

Village E Village District Pattern Plan Final VDPP

Prepared For:

Manasota Beach Ranchlands, LLC
July 23, 2019

Prepared By:



Village E District Pattern Plan (VDPP)

Owner:

Martin P. Black, VP
Manasota Beach Ranchlands, LLLP
19503 West Villages Parkway, #14
Venice, Florida 34293

Prepared By:

Stantec Consulting Services Inc.
6900 Professional Pkwy East
Sarasota, Florida 34240

Environmental Consultant:

Environmental Consulting and
Technology, Inc.
1211 Sarasota Center Boulevard
Sarasota, Florida 34240



WINE
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WINNERS

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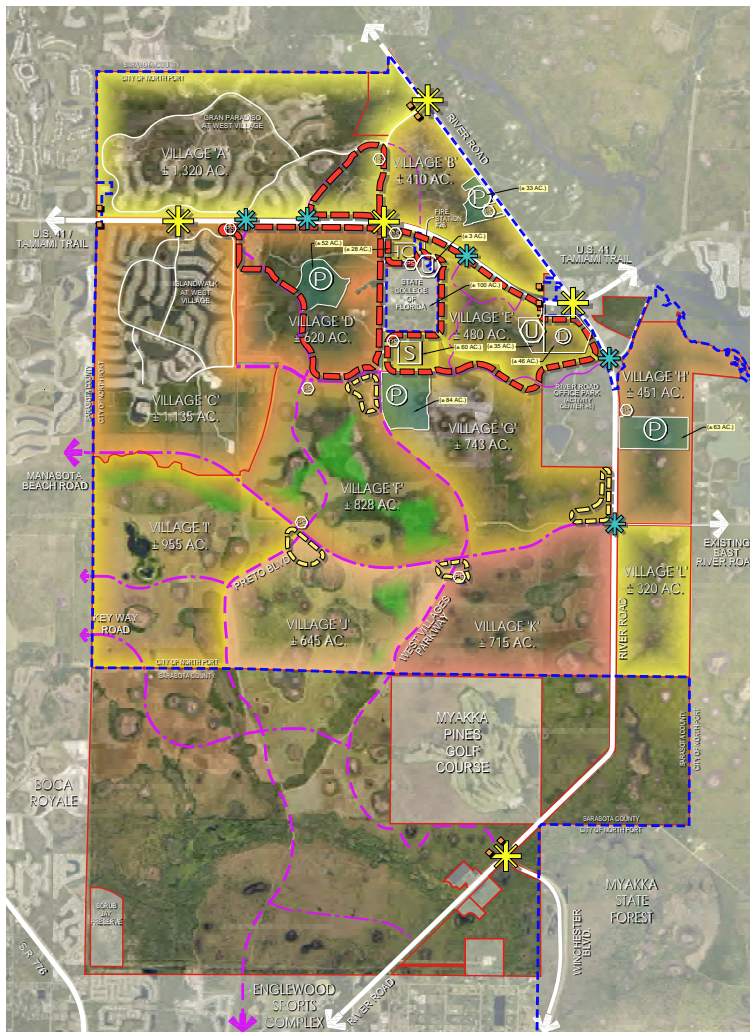


Final Village District Pattern Plan

3.1 Community Goals

Village E furthers the following community goals:

- Create distinct neighborhoods with a vibrant, mixed use town center as a focal point for the community.
- Offer diversity in housing types to attract a variety of residents of varying socioeconomic status.
- Create a Town Center that combines commercial, residential, or recreational uses.
- Provide a mix of uses within a safe, walkable distance, to encourage use of nonvehicular transportation.
- Build a community that preserves and conserves environmentally protected areas.
- Build a community with a variety of open space options, which may include squares, greens, parks, and multiuse trails.



WEST VILLAGES INDEX MAP

LEGEND			
	EXISTING ROADWAY		APPROXIMATE SCHOOL LOCATION (K-12)
	4 LANE W/ NEV & 8' SIDEWALKS		SARASOTA MEMORIAL HOSPITAL - HEALTH CARE SERVICES
	2 LANE W/ NEV, 8' SIDEWALK & 5' SIDEWALK		APPROXIMATE UTILITIES / PUBLIC FACILITIES LOCATION (10)
	2 LANE W/ NEV, & 5' SIDEWALKS		APPROXIMATE PARK LOCATION (10)
	POTENTIAL WEST VILLAGES GATEWAY LOCATIONS		DIocese OF VENICE LOCATION
	RECREATIONAL / OPEN SPACE / RECREATIONAL TRAIL SYSTEM		POTENTIAL ROADWAY CONNECTION TO ADJACENT COMMUNITY
	APPROXIMATE TOWN CENTER LOCATION (2)		STATE COLLEGE OF FLORIDA
	EXISTING TRAFFIC SIGNAL		APPROXIMATE VILLAGE CENTER LOCATION (2)
	APPROXIMATE FUTURE FULL MEDIAN OPENINGS TRAFFIC CONTROL T.B.D.		POTENTIAL FIRE / POLICE STATION LOCATION ALTERNATIVES
	CITY OF NORTH PORT - CITY LIMITS		

- NOTES**
- (1) ACRES ARE APPROXIMATE. FINAL ACREAGE LOCATIONS SUBJECT TO RETIREMENT BASED UPON EXISTING SITE CONDITIONS AND FINAL VILLAGE DISTRICT PATTERN PLANS.
 - (2) AREAS DEFINED WITHIN THIS DESIGNATION WILL INCLUDE 300-1,000 ACRES OF TOWN CENTER AND MAY INCLUDE VILLAGE DEVELOPMENT AT THE DENSITY / INTENSITY ESTABLISHED IN THE V.D.P.P., CONSISTENT WITH SECTION 53-212 U.L.D.C. FINAL LOCATIONS WILL BE DETERMINED DURING THE V.D.P.P. PROCESS.
 - (3) THE INDEX MAP DEPICTS THE GREENBELT FRAMEWORK BY IDENTIFYING VILLAGE EDGES ADJACENT TO MAJOR ENVIRONMENTAL FEATURES OR ROADWAYS AND MULTI-USE PATHWAYS. ADDITIONALLY, THIS FRAMEWORK CONNECTS VILLAGE CENTERS AND TOWN CENTERS, CONSISTENT WITH COMPREHENSIVE PLAN POLICY 13.8 AND SEC. 53-214 OF THE U.L.D.C. COMPLIANCE WITH THESE POLICIES WILL BE FURTHER DEMONSTRATED WITH FUTURE VILLAGE DISTRICT PATTERN PLANS.
 - (4) LOCATION AND CONFIGURATION OF PARKS SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTH PORT, IN ACCORDANCE WITH THE PRINCIPLES OF AGREEMENT.
 - (5) 12' MULTI-MODAL TRAILS MAY BE SATISFIED BY AN 8' SIDEWALK AND 4' BIKE LANES, AND SHALL BE FURTHER REFINED WITH FUTURE VILLAGE DISTRICT PATTERN PLANS.
 - (6) 8' - 12' TRAILS WILL BE DELINEATED ON V.D.P.P., AND MAY BE COMBINED WITH INTERNAL ROADWAYS.
 - (7) THE WEST VILLAGES IMPROVEMENT DISTRICT WILL COORDINATE WITH THE APPLICABLE GOVERNING AUTHORITY TO ESTABLISH ACCESS MANAGEMENT CRITERIA.
 - (8) FINAL LOCATIONS OF TOWN CENTERS, PUBLIC FACILITY SITES, SCHOOL SITES, VILLAGE BOUNDARIES AND ROADWAY CORRIDORS SHALL BE DETERMINED DURING THE V.D.P.P. PROCESS AND/OR DEVELOPER AGREEMENT.
 - (9) FINAL ALIGNMENT OF CORRIDORS / ROADWAYS IS SUBJECT TO FINAL APPROVAL OF JURISDICTIONAL AGENCIES.
 - (10) FINAL SITE, LOCATION, AND CONFIGURATION OF UTILITIES/PUBLIC FACILITIES SHALL BE DETERMINED BY AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CITY OF NORTH PORT.

