without impacting the intersection of US Highway 41 and River Road. West Villages Parkway has an adopted LOS of C and is operating at a LOS of A.

## 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. There is also a new middle school and elementary school in North Port.

## SECTION 1.16 FIRE RESCUE

Until a City facility is located within the West Villages, the property will be served by Sarasota County Fire Department Station (# 26), which is located to the south of the subject property adjacent to State College of Florida. Currently, the County's facility serves the subject property and surrounding properties 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. 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 #90X.

# 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 "B" 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 conform with the Village Index Map and the Pattern Book for the overall West Villages.

The West Villages - Village Index Map depicts that Village"B" is within the area designated as a Town Center. The Town Center is planned to support a mix of uses to serve a regional population. Overall, this area is intended to contain retail, office, mixes of residential, and light-industrial. The town center is expected to directly reflect the future character of the subject site.

The Index Map also identified the West Villages Parkway along the subject site's western boundary to be a four-lane divided thoroughfare to provide alternate connections between River Road and US Highway 41. This roadway has been constructed and serves as a gateway into the Town Center. It creates substantial roadway visibility to the subject property and enhances 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, and beyond. The roadway is a state roadway with access management criteria, that will restrict adjacent property to specific 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 creates a firm boundary to the village.

The site includes features that will not be altered, some that may be altered slightly, and some that will be reshaped to address the Village form. Some of these features are man-made, while others include characteristics of the natural environment. First, the site includes a small portion 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 or avoid 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.

A series of roughly parallel drainage systems divide the property and create constraints to connectivity throughout the Village. While the systems pose a design challenge to develop the property as a unified village, an opportunity exists to develop defined neighborhoods with alternate means of connectivity such as pedestrian bridges. An additional opportunity exists to soften and enhance the drainage systems 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 a few man-made lakes located on the site. It is anticipated that these features may serve as ideal amenities for future housing units or a village park. These lakes are located within close proximity to existing wetland features and pose both a challenge and an opportunity 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

Myakka River Stormwater Model - Node Min/Max Report

Public Facilities Map - Schools, Bus Routes and Park

Public Facilities Map - Police, Fire and Evacuation

Public Facilities Map - Transportation Level of Service

Opportunities and Constraints Maps

## PROJECT LOCATION MAP


1:341,633

0 4 8 16 mi

0 5 10 20 km

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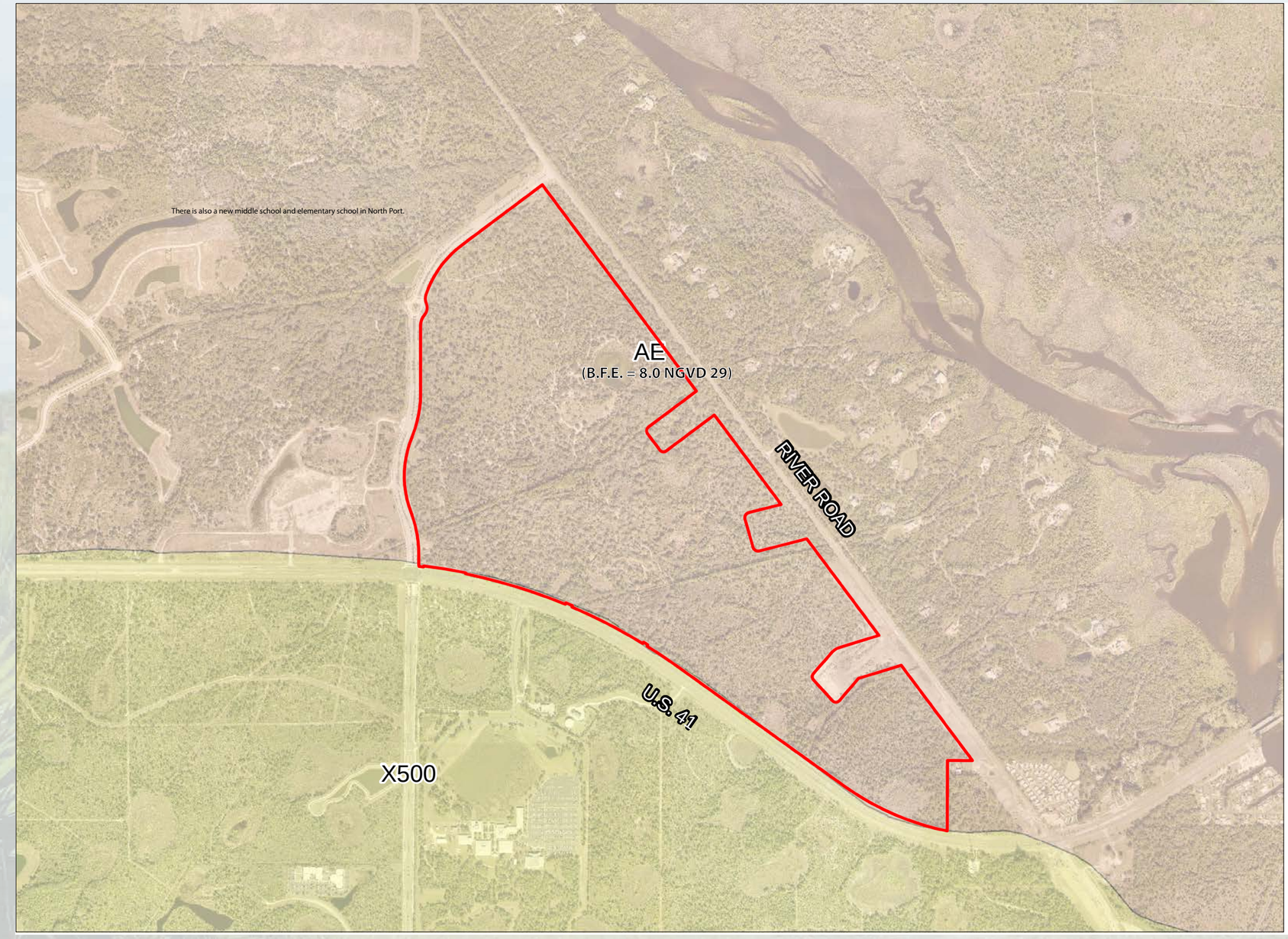
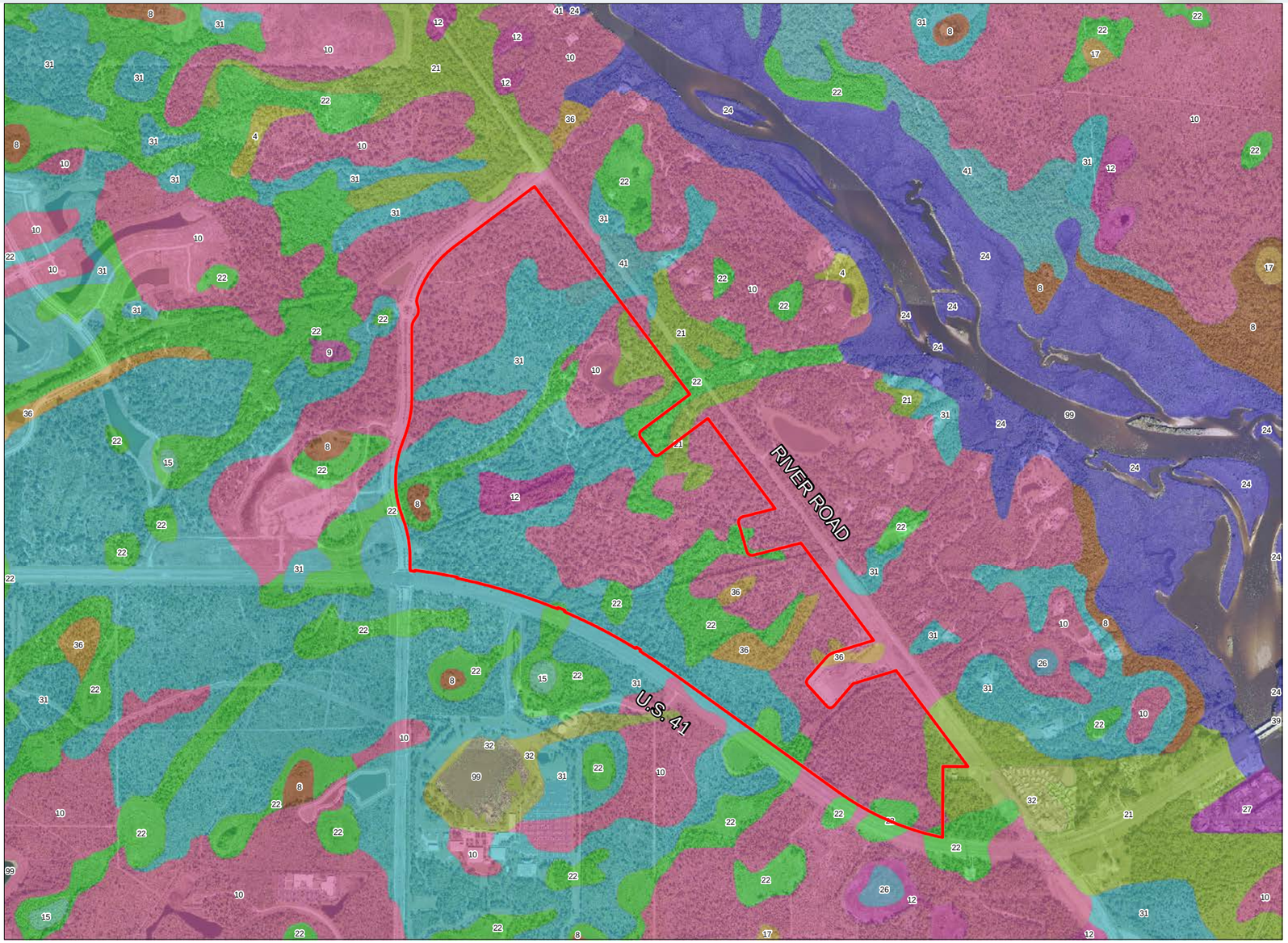
## FEMA FLOODPLAIN MAP



