



THE WEST VILLAGES
VILLAGE “C”

PROPOSED VILLAGE DISTRICT PATTERN PLAN
AMENDMENT NO. 3

ORIGINAL ADOPTION: August 8, 2005
AMENDED: June 12, 2006
AMENDED: July 13, 2009
AMENDED: July 10, 2014
AMENDED: January 26, 2015

PREPARED BY:



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Revisions:
1. Paragraph 2 & 3

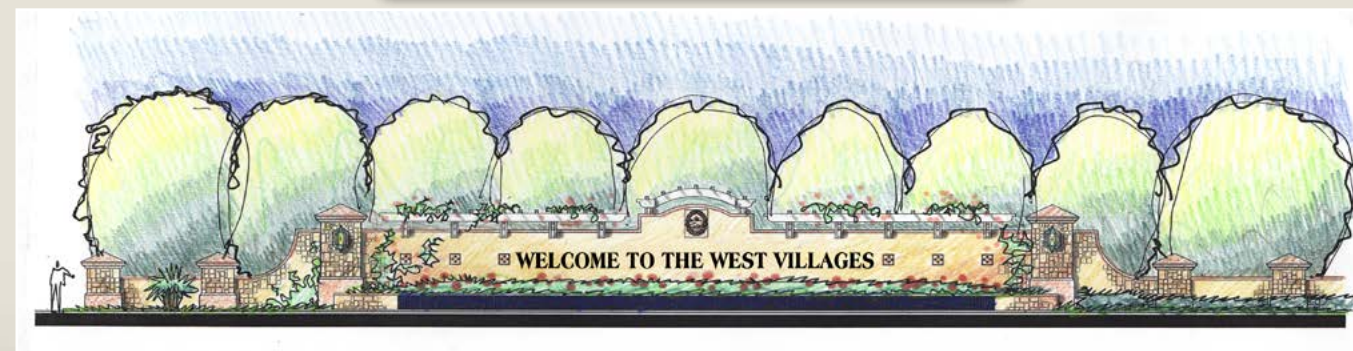
INTRODUCTORY NOTE (AMENDMENT NO. 3)

The following chapter represents an Amendment to the currently Adopted Village "C" Final Village District Pattern Plan (VDPP). The VDPP for Village "C" was originally adopted by the City of North Port on August 8, 2005. In June 2006, the City of North Port adopted an amendment to the VDPP related to land use and dimensional standards.

The areas specifically addressed in this VDPP Amendment include four Neighborhoods and five Neighborhood Centers, designed around a system of lakes and pedestrian pathways. Neighborhoods One, Two, and Four are currently under construction and not proposed for amendment. This amendment proposes to redesignate the remaining approximately 250+/- acres from the area designated as "Future Development" to a portion of Neighborhood Three. This amendment does not add lands to Village "C" or amend land uses; however it does amend the total number of dwelling units. In addition, the area previously identified as "Future Development" is within the geographical boundaries of Village "C" and is addressed within the context of this Amendment. Consistent with the requirement of the City's Comprehensive Plan and Village Zoning regulations, any future development desired for this portion of Village "C" will be required to amend this document.

This draft of the Proposed VDPP Amendment No. 3 was presented to the public for review and comment at a public workshop on -----, 2014. This public workshop was coordinated with City Staff, properly noticed and held at the -----.

Development within Village "C" VDPP Amendment No. 3 shall be in general conformance with the currently Adopted Final Village "C" VDPP and applicable codes found in the City of North Port ULDC, specifically Chapter 53-214 shall be met. Dimensional and performance standards in the Final Village "C" VDPP and Village "C" VDPP Amendment No. 3 are intended to supersede the ULDC where appropriate.



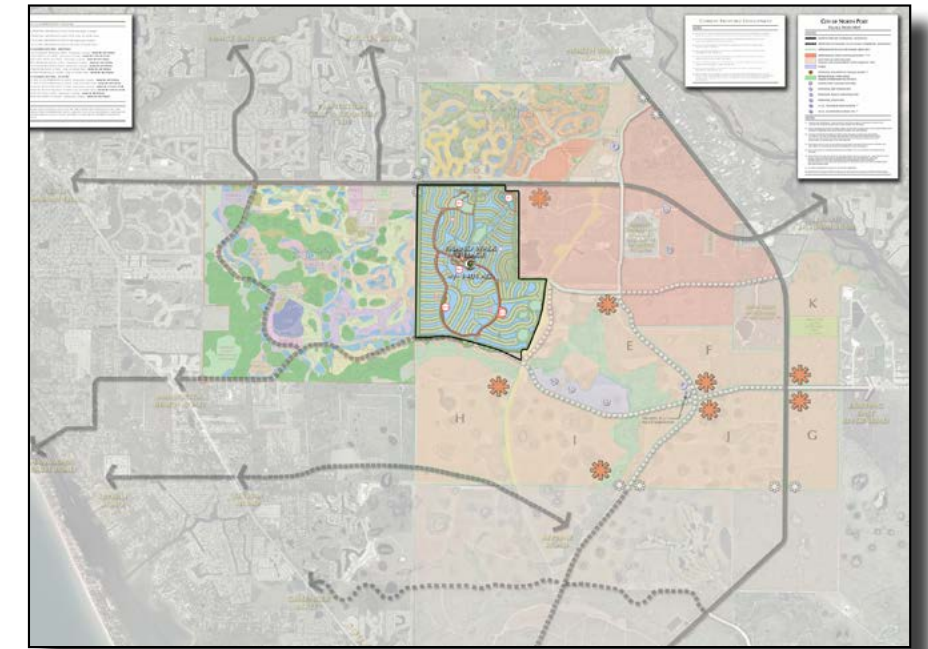
GENERAL DESCRIPTION

The area known as Village "C" includes approximately 1,080 acres and is located on the south side of U.S. 41, in the western most area of the City of North Port within the West Villages. The Village "C" VDPP was originally adopted by the City of North Port in August 2005. The West Villages is developing as a series of mixed-use, sustainable Villages made up of Neighborhoods and Neighborhood Centers with a supporting, proposed Town Center. The Village Index Maps A and B, identify Village "C", south of Village "A" (Gran Paradiso), west of the Town Center.

As described in the Introductory Note, the area specifically addressed in this VDPP Amendment incorporates four Neighborhoods and five Neighborhood Centers, around a system of lakes and pedestrian pathways. Neighborhoods One, Two, and Four are currently under construction and not proposed for amendment.

Village "C" VDPP Amendment No. 3 proposes to redesignate the area previously identified as "Future Development" and include it with Neighborhood Three. The Village "C" VDPP Amendment No. 3 does not propose to modify Neighborhoods One, Two and Four or dwelling unit types, including the bulk development standards included in Figures 2.1 and 3.1. The total residential dwelling units is proposed to increase from 1,999 to a total maximum of 2,399 units. The design intent of the internal pedestrian pathway system, roadway network and the design of residential units strategically placed around a series of lakes and a large central lake feature is not compromised. Village "C" Amendment No. 3 is designed consistent with the North Port Village Zoning Regulations and the City's adopted West Villages – Village District Pattern Book.

Revisions:
 1. Paragraph 1, 2 & 3
 2. Updated graphic



EXISTING VILLAGE PLAN



PROPOSED VILLAGE PLAN



CHAPTER THREE

PROPOSED VILLAGE
DISTRICT PATTERN PLAN AMENDMENT NO.3

PROPOSED VILLAGE PLAN AMENDMENT NO. 3

SECTION 1.1-PROPOSED VILLAGE PLAN AMENDMENT NO.3

A revised village plan has been created for Village "C" that implements the basic design principles expressed previously within the currently adopted Village "C" Pattern Plan as well as the West Villages Pattern Book. The Proposed Village Plan, noted as Amendment No. 3, is depicted in Figure 1.1.a. and illustrates the general village layout including the proposed plan element revisions. The Proposed Village Plan continues to reflect the generalized vision that was set forth as part of the previously adopted Village "C" VDPP.

Specifically, the Village maintains four distinct neighborhoods but proposes to redesignate the remaining approximately 250 acres from "Future Development" to Neighborhood Three. The plan also provides one additional Neighborhood Centers, and proposes minor revisions and enhancements to the internal pedestrian pathway system within Neighborhood Three. The Village "C" VDPP Amendment No. 3 maintains corresponding neighborhood centers for each Neighborhood, each with a proposed range of uses and design elements. The Proposed Villages "C" VDPP Amendment No. 3 adjusts the internal roadway and pathway network for those areas of the development that have yet to be constructed. The proposed changes still maintain the vehicular and pedestrian connectivity for the Village residents as well as maintaining the original design intent for the Neighborhoods.

The plan's framework continues to be centered around a series of lakes that function as linear open space tracts and are perceived as a community amenity. A majority of the lakes funnel into a large centralized lake that surrounds the Village's mixed use core, in and around Neighborhood Center Four, to create a central focus for the Village and also to create a distinguished sense of place and recognizable urban form.

The Village designers envisioned an interconnected system of neighborhoods linked with generously-wide pedestrian pathways. These pathways are adjacent to the Village's conservation tracts and lake areas. The pathways and lakes create an abundance of outdoor areas available for Village residents' use. The design of the residential units does not restrict water views to just those adjacent to these features but essentially creates properties with dual front lawns; one facing streets and the other facing water features. This approach also provides ample pedestrian opportunities within and through the Neighborhoods and along the system of lakes.

The Proposed Village Plan maintains the multiple controlled access points as previously adopted, allowing connections to future roadways within the area. The primary entrance remains from US 41; secondary access points will occur to the south in anticipation of the Manasota Beach Road extension and also a connection to the east to the future West Villages Town Center. The Village includes a gated entrance and kiosk which monitors vehicular traffic to and from the neighborhood. This safety amenity will continue to be provided to the residents and their guests.

Amendment No. 3 does not increase the overall density within the village. The current density is 1,999 Units within 830 acres (2.41 units/acre). The proposed density is 2,399 units within 1,080 acres (2.22 units/acre), resulting in a slight decrease in overall density.

- Revisions:
1. Paragraph 2, 6
 2. Paragraph 7 deleted
 3. Figure 1.1a

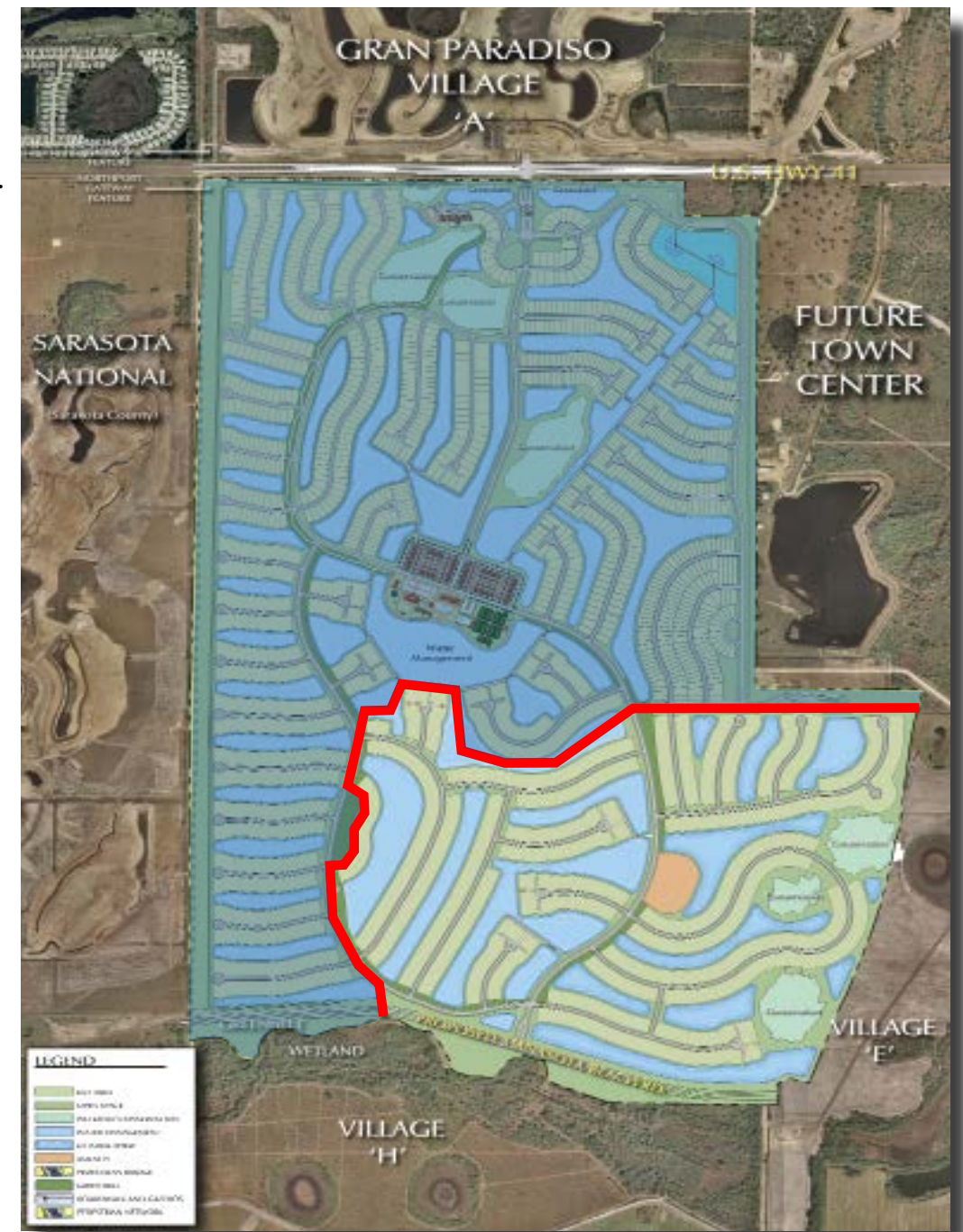


FIGURE 1.1.a - PROPOSED VILLAGE DISTRICT PATTERN PLAN AMENDMENT NO. 3

AREA REMAINS GENERALLY UNCHANGED FROM PREVIOUSLY APPROVED PLAN

Revisions:
1. Updated graphic



West Villages-Village "C"

Proposed VDPP Amendment No. 3 North Port, Florida



NEIGHBORHOODS PLAN

SECTION 1.2 - NEIGHBORHOODS PLAN - Village "C" was originally approved with four distinct neighborhoods; Neighborhoods One, Two, and Four are currently under construction and not proposed for amendment. The Neighborhoods Plan is illustrated in Figure 1.2.a. The basic Village design theme creates a system of lakes that will extend along the rear of each residential block. The lakes will be continue to be created in the form of lakes and canals that are interconnected with other water bodies within the individual villages. Specific portions of the lake banks will continue to remain open to village residents and be used as linear parks complete with pathways, benches and specialty lighting.