Approved July 23, 2019
 ORDINANCE NUMBER 2019-20
 PETITION NUMBER VIA-19-064

West Villages
 Index Map

3.2 Final Village District Pattern Plan

Introduction

The Final Village District Pattern Plan (VDPP) for Village E was designed according to the Village District Performance standards contained in the City of North Port's Comprehensive Plan. Before initiating this VDPP, a site analysis was prepared and reviewed by staff. The site analysis identified the extent and location of natural features and provided baseline environmental mapping. The Site Analysis also identified public facilities and services available to the area, existing and planned land uses proximate to the site, and perceived opportunities and constraints to development. The Site Analysis, as well as broader plans and ideas expressed in the Village District Pattern Book (VDPB) and Village Index Map, have been relied upon as reference points for the development of this VDPP.

The objectives of the Village District Pattern Book (VDPB) are to establish a broad community framework, to encourage development interests the flexibility to express themselves through the development of sustainable Villages, without restrictive regulations that hamper creativity or adaptability to changing market conditions. To further these objectives, the West Villages Review Committee (WVRC) was created in 2017. This committee includes one individual from Manasota Beach Ranchlands, LLLP, the Master Developer, and two individuals appointed by the West Villages Improvement District. They are responsible for reviewing architectural features, design components, and landscape plans of retail/commercial, mixed use, and residential buildings and sites within Village E. The WVRC uses Section 10 of the West Villages VDPB, as well as design standards established for Village E, contained in this VDPP, for guidance in making approval decisions. Unless otherwise indicated, the specifications relating to landscaping contained in the City of North Port Unified Land Development Code shall be the minimum standard the Design Review Committee is empowered to approve. Upon approval of this VDPP, future application submittals are required to include evidence of approval from the WVRC with submittals to the City of North Port.

Village E is identified on the Index Map as a 480 acre village. This VDPP encompasses the 306.43 acres of land that is owned and controlled by West Villages. The VDPP does not include lands that were conveyed to Sarasota Memorial Hospital, at the southeast corner of Tamiami Trail and West Villages Parkway, or land that was conveyed to Trinity Real Estate Trust (Diocese of Venice), located near the intersection of River Road and Tamiami Trail, because the land is not under common ownership. At such time that each property owner decides to proceed with development, an amendment to the VDPP will be required. Finally, the VDPP doesn't include the wastewater treatment facility, because it is a public use facility and is exempt from the requirements of 53-5.B of the Unified Land Development Code

(ULDC). Although the State College of Florida campus is located outside of the boundary of the VDPB, this VDPP identifies potential transportation and/or pedestrian connectivity from Village E to the campus.

Village E is envisioned as a vibrant, mixed use village and may include retail, commercial/services, office, recreational, hotel, civic, and residential land uses (see Figure 3.2.A). entitlements include 1,000 residential units, 300,000 square feet of commercial/retail uses, and 100,000 square feet of office. There will be 600 residential, and 220 non-residential connections within Village E. The Final Village District Pattern Plan for Village E identifies four Mixed Use Areas, three of which are located primarily along the Tamiami Trail corridor with the fourth located adjacent to River Road. The plan includes three Mixed Use Residential Neighborhoods, which may include a mix of office, retail, and residential uses, and are intended to transition in density and intensity, from the more intensive mixed uses along Tamiami Trail and River Road, south toward Playmore Road. The range of potential uses in the Mixed Use Residential Neighborhoods are intended to be compatible with and supportive of the State College of Florida and a future Sarasota County school site to the west, and may include moderate density housing (i.e. apartments, townhomes, etc.) and commercial uses that are intended to serve the nearby neighborhoods.

The entirety of Village E is identified as a Town Center on the Index Map, and is intended to be developed in accordance with the Town Center design criteria outlined in this VDPP. The overall design is intended to encourage mixed use development along Tamiami Trail, while creating neighborhoods that are compatible with and supportive of the adjacent State College of Florida, to the west, and Atlanta Braves Spring Training stadium and Academy to the south in Village G, and other residential uses throughout the West Villages.

Consistent with ULDC Section 53-219 which outlines the regulatory hierarchy between documents, where conflicts between regulating documents arise, the approved Pattern Plan and Pattern Book shall control. In places where these documents remain silent the ULDC shall control. This section states:

VDPP shall meet the requirements of all applicable City, State and Federal requirements.

1. Where there are conflicts between VDPP, ULDC provisions, the general land use, subdivision or other applicable regulations, those adopted and shown on the approved Pattern Book and VDPP shall apply.