## SARASOTA COUNTY SCS SOIL MAP



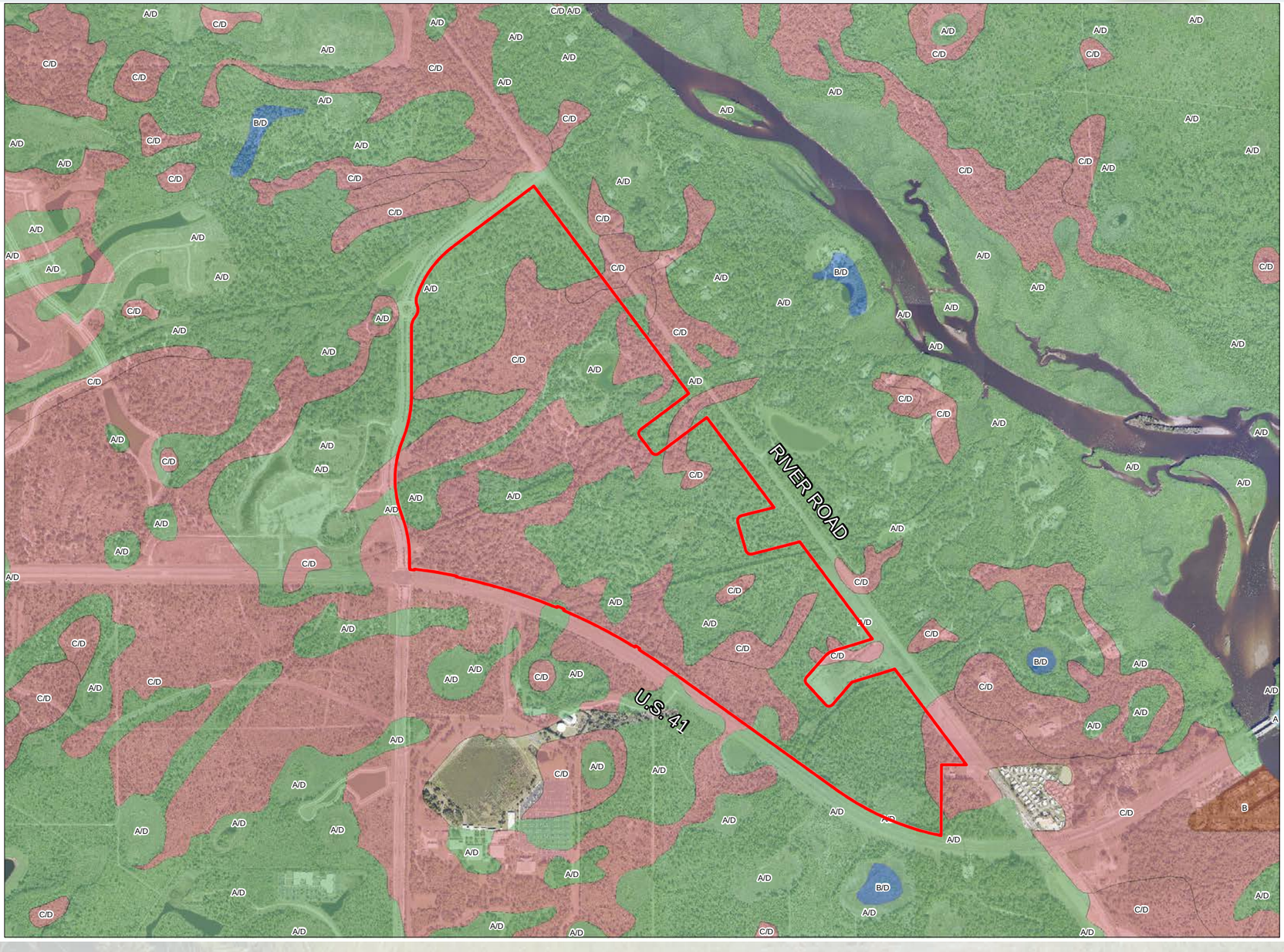

**Legend**

Project Boundary

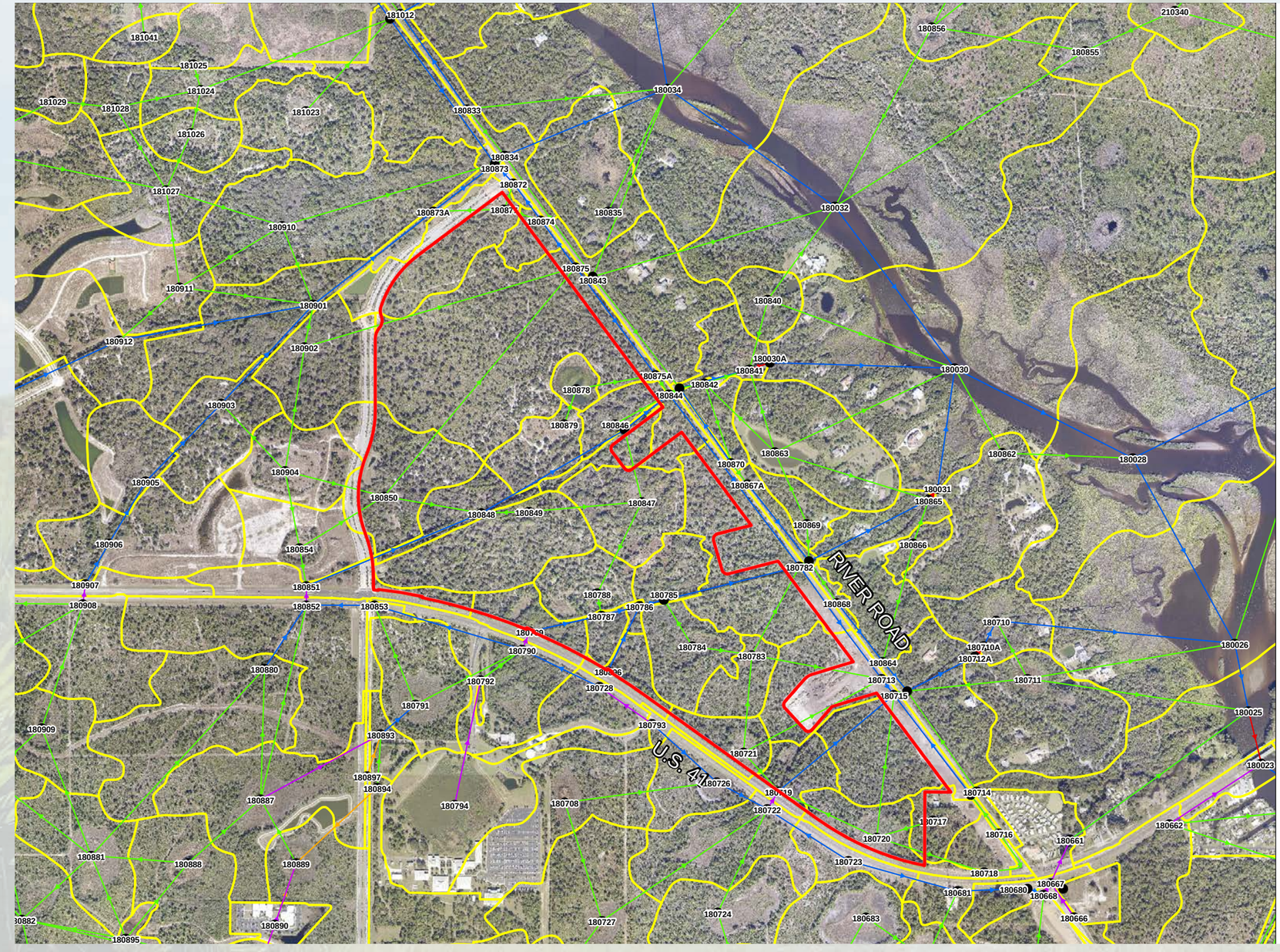
**Soils**

- 4 BRADENTON FINE SAND
- 9 DELRAY AND ASTOR SOILS, FREQUENTLY FLOODED
- 8 DELRAY FINE SAND, DEPRESSIONAL
- 10 EAUGALLIE AND MYAKKA FINE SANDS
- 12 FELDA FINE SAND, DEPRESSIONAL
- 15 FLORIDANA AND GATOR SOILS, DEPRESSIONAL
- 21 FT. GREEN FINE SAND
- 17 GATOR MUCK
- 22 HOLOPAW FINE SAND, DEPRESSIONAL
- 24 KESSON AND WULFERT MUCKS, FREQUENTLY FLOODED
- 26 MANATEE LOAMY FINE SAND, DEPRESSIONAL
- 27 MATLACHA GRAVELLY SAND
- 31 PINEDA FINE SAND
- 32 PITS AND DUMPS
- 36 POPLE FINE SAND
- 41 WABASSO FINE SAND

## SARASOTA COUNTY SCS SOIL MAP - HYDROLOGIC SOIL GROUP



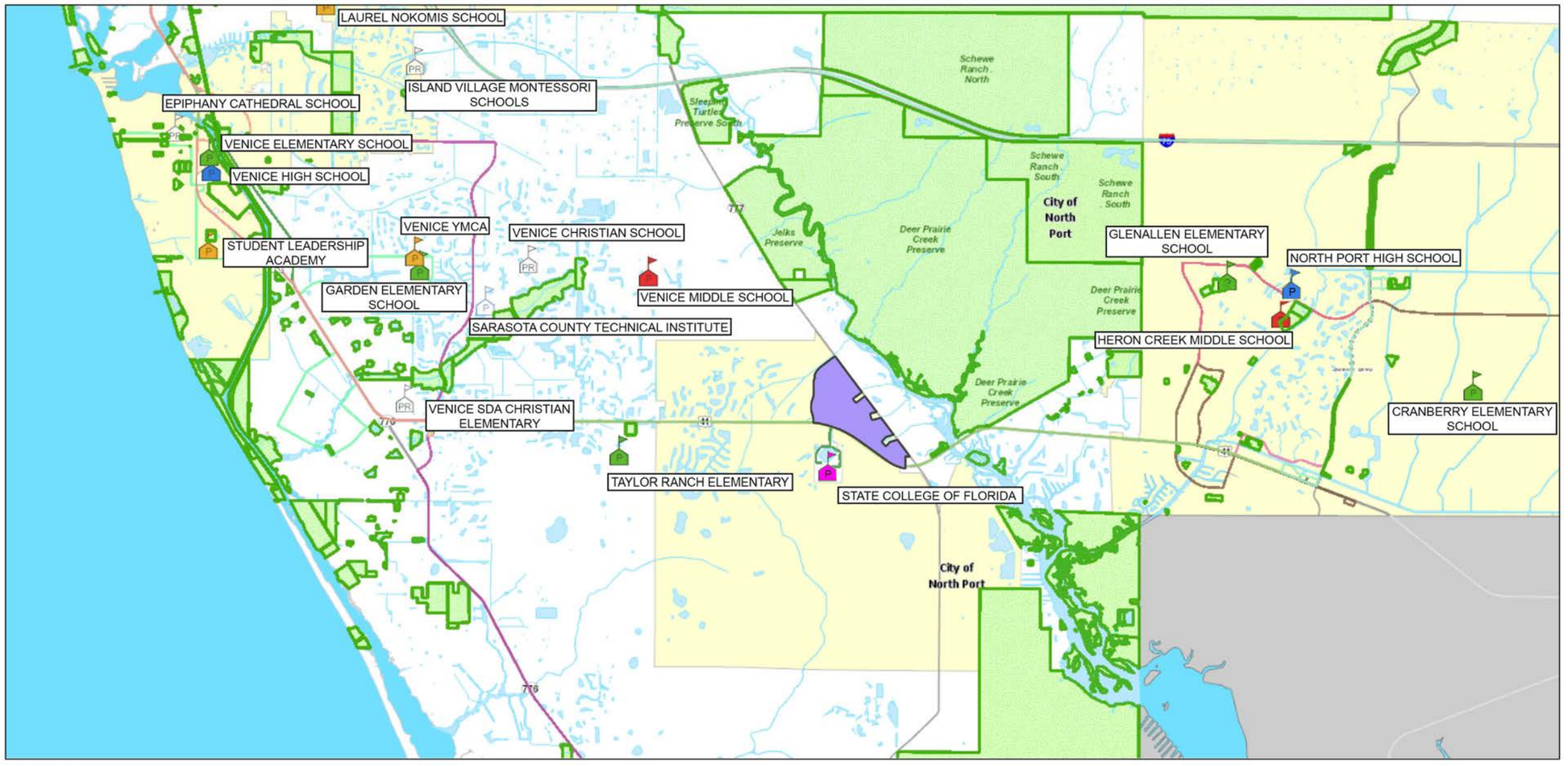
## MYAKKA RIVER STORMWATER MODEL - NODE MIN/MAX REPORT




**Legend**

- Node
- Bridge
- Channel
- Dropstructure
- Pipe
- Weir
- Catchment
- Project Boundary