The Village creators have maintained a conscious vision to create neighborhoods that are pedestrian oriented. When reviewing the Proposed Neighborhood Plan, the Village neighborhoods are arranged as a system of peninsulas. This arrangement allows the majority of dwelling units to have frontage on a village blue-way and allows for a continuous extension for the Village pedestrian network. In addition, many of residential enclaves are linked to their neighboring peninsula by pedestrian bridges and pathways. This arrangement implements the West Villages Pattern Book's community vision to focus on pedestrian-oriented development design.

The Village neighborhoods are intended to support a variety of housing types and styles. These housing types and styles are described in Sections 2.1 and 3.1. The housing types and styles are further regulated in the subsequent sections of this document. Generally speaking, Neighborhoods One, Two and Three will closely resemble a conventional single-family community. These neighborhoods will include units with front and rear lawns, individual attached garages and the high probability of private swimming pools located in the rear yards. Structures will include single-family detached and single-family attached unit styles. A model center is located in Neighborhood Two near the Village "C" entry and one is proposed to be located within Neighborhood 2. Model centers may contain in

addition to conventional single-family, townhouse and carriage home (multi-family) for model purposes so that all unit types can be represented at the model centers).

Neighborhood Four is envisioned to project a more urbanized residential feel. This neighborhood will develop with townhouse and carriage home (multi-family) structures with some units having private garages accessed via a rear alley. In addition, Neighborhood 4 introduces a multi-family product identified as a carriage house. More details on the unit types can be found in Section 3.1. The streetscape will include on-street parking but will not include individual driveway cuts for unit access.

Finally, the Neighborhoods have been designed and arranged so that internal Village avenues distribute traffic in a less intrusive manner. In Neighborhood One, avenues are situated along neighborhood edges as to reduce higher volume traffic entering the internal residential streets. Neighborhoods Two and Three propose varied street layouts to allow for smaller development phases and to match current market demand. Some of the varied street layouts will have cul-de-sacs in lieu of "hammerheads." The proposed modifications also accommodate the addition of a linear park / pedestrian pathway which is further described in Section 4.3. Individual roadway cross-sections and pedestrian connections are consistent with currently constructed phases within Village "C" and are identified in Section 4.1. Neighborhood Four has been designed so that avenues function more like local streets and slow through traffic to safe speeds. Streets within Neighborhood Four will project a sense of arrival rather than a thoroughfare.

Overall, the village neighborhoods are envisioned to project a strong sense of place and careful consideration to pedestrian scale.

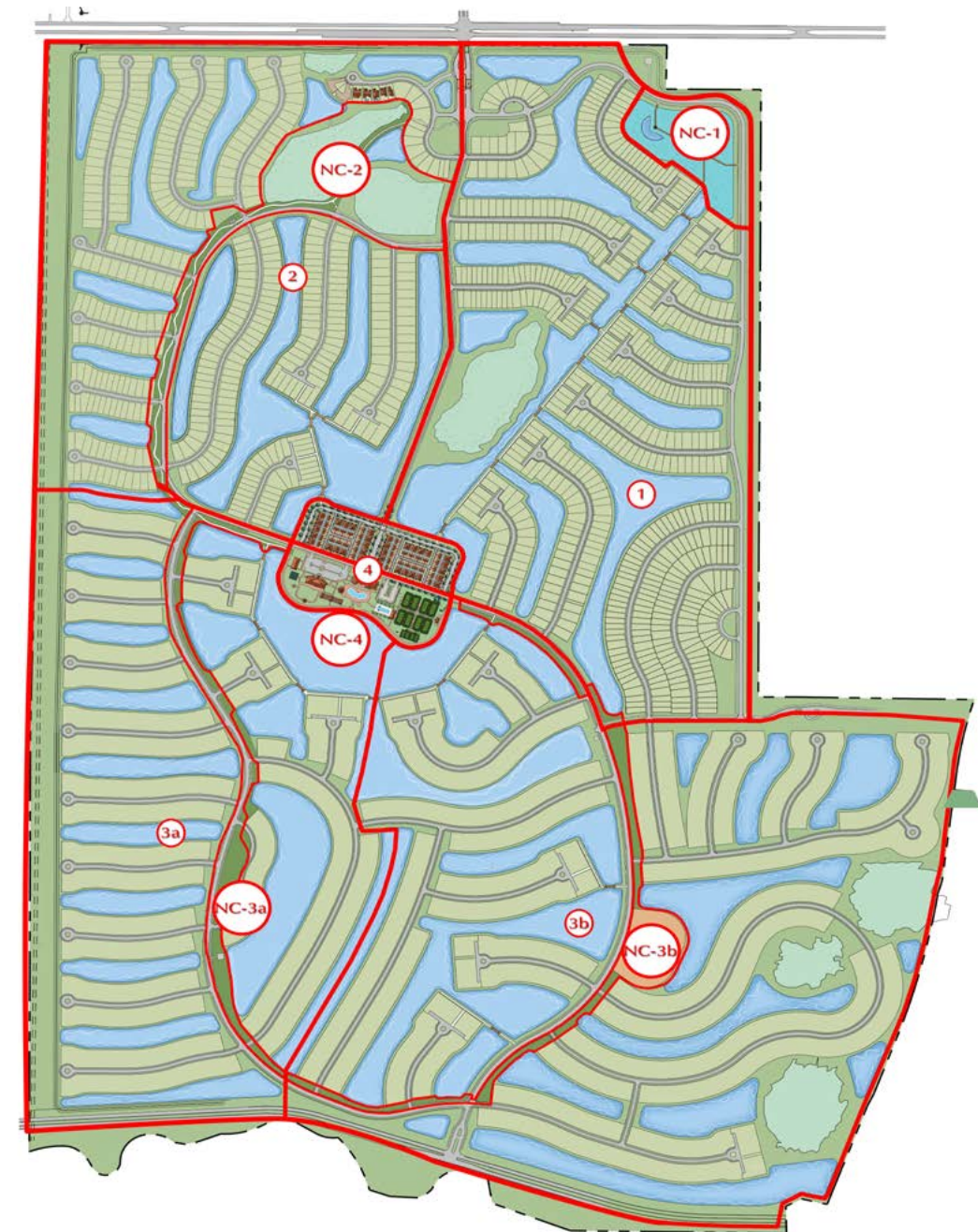


FIGURE 1.2.a - NEIGHBORHOODS PLAN

Revisions:
1. Figure 1.2.a

NEIGHBORHOOD CENTERS PLAN

SECTION 1.3 - NEIGHBORHOOD CENTERS PLAN

- The Proposed Village Plan continues to incorporate one Neighborhood Center within each Neighborhood. However, due to the proposed layout, size and type/level of interconnectivity, Neighborhood Three adds one additional Neighborhood Center, providing two Neighborhood Centers. The Neighborhood Centers Plan is depicted as Figure 1.3.a. In general, Neighborhood Centers are intended to function as neighborhood amenities and civic gathering spaces. This planning concept ensures that each neighborhood has a central focus and provides a place for social interaction. In addition, the Neighborhood Centers are designed as destinations along the Village pedestrian pathway and blue-way networks.

Each Neighborhood Center is intended to possess its own character and identity. In general, all five centers will serve a recreational function which contain different design elements and amenities while incorporating natural and environmental features. Chapter Two of the currently Adopted Village "C" VDPP describes the vision for each Neighborhood Center. This vision will be implemented within the Proposed and Final VDPP planning process. In doing so, land use and dimensional standards have been established in the subsequent sections of the Proposed VDPP Amendment No.3.

It is important to note the Neighborhood Center 1 (NC-1) is complete with boardwalks, gazebo and nature viewing areas. Neighborhood Center 4 (NC-4) has Phase 1 and 2 complete and those improvements consist of 8 lighted tennis courts, a neighborhood pool with cabana and rest rooms, amenity center with pool and bocci ball courts, and pickle ball courts. Phase 3 construction is presently ongoing and completion is anticipated in early 2015. This third and last phase will include a pool, second amenity building, mail kiosk, gathering areas, and second bocci court facility.

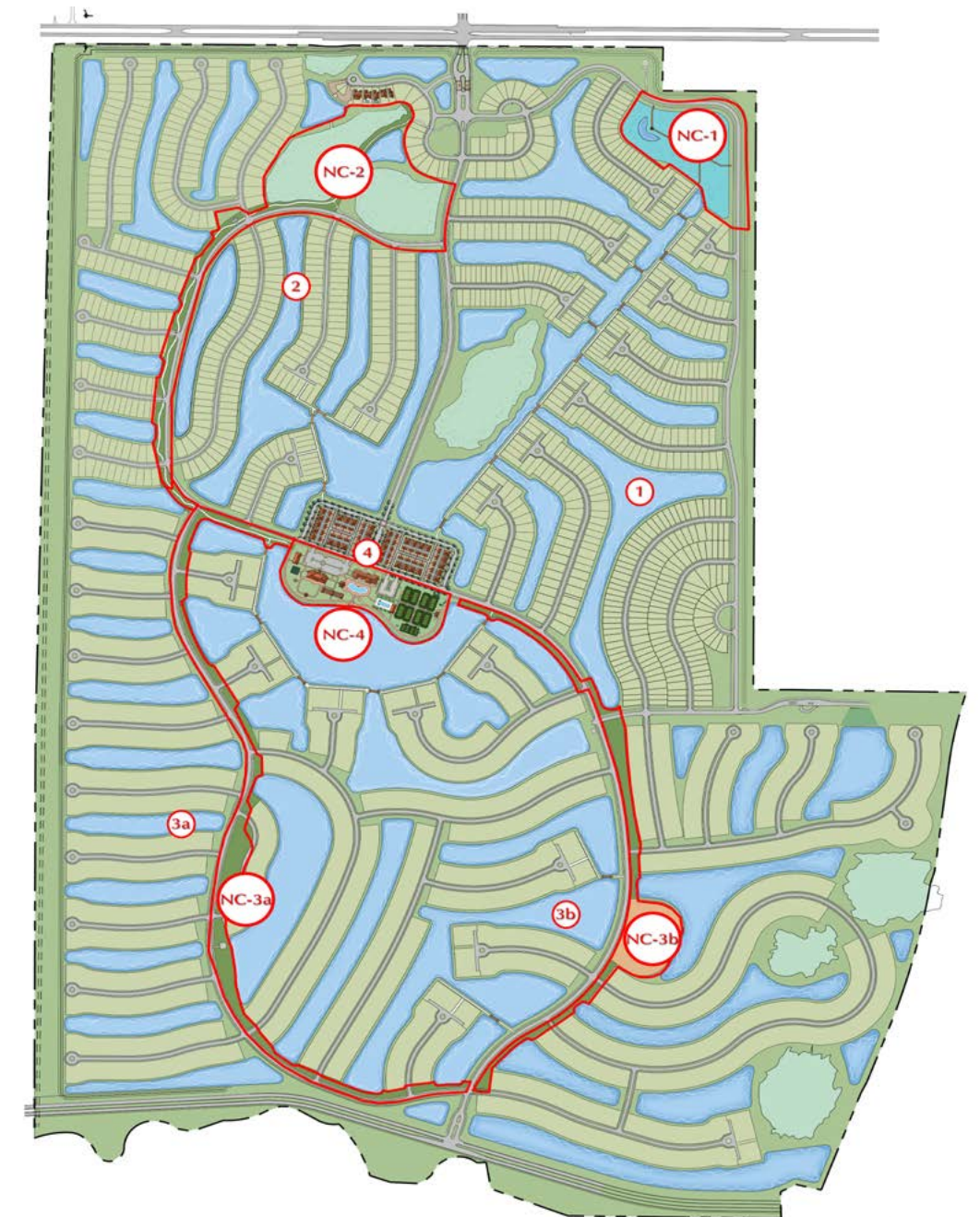


FIGURE 1.3.a - NEIGHBORHOOD CENTERS PLAN

Revisions:
1. Paragraph 1
2. Figure 1.3.a

LAND USE STANDARDS

Revisions:
1. Figure 2.1.a - Neighborhood 3 & Neighborhood Center 3b

SECTION 2.1 - LAND USE STANDARDS - Land uses within the Neighborhoods and Neighborhood Centers shall be regulated in part by Figure 2.1.a. In general, the Village is divided into districts. These districts are further described as either residential or mixed-use/non-residential. These districts are then designated as specific Neighborhoods or Neighborhood Centers.

The following Figure shall serve as the allowable land use regulating instrument for permitting development within individual Neighborhoods and Neighborhood Centers. Refer to Figure 1.1.a of this VDPP for specific district locations and names.