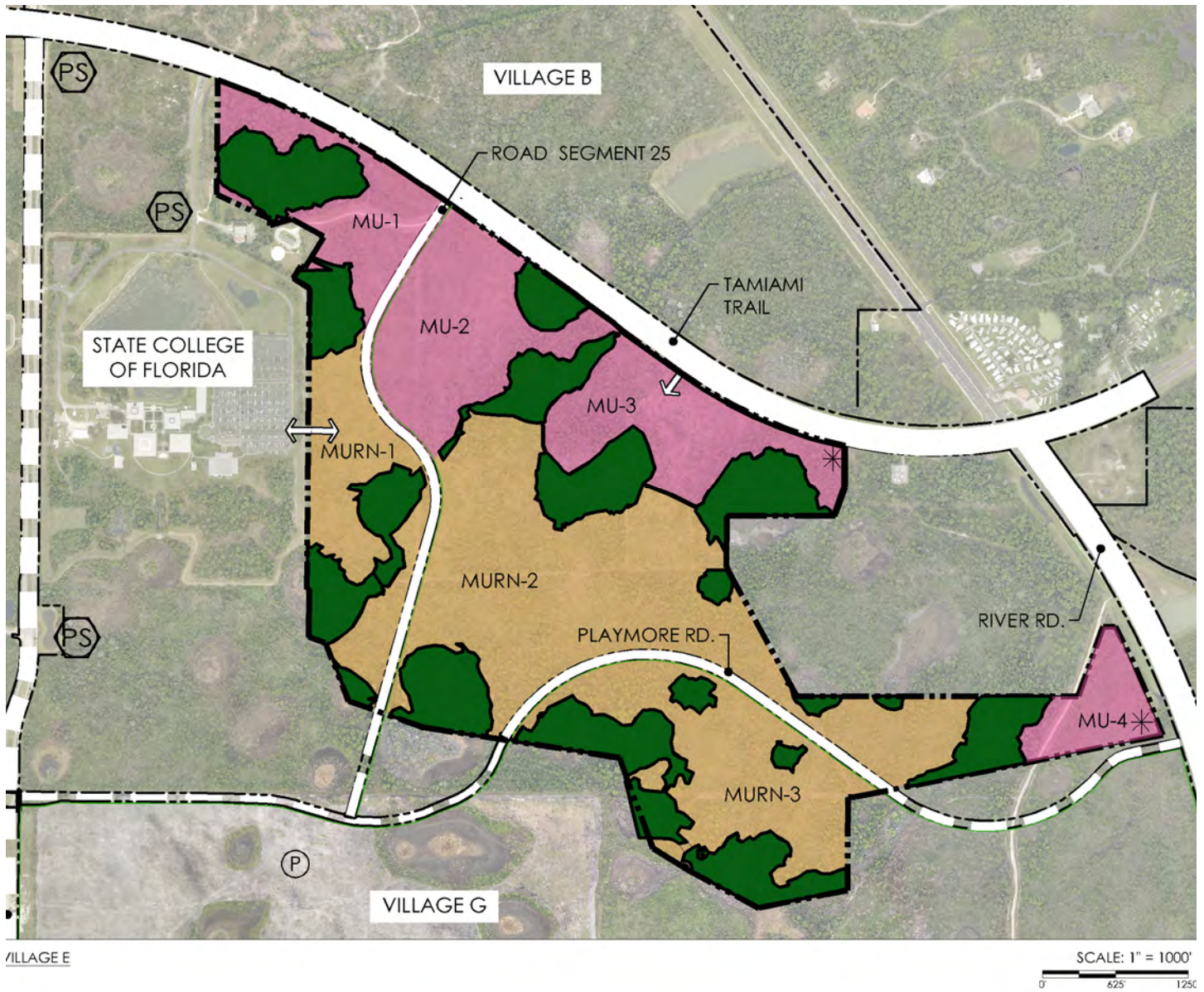
2. Where the VDPP does not address an area, the ULDC shall apply.
3. Deviations may be requested by the applicant, but shall be specified on the VDPP and approved by the City.
4. The proposed Pattern Book and VDPP shall be consistent with the intent of the comprehensive plan, and the future land use designation of the site which is currently in effect.

All VDPPs shall be consistent with the criteria and standards of the Village District Pattern Book and Village Index Map as applicable.

During the course of review of this Village District Pattern Plan, significant amendments to the Village District Pattern Book have been initiated. One of the motivations for the amendments is to address consistency between the documents (i.e. VDPB, VDPPs) governing development in the West Villages while ensuring standards are up to date with development practice. Village characteristics including land uses, development styles, and other community features will be explained in sections 3.8 and 3.9. The standards contained in this VDPP are reflective of, and will be consistent with the standards in the 2019 VDPB.

Additional Village characteristics including land uses, development styles, and other community features will be explained in further sections.

Figure 3.2.A



*NOTE: ADDITIONAL CONNECTIONS TO TAMAMIAMI TRAIL, WEST VILLAGES PKWY, AND PLAYMORE RD. MAY BE CONSTRUCTED AND WILL BE EVALUATED AT TIME OF SITE AND DEVELOPMENT APPLICATION.

- MIXED-USE
- MIXED-USE RESIDENTIAL NEIGHBORHOOD
- GREENBELT/WETLANDS
- VILLAGE BOUNDARY
- 8'-12' MULTIMODAL TRAIL (GREENBELT)
- ↓
↓ ACCESS POINTS
- ✱
✱ GATEWAY MONUMENT SIGN
- (P)
(P) PARK
- (PS)
(PS) POTENTIAL FIRE / POLICE STATION LOCATION ALTERNATIVES

FINAL VILLAGE DISTRICT PLAN
 MANASOTA BEACH RANCHLANDS, LLLP
 DATE: 7/23/2019

Figure 3.2.B

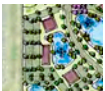


VILLAGE E

LEGEND



COMMERCIAL/
RETAIL



OFFICE



HOTEL



SINGLE-FAMILY

Note:

Designs are for illustrative purposes only and are not intended to be regulatory or limiting to layout, roadway networks, parking lots, open space, buffers, development plans, uses, or other design features.

3.3 Final Neighborhoods Plan

3.3.1 Neighborhood Character

Consistent with the Village Index Map, Village E will serve as a Town Center. The intended site design will complement and support existing, adjacent institutional development to the west (State College of Florida, future Sarasota County school site, and a parcel owned by Sarasota Memorial Hospital), and the Atlanta Braves Spring Training Facility and Academy south of this Village. Three Mixed Use Areas (MU-1, MU-2 and MU-3) are planned along Tamiami Trail, and one Mixed Use Area (MU-4) is planned along River Road. These areas are intended for development that will not only serve West Villages, but also the region. The development standards are envisioned to permit a broad range of commercial and retail uses that will promote the long-term economic sustainability of the West Villages.

Village E also includes three Mixed Use Residential Neighborhoods (MURN-1, MURN-2, and MURN-3), which are intended for development that will support the State College of Florida and the future Sarasota County school site, located to the west of Village E, through the provision of multi-family housing opportunities, office, commercial, and retail development, as well as residential neighborhood development.

The site design is intended to further the goals of the Village Land Use by encouraging a better jobs/housing balance, through the development of a community that encourages a mix of office, retail, residential, and opportunities for recreation.

Finally, this Village will offer a variety of residential unit types. Townhouses, stacked townhouses, single family semi-detached, single family detached, and multi-family units may be developed within Village E.

An important element of the village design includes a multimodal trail network that connects all areas to neighborhood centers,

open space tracts, and mixed use Areas. These features facilitate citizen interaction by linking neighborhoods to on-site and adjacent amenities and facilities. These trails will provide residents with recreational opportunities and access to the natural environment and open spaces.

This Village is designed to be a vibrant, Mixed Use Area, offering a broad mix of residential unit types, which may be mixed vertically and horizontally with retail, commercial and office uses. The vision is to encourage commercial and retail development in Mixed Use Areas 1 through 4, with a slight reduction in intensity in the Mixed Use Residential Neighborhoods, while making available a broad range of housing types and development options within Village E.

In furtherance of the interpretation authority granted by the City of North Port Comprehensive Plan and Unified Land Development Code (ULDC), the Zoning Administrator/Planning Manager shall have the authority to administratively approve modifications initiated by the Master Developer of standards and the conceptual design layout contained within this VDPP. The Zoning Administrator/Planning Manager may impose reasonable mitigation measures to limit impacts from the requested adjustment of standards. The Zoning Administrator/Planning Manager shall have the added authority to administratively approve modifications to standards initiated by the Master Developer that provide a benefit to the general public or surrounding community, as long as those modifications do not increase density, maximum allowable building heights, reduce buffer widths along Tamiami Trail, Playmore Drive, or River Road, or add permitted uses. All standards contained herein may be met throughout the overall VDPP area and not individual parcels or lots.

3.3.2 Structure Types

Village E is planned to include a range of housing types, which will include single-family detached, single-family semi-detached, or paired villas, single-family attached townhouses with front or side-loaded garages, single-family attached townhouses with rear-loaded garages, stacked townhouses, multi-family, and residential units within mixed use buildings. See Development Standards for dimensional requirements.