## PUBLIC FACILITIES MAP - SCHOOLS, BUS ROUTES, AND PARKS




**LEGEND**

- Parks
- Schools - Private
- Elementary Schools
- Middle Schools
- High Schools
- Specialty Buildings
- Higher Education
- Bus Routes
- Village "B" Boundary

1:85,408

0 1 2 4 mi
0 1.5 3 6 km

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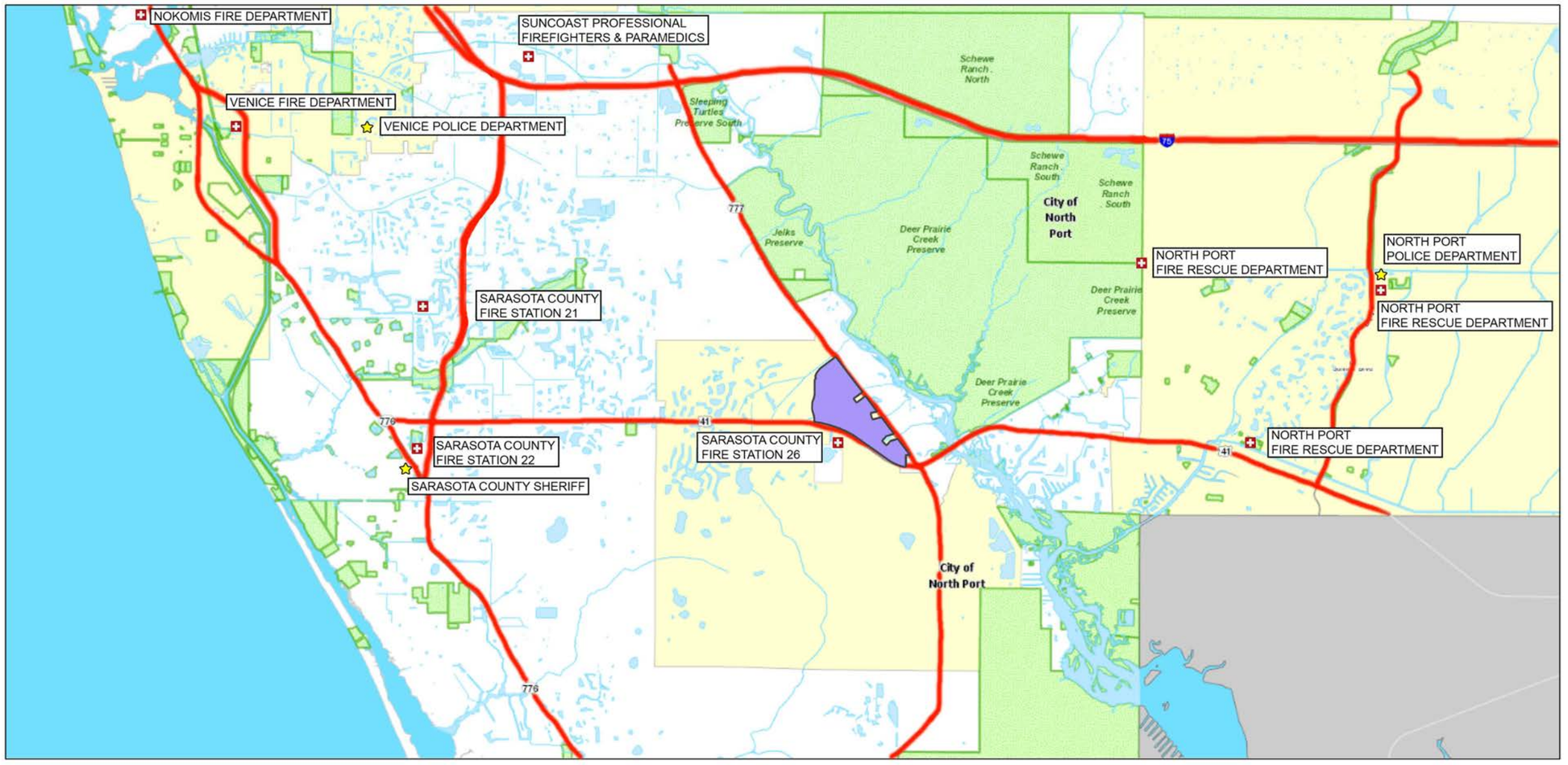
**NOT IN VIEW:**

- Imagine Elementary, Middle and High Schools
- Toledo Blade Elementary School
- Lamarque Elementary School
- Atwater Elementary
- School
- Woodland Middle School

## PUBLIC FACILITIES MAP - POLICE, FIRE AND EVACUATION




**LEGEND**

- POLICE STATIONS
- FIRE STATIONS
- EVACUATION ROUTES
- VILLAGE "B" BOUNDARY

1:85,408

0 1 2 4 mi
0 1.5 3 6 km

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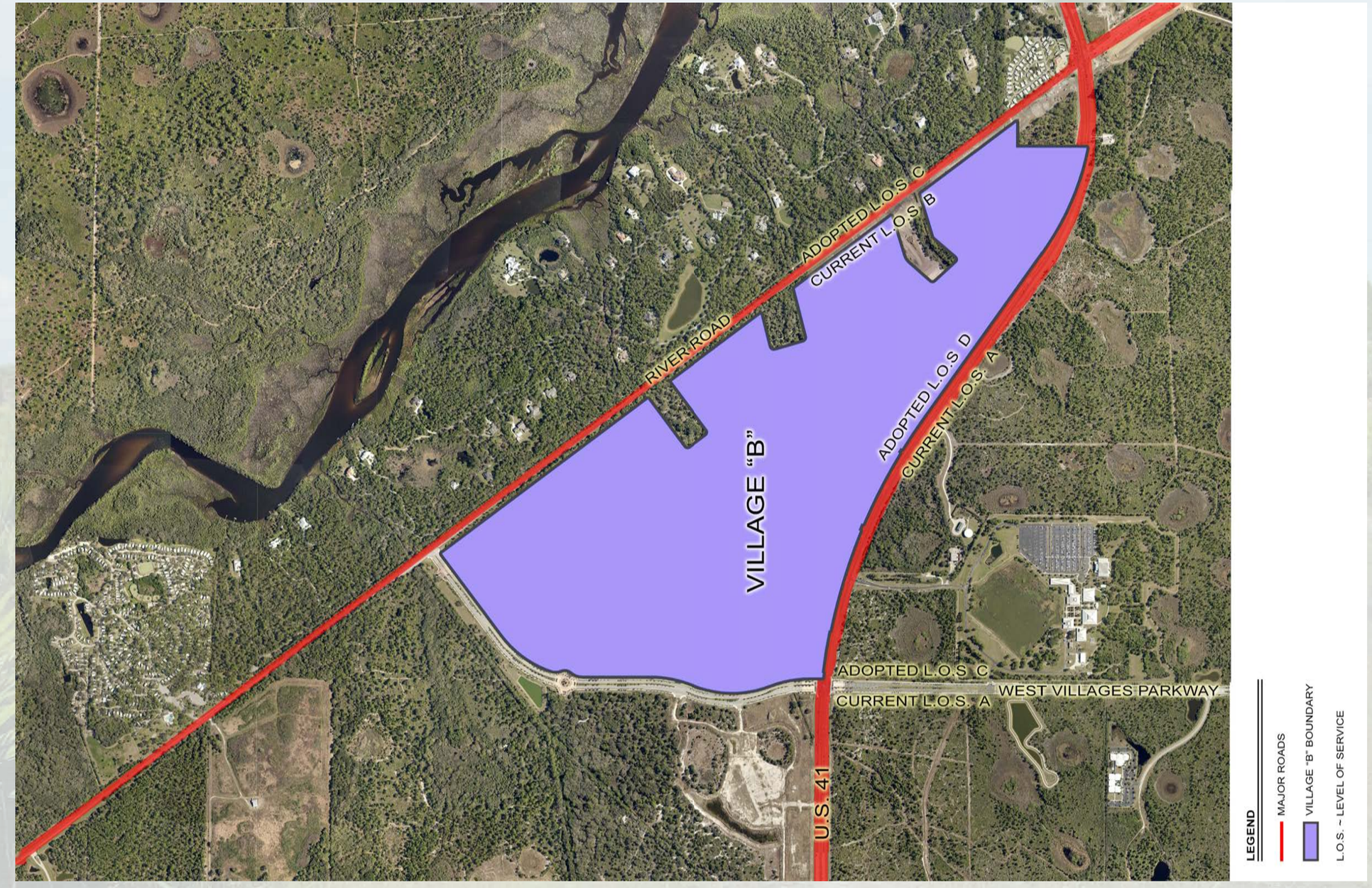
**NOT IN VIEW:**

- North Port Fire Station 83
- North Port Fire Station 84

## PUBLIC FACILITIES MAP - TRANSPORTATION LEVEL OF SERVICE



Chapter Three

# Preliminary Village District Pattern Plan

# Preliminary Village District Plan

## SECTION 2.1 INTRODUCTION

The Preliminary Village District Plan for Village "B" 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 as well as the broader plans and ideas expressed in the West Villages Village District Pattern Book and Village Index Map.