FIGURE 2.1.a	RESIDENTIAL DISTRICTS				RECREATIONAL / MIXED USE / NON-RESIDENTIAL DISTRICTS				
	NEIGHBORHOOD 1 +/- 252 ac.	NEIGHBORHOOD 2 +/- 205 ac.	NEIGHBORHOOD 3 +/- 604 ac.	NEIGHBORHOOD 4 +/- 19 ac.	NEIGHBORHOOD CENTER 1 +/- 13 ac.	NEIGHBORHOOD CENTER 2 +/- 23 ac.	NEIGHBORHOOD CENTER 3a +/- 7 ac.	NEIGHBORHOOD CENTER 3b +/- 5 ac.	NEIGHBORHOOD CENTER 4(3) +/- 10 ac.
Floor Area Ratio (3)(4) / Density Limitations	0.15 FAR / 5 Dwelling Units per Acre	0.15 FAR / 5 Dwelling Unit per Acre	0.15 FAR / 5 Dwelling Units per Acre	0.25 FAR / 10 Dwelling Units per Acre	0.25 FAR	0.25 FAR	0.25 FAR	0.25 FAR	0.25 FAR
Permitted Uses(1) (3)(6)	Community Center Gatehouse / Single-family Detached - Type A Single-family Detached - Type B Single-family Attached Townhouses Carriage Homes (Multi-Family) Model Homes / Sales Center Park/ Recreation Facilities Utility Structures	Community Center Gatehouse Single-family Detached - Type A Single-family Detached - Type B Single-family Attached Townhomes Carriage Homes (Multi-Family) Model Homes / Sales Center Park/ Recreation Facilities Utility Structures	Community Center Gatehouse Single-family Detached - Type A Single-family Detached - Type B Single-family Attached Townhomes Carriage Homes (Multi-Family) Model Homes / Sales Center Park/ Recreation Facilities Utility Structures	Community Center Single-family Attached Townhouses Carriage Homes (Multi-Family) Model Homes / Sales Center Park/ Recreation Facilities Utility Structures	Passive Recreation Park/ Recreation Facilities Utility Structures (1)(6)	Passive Recreation Park/ Recreation Facilities Utility Structures (1)(6)	Active / Passive Recreation Park/ Recreation Facilities Utility Structures (1)(6)	Neighborhood Commercial / Retail, Office Park/ Recreation Facilities Utility Structures (1)(6)	Neighborhood Commercial / Retail, Office Park/ Recreation Facilities Utility Structures (1)(6)
Minimum Lot Size	See Figure 3.1.c	See Figure 3.1.c	See Figure 3.1.c	See Figure 3.1.c	No min. lot area	No min. lot area	No min. lot area	No min. lot area	No min. lot area
Maximum Structure Height (3)	35 Feet (s.f.) 50 Feet (townhome, carriage home/m.f., community center, gatehouse, non-residential)	35 Feet (s.f.) 50 Feet (townhome, carriage home/m.f., community center, gatehouse, non-residential)	35 Feet (s.f.) 50 Feet (townhome, carriage home/m.f., community center, gatehouse, non-residential)	35 Feet (s.f.) 60 Feet (townhome, carriage home/m.f. community center, gatehouse, non-residential)	30 FT	30 FT	30 FT	60 FT	60 FT
Setbacks(2)(3)(5)	Residential - See specific structure type in Section 3.1.c Non-residential - 10 Feet Front 10 Feet Rear (5) 10 Feet Side (5)	Residential - See specific structure type in Section 3.1.c Non-residential - 10 Feet Front 10 Feet Rear (5) 10 Feet Side (5)	Residential - See specific structure type in Section 3.1.c Non-residential - 10 Feet Front 10 Feet Rear (5) 10 Feet Side (5)	Residential - See specific structure type in Section 3.1.c Non-residential - 10 Feet Front 10 Feet Rear (5) 10 Feet Side (5)	10 FT - Front 10 FT - Side (5) 10 FT - Rear (5)	10 FT - Front 10 FT - Side (5) 10 FT - Rear (5)	10 FT - Front 10 FT - Side (5) 10 FT - Rear (5)	10 FT - Front 10 FT - Side (5) 10 FT - Rear (5)	10 FT - Front 10 FT - Side (5) 10 FT - Rear (5)

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) For areas that may not be within a Neighborhood or Neighborhood Center, the intensity, height and setback standards for Neighborhood Center 4 shall govern.
 (4) Floor to area ratio (FAR) standards shall be applied to individual parcels in which a non-residential use is proposed.
 (5) 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 50 ft in width.
 (6) Utility structures shall be located in easements or in rows as indicated in roadway cross-sections.

Revisions:
1. No revisions on this page.

DIMENSIONAL AND PERFORMANCE STANDARDS

SECTION 3.1 - DIMENSIONAL STANDARDS - Residential development within the Village is described as one of five structure types; Single-family Detached - Type A, Single-Family Detached - Type B, Single-Family Attached, Townhouse and Carriage Home (multi-family). These residential structure types are unique in their configuration and are sited on specific lot sizes with corresponding setback standards. Typical of the structure types are shown in Figures 3.1.a(1) through 3.1.a(5). Rather than specifying lot dimensions and setback regulations at the neighborhood level, these regulations are assigned to the individual residential structure type. Figures 3.1.b and 3.1.c graphically describe each residential structure type while establishing dimensional standards for the said structures.

FIGURE 3.1.a (1) SINGLE-FAMILY DETACHED - TYPE A



FIGURE 3.1.a (2) SINGLE-FAMILY DETACHED - TYPE B



FIGURE 3.1.a (5) CARRIAGE HOME TYPICAL (MULTI-FAMILY)

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



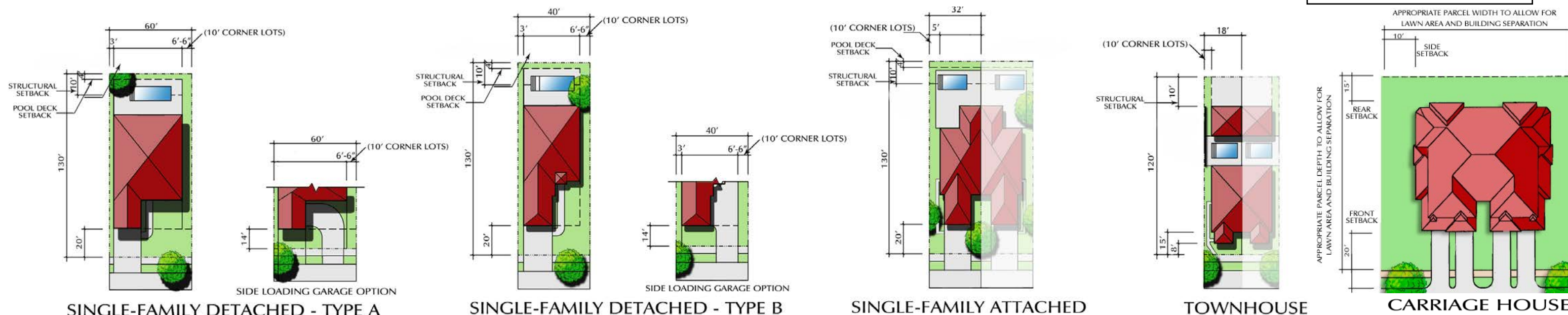
FIGURE 3.1.a (3) SINGLE-FAMILY ATTACHED



FIGURE 3.1.a (4) TOWNHOUSE (MULTI-FAMILY)

DIMENSIONAL AND PERFORMANCE STANDARDS

FIGURE 3.1.b - TYPICAL LOTS CONFIGURATIONS FOR INDIVIDUAL RESIDENTIAL STRUCTURE TYPES *N.T.S



Revisions:
1. No revisions on this page.

FIGURE 3.1.c - DIMENSIONAL STANDARDS FOR INDIVIDUAL RESIDENTIAL STRUCTURE TYPES

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)	130 FT	130 FT	130 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)	20 FT (FLG) / 14 FT (SLG)	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 0 FT (COMMON WALL or SHARED LOT LINE) 10 FT (CORNER LOT)	5 FT 0 FT (COMMON WALL SHARED LOT LINE) 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) (POOL EDGES HAVE A 5 FT SETBACK ON SIDE YARDS OF UNITS)	4 FT (WITH SIDE YARD) / 0 FT (SHARED LOT LINE) (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)
- (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 50 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.

DIMENSIONAL AND PERFORMANCE STANDARDS

SECTION 3.2 - NEIGHBORHOOD CENTER PERFORMANCE STANDARDS

Section 3.2.a. - Neighborhood Center 1 (NC-1) - This Neighborhood Center is not proposed to be modified per the Village "C" Amendment No. 3. This area was designed to be passive in nature and serve as a living wetland area and natural habitat. Existing amenities include pedestrian boardwalks, viewing platforms and interpretive signage for residents. Development within and around this neighborhood center has been limited in size and intensity so that the littoral shelf is successful as a functioning habitat for plants and animals.

Section 3.2.b. - Neighborhood Center 2 (NC-2) - This area was originally proposed to closely resemble a neighborhood green and function as a passive recreational, any area for Village residents and is not proposed to be modified for the Village "C" Amendment No.3. The location was being revised as part of Amendment No.2 to incorporate and take advantage of the natural features within Neighborhood 2 and the newly proposed linear park / pedestrian pathway. This Neighborhood Center, similar to NC-1, incorporates a living wetland system and natural habitat within its boundaries. This Neighborhood Center will include pedestrian pathways, landscaped areas, shelters and/or other ornamental features. Structures are required to be architecturally compatible with other structures in the surrounding neighborhood.

Section 3.2.c. - Neighborhood Center 3a (NC-3a) - This Center was relocated from its original location at the southern entrance to Village "C" to a more centralized location along the primary avenue and primary pedestrian route as part of Amendment No. 2. As proposed, this Neighborhood Center will more closely resemble the Neighborhood Center 2 area, including a Village green and also include passive recreational areas for village residents. This neighborhood center will continue to serve as a

centralized trail head/node for the pathway network and will include pedestrian pathways, landscaped areas, and/or other ornamental features. Based on this Neighborhood Center's location, structures are required to be architecturally compatible with other structures within Neighborhood Three.

Neighborhood Center 3b (NC - 3b) - This center is proposed to be added to supplement Neighborhood 3 and include passive and active uses. Situated along an internal spine roadway, this neighborhood center may also serve as a trail head. As noted in the Land Use Standards, NC-3b is permitted for both active and passive recreational uses. This flexibility is purposefully built in to allow for a number of possible development scenarios based on future community needs. Neighborhood Center 3b is anticipated to include a community pool area, picnic pavillion and other active and passive uses. Structures within NC-3b are required to be architecturally compatible with other structures in the surrounding neighborhood.

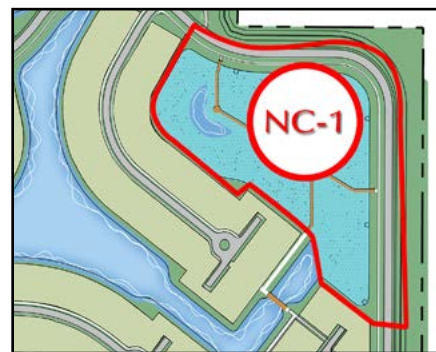


FIGURE 3.6.a(1) NEIGHBORHOOD CENTER 1



FIGURE 3.6.a(3b) NEIGHBORHOOD CENTER 3b



FIGURE 3.6.a(2) NEIGHBORHOOD CENTER 2

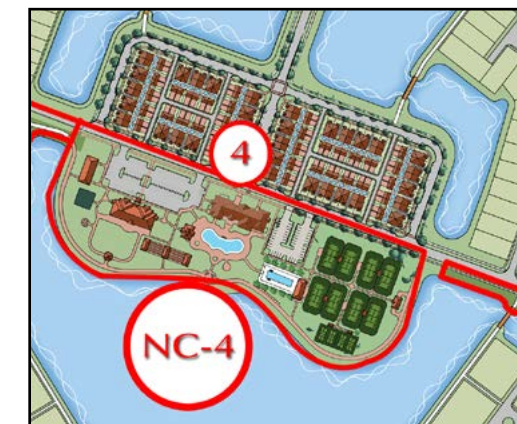


FIGURE 3.6.a(4) NEIGHBORHOOD CENTER 4

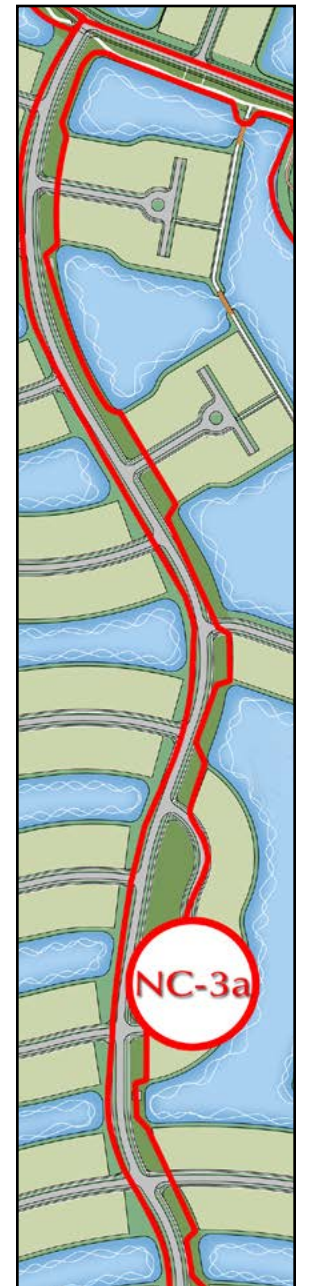


FIGURE 3.6.a (3a) NEIGHBORHOOD CENTER 3a

Revisions:

1. Paragraph 4
2. Updated NC-3b, and NC-4 graphics

Section 3.2.d - Neighborhood Center 4 (NC-4) - This Neighborhood Center is not proposed to be modified per the Proposed Village "C" Amendment No. 3. This area is designed to emerge as a vibrant, community gathering place that includes recreation, office, civic, and does allow neighborhood commercial uses. The NC-4 will provide a community building intended to serve as the center piece of the neighborhoods, strategically located at the terminus of intersecting village avenues. As previously communicated through the Adopted VDPP, the community building may include neighborhood commercial, restaurants, offices and conference rooms. Building materials are intended to generally be stone, tile, and stucco in order to complement the residential development adjoining Neighborhood Center Four.

SECTION 3.3 - NEIGHBORHOOD CENTER PERFORMANCE STANDARDS - There are no changes to this Section from the currently Adopted Village "C" VDPP

ROADWAY AND PATHWAY PLAN

SECTION 4.1 - TYPICAL ROADWAY STANDARDS - The Proposed Village Plan Amendment No. 3 includes a distinct street hierarchy. The village design allows for seven primary street types; Parkways, Avenues, Type I Local Streets, Type II Local Streets, and Alleys. The purpose and appropriateness of each street type was explored in detail as part of the Preliminary VDPP Planning Process and specifically listed in Chapter 2 Section 4.1 of the currently Adopted Village "C" VDPP. Arterials (Parkway) are intended to facilitate regional vehicular travel to and from the Village. These arterials include West Villages Parkway, portions of which have been constructed - and the proposed Manasota Beach Road. Avenues are primary internal roadways in which neighborhood streets funnel traffic for controlled vehicular flow. Local Streets are intended to accommodate light neighborhood traffic to and from individual residences. Alleys are very small streets intended solely to access individual rear-loading garages behind townhouse units. A portion of the internal roadway and pathway network is currently constructed within Village "C."



The Proposed Village "C" Village Plan adjusts the internal roadway and pathway network for those areas of the development that have yet to be constructed. The proposed changes still maintain the vehicular and pedestrian connectivity for the Village residents as well as maintaining the original design intent for the Neighborhoods. Figure 4.1.a depicts the Proposed Roadway Plan for the Village and which roadway type will be installed for each right-of-way.

The following pages are intended to identify the roadway cross-sections for each roadway type within and adjacent to the Village. While the following typical cross-sections are intended to portray a generalized design palette for these roadway types, there shall be allowance for minor modifications to their design in order to react to surrounding land uses and site constraints. The seven (7) roadway types represent a pallet of roadway options. Currently, Village "C" is proposing to utilize five (5) of the allowable roadway types as illustrated in Figure 4.1.a.