A single-family detached unit is a standalone house, not attached to any other dwelling by any means, and surrounded by open space or yards. Lot sizes vary, to allow a variety of private yard space. An accessory apartment is a permitted use on single-family detached lots, which would allow an accessory dwelling unit with a separate means of ingress and egress containing a separate kitchen, bathroom, and sleeping facilities that is either physically attached to or contained within an existing single-family house or occupies the second story of an existing garage or accessory building on the same lot as the principal dwelling. The minimum area of an accessory apartment will be 200 square feet. Accessory apartments will not count as a dwelling unit for density calculation purposes.

A single-family semidetached unit, or paired villa, is a one-family dwelling attached to one other one-family dwelling by a common vertical wall, with each dwelling located on a separate lot. Lots contain one side yard on the opposite side of the common wall and a front and rear yard.

A single-family attached townhouse is a one-family dwelling in a row of at least two such units in which each unit has access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. Neighborhoods may include single-family attached units with front or side-loaded garages, or rear-loaded garages where an alley exists.

A stacked townhouse typically has two units stacked vertically, with each having an entrance from the street or side of the building.

A multi-family unit contains three or more dwelling units, which is typically two or more stories tall.

A mixed use dwelling is one that is located within a mixed use building, which contains a variety of complementary uses in a single building.

Maximum density for West Villages has been established. Comprehensive Plan Policy 13.1.n establishes that 16,400 dwelling units is the maximum number of units that may be developed in areas of the West Villages that lie within the City of North Port, consistent with Figure 13.1.n of the Comprehensive Plan. To demonstrate compliance with this requirement, future Site and Development Plans and/or Plat applications will include a tracking chart, prepared by the Master Developer, to indicate the allocation of units to individual developments within the West Villages. Residential density will be calculated for the land areas identified on the Final Village District Pattern Plan (Mixed Use and Mixed Use Residential Neighborhood). The maximum density shown on the Development Standards Table, may be exceeded for an individual project, as long as the overall density for the area (MU, MURN) remains at or below the established density for that area. Public, nonprofit, and institutional uses are permitted in all areas and shall count toward non-residential or residential intensity or density.

If, during development, it is found that transportation impacts in Village E are more than what was contemplated in the Traffic Impact Analysis, additional analysis will be conducted.

**Figure 3.3.A
Village E Development Standards**

VILLAGE E DEVELOPMENT STANDARDS		
	MIXED USE	MIXED USE RESIDENTIAL NEIGHBORHOOD
(+/-) ACRES	111	195
(+/-) ADJUSTED GROSS ACRES	79	147
OPEN SPACE (+/-) ACRES	32	48
FLOOR AREA RATIO (3) DENSITY LIMITATIONS (4)	3.0 FAR 24 Dwelling units per Acre	2.0 FAR 16 Dwelling units per Acre
Permitted Uses(1)(6)(7)	Residential: Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses Non-Residential: Commercial/Service, Retail, Parking/Utility/Communication	Residential: Model Homes/Sales Center, Community Center, Gatehouse, Single-Family Detached Type A&B, Accessory Apartment, Single-Family Semi-Detached, Townhouses, Stacked Townhouses, Multi-Family, Mixed Use, Residential Support Uses Non-Residential: Commercial/Service, Retail, Parking/Utility
Minimum Lot Size	Residential: See Typical Configurations for Structures; Non-residential: No min. lot area	Residential: See Typical Configurations for Structures; Non-residential: No min. lot area
Maximum Structure Height	50 Feet (s.f.) 60 feet (community center, gatehouse, townhouse), 120 Feet (multi-family, hotel/motel, non-residential)	42 Feet (s.f.), 80 Feet (townhouses, community center, gatehouse), 120 feet (hotel/motel, multifamily, non-residential)
Setbacks(2)(5)	Residential - See Typical Configurations for Structures Non-residential - Meet State Building and Fire Code	Residential - See Typical Configurations for Structures Non-residential - Meet State Building and Fire Code

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, entry monumentation, 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 calculated for the land areas identified on the Village District Plan (MU, MURN) (Fig. 3.2.A). With each Site & Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the required Land Use Mix (Fig. 3.9.1). The Tracking Chart shall also demonstrate that the total FAR does not exceed 1.0, pursuant to Comprehensive Plan Policy 13.2 and ULDC Section 53-212.C.

(4) Residential density shall be calculated for the land areas identified on the Village District Plan (MU, MURN) (Fig. 3.2.A). With each Site & Development and/or Plat Application, a Tracking Chart will be provided to demonstrate compliance with the overall maximum density of West Villages and to ensure compliance with the required Land Use Mix (Fig. 3.9.1). The Tracking Chart shall also demonstrate that total density does not exceed 4 DU/Adjusted Gross Acre without Transfer of Development Rights, pursuant to Comprehensive Plan Policy 13.2 and ULDC Section 53-212.C. If total density exceeds 4 DU/Adjusted Gross Acre, Transfer of Development Rights must be demonstrated through the identification of Sending and Receiving Areas, consistent with Comprehensive Plan Policy 13.10 and ULDC Section 53-218.

(5) Setbacks may be reduced to 0 feet when the subject parcel is adjacent to public/private right-of-way, easement, open space tract or water body that is at least 30 ft in width. Air conditioning units, pool pumps, and other mechanical equipment shall be permitted in side yard setbacks.

(6) Utility structures may be located in easements or in rights-of-way as indicated in roadway cross sections.

(7) Lakes and ponds may be used for irrigation and/or storage of reclaimed water.

Figure 3.3.B. Typical Configurations for Structures

The specific notes referenced below apply to the development standards outlined on the following pages for the structure types listed below.

Single-Family - Detached Type A
 Single-Family - Detached Type B
 Single-Family - Semi-detached Paired Villa
 Single-Family - Attached Townhome (Front Loaded)
 Single-Family - Attached Townhome (Rear Loaded)
 Multi-Family
 Mixed-Use

Development Standards	Notes
Lot Area Min.	9
Lot Width Min.	8,9
Lot Depth Min.	
Lot Coverage Max.	10
Front Setback Min. (Measured to sidewalk)	1
Side Setback Min. (Principal Structure)	3,4,7,8,11
Side Setback Min. (Pool Deck, Screen Enclosure)	2,3,7,8,11
Rear Setback Min. (Principal Structure)	5,7
Rear Setback Min. (Pool Deck, Screen Enclosure)	5,7

Notes

- 1 Front Loading Garage (FLG), Side Loading Garage (SLG), Recessed Garage Option (RGO)
- 2 Screen enclosures for Townhomes and Single-Family Attached (SFA) units will have a 5 FT side setback without a privacy wall, or a 0 FT side setback with a min. 6 FT high privacy wall, provided that the screen is located atop the wall.
- 3 Patios and pool decks for Townhomes and SFA units may have a 0 FT side setback provided units abut a shared privacy wall.
- 4 A Corner Lot is a lot abutting two or more streets at their intersection. When a side property line is adjacent to a platted open space tract of at least 5 FT in width, a corner lot setback shall not be required.
- 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 dimension.
- 6 Townhome units may include two or more attached units.
- 7 Cornices, veneers, or other non-structural projections shall not count towards setbacks and shall be treated similar to roof overhangs.
- 8 Side yard setbacks for Single-Family Detached units are a combined 10 FT.
- 9 Minimum lot area and width for curvilinear lots may be less than required provided that all min. setback requirements are met and the average lot width (front lot line and rear lot line) is equal to or greater than the min. lot width required. Irregular lot dimensions that meet minimum lot size are permitted.
- 10 Lot coverage is defined as the percent of lot area under fixed roof. Lot coverage does not include pools, decks, driveways, patios with or without fixed roof, sidewalk, etc.
- 11 Air-conditioning units and mechanical equipment shall be allowed in side yard setbacks no closer than 1.5' from lot line.
- 12 For Single-Family Detached type A and B, A is provided for illustrative purposes. B reflects the minimum dimensional standards.
- 13 FLG setback is to the garage face. SLG and RGO setback minimum shall apply to the non-garage portion of the structure.