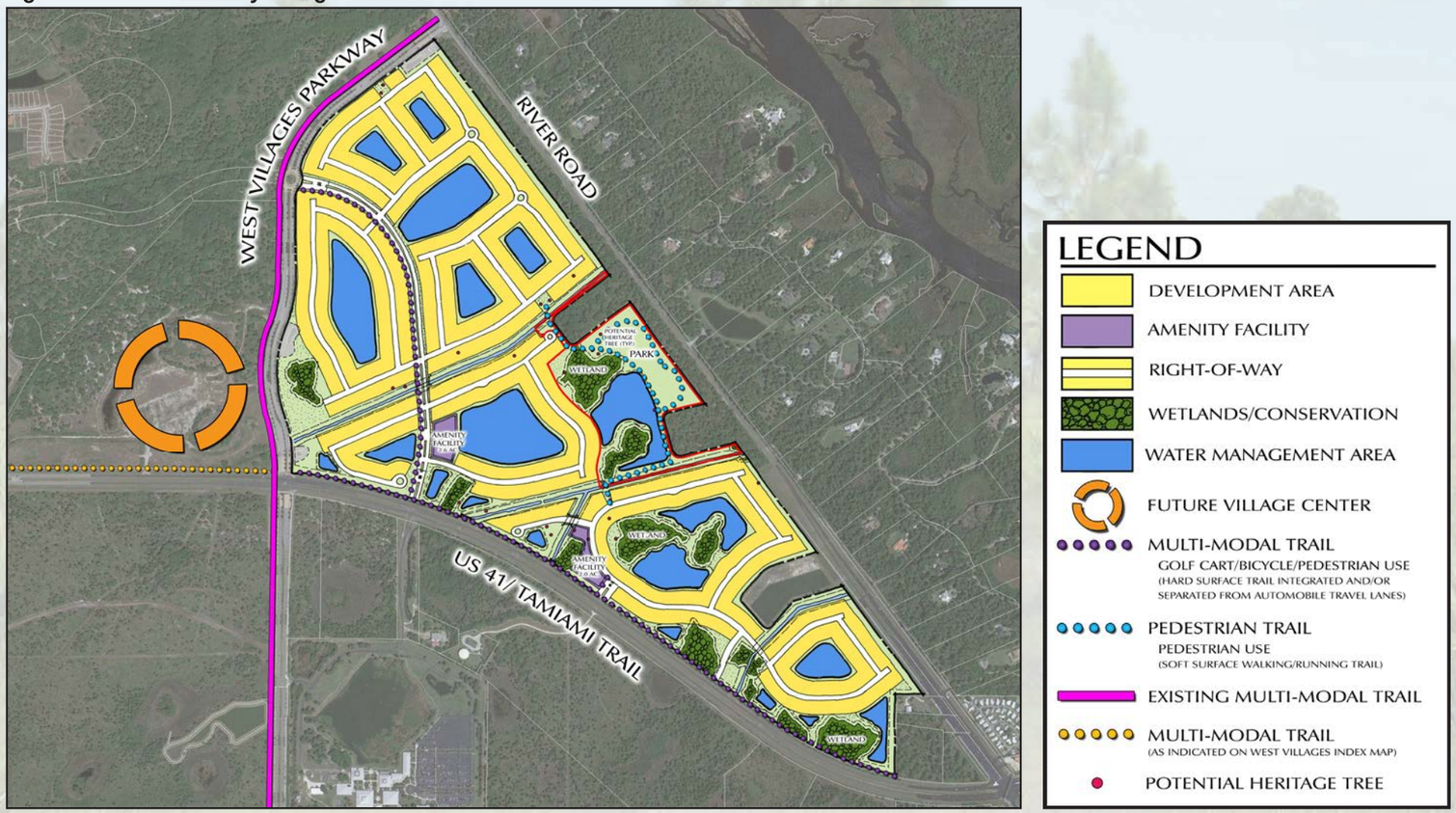
The Preliminary Village District Plan for Village "B" proposes two neighborhoods, two amenity center/neighborhood centers, multiple conservation areas, and an interconnected trail system. The neighborhoods are planned to be within comfortable walking distance from neighborhood centers and multi-modal trails. These trails provide linkages to village neighborhoods, as well as, serve as effective passive recreational amenities and assets.

Pursuant to the Village Index Map, Village "B" provides a passive park on it's eastern boundary. The park is to be built and dedicated to the City for public use. Vehicular access for this park will be provided via a connection to River Road. There will be no vehicular access between the park and the remainder of Village "B", however, the park will be accessible by residents of Village "B" via the proposed pedestrian trails shown in Figure 2.1.A Preliminary Village District Plan. The park is proposed to only include passive features, such as a pedestrian trail, and preserved open space.

Potential Heritage Trees have been shown on Figure 2.1.A. Heritage tree status will be determined during the Construction Plan process. If any additional Heritage Trees are identified, they will be addressed during that time as well.

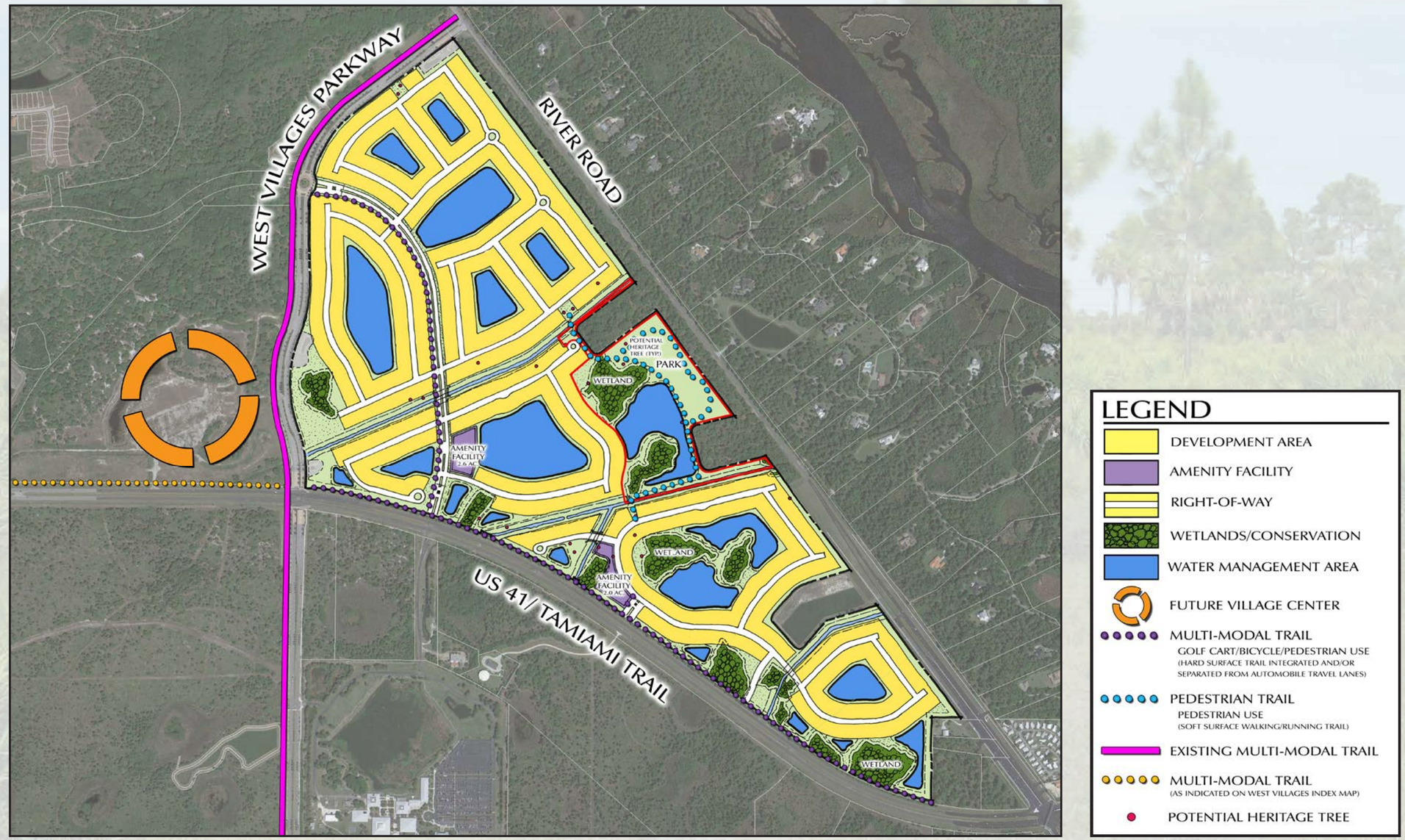
Additional Village characteristics including land uses, development styles, and other community features will be explained in further detail in the following sections of Chapter Two.

**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.*

# Preliminary Village District Plan...*continued*



# Neighborhoods

## SECTION 2.2 NEIGHBORHOOD CHARACTER

Village "B" is planned to contain two distinct neighborhoods identified as N1 and N2. 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 the pedestrian and multi-modal trail network which will link each neighborhood to neighborhood centers, open space tracts, and the future Village Center. These features facilitate citizen interaction by linking village neighborhoods with on-site and adjacent amenities and facilities. These trails will also provide residents with connectivity to the natural environment.

These neighborhoods 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 water feature or open space.

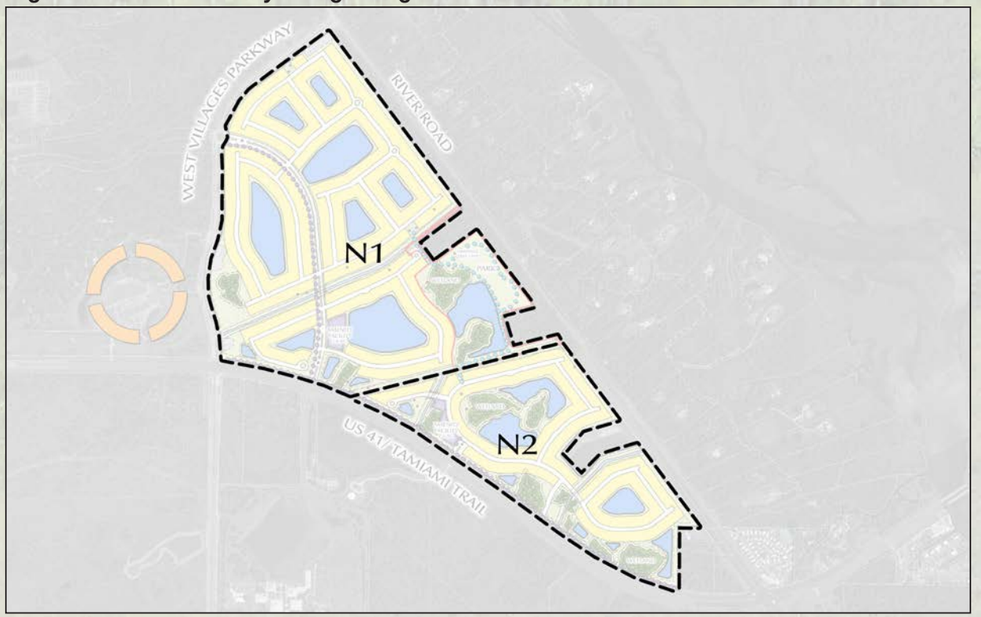
## SECTION 2.3 STRUCTURE TYPES

The neighborhoods are planned to contain a variety of housing types. The Village's housing mix will include Single-Family Detached, and Single-Family Attached (see development standards in Figure 2.3.A and 2.3.B. Specifically, parcels along US 41 are envisioned to host more dense residential products.

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.