Revisions:
1. Figure 4.1.a

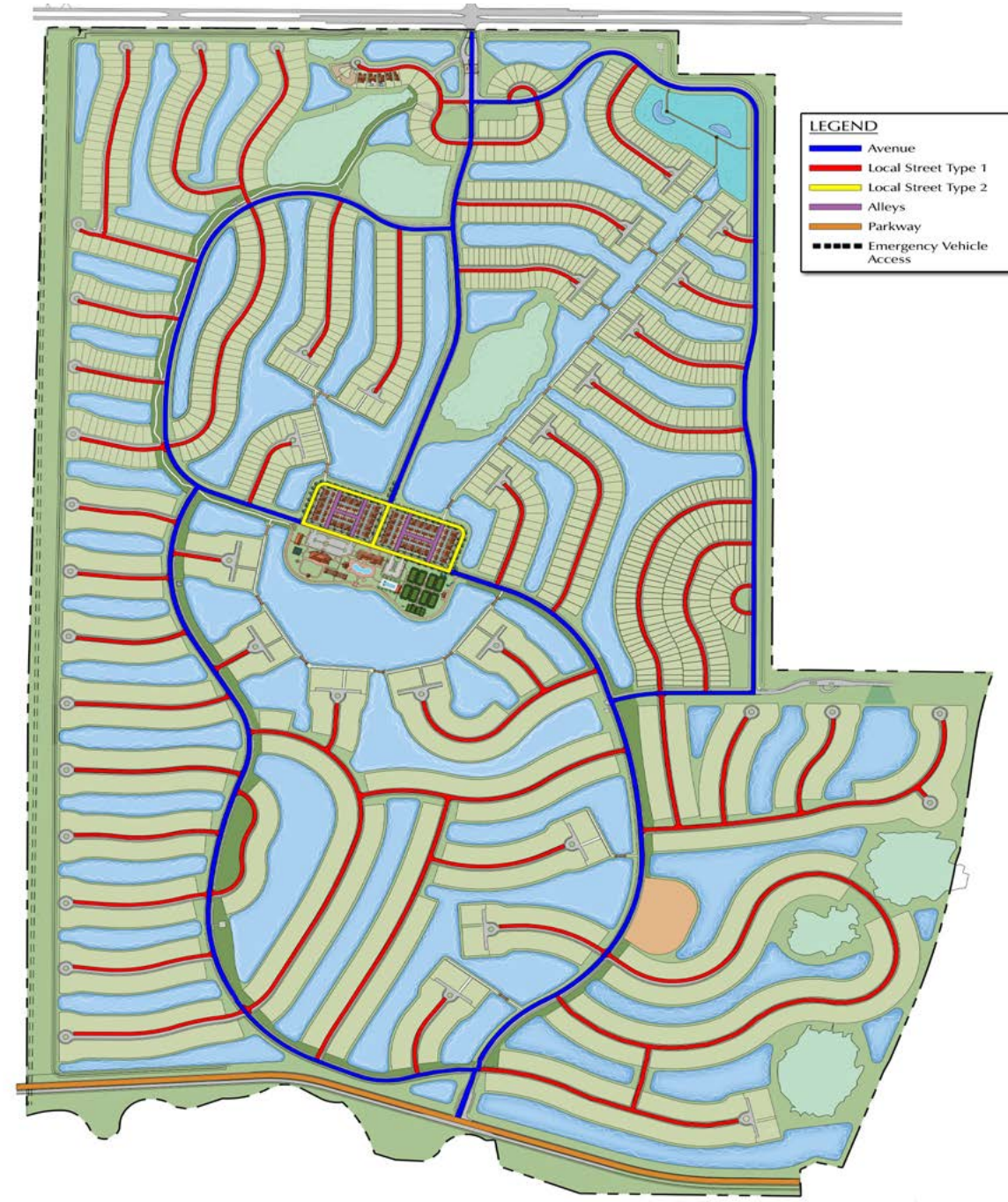
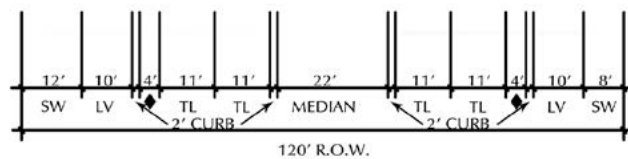
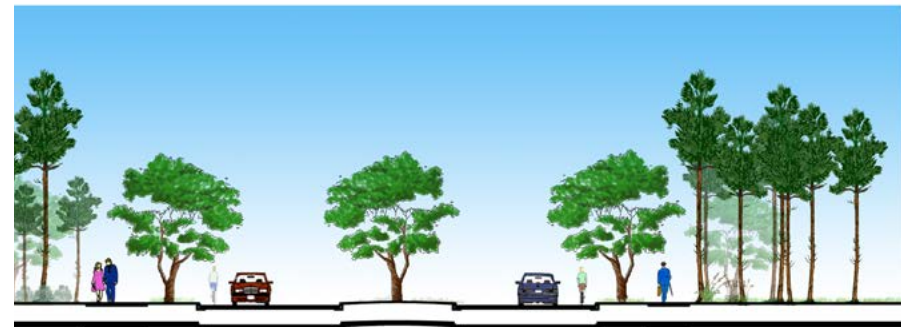


FIGURE 4.1.a - PROPOSED ROADWAY PLAN

Revisions:
1. No revisions on this page.

ROADWAY AND PATHWAY PLAN



LEGEND
 SW SIDEWALK
 LV LANDSCAPE VERGE
 TL TRAVEL LANE
 ◆ BIKE LANE

NOTE: This roadway may be built as a two lane roadway until traffic demand requires a four lane divided section.

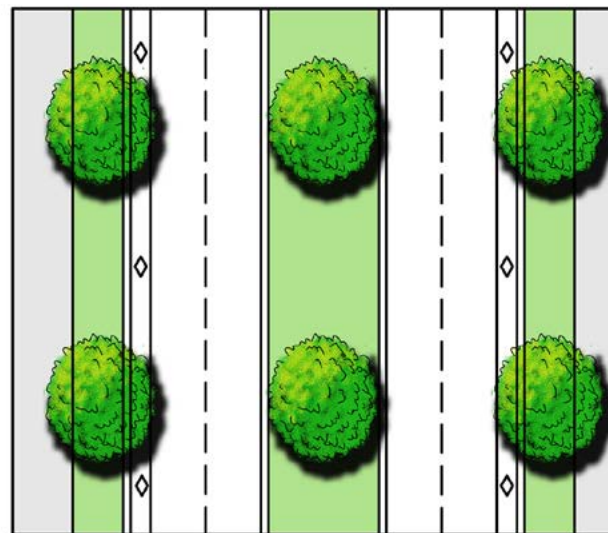
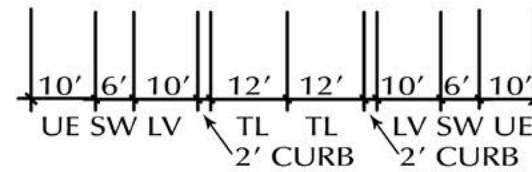


FIGURE 4.1.b - TYPICAL PARKWAY SECTION & PLAN



LEGEND
 SW SIDEWALK
 LV LANDSCAPE VERGE
 TL TRAVEL LANE
 UE UTILITY EASEMENT

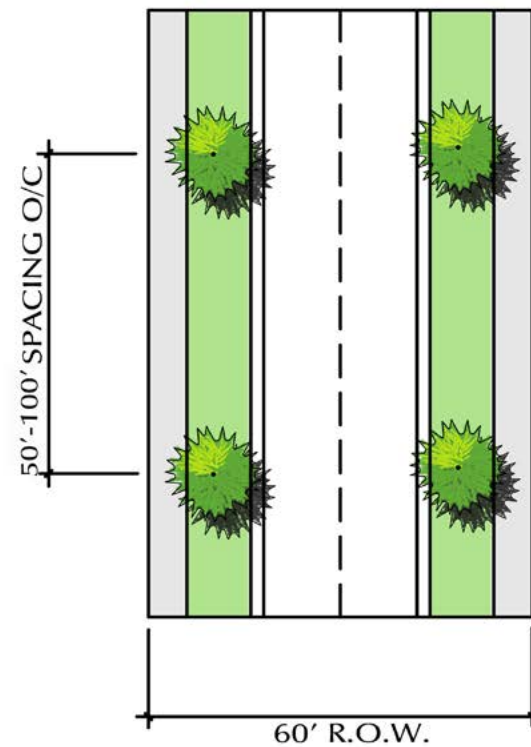
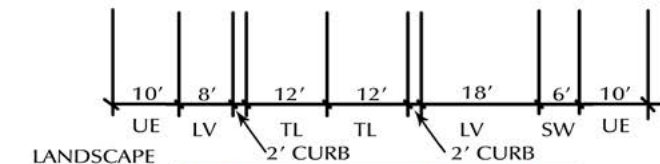
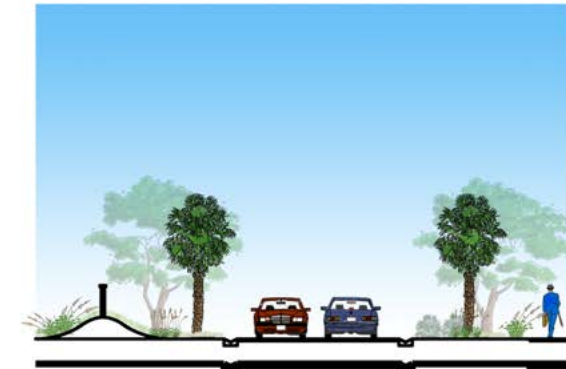


FIGURE 4.1.c - TYPICAL AVENUE SECTION & PLAN



LEGEND
 TL TRAVEL LANE
 LV LANDSCAPE VERGE
 SW SIDEWALK
 UE UTILITY EASEMENT

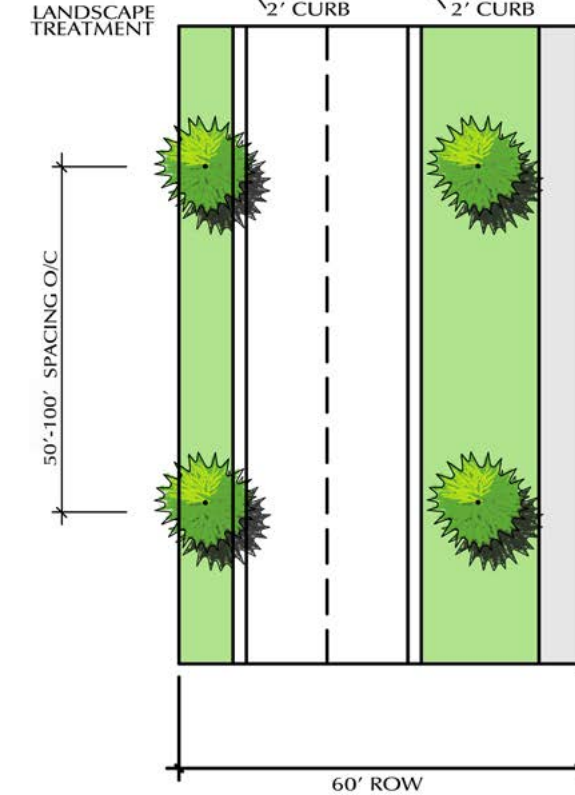


FIGURE 4.1.d - TYPICAL AVENUE LOOP SECTION & PLAN

Revisions:
1. No revisions on this page.