SINGLE-FAMILY

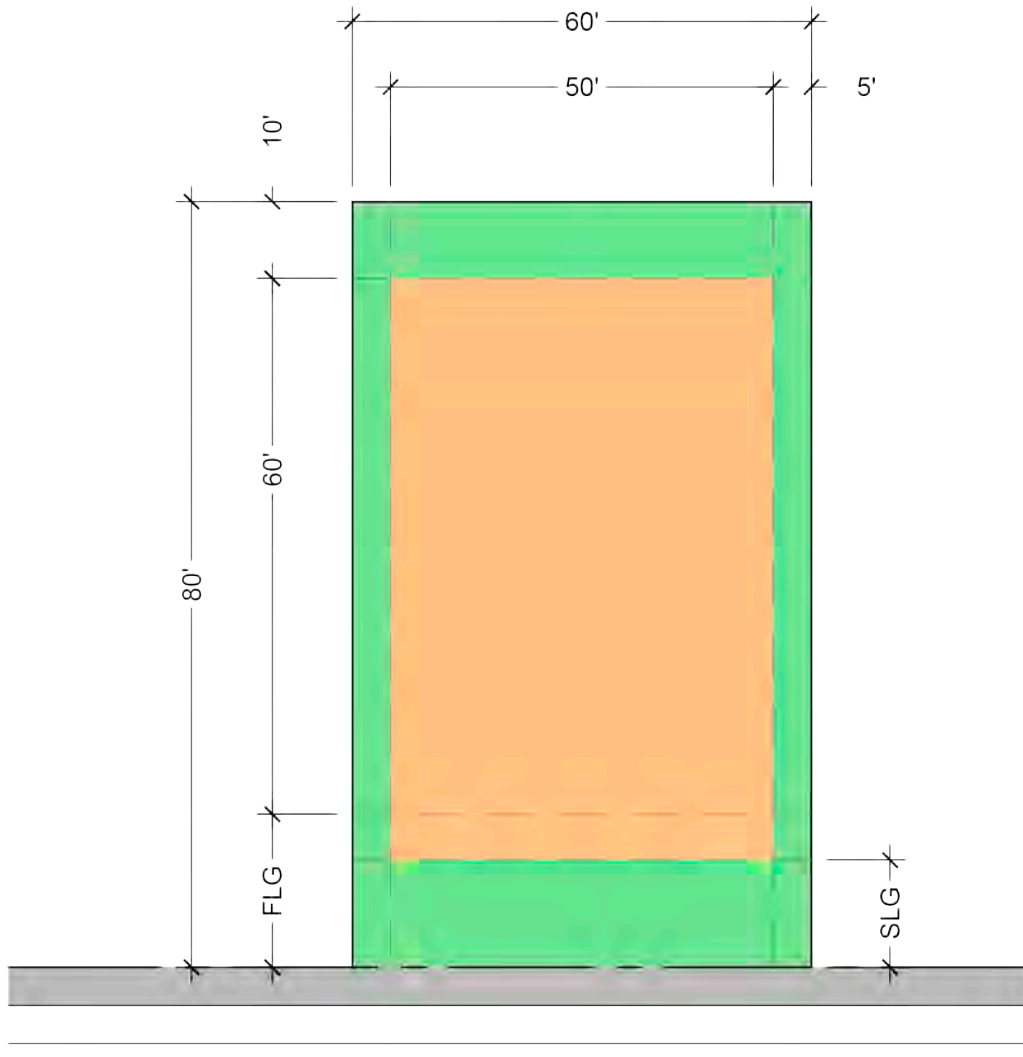
DETACHED - TYPE A

Development Standards

- Lot Area Min.
- Lot Width Min.
- Lot Depth Min.
- Lot Coverage Max.
- Front Setback Min. (Measured to sidewalk)
- Side Setback Min. (Principal Structure)
- Side Setback Min. (Pool Deck, Screen Enclosure)
- Rear Setback Min. (Principal Structure)
- Rear Setback Min. (Pool Deck, Screen Enclosure)

Single-Family Detached (Type-A)

- 4,800 SF
- 60 FT
- 80 FT
- 65%
- 20 FT (FLG) / 10 FT (SLG)(RGO)
- 10 FT Between Structures, 5 FT Corner Lot
- 3 FT Pool; 0' Pool Deck/Screen
- 10/5 FT (RGO)
- 0 FT (deck/screen) / 3 FT (Pool Edge)