**Figure 2.2.A Preliminary Village Neighborhood Plan**



# Neighborhoods...*continued*

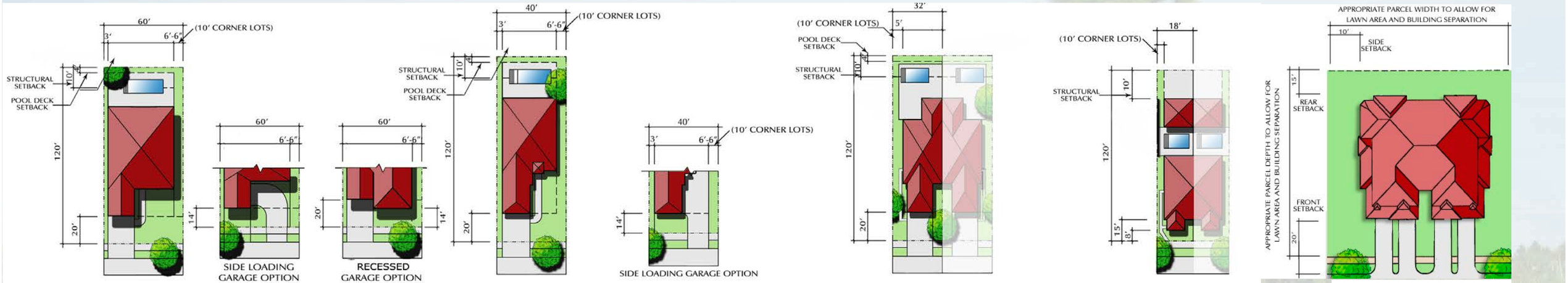
**Figure 2.3.A Neighborhood Development Standards**

| | RESIDENTIAL AREAS | | RECREATIONAL / MIXED USE / NON-RESIDENTIAL AREAS | | |
|---|---|---|---|---|---|
| | **NEIGHBORHOOD 1 +/- 247 ac.** | **NEIGHBORHOOD 2 +/- 113 ac.** | **NEIGHBORHOOD CENTER 1 +/- 2.6 ac.** | **NEIGHBORHOOD CENTER 2 +/- 2.0 ac.** | **NC 1/2** |
| Floor Area Ratio (3) / Density Limitations | 0.15 FAR / 4 Dwelling Units per Acre | 0.15 FAR / 4 Dwelling Unit per Acre | 0.25 FAR | 0.25 FAR | .01 FAR |
| Permitted Uses(1) (5) | Community Center<br>Gatehouse /<br>Single-family Detached - Type A<br>Single-family Detached - Type B<br>Single-family Attached<br>Townhouses<br>Carriage Homes (Multi-Family)<br>Model Homes / Sales Center<br>Park/ Recreation Facilities<br>Utility Structures | Community Center<br>Gatehouse<br>Single-family Detached - Type A<br>Single-family Detached - Type B<br>Single-family Attached<br>Townhouses<br>Carriage Homes (Multi-Family)<br>Model Homes / Sales Center<br>Park/ Recreation Facilities<br>Utility Structures | Active Recreation<br>Park/ Recreation Facilities<br>Utility Structures (1)(5) | Active Recreation<br>Park/ Recreation Facilities<br>Utility Structures (1)(5) | Passive Recreation |
| Minimum Lot Size | See Figure 2.3.B | See Figure 2.3.B | No min. lot area | No min. lot area | N/A |
| Maximum Structure Height | 35 Feet (s.f.)<br>50 Feet (townhouses, carriage home/m.f., community center, gatehouse, non-residential) | 35 Feet (s.f.)<br>50 Feet (townhouses, carriage home/m.f., community center, gatehouse, non-residential) | 35 FT | 35 FT | 35 FT |
| Setbacks(2)(4) | Residential - See specific structure type in Section 2.3.B<br>Non-residential - 10 Feet Front<br>10 Feet Rear (4)<br>10 Feet Side (4) | Residential - See specific structure type in Section 2.3.B<br>Non-residential - 10 Feet Front<br>10 Feet Rear (4)<br>10 Feet Side (4) | 10 FT - Front<br>10 FT - Side (4)<br>10 FT - Rear (4) | 10 FT - Front<br>10 FT - Side (4)<br>10 FT - Rear (4) | 25 FT - Front<br>25 FT - Side<br>25 FT - Rear |

Notes: (1) Above ground 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.
(3) Floor to area ratio (FAR) standards shall be applied to individual parcels in which a non-residential use is proposed and don't apply to residential units.
(4) Setbacks may be reduced to 0 feet when the subject parcel is adjacent to an easement, open space tract or water body that is at least 30 ft in width.
(5) Utility structures shall be located in easements or in right-of-ways as indicated in roadway cross-sections.

# Neighborhoods...*continued*

**Figure 2.3.B Typical lot Configurations for Individual Residential Structures**




| DEVELOPMENT STANDARDS | SINGLE-FAMILY DETACHED - TYPE A | SINGLE-FAMILY DETACHED - TYPE B | SINGLE-FAMILY ATTACHED | TOWNHOUSE(6) | CARRIAGE HOUSE |
|---|---|---|---|---|---|
| LOT AREA (MIN)(9) | 7,800 SF | 5,200 SF | 4,160 SF (per unit) | 2,160 SF | N/A |
| LOT WIDTH(MIN)(8)(9) | 60 FT | 40 FT | 32 FT | 18 FT (INTERIOR UNITS WITH 2 COMMON WALLS / SHARED LOT LINES) | N/A |
| LOT DEPTH(MIN) | 120 FT | 120 FT | 120 FT | 120 FT | N/A |
| LOT COVERAGE (MAX)(10) | 50 % | 55 % | 55 % | 65 % | N/A |
| FRONT SETBACK (MIN) (1) | 20 FT (FLG) / 14 FT (SLG) (RGO) | 20 FT (FLG) / 14 FT (SLG) (RGO) | 20 FT / 14 FT (SLG) | 15 FT / 8 FT (NON-ENCLOSED SPACES, I.E. PORCH) | 20 FT / 14 FT (SLG) |
| SIDE SETBACK (MIN) (STRUCTURES)(3)(4)(7)(8) | 3 FT (LEFT) / 6 FT 6 IN (RIGHT) / 10 FT (CORNER LOTS) | 3 FT (LEFT) / 6 FT 6 IN (RIGHT) / 10 FT (CORNER) | 5 FT<br>0 FT (COMMON WALL or SHARED LOT LINE)<br>10 FT (CORNER LOT) | 5 FT<br>0 FT (COMMON WALL SHARED LOT LINE)<br>10 FT (CORNER LOT) | BLDGS. SHALL MEET MIN. SEPARATION CRITERIA AS REQUIRED BY BUILDING CODE |
| SIDE SETBACK(MIN) (POOL DECKS, PATIOS, AND SCREEN ENCLOSURES)(2)(3)(7)(8) | 3 FT | 3 FT | 4 FT (WITH SIDE YARD) / 0 FT (COMMON WALL / SHARED LOT LINE)<br>(POOL EDGES HAVE A 5 FT SETBACK ON SIDE YARDS OF UNITS) | 4 FT (WITH SIDE YARD) / 0 FT (SHARED LOT LINE)<br>(POOL EDGES HAVE A 5 FT SETBACK ON SIDE YARDS OF UNITS) | N/A |
| REAR SETBACK (MIN) (5)(7) | 10 FT (STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE) | 10 FT (STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE) | 10 FT (STRUCTURE) / 4 FT (DECK/PATIO) / 5 FT (POOL EDGE) | 10 FT (STRUCTURE) / POOL DECKS AND SCREEN ENCLOSURES (N/A) | 15 FT (STRUCTURE) |

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**

(1) Front loading garage models (FLG) shall have a larger front setback than side loading garage models (SLG), however, recessed garage options (RGO) shall allow a 14' front setback for the remainder of the building.
(2) Screen enclosures for Townhouses and Single-Family Attached will have a 5 FT side setback without a privacy wall, or a 0 FT side setback with a privacy wall, provided that the screen is located atop the privacy wall.
(3) Patios and pool decks for Townhouses and Single-Family Attached may have a 0 FT side setback provided they abut a shared privacy wall.
(4) Corner setbacks do not apply when the side property line is adjacent to a platted open space tract of at least 10 FT in width.
(5) The rear setback for pools, pool decks and screen enclosures may be reduced to 0 FT when the rear property line abuts an easement, water body or open space tract of at least 30 FT in width.
(6) Townhouse units may include two or more attached units.
(7) Cornices, veneers or other non-structural projections shall not count towards setbacks. They shall be treated similar to roof overhangs.
(8) Side yard setbacks for Single Family Type A and Type B as show are 3FT left side and 6 FT 6 IN right side, however, these side yard setbacks may be altered at time of building permit submittal, so long as in no event shall one side be less than 3FT and the total of both sides be less than 10 FT.
(9) Min. lot area and width for curvilinear lots may be less then 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.
(10) Lot Coverage is defined as percent of lot area under fixed roof. Lot Coverage does not include pools, decks, driveways, patios, sidewalks, etc.

# Neighborhood Centers

## SECTION 2.4 NEIGHBORHOOD CENTERS

Neighborhood centers are intended to serve the surrounding residential neighborhoods and may provide recreation, neighborhood-type commercial and neighborhood-scaled offices, or civic uses. Village "B" 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.

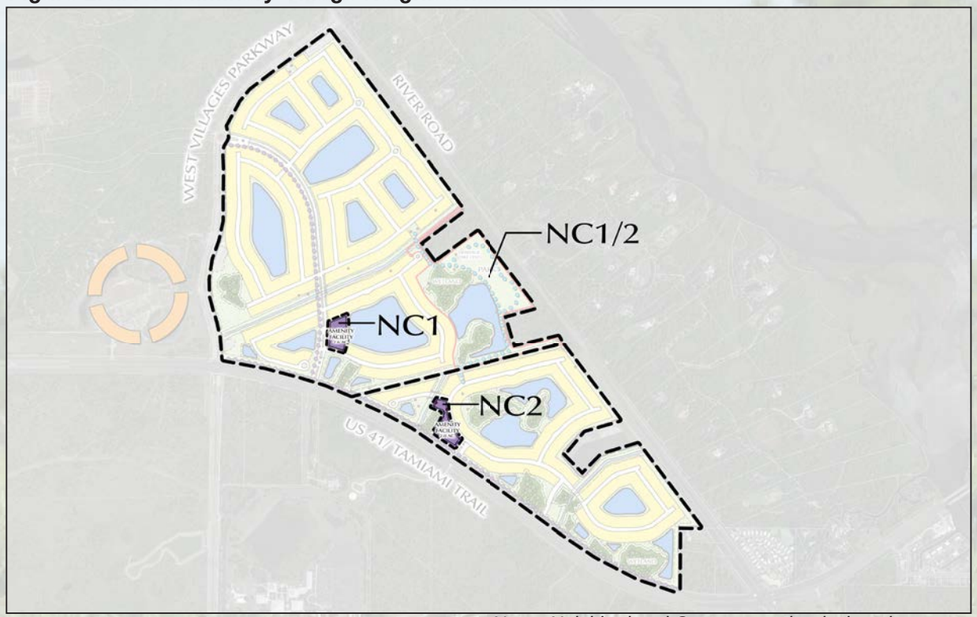
Neighborhood Center 1 (NC1) will function as a neighborhood park. This area is expected to provide active recreation facilities with gazebo styled pavilions. Amenities will include a community center with a pool, pedestrian furnishings, and landscaping.