ROADWAY AND PATHWAY PLAN

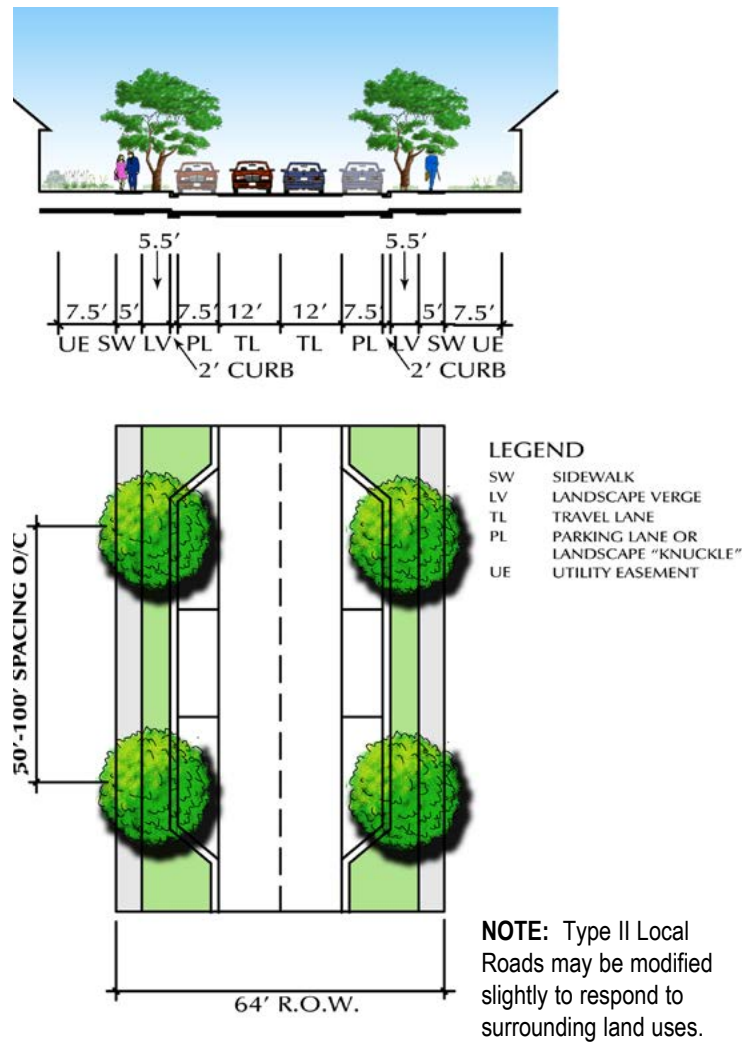


FIGURE 4.1.e -
TYPICAL LOCAL ROAD
TYPE 2 SECTION & PLAN

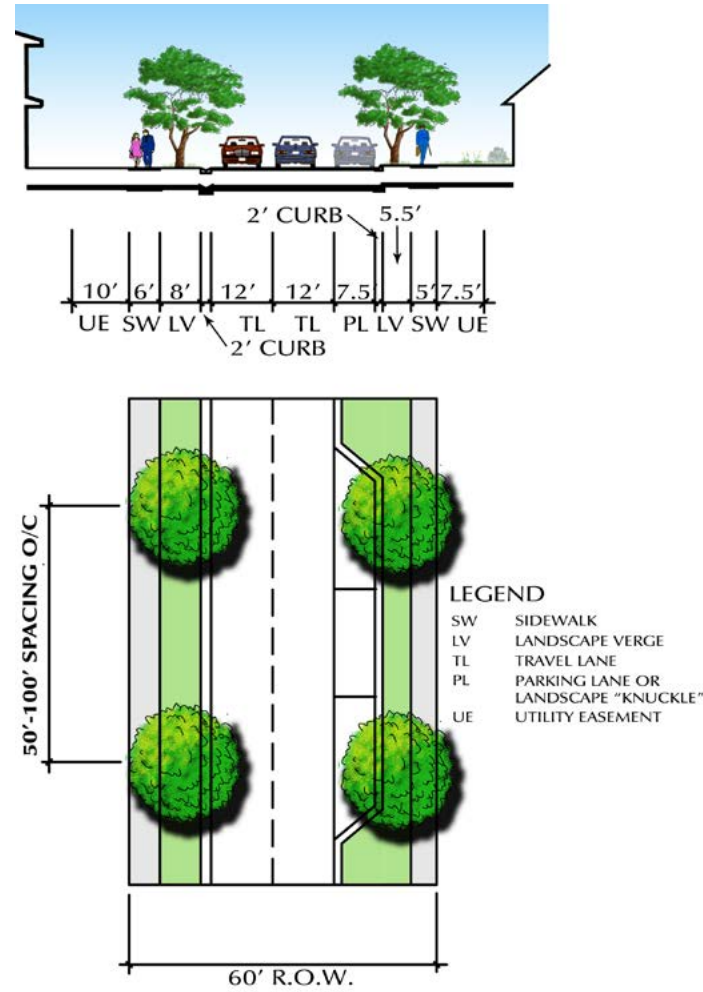


FIGURE 4.1.f -
MODIFIED LOCAL ROAD
TYPE 2 SECTION & PLAN

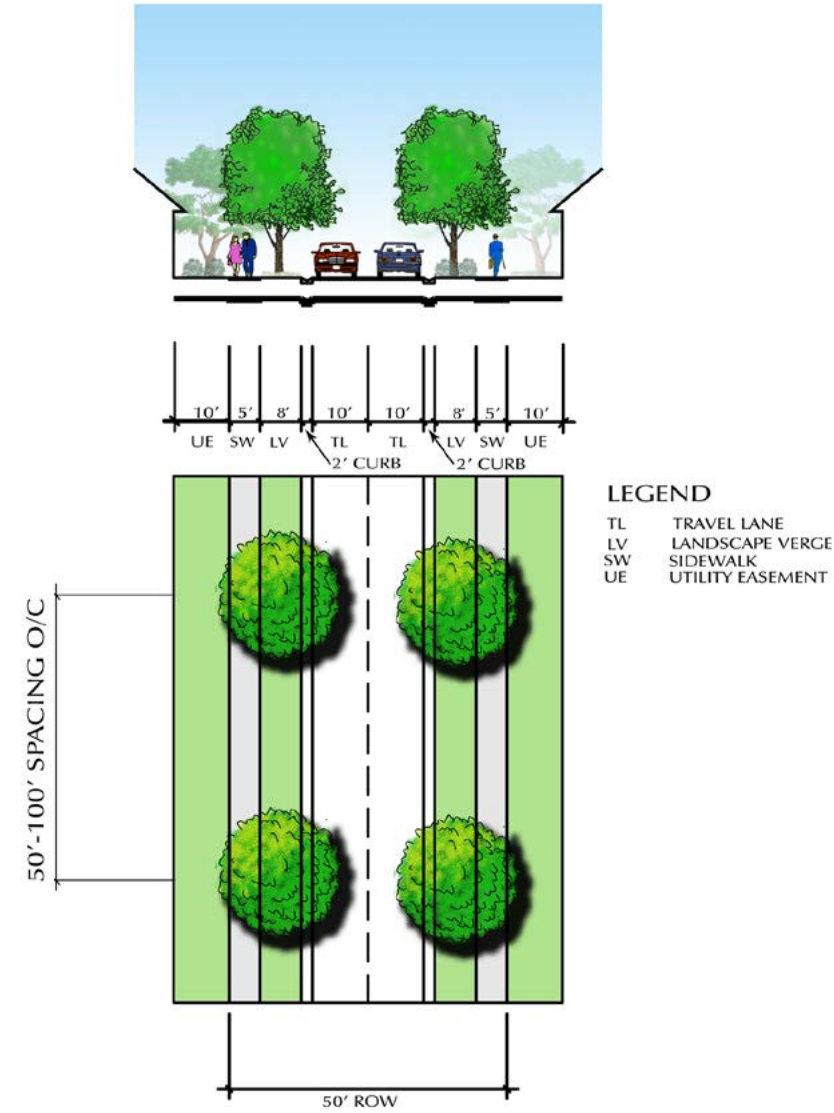


FIGURE 4.1.g -
TYPICAL RESIDENTIAL LOCAL ROAD
TYPE 1 SECTION & PLAN

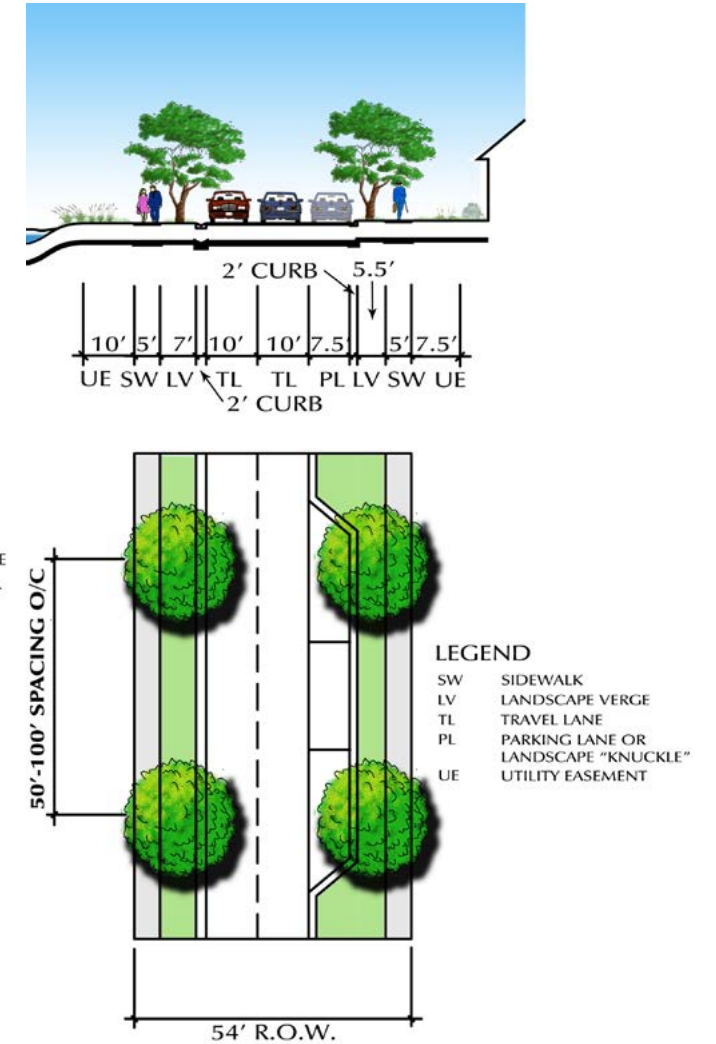


FIGURE 4.1.h -
MODIFIED RESIDENTIAL LOCAL ROAD
TYPE 1 SECTION & PLAN

Revisions:
1. No revisions on this page.

ROADWAY AND PATHWAY PLAN

WAYFINDING AND DIRECTIONAL SIGNAGE

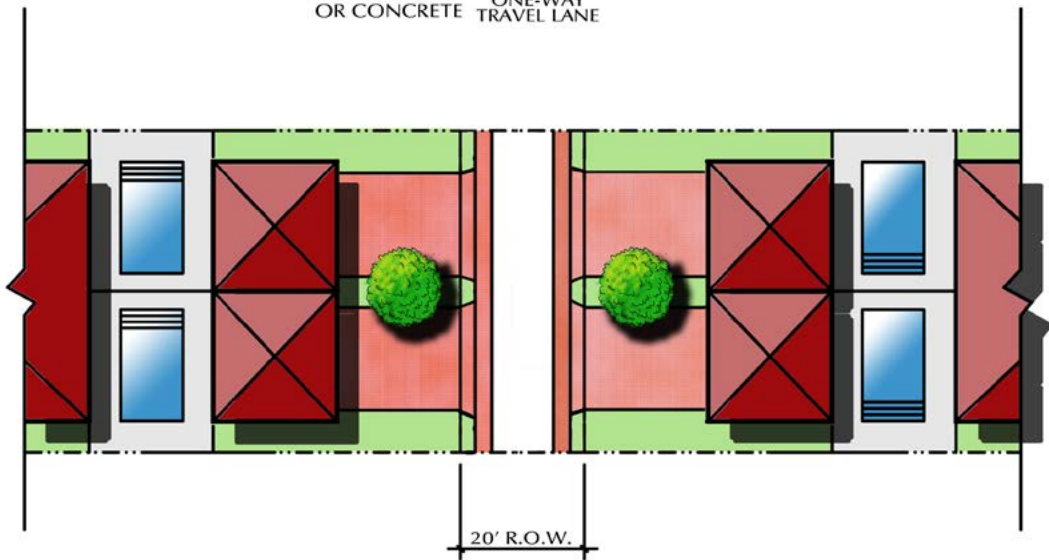
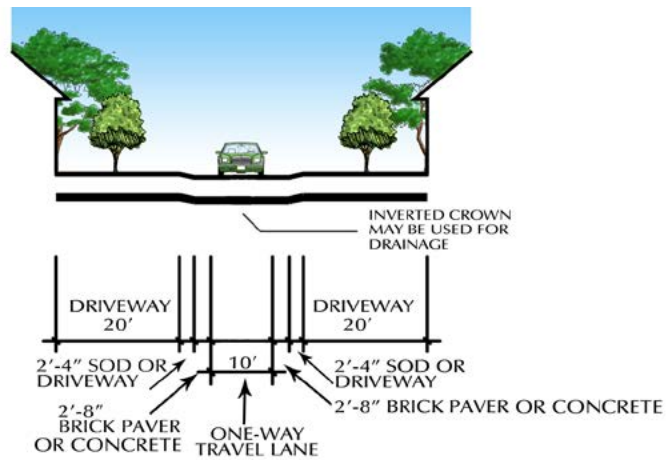


FIGURE 4.1.i - TYPICAL ALLEY SECTION & PLAN



FIGURE 4.1.j - NEIGHBORHOOD CENTER SIGNAGE

The below images typify the signage for Village "C." Signs fall into three major categories:

Non-Residential: (Retail/Service/Governmental) Identification such as hanging signs in the neighborhood center.

Traffic control: Street identification, speed limit, stop and other safety signage

Location signage: including neighborhood identification, community center, park and other community facilities.



The signage styles and colors will be consistent with the architectural standards established by the WVID. In general terms, they will complement the building styles found in the Village. The final signage package, including location, architectural style, and color, will be approval during final construction permitting. The signage will be maintained by the HOA.



FIGURE 4.1.k - WAYFINDING & DIRECTIONAL SIGNAGE



ROADWAY AND PATHWAY PLAN

SECTION 4.2 - TYPICAL PATHWAY STANDARDS - The Proposed Village "C" VDPP Amendment No. 3 plan continues to include an interconnected system of pedestrian and bicycle pathways throughout the Village. Generally speaking, these pathways are separate from traditional sidewalks located alongside roadways. Pathways are aligned to create linear parks along side open space tracts and village lakes. Sidewalk dimensional standards and alignments are intended to be regulated as part of individual roadway cross sections in which they are located and specifically addressed in Section 4.1. This section is intended to regulate the overall pathway systems and those aligned within separate tracts not necessarily associated within a roadway. Figure 4.2.a illustrates the Proposed Pathway Plan for the Village.

In most cases, pathways shall be designed consistent with the cross section plan as depicted in Figure 4.2.b in this section. Pathways should be created with an average paving width of 12 feet. There is normally a five foot open space area located between the pavement edge and the rear of any adjoining residential lot. There shall be design adjustment allowances for areas that present design challenges that preclude the more standardized cross section design. Pathway bridges should provide equal amount of width to allow for comfortable transition for pedestrians and bicyclists. Bridge designs may be determined at the time of neighborhood construction, however, a consistent design theme should be retained through the neighborhoods in which they are located.