STREET

SINGLE-FAMILY

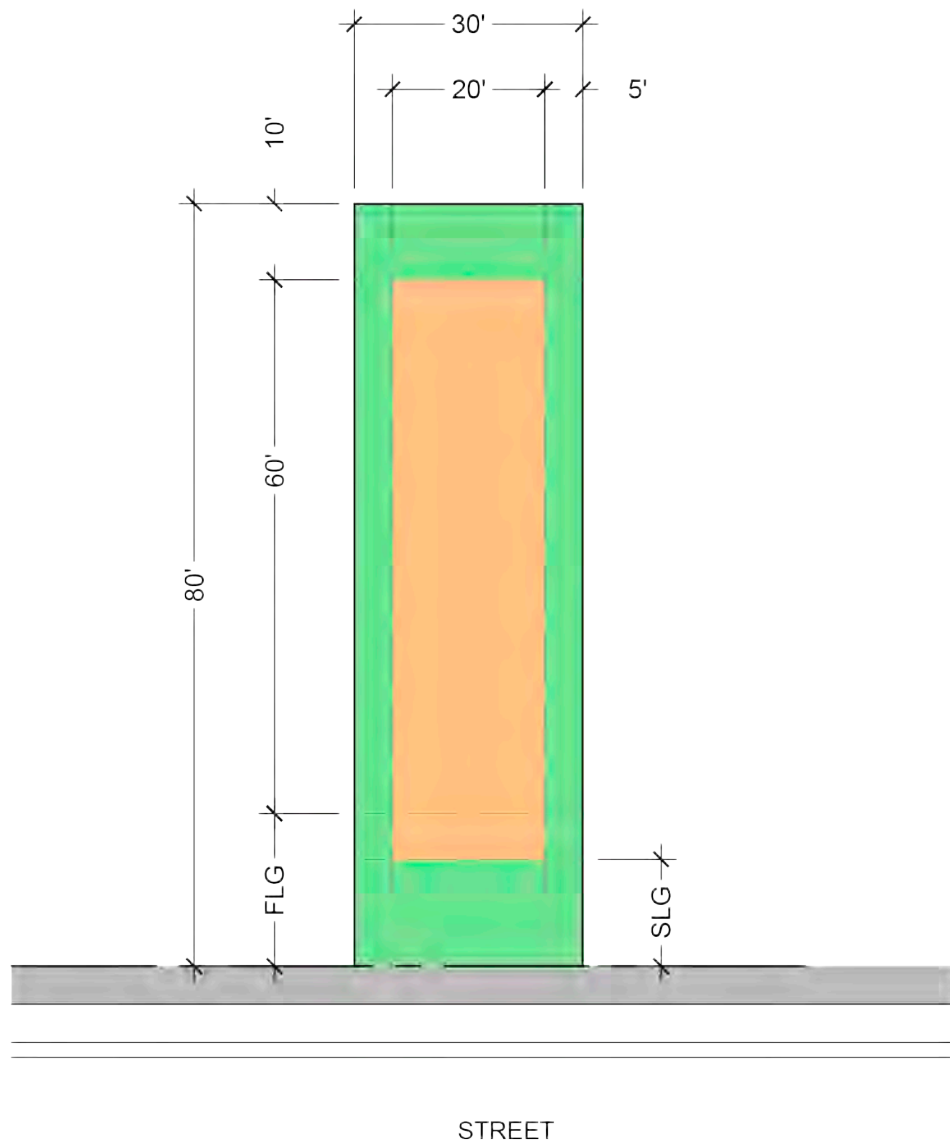
DETACHED - TYPE B

Development Standards

Lot Area Min.
Lot Width Min.
Lot Depth Min.
Lot Coverage Max.
Front Setback Min. (Measured to sidewalk)
Side Setback Min. (Principal Structure)
Side Setback Min. (Pool Deck, Screen Enclosure)
Rear Setback Min. (Principal Structure)
Rear Setback Min. (Pool Deck, Screen Enclosure)

Single-Family Detached (Type-B)

2,400 SF
30 FT
80 FT
65%
20 FT (FLG) / 10 FT (SLG)(RGO)
10 FT Between Structures, 5 FT Corner Lot
3 FT Pool; 0 FT Pool Deck/Screen
10/5 FT (RGO)
0 FT (Pool Deck) / 3 FT (Pool Edge)



SINGLE-FAMILY

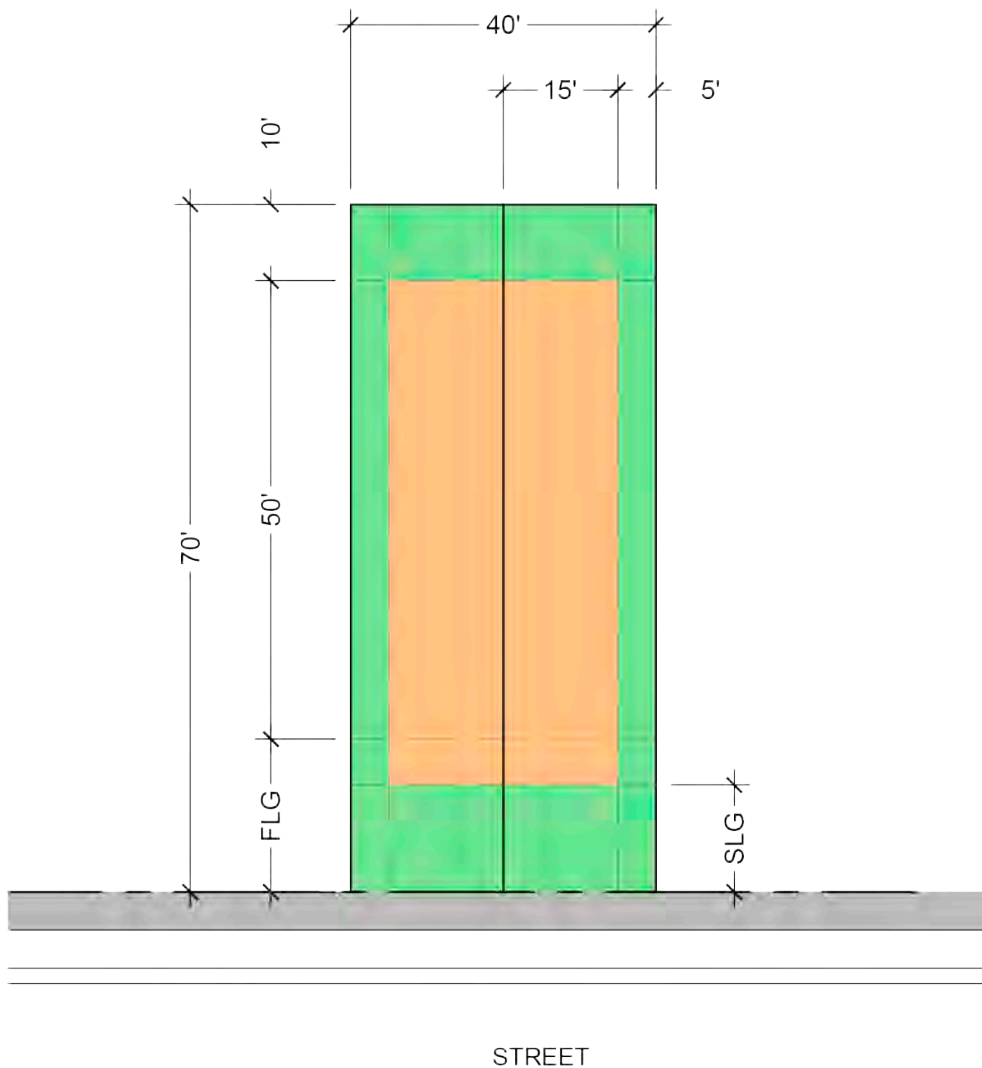
SEMI-DETACHED - PAIRED VILLA

Development Standards

Lot Area Min.
Lot Width Min.
Lot Depth Min.
Lot Coverage Max.
Front Setback Min. (Measured to sidewalk)
Side Setback Min. (Principal Structure)
Side Setback Min. (Pool Deck, Screen Enclosure)
Rear Setback Min. (Principal Structure)
Rear Setback Min. (Pool Deck, Screen Enclosure)

Single-Family Semi-detached (Paired Villa)

1,400 SF (per unit)
20 FT
70 FT
75%
20 FT (FLG) / 10 FT (SLG)(RGO)
10 FT Between Structures (0 FT Common Wall/Shared Lot Line) / 5 FT Corner Lot
3 FT (0 FT Common Wall/Shared Lot Line) / 5 FT (Side Yard Pool Edge)
10 FT
0 FT (deck/screen) / 3 FT (Pool Edge)