Neighborhood Center 2 (NC2) 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.

NC1/2: Pursuant to the Village Index Map, and as shown on Figure 2.4.A, Village "B" provides a passive park on it's eastern boundary. The park is to be built and dedicated to the City for public use. Vehicular access for this park will be provided via a connection to River Road. There will be no vehicular access between the park and the remainder of Village "B", however, the park will be accessible by residents of Village "B" via the proposed pedestrian trails shown in Figure 2.1.A Preliminary Village District Plan. The park is proposed to only include passive features, such as a pedestrian trail, and preserved open space.

The Preliminary Village District Plan includes two distinct neighborhood centers. Both neighborhood centers are planned to provide neighborhood amenities and serve as civic nodes for residents. Located in each neighborhood, neighborhood centers ensure comfortable pedestrian travel within a half mile radius. Figure 2.3.A identifies each neighborhood center and establishes proposed components.

**Figure 2.4.A Preliminary Village Neighborhood Centers**




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

# Village Center

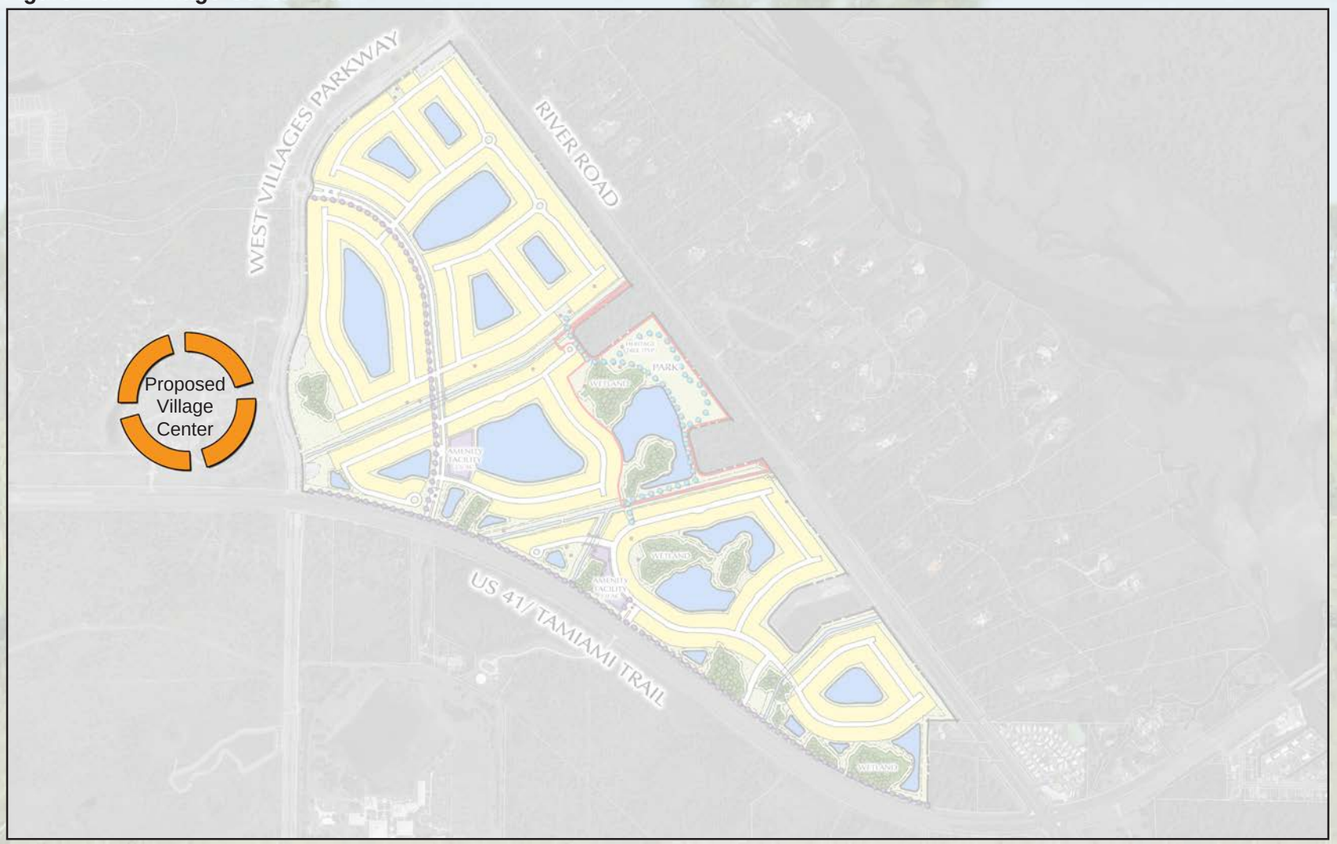
## SECTION 2.5 - VILLAGE CENTER

The Village Center as identified in the West Villages Pattern Book and Village Index Map is planned as a mixed-use area to complement the Village neighborhoods. Though not within the boundaries of this project, the Village Center is 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.

Ideally, the Village Center will develop as a retail node with complementing office and residential uses. The Village Center can also serve as the entertainment and cultural center for Village "B" as it can include restaurants, shopping and other entertainment venues. It is envisioned that multi-family uses will be integrated into the Village Center design.

A detailed Village Center plan will be provided by others 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 Village "B" will comfortably accommodate vehicular, pedestrian, and bicycle traffic. A sidewalk system will be constructed to facilitate pedestrian circulation. In addition, roadways will be landscaped and lighted to enhance the community appearance and contribute to pedestrian comfort. Described below are four types of roadways that can be implemented for the village development: Parkways, Avenues, and Local Streets - Type 1 and - Type 2. Typical cross sections are depicted in the subsequent sections.

**Section 2.6.A Parkways** (Figure 2.6.1.A) 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 designation for the recently constructed West Villages Parkway extension which is aligned along the Village's western boundary. It provides regional connections to the other villages and the US 41 and River Road arterials. Wide sidewalks have been 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.

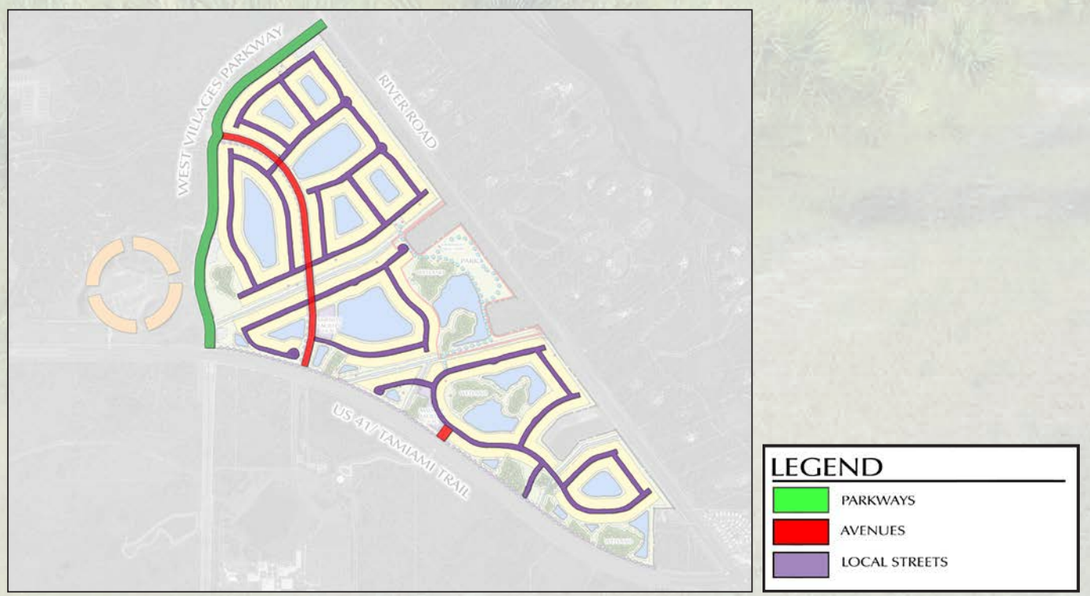
**Section 2.6.B Avenues** (Figure 2.6.2.A) represent widely-used roadways that provide for connections throughout the village and specifically link neighborhoods to one another. Avenues are intended to be designed to divert higher traffic volumes away from residential neighborhoods while allowing for interconnectivity within the Village. These roadways accommodate the majority of through traffic within the Village.

**Section 2.6.C Local Streets** (Figures 2.6.3.A and 2.6.4.A) 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 "B" 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 lined 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 or adjacent to Neighborhood Centers. This roadway section may be used in portions of each Neighborhood and each respective Neighborhood Center.

*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.*



# Roadways and Pathways...*continued*

**SECTION 2.6.1 PARKWAYS**

- Provide regional connections within the West Villages, the City of North Port, and Sarasota County.

- Recently used as the design for West Villages Parkway extension.

- Located on village edge.

- Lined with canopy trees.

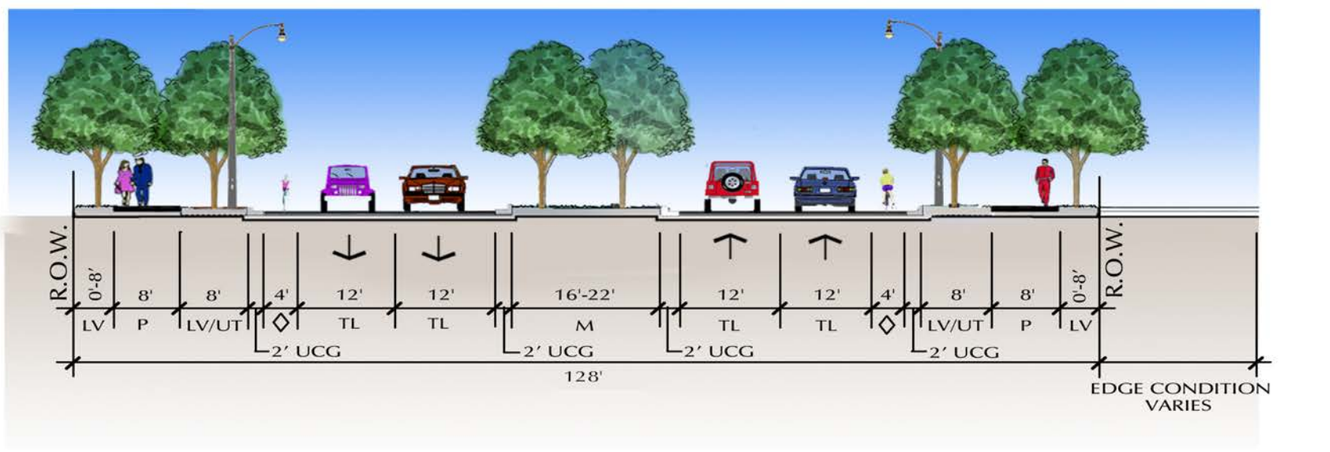
- Designed for 45 miles per hour speed limits.