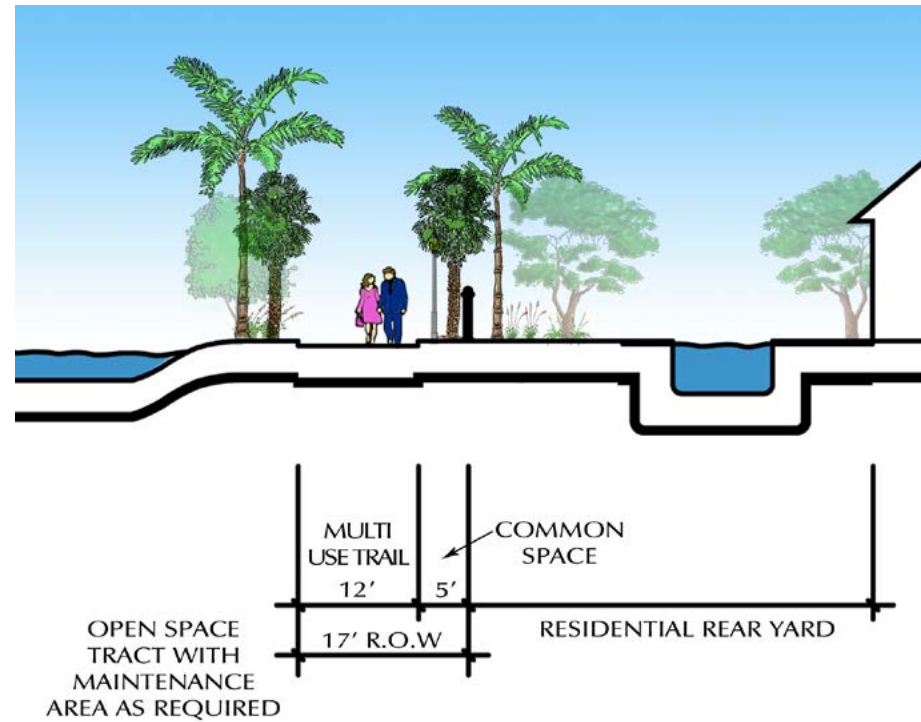


FIGURE 4.2.b - TYPICAL PATHWAY SECTION

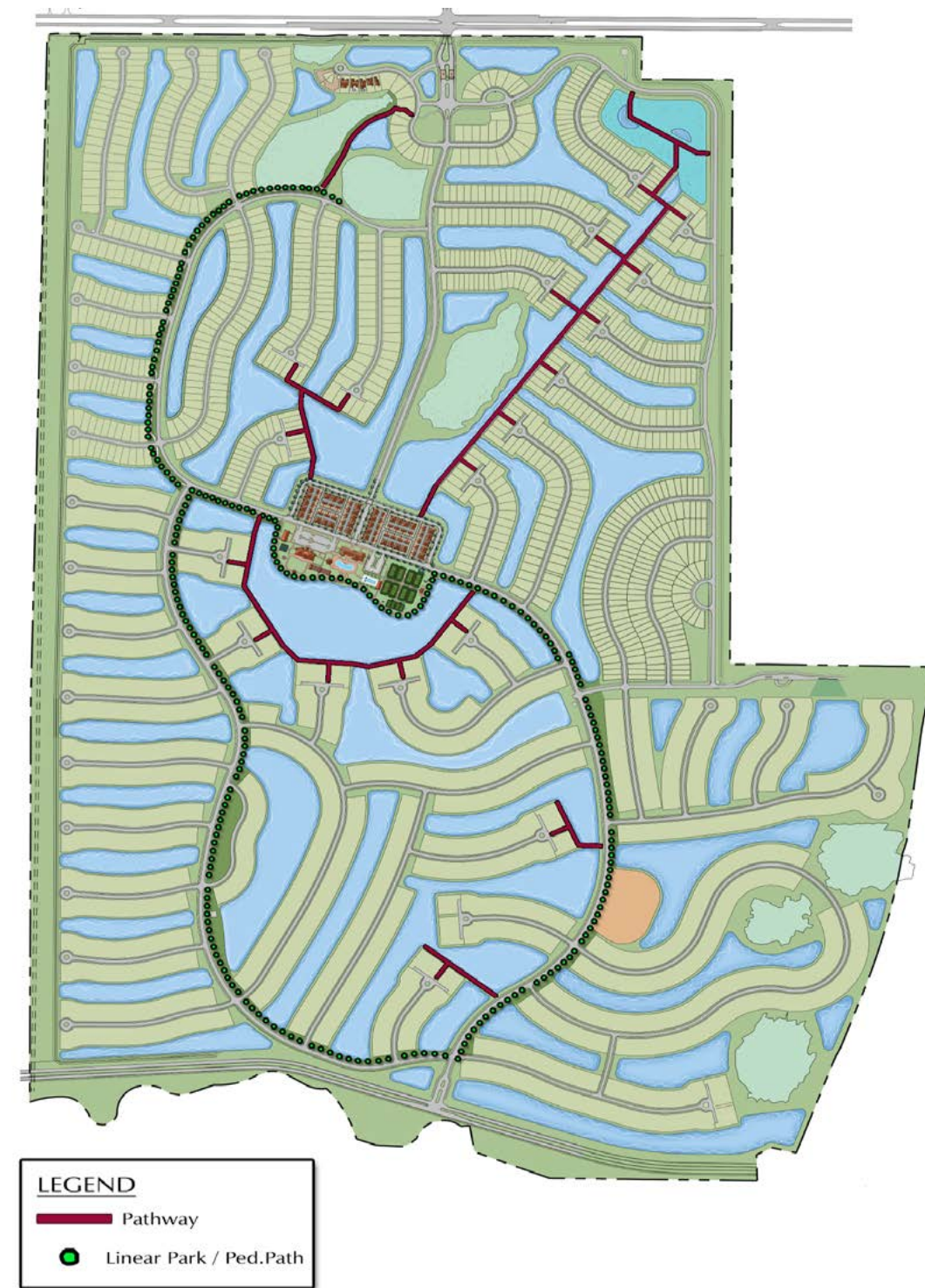
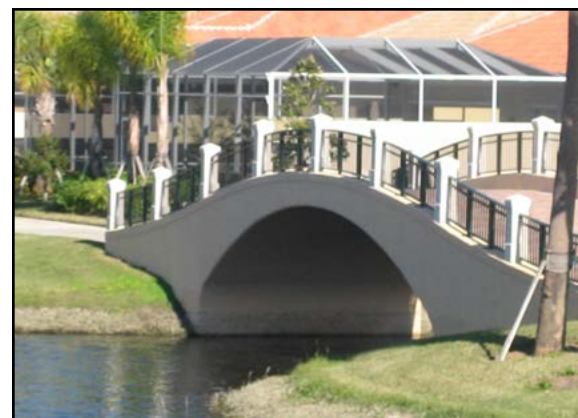


FIGURE 4.2.a - PATHWAY PLAN

Revisions:
1. Figure 4.2.a

ROADWAY AND PATHWAY PLAN

SECTION 4.3 - LINEAR PARK/PEDESTRIAN PATHWAY - The amendment to the Village design allows for the incorporation of a linear park/pedestrian pathway along internal roadway. The general location of this pathway is shown in Figure 4.3.a. The Proposed Village "C" VDPP Amendment No. 3 plan continues to include an interconnected system of pedestrian and bicycle pathways throughout the Village. The linear park/pedestrian pathway is intended for localized connections/"shortcuts" to the Village Neighborhoods and Neighborhood Centers. Generally speaking, this is separate from traditional sidewalks located alongside roadways.

The linear park/pedestrian pathway will serve both pedestrian and bicycle traffic by providing an area along the roadway for recreation, connectivity to the Neighborhood Centers and Neighborhoods, and for rest and leisure. This pathway will not only serve pedestrians and bicyclists, but also add to the sense of place and creation of identity for the residents of the Village.

The linear park/pedestrian pathway should include:

- Barrier-free accessibility for people with disabilities.
- Pathway widths of 10-ft.-12-ft.
- Areas to include thematic lighting and signage as appropriate.
- Well-maintained trees and landscaping that separate the pathway from automobile traffic.

Final design and location for the linear park/pathway will be consistent with this VDPP and submitted to the City for review and approval during the construction design and permitting.

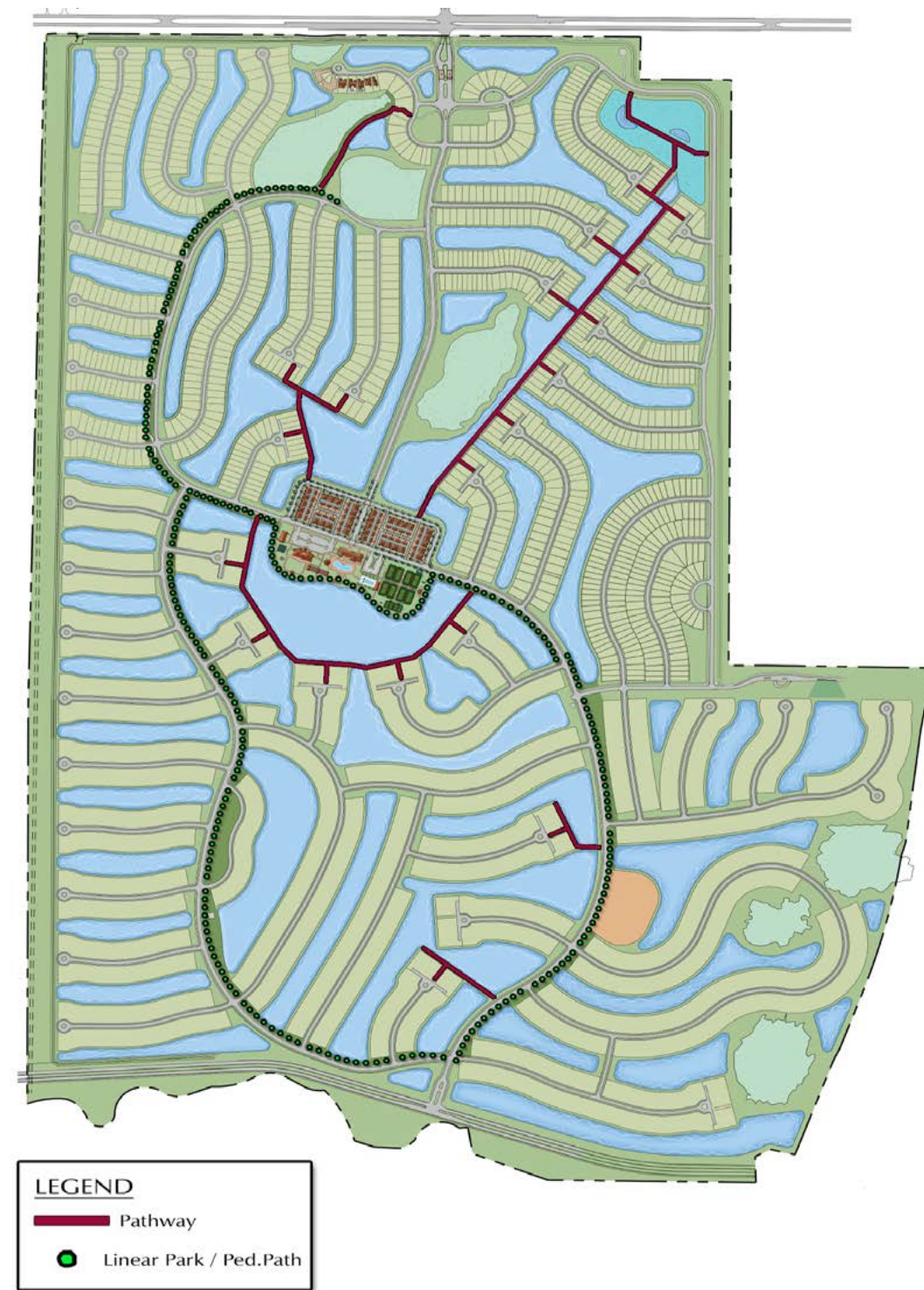


FIGURE 4.3.a - LINEAR PARK/PEDESTRIAN PATHWAY

Revisions:
1. Figure 4.3.a

ROADWAY AND PATHWAY PLAN

SECTION 4.4 - EMERGENCY VEHICLE ACCESS

PLAN - Emergency access to the IslandWalk project, south of Tantino Drive, will be provided during the interim phases of construction until build out of the project occurs. Emergency access will be provided by the U.S. 41 main entrance, Hospital Road Extension and the two (2) segments of temporary emergency access road shown on Figure 4.1.a. The two segments of road will consist of 20' wide stabilized base roadway. The base capable of supporting H20 loading (Figure 4.1.b). The two (2) emergency access segments shall be constructed in the following order:

- Segment 1 – To be constructed concurrent with the construction of Phases 3A, 3B and 3C and after phase 1E is complete. Emergency access, or alternate paved roadway (as approved by the City), will be operational prior to certificate of occupancy of any residence within Phases 3A, 3B or 3C.
- Segment 2 – To be constructed concurrent with the construction of Phases 3D, 3E and 3F and after phases 3A, 3B and 3C are complete. Emergency access, or alternate paved roadway (as approved by the City), will be operational prior to certificate of occupancy of any residence within Phases 3D, 3E or 3F.

At this time, the alignment of the emergency access road shall be constructed in general conformance with the alignment shown on Figure 4.1.a. However, if agreed upon by the City of North Port and the developer, revisions to the alignment of the

Revisions:
 1. Paragraphs 1,2,3 & 4
 2. updated graphic

emergency access road shall be permitted and will not require further amendment to this VDPP. The emergency access road can also be utilized by construction traffic but will not be available to residents for ingress / egress unless in an emergency.

Once a permanent means of paved access is established any constructed segments of the temporary emergency access road can be removed.

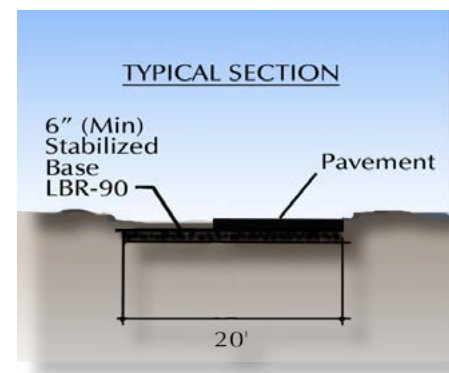


FIGURE 4.4.b - PROPOSED EMERGENCY VEHICLE ACCESS CROSS-SECTION

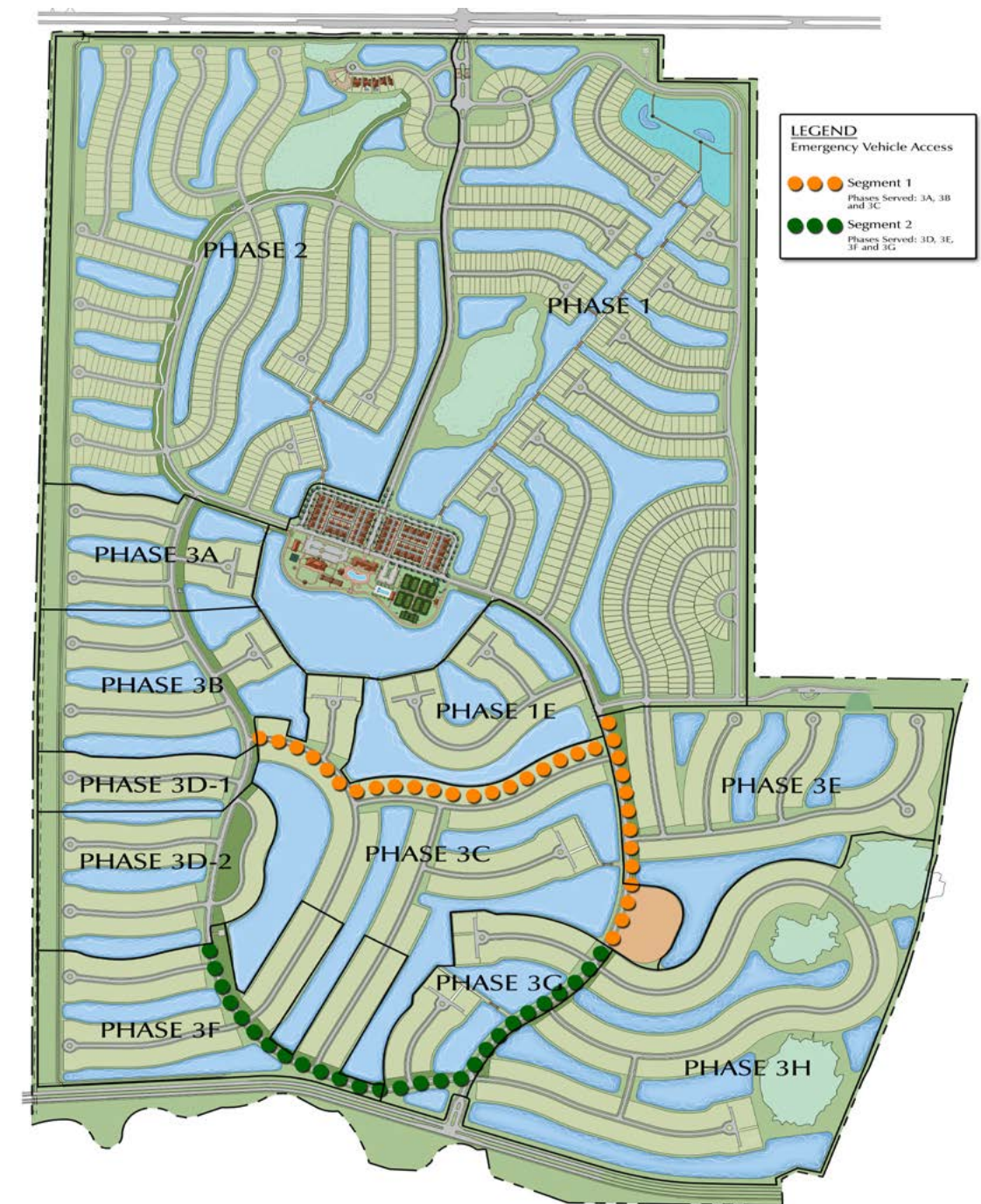


FIGURE 4.4.a - PROPOSED EMERGENCY VEHICLE ACCESS PLAN

WATER, WASTEWATER, AND IRRIGATION PLAN

SECTION 5.1 - UTILITY DESCRIPTION - Water and wastewater services are currently available to serve this property.