SINGLE-FAMILY

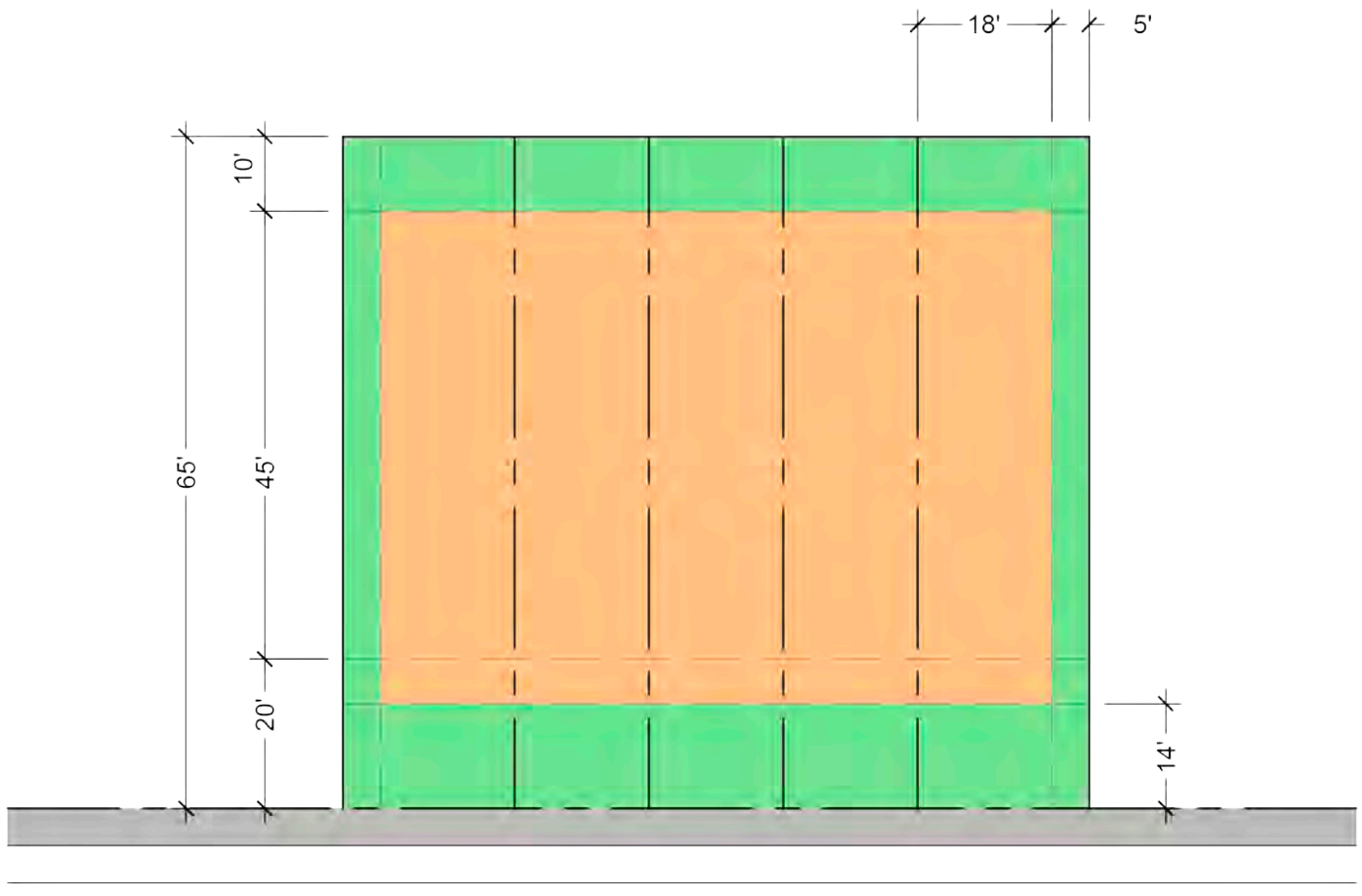
ATTACHED - TOWNHOME (FRONT-LOADED)

Development Standards

Lot Area Min.
Lot Width Min.
Lot Depth Min.
Lot Coverage Max.
Front Setback Min. (Measured to sidewalk)
Side Setback Min. (Principal Structure)
Side Setback Min. (Pool Deck, Screen Enclosure)
Rear Setback Min. (Principal Structure)
Rear Setback Min. (Pool Deck, Screen Enclosure)

Single-Family Attached (Townhome) (6)

1,170 SF (per unit)
18 FT
65 FT
80%
20 FT / 10 FT (Porch/Stoop) (SLG)(RGO)
10 FT Between Structures (0 FT Common Wall/Shared Lot Line) / 5 FT Corner Lot
3 FT Pool (0 FT Common Wall/Shared Lot Line) / 3 FT (Side Yard Pool Edge/Screen)
10 FT
N/A



STREET

SINGLE-FAMILY

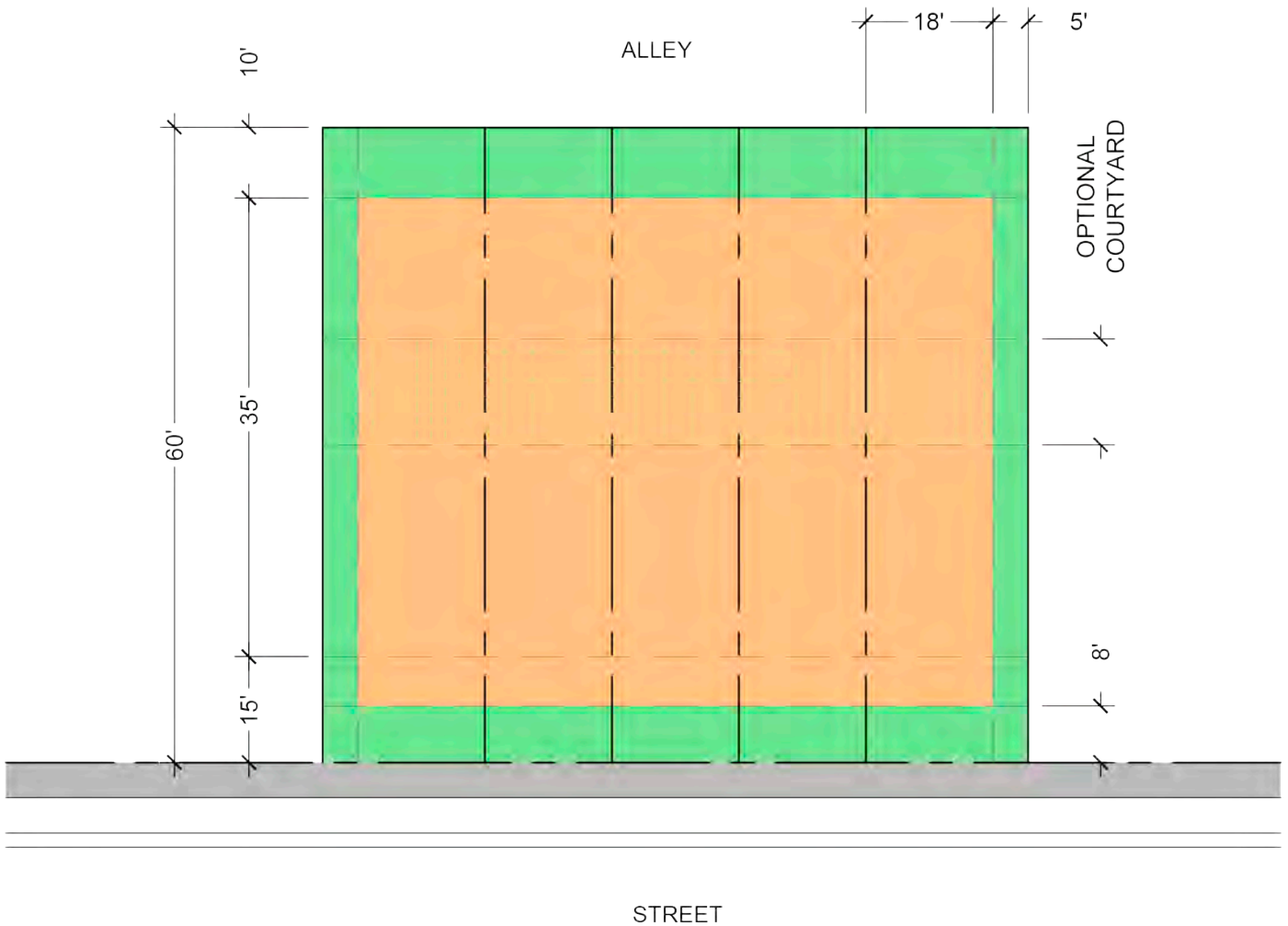
ATTACHED - TOWNHOME (ALLEY-LOADED)