- Designed to accommodate pedestrian, bicycle, and small electric-powered vehicles (may be a trail).

- 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 "B".

- Intended for primary roadways.

- Links neighborhoods and neighborhood centers.

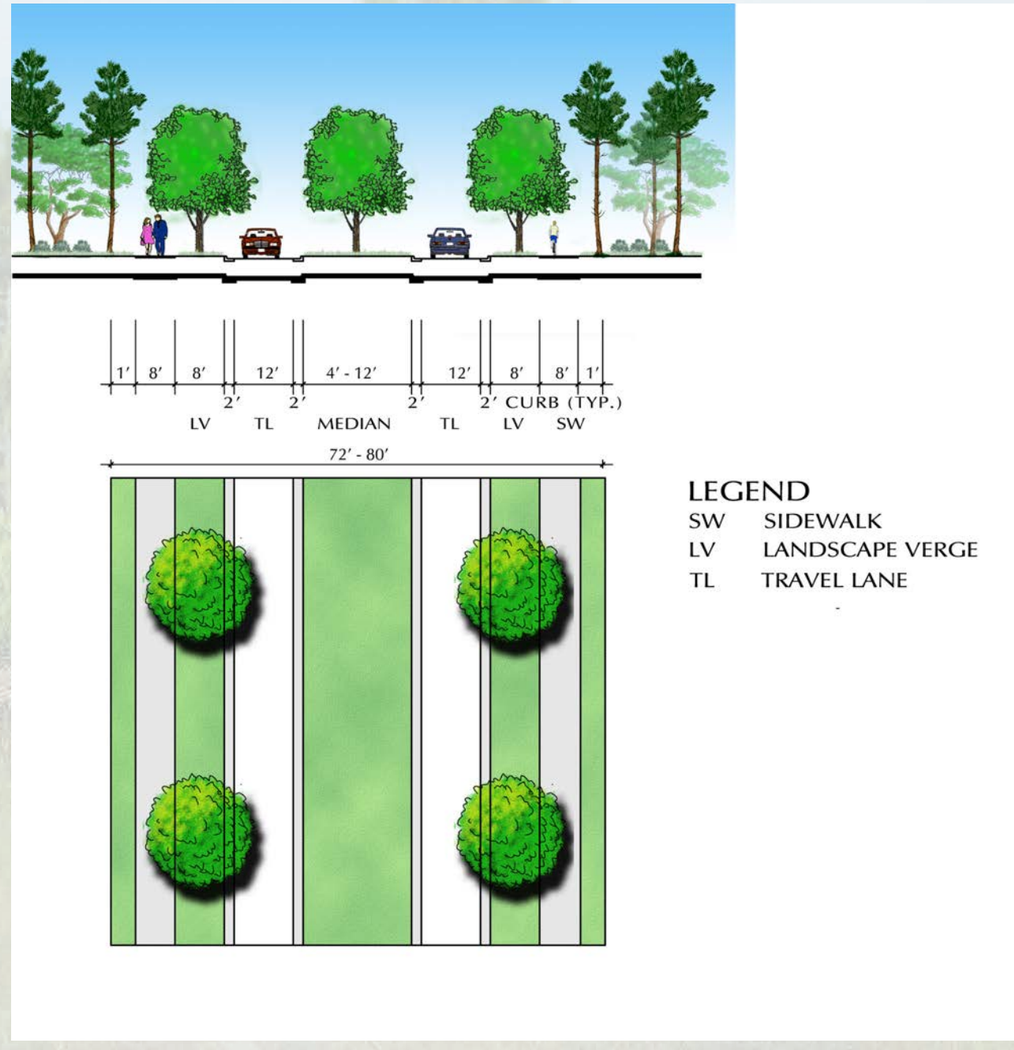
- Lined with palms and/or canopy trees.

- Designed for 30 miles per hour speed limits.

- Designed with pedestrian and bicycle paths (may be a multi-modal trail).

- Designed with traffic calming devices where needed.

**Figure 2.6.2.A Typical Avenue Section**



# 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.

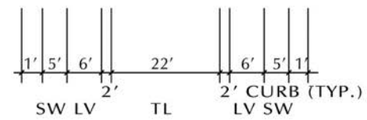
- Lined with canopy trees.

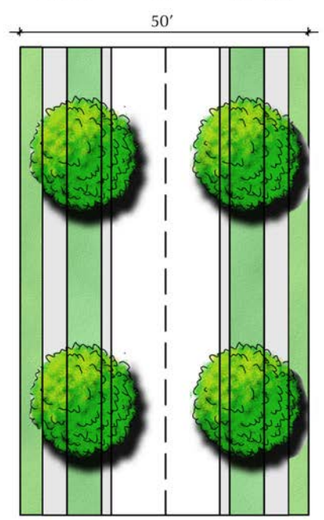
- Designed for up to 30 miles per hour speed limits.
  Typically posted lower.

- 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 |

# 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 multi-family areas of Neighborhoods and Neighborhood Centers.

- Links neighborhoods and neighborhood centers to avenues.

- Lined with canopy trees.

- Designed for up to 30 miles per hour speed limits. Typically posted lower.

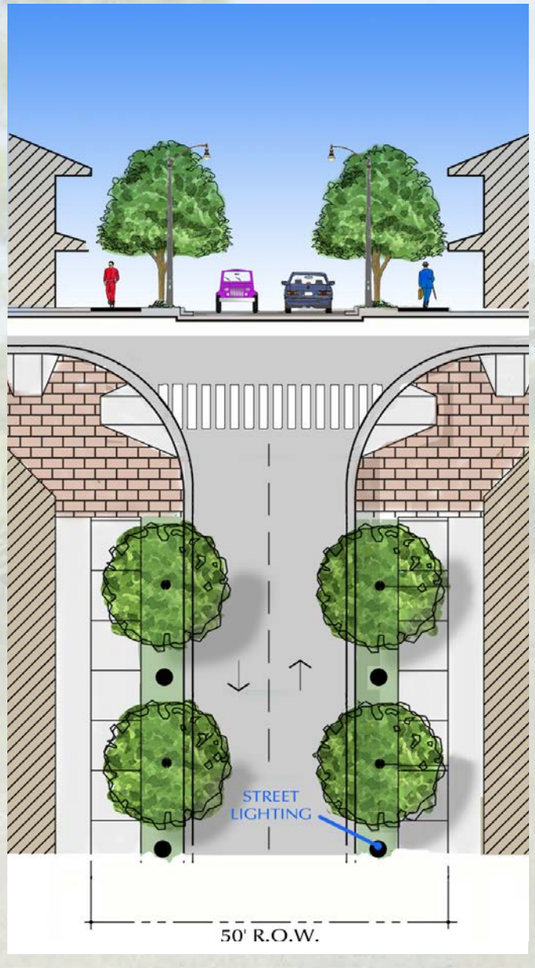
- Designed with low speed limits for on-street bicyclists.

- 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 Figure 2.6.5.B).

**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**

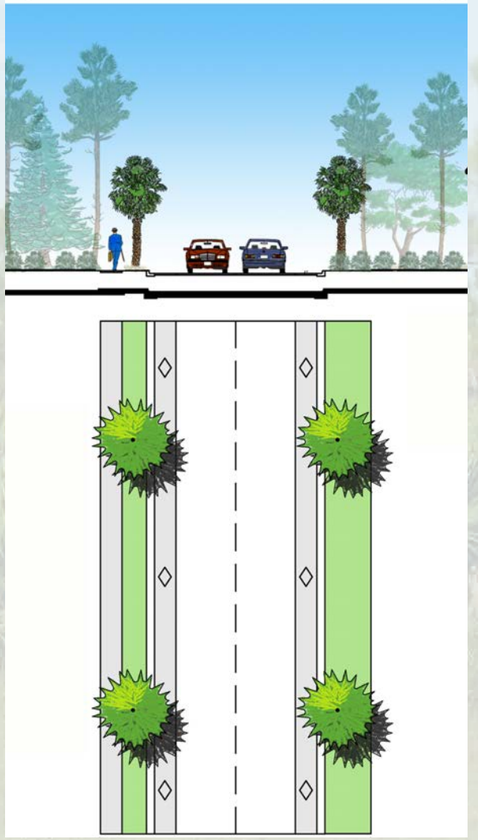
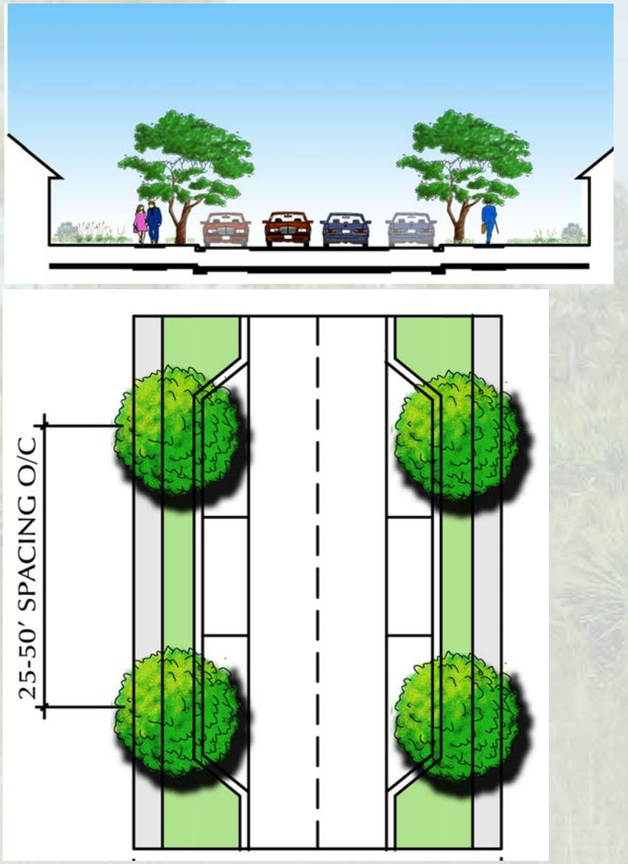


**Figure 2.6.5.B Local Roadway with On-Street Parking**



# Roadways and Pathways...*continued*

## SECTION 2.6.6 ALLEYS

- Provide access to rear loading garages or parking areas.