SECTION 5.2 - WATER PLAN - Water services sufficient to serve Village "C" is provided by the City of North Port through an existing 16" water main located along U.S. 41 and an existing potable water pump station and storage tank located approximately 2.5 miles to the east of Village "C." Based on the projected number of units and the city's Equivalent Residential Connections (ERC) standards, an increase to approximately 2,347 ERC's is anticipated. The current as well as the proposed system is designed and modeled to maintain a minimum residual pressure of 20 psi at fire flow demands.

As noted, water service is provided by a 16" water main originating from a connection to the City of North Port potable water system and running along U.S. 41. An existing re-pumping station and storage tank provides the necessary pressure during fire flow events.

Figure 5.2.a shows the proposed Water Infrastructure Plan to accommodate the re-designed Village plan.

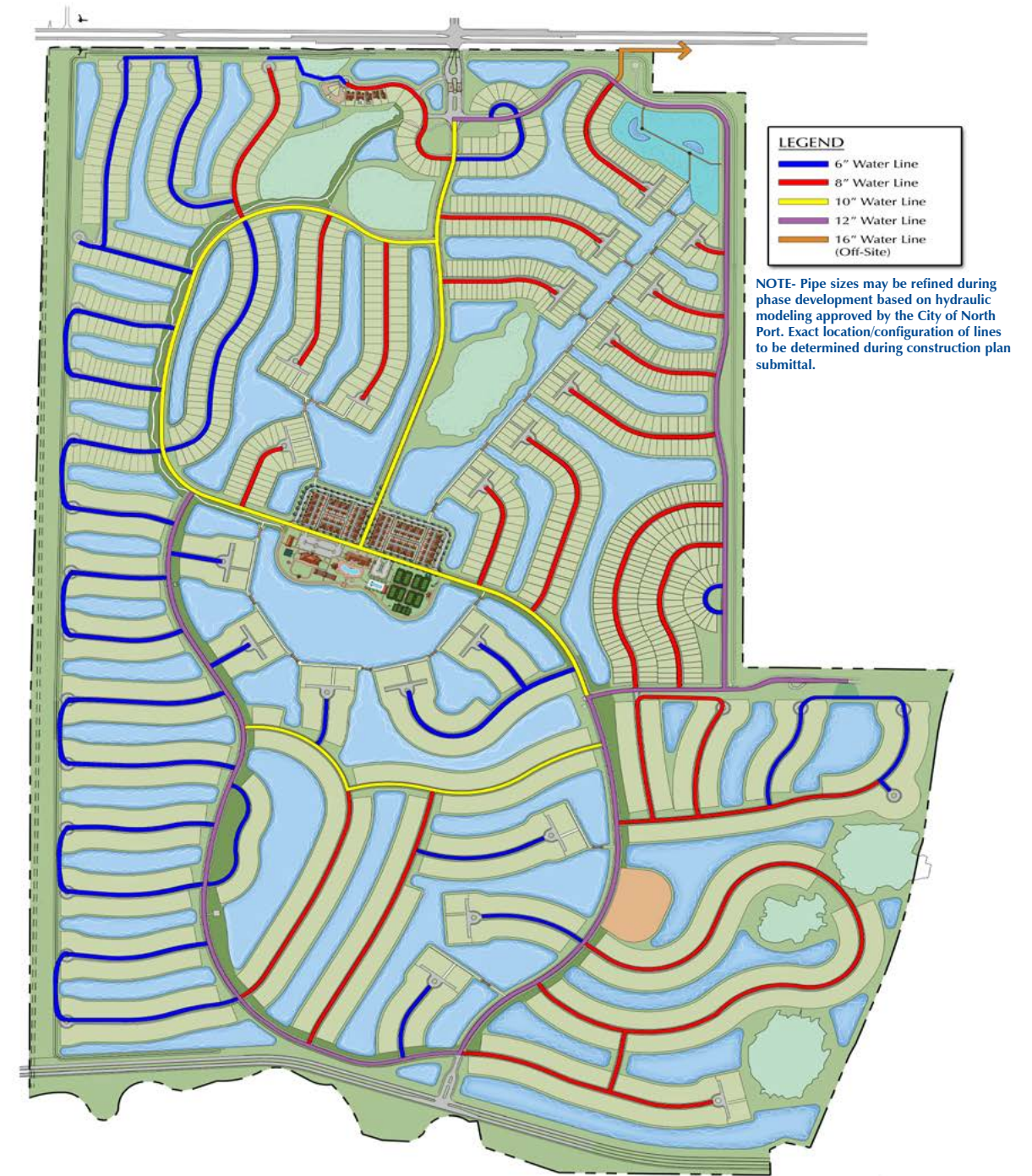


FIGURE 5.2.a - WATER INFRASTRUCTURE PLAN

- Revisions:
1. Paragraph 2
 2. Figure 5.2.a

WATER AND WASTEWATER PLAN

SECTION 5.3 - WASTEWATER PLAN - Wastewater is currently carried off-site by means of an existing 12" force main along the north side of U.S. 41. This force main terminates at the City of North Port wastewater treatment plant (WWTP). Long term service will be provided by a new WWTP to be constructed within the West Villages. Flows from the development will then be re-routed to the new WWTP which will ultimately be turned over to the City for operation and maintenance.

Based on the projected number of units and the city's Equivalent Residential Connections (ERC) standards, wastewater ADF is estimated at 0.54 MGD. A peak hour factor of 3.2 (based on ten-states standard) is applied for an approximate total peak hour flow of 1.73 MGD. The line sizes and lift station locations presented in Figure 5.3.a are based on the most current information available and accommodates the re-designed Village plan.

Flows from the development are currently collected from gravity sewers within the residential areas, into a system of lift stations which transport the wastewater to the master lift station. Lift station locations were selected to maximize service area while balancing lift station depth and to minimize aesthetic impacts as well as any potential odor problems that might arise. Force mains originating from each of the smaller lift stations discharge into the master lift station gravity sewer collection system.

SECTION 5.4 - IRRIGATION PLAN - There are only minimal proposed changes to the irrigation demand as currently described in the Adopted Village "C" VDPP. It is assumed the average annual irrigation demand is 0.75 MGD. Irrigation demand is currently met through the Water Use Permit (WUP) associated with this property. As noted in the currently Adopted Village "C" VDPP, all Village "C" development shall be required to hook-up to the City of North Port reclaimed water system when it becomes available.

- Revisions:
 1. Paragraph 2 & 4
 2. Figure 5.3.a

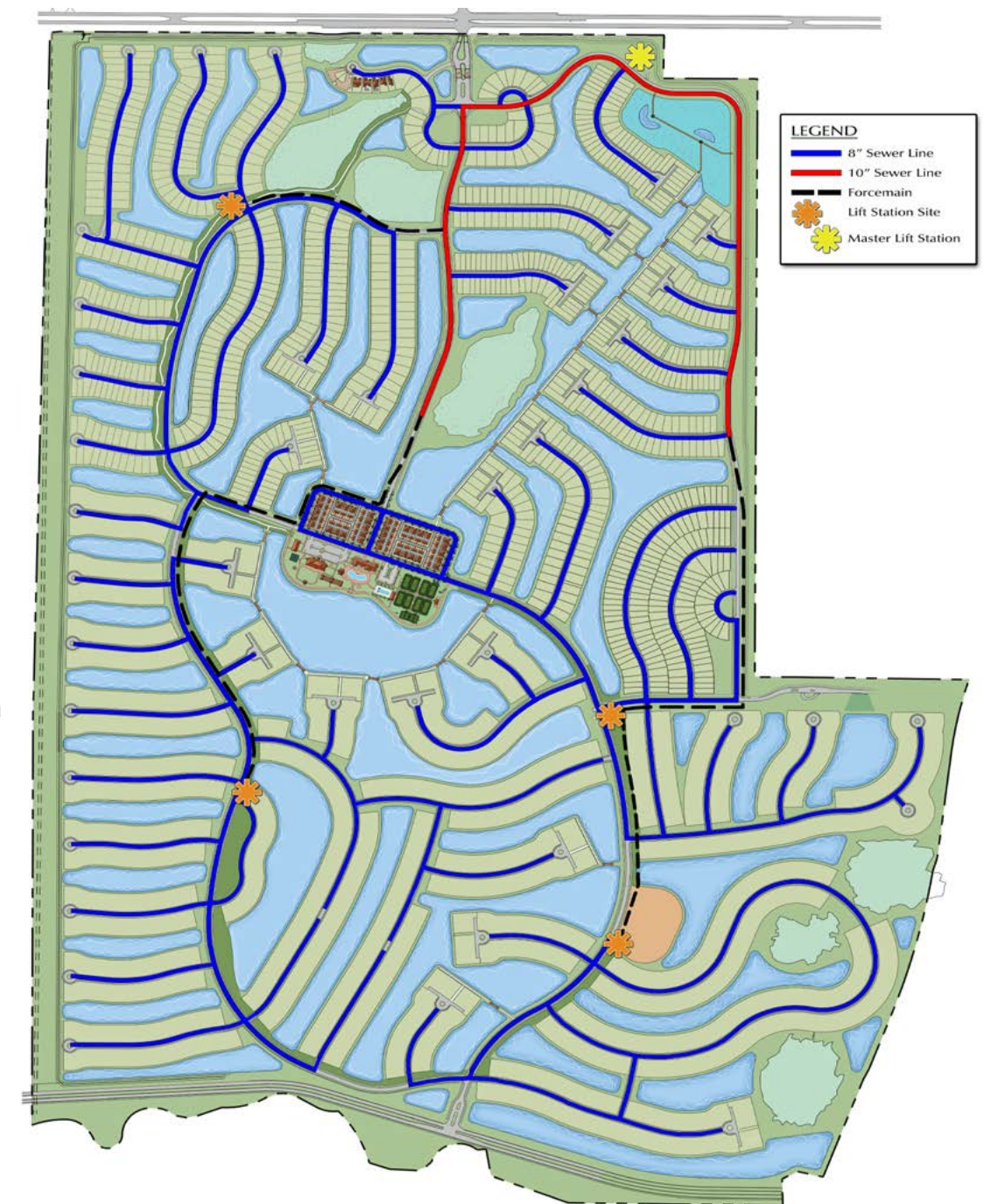


FIGURE 5.3.a - WASTEWATER INFRASTRUCTURE PLAN

Revisions:
1. No revisions on this page.

ENVIRONMENTAL MANAGEMENT PLAN

SECTION 6.1 - ENVIRONMENTAL MANAGEMENT PLAN - The Village "C" VDPP Amendment No. 3 site design is sensitive to the preservation of the property's most viable natural resources. Every effort has been made to direct development from sensitive wetland habitats to areas previously altered by agricultural activities. Preserved wetlands and mitigation areas will be further protected with upland buffers. Where wetland impacts are unavoidable, the impacts have been confined to altered areas and those with diminished wetland functions and values. All unavoidable impacts to wetland habitats will be mitigated in accordance with federal, state, and City of North Port permitting criteria. The potential presence of state and federally listed wildlife also has been extensively investigated on the subject property. Coordination and permitting with state and federal wildlife agencies will occur as appropriate to ensure the conservation requirements of listed species documented within the project site.



SECTION 6.2 - WETLANDS - There is no change to the existing wetland data as currently described in the Adopted Village "C" VDPP.

Section 6.2.a - Wetland Impacts - There are no proposed changes to the wetland impacts as currently described in the Adopted Village "C" VDPP. The proposed Village "C" VDPP Amendment No. 3 site design will continue to make every effort to avoid wetland impacts.

Section 6.2.b - Wetland Compensation - Mitigation for the impacts discussed will continue to be coordinated with the appropriate state and federal agencies and provided within the project site.



SECTION 6.3 - LISTED SPECIES (ENDANGERED, THREATENED, OR OF SPECIAL CONCERN) - There are no changes to the state and/or federally listed species that have been documented on or might be expected to use the subject property as described in the currently Adopted Village "C" VDPP.



Revisions:
1. Section 7.3.a, and 7.3.c
paragraph 3

PUBLIC FACILITIES PLAN

SECTION 7.1 - PUBLIC FACILITIES PLAN - The Proposed VDPP Amendment No. 3 will not place an increased demand on various public services and facilities beyond those already identified in the Village "C" Final Village District Pattern Plan adopted on August 8, 2005.

SECTION 7.2 - WATER AND WASTEWATER FACILITIES - As noted earlier, water services sufficient to serve Village "C" is provided by the City of North Port through an existing 16" water main located along U.S. 41 and an existing potable water pump station and storage tank located approximately 2.5 miles to the east of Village "C." Wastewater services is provided through an existing 12" force main along U.S. 41. Irrigation demand is currently met through the Water Use Permit (WUP) associated with this property. All Village "C" development shall be required to hook-up to the City of North Port reclaimed water system when it becomes available.

The long-term service requirements of the West Villages are planned to be served with centralized water and sewer systems. It is anticipated that new wastewater and water treatment plants will be constructed within the West Villages. The WVID will be required to design and construct the first phase of a water and wastewater treatment plant. The cost of the same will be reimbursed by the City through connection fee credits as development occurs subject to the conditions in the City of North Port Impact Fee Ordinance as amended. The treatment plants would then be turned over to the City to own and operate. These facilities are not needed to service Village "C."

SECTION 7.3 - ROADWAYS - No additional roadway modifications are necessary based on the adjusted peak hour trip generation potential as a result of the Proposed Village "C" VDPP Amendment No. 3. The density/intensity of the development has not increased from the previously Adopted Village "C" VDPP. It is important to note however that a number of roadway improvements have begun construction since the original Village "C" VDPP was adopted. These improvements are described in Section 3.18.c - Scheduled Improvement.