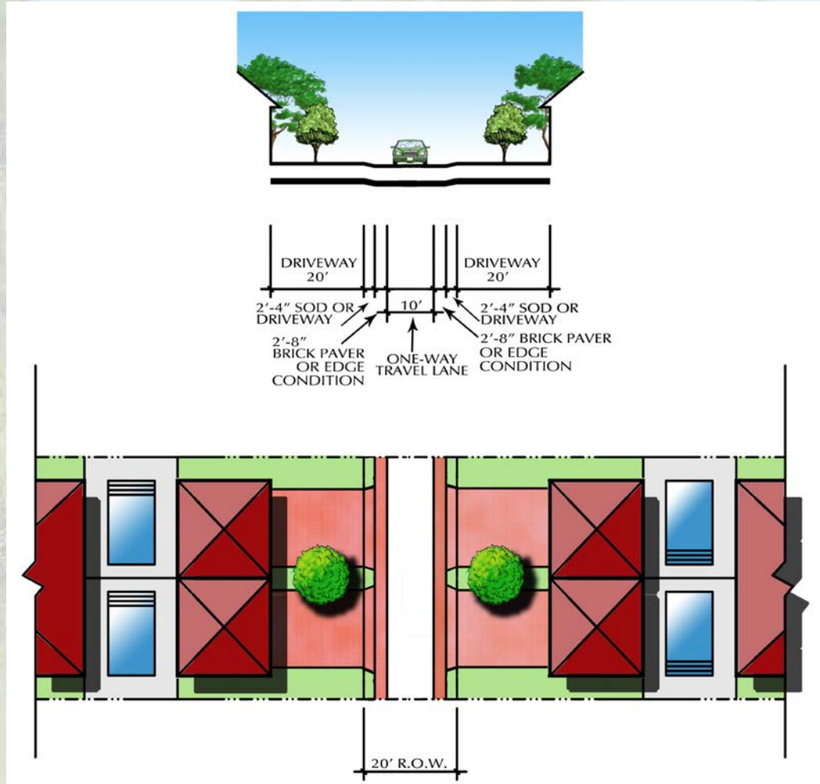
- Designed with 10 foot travel lanes.

- 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-MODAL TRAILS**

- Aligned along waterways and open spaces behind residential lots.

- Designed in designated right-of-way.

- Designed with 8-12 foot paved trail that blends with surrounding neighborhoods and neighborhood centers.

- Landscaped with native vegetation and trees to blend with surrounding neighborhoods and neighborhood centers.

- Surface can vary from pavement to mulch.

- Furnished with benches and trash receptacles.

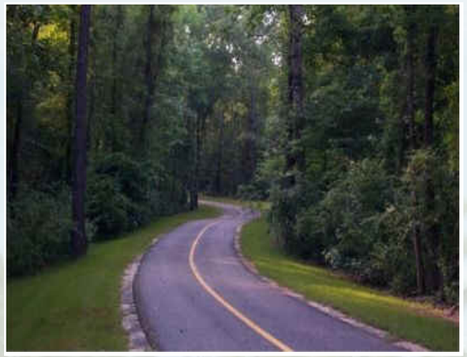


**Figure 2.6.7.B Typical Multi-Modal Trail Section**

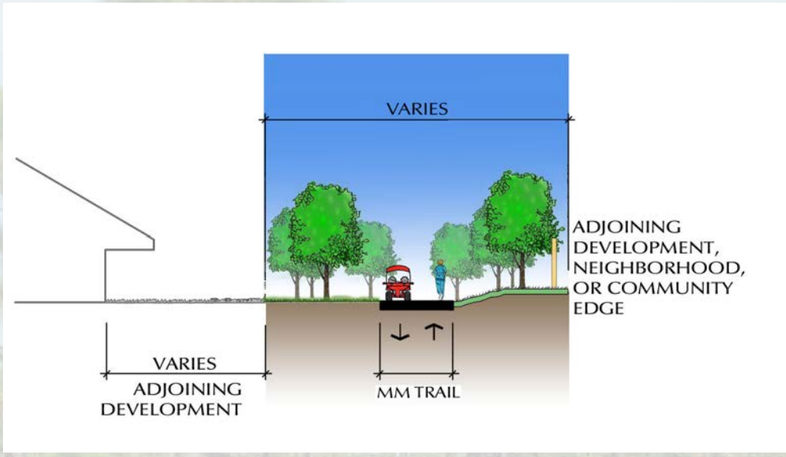
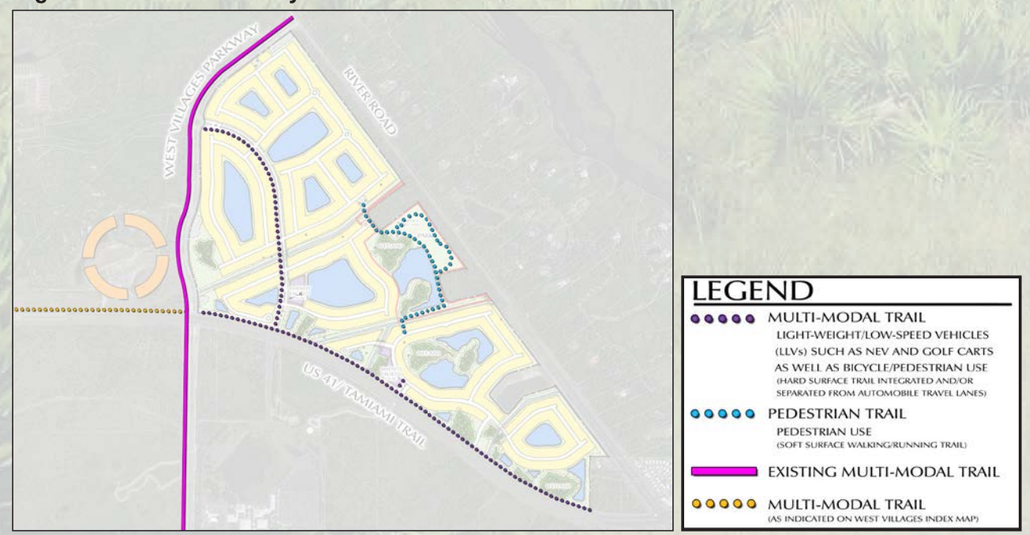



**Figure 2.6.7.A Preliminary Multi-Modal Trails Plan**



# Infrastructure

## SECTION 2.7 INFRASTRUCTURE

Preliminary provisions have been made for water, wastewater, storm-water and solid waste as required by the City of North Port Unified Land Development Code. The West Villages are already subject to the Principles of Agreement addressing the provision of major infrastructure to serve the existing and proposed villages. The need to adopt a Developer's Agreement pursuant to Chapter 54 ULDC will be examined at subsequent phases of the City development review process.

Water, sewer, and reuse infrastructure is currently adjacent to the property. 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 prior to construction. 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 existing offsite 16" water main and a potable water pump station and storage tank. Wastewater services will be provided through the existing 12" forcemain along US 41. Until reclaimed water is available from the City of North Port, irrigation demand will be provided from on-site stowmwater ponds and/or wells. In addition, there may be an opportunity that irrigation supply can be supplied by the WVID, using existing reuse water supplied by EWD.

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 has designed and permitted the first phase of a wastewater treatment plant to be built in the West Villages and operated by the City of North Port. Similarly, a water treatment plant will be designed and permitted. Construction of these facilities will be coordinated with the City and timing will be based on development schedules.

Water and sewer service will be extended to the passive park fronting River Road to be used for park restroom facilities.

## 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 developed as part of the next steps of the Village District planning process and construction plan development.

## 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 Water System Plan**

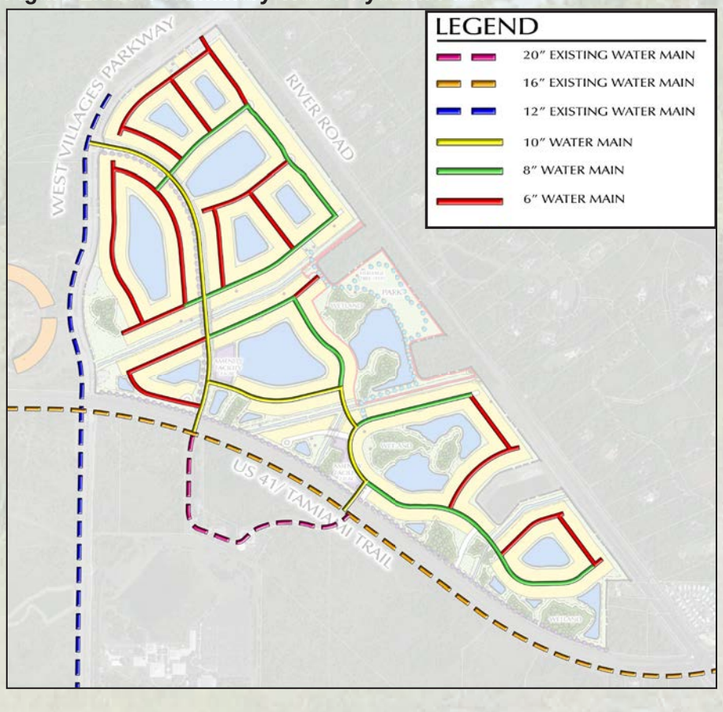
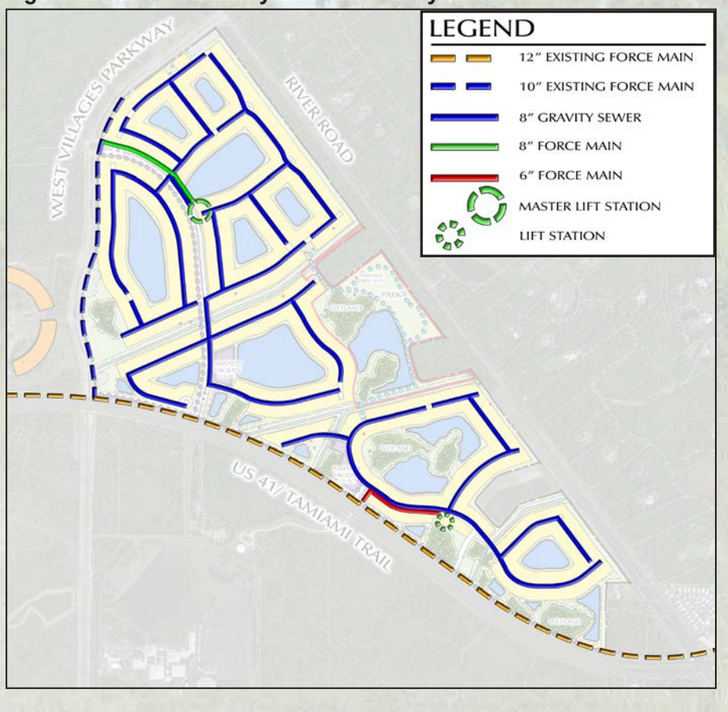



**Figure 2.7.B Preliminary Wastewater System Plan**



# Surrounding Character

## SECTION 2.8 SURROUNDING CHARACTER

Village "B" 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 "B" to the west and southwest are Villages "A" and "C" respectively, which are 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: the Grand Palm DOCC to the northwest; rural and semi-rural residential to the east along the Myakka river within Sarasota County. The preliminary VDPP design for Village "B" transitions with complementary uses to these surrounding land uses. Moreover, the preliminary design of Village "B" is anticipated to fulfill planning guidelines established by the West Villages such as having interconnecting roadways and accommodating ample open areas of conservation lands.

**Figure 2.8.A Preliminary Village "B" VDPP Surrounding Character**