Section 7.3.a - Trip Generation Assumptions - There are no major changes to the trip generation assumptions as identified in the currently Adopted Village "C" VDPP. Village "C" is now projected to contain a maximum of 2,399 dwelling units with approximately 35,000 square feet of civic facilities.

Section 7.3.b - Trip Distribution and Assignment - There are no changes to the trip distribution and assignment estimations as a result of the proposed Proposed Village "C" VDPP Amendment No.3.

Section 7.3.c - Scheduled Improvements - A number of roadway improvements within vicinity of Village "C" have been undertaken since the original Village "C" VDPP adoption. The first project, which was undertaken by Sarasota County, involved lane geometry improvements at the intersection of U.S. 41 and Jacaranda Boulevard. At this intersection, the southbound left-turn lane and the right-turn lane was

extended. In addition, a second eastbound left-turn lane was constructed.

The second project consisted of the widening of Center Road to a four-lane, divided section from Jacaranda Boulevard to River Road. As part of the widening project, lane geometry and traffic control improvements (i.e. signalization) were constructed at the River Road and Center Road intersection. At this intersection, a northbound left-turn lane and southbound right-turn lane was constructed along River Road.

West Villages Parkway from U.S. 41 to River Road is constructed and provides a north/south roadway to serve the entire West Villages. Specifically, this thoroughfare will link River Road on the north, run south across U.S. 41. Ultimately, West Villages Parkway will proceed south through a future Manasota Beach Road and eventually tying into the existing Pine Street extension. In addition, a segment of West Villages Parkway connects to Village "C" along its eastern property line to provide an additional ingress and egress to the property. An additional improvement project included reconstruction of the US 41 and River Road intersection. This project was constructed with funding from Sarasota County and City of North Port impact fees along with a \$2 million contribution from the WVID.

Section 7.3.d - Necessary Transportation Improvements - There are no additional transportation improvements necessary beyond those identified in the previously Adopted Village "C" VDPP as a result of the proposed Village "C" Amendment No. 3.

Finally, it should be noted that a detailed traffic study meeting the requirements of the City of North Port rules and regulations was conducted and submitted as part of the initial construction plan permitting process. That study assumed growth rates of 2% annual; however, due to the economic downturn, those anticipated traffic volumes have not been realized. No additional study is needed.

Section 7.3.e - Hurricane Evacuation - Village "C" residents will continue to 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 "C" respectively. Both roads link to I-75 from U.S. 41.

Jacaranda Blvd. is presently a 4 lane section from U.S. 41 to I-75. No additional widening is anticipated at this time. Both Jacaranda Blvd. and River Road intersect with U.S. 41. Residents evacuating Village "C" 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.

An alternative route to River Road will be from West Villages Parkway. West Villages Parkway connects U.S. 41 to River Road allowing residents an option to access River Road north of the U.S. 41 intersection. As noted earlier, this roadway is constructed.

PUBLIC FACILITIES PLAN

Revisions:
1. Paragraph 6 (Section 7.7)

SECTION 7.4 - SCHOOLS - There are no anticipated changes to the school analysis that was completed as part of the previously Adopted Village "C" VDPP Amendment No. 3. All of the school facilities previously identified currently maintain adequate capacity to accept future students. Additionally, school impact fees will continue to be assessed to all future units within Village "C" at the time of a Certificate of Occupancy.

SECTION 7.5 - FIRE AND POLICE PROTECTION - The fire and police protection demand will not increase as a result of the proposed Village "C" VDPP Amendment. Fire and police protection demands were identified in the previously Adopted Village "C" VDPP.

Section 7.5.a - Fire Protection - The WVID has designed and is currently permitting Fire Station No.1. Construction was scheduled to start by July 2010, however, due to the slower than anticipated growth rates, the construction has been postponed. Upon completion of construction of the fire station, the WVID will convey the improvements and associated property to the City of North Port. Additionally, the City of North Port's fire impact fees will continue to be assessed to all future units within Village "C" at the time of a Certificate of Occupancy.

Section 7.5.b- Police Protection - When requested by the City, the WVID is required to pay the City of North Port \$516,000 for five (5) police vehicles and miscellaneous costs. To date, this payment has not been requested by the City of North Port. The City will own and maintain the vehicles upon purchasing. Finally, Village "C" has constructed a gate-house at the entrance that is manned 24-hours a day for added security. This security mechanism mitigates some additional demands for police protection and response calls. Additionally, the City of North Port's police impact fees will continue to be assessed to all future units within Village "C" at the time of a Certificate of Occupancy.

SECTION 7.6 - TRANSIT - The area is presently served by public bus lines although ridership is relatively low. The Village Plan for Village "C" 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 feasibly utilized. However, it should be acknowledged that transit use is relatively low in this less-urbanized area of the City/County.

SECTION 7.7 - SOLID WASTE - Solid waste services for the residents of Village "C" will continue to be provided by the City of North Port Solid Waste Division. Based on the projected number of units and the city's Equivalent Residential Connections (ERC) standards, minimal increases in solid waste generation are anticipated (14,714 lbs./day).

Additionally, Village "C" is part of the WVID and is subject to the Unit of Development No. 1 and Unit of Development No. 2 annual assessments. A portion of these assessments, totaling \$380,000, have already been provided to the City of North Port for the purchase of two reuse and recycling vehicles. The City currently owns and maintains these vehicles. Finally, each property will continue to pay the current solid waste assessment fee as required by the City of North Port.

VILLAGE ECONOMIC IMPACT ANALYSIS

Revisions:
1. Paragraphs 1,2,3,4 & 6

SECTION 8.1 - VILLAGE ECONOMIC IMPACT ANALYSIS - As conveyed in the currently Adopted Village "C" VDPP, Village "C" is expected to emerge without placing an undue hardship on the City of North Port's services and public facilities. Currently, there is a moratorium on impact fees within the City of North Port. As such, an updated analysis has not been prepared at this time. Analysis provided in this section is from the Village "C" VDPP Amendment No. 2 for reference purposes only.

SECTION 8.2 - IMPROVEMENT AND MAINTENANCE ENTITIES - In general, the majority of the services and capital improvements that occur in and around the West Villages will continue to be facilitated by either the West Villages Improvement District or a Village Property Owners Association (for Village "C"). The Village "C" developers have also constructed and funded many of the initial improvements and will oversee the long-term maintenance. Other functions such as police, fire, schools, transit, and libraries will continue to be administered by other governmental agencies and funded with ad valorem tax revenues. The project revenue and other funding mechanisms mitigate the project impacts in compliance with City Ordinances.

Section 8.2.a - West Villages Improvement District - The West Villages Improvement District (WVID) will continue to fund, initiate and maintain various improvements that will benefit common and semi-private areas within the West Villages. Specifically, the WVID has initiated and constructed segments of West Villages Parkway and significant landscaping improvements along U.S. 41. The WVID will continue to initiate, fund and maintain other public roadways within the West Villages as well. Similarly, the WVID has funded and constructed necessary utility infrastructure throughout the West Villages to serve existing and future development. Additionally, the WVID will continue to fund and oversee that common areas including parks, medians, retention ponds, and other open space areas are routinely maintained. These functions relieve the City of these activities and place the responsibility on the management board associated with the West Villages. Funding for the WVID is achieved through special assessments placed upon each dwelling unit and property within the West Villages that receive direct benefit from the improvements. The assessments are currently paid as part of the annual property tax bills.

Section 8.2.b - Village Property Owners Association - A home owner's association (HOA) has been created for Village "C" as part of the initial construction phases in order to create an internal funding and management entity to oversee maintenance within the Village. The Village "C"

developer has been responsible for the initial funding and development of the Village's infrastructure, landscaping, and other essential services. Upon build-out of Village "C", the HOA will continue to manage routine maintenance and repair of all the common areas and much of the infrastructure within the Village. The HOA will also continue to fund and manage the Village's security systems including gates, walls, personnel and vehicles. The HOA will also continue to fund internal roadways and pathways since they will be retained as private infrastructure. Generally speaking, all items and services that are reserved solely for Village residents will continue to be funded and managed in the long term by the property owners association. As with the WVID, these functions relieve the City of these activities and place the responsibility on the HOA.

SECTION 8.3 - REVENUE GENERATION ESTIMATES - Village "C" will continue to generate three specific revenue sources that will continue to help fund and maintain necessary public services for the Village residents. The first source is focused on impact and utility capital charges that are charged as a one-time assessment for each dwelling unit. The fees mitigate against impacts on area roads, schools, fire protection services, libraries, parks and other utility infrastructure. These various impact and capital charges are listed as line items and normally paid in or around the time a certificate of occupancy and/or building permit issuance for each unit.

At the date of this VDPP submittal, some current impact fees are under a moratorium. Starting in January 2014, the impact fees were scheduled to be at approximately 50% of the total except that transportation fees will not be changed through January 2015. For this analysis the fees used will be as they are in effect today except that transportation fees are applied. This analysis is considered conservative based on the assumption that fees will return to full value at some point in the near future, therefore total revenues realized in this analysis are lower than what is expected to be actually generated over project buildout.

Upon build-out, the Village is still expected to generate over \$28,900,390 in impact fees and utility capital charges to be used by various governmental agencies. Figure 8.3.a lists the impact fees and utility capital charge estimates as applicable to residential development within Village "C".

VILLAGE ECONOMIC IMPACT ANALYSIS

The second revenue source is via ad valorem tax generation. Ad Valorem (property) taxes make up approximately 35% of the City of North Port's General Fund revenues, excluding transfers and fund balance. Generally, speaking the overlapping (North Port, Sarasota County, School Board of Sarasota County) millage rate for this area of North Port is 14.8086 as illustrated in Figure 8.3.b. In most cases, an individual property owner is entitled to a \$25,000 homestead exemption that is deducted from the overall assessed value. This adjusted property value is determines the tax bill for the subject property. Based on similar communities in the area and within the Florida region, the Village developers have estimated the initial property value for each structure type. In addition, preliminary planning has estimated a finite number of units for each structure type. After applying these estimates, the Village is expected to generate an average annual ad valorem tax revenue of \$4,216,202.14 by the time of build-out. This tax generation is expected to increase as part of annual property appreciation in the area. Figure 8.3.c lists the ad valorem tax revenue calculations as applicable to residential development within the Village.

The final revenue source includes special assessments that are assigned by the West Villages Improvement District (WVID). These special assessments are listed as additional line items on property tax bills and collected annually. The WVID has adopted a capital improvements and management plan for the West Villages with associated costs. These costs are distributed proportionately to all properties (and future properties) within the West Villages. Monies will continue to be collected to fund improvements within the area.

Revisions:

1. Updated Figures 8.3.a, 8.3.b & 8.3.c

FIGURE 8.3.a - CITY OF NORTH PORT IMPACT FEE & UTILITY CAPITAL CHARGES

ANTICIPATED IMPACT FEES (As of 1/13/2014)	
PARK	\$558.88 s.f. / \$329.38 m.f.
LAW ENFORCEMENT	\$194.50 s.f. / \$114.50 m.f.
FIRE DEPARTMENT	\$206.55 s.f. / \$191.55 m.f.
TRANSPORTATION	\$1,928.23 s.f. / \$1,309.00 m.f.
GENERAL GOVERNMENT	\$293.15 s.f. / \$173.00 m.f.
SAR Co. Fees Collected in North Port (Roads, Justice, Gen. Govt., Library, School)	\$1,405.95 s.f. / \$838.46 m.f. ⁽³⁾
TOTAL:	\$4,587.26 s.f. / \$2,955.89 m.f.
UTILITY CAPITAL CHARGES ⁽¹⁾	
WATER	\$1,735
SEWER	\$2,388
TOTAL PER UNIT	\$14,590 s.f. / \$10,804 m.f.
TOTAL REVENUE AT BUILD-OUT (BASED ON 2,329 S.F. & 70 M.F. UNITS)⁽²⁾	\$28,144,110 s.f. / \$756,280 m.f.

Source: 2013 City of North Port, Florida
⁽¹⁾ Utility capital charges will be used to fund construction of new treatment plants and expansion of existing plants
⁽²⁾ Unit breakdown is an estimate only and subject to change.
⁽³⁾ Assumes 750-999 square feet for multi-family, and 1,500-1,999 square feet for single family.

FIGURE 8.3.b - AD VALOREM TAXES

	MILLAGE RATE
SARASOTA COUNTY	3.3912
SARASOTA SCHOOL BOARD	7.97
CITY OF NORTH PORT TOTAL	3.4474
TOTAL:	14.8086

FIGURE 8.3.c - ESTIMATED AD VALOREM TAX REVENUE (RESIDENTIAL ONLY)

HOUSING TYPE ⁽³⁾ & UNIT TOTAL ⁽¹⁾	ASSESSED PROPERTY VALUE (2013) ⁽⁴⁾ 25,000 / second 25,000	ADJUSTED PROPERTY VALUE (TAXABLE VALUE) ⁽²⁾	ESTIMATED ANNUAL AD VALOREM TAX REVENUE PER UNIT (North Port)	ESTIMATED ANNUAL AD VALOREM TAX REVENUE PER UNIT (Sar. Co.)	ESTIMATED ANNUAL AD VALOREM TAX REVENUE PER UNIT (School Board) ⁽²⁾	ESTIMATED TOTAL ANNUAL AD VALOREM TAX PER UNIT	ESTIMATED TOTAL ANNUAL AD VALOREM TAX
SINGLE-FAMILY ATTACHED (1,103 d.u.'s)	\$155,600	\$105,600	\$364.05	\$358.11	\$841.63	\$1,563.79	\$1,724,860.37
TOWNHOUSE (M.F) (70 d.u.'s)	\$179,500	\$129,500	\$446.44	\$439.16	\$1,032.12	\$1,917.72	\$134,240.40
SINGLE-FAMILY DETACHED - TYPE A (419 d.u.'s)	\$218,600	\$168,600	\$581.23	\$571.76	\$1,343.74	\$2,496.73	\$1,046,129.87
SINGLE-FAMILY DETACHED - TYPE B (807 d.u.'s)	\$159,700	\$109,700	\$378.18	\$372.01	\$874.31	\$1,624.50	\$1,310,971.50
TOTAL ESTIMATED ANNUAL AD VALOREM TAX REVENUE AT BUILD-OUT							\$4,216,202.14

Source: DiVosta & Sarasota County Property Appraiser (Tax Year 2013 Records)
⁽¹⁾ Unit breakdown is an estimate only and subject to change
⁽²⁾ Analysis assumes all units eligible for Homestead Exemption (\$25,000 on all property taxes over \$25,000 applied to the assessed value between \$50,000 and \$75,000, and only non-school taxes)
⁽³⁾ Carriage Home allowable housing type but not included as part of this analysis
⁽⁴⁾ Property value data provided by Sarasota Tax Collector January 2013.