Development Standards

Lot Area Min.
 Lot Width Min.
 Lot Depth Min.
 Lot Coverage Max.
 Front Setback Min. (Measured to sidewalk)
 Side Setback Min. (Principal Structure)
 Side Setback Min. (Pool Deck, Screen Enclosure)
 Rear Setback Min. (Principal Structure)
 Rear Setback Min. (Pool Deck, Screen Enclosure)

Single-Family Attached (Townhome) (6)

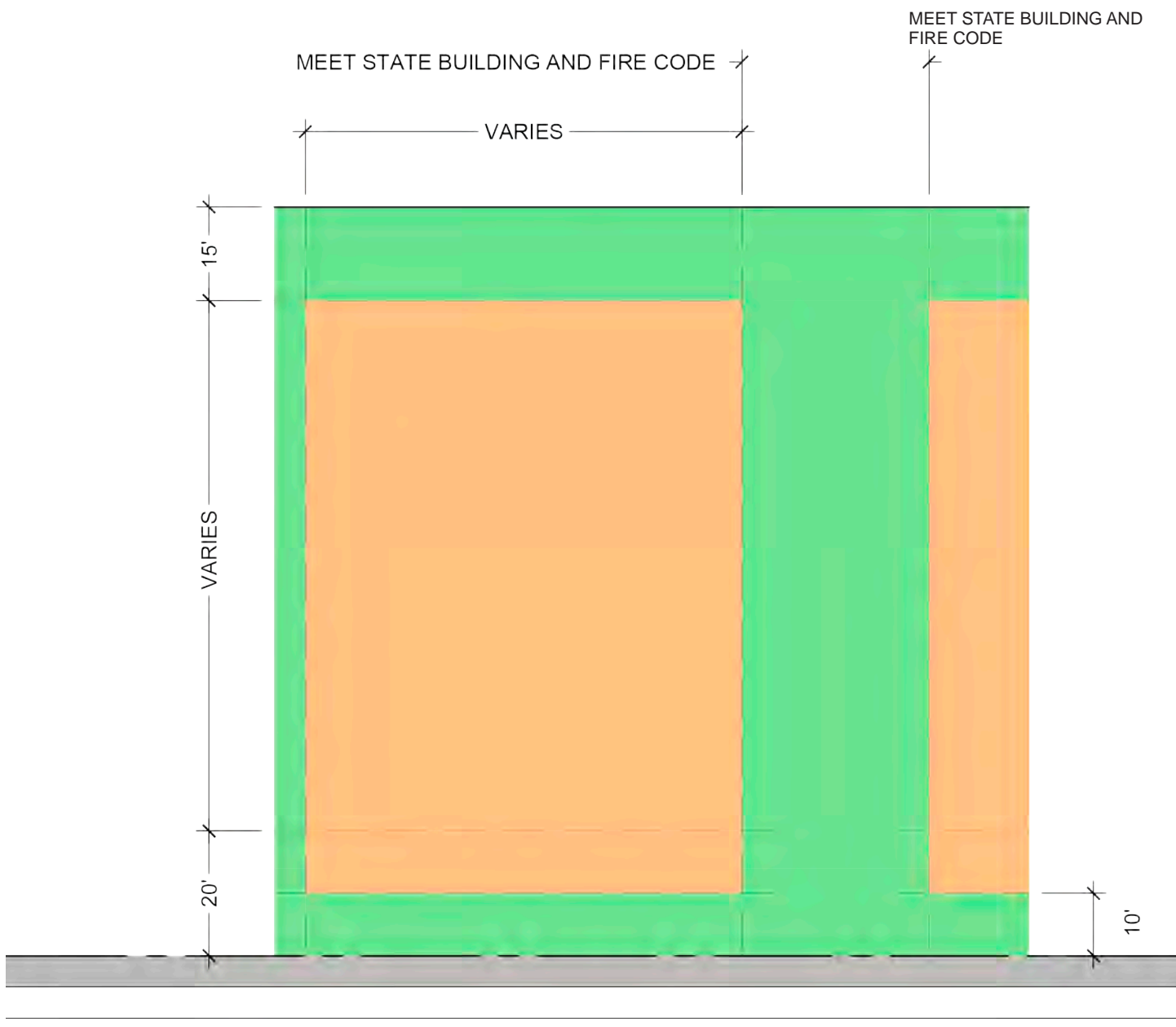
1,080 SF (per unit)
 18 FT
 60 FT
 80%
 7 FT / 0 FT (Porch/Stoop)
 5 FT (0 FT Common Wall/Shared Lot Line) / 10 FT Corner Lot
 4 FT (0 FT Common Wall/Shared Lot Line) / 5 FT (Side Yard Pool Edge)
 5 FT
 N/A



MULTI-FAMILY/STACKED TOWNHOUSE

Development Standards

Development Standards	Multi-Family
Lot Area Min.	N/A
Lot Width Min.	N/A
Lot Depth Min.	N/A
Lot Coverage Max.	N/A
Front Setback Min. (Measured to sidewalk)	0' / 20 FT (FLG) / 10 FT (SLG)(RGO)
Side Setback Min. (Principal Structure)	Meet State Building and Fire Code
Side Setback Min. (Pool Deck, Screen Enclosure)	N/A
Rear Setback Min. (Principal Structure)	15 FT
Rear Setback Min. (Pool Deck, Screen Enclosure)	N/A



MIXED-USE

RESIDENTIAL / NON-RESIDENTIAL

Development Standards

- Lot Area Min.
- Lot Width Min.
- Lot Depth Min.
- Lot Coverage Max.
- Front Setback Min. (Measured to sidewalk)
- Side Setback Min. (Principal Structure)
- Side Setback Min. (Pool Deck, Screen Enclosure)
- Rear Setback Min. (Principal Structure)
- Rear Setback Min. (Pool Deck, Screen Enclosure)

Mixed-Use

- N/A
- N/A
- N/A
- N/A
- 0 FT
- Meet State Building and Fire Code
- N/A
- N/A
- N/A

PARKING AREA



3.3.3 Neighborhood Centers

Neighborhood center areas are intended to serve residential neighborhoods as community centers providing a concentration of activities that serve the immediate area. These neighborhood centers may be community centers for residential neighborhoods, passive or active parks, neighborhood greens, or civic nodes. These spaces shall be shown on the subdivision plan.

3.3.4 Town Center

Village E is designated for Town Center Development. Town Center may offer residents of The West Villages access to a broad range of retail/commercial, office, civic, and residential uses. Town Center allows for uses that support a regional market base.

3.4 Roadways and Pathways

3.4.1 Roadways and Pathways

Roadways within Village E will comfortably accommodate vehicular, pedestrian, Neighborhood Electric Vehicles, and bicycle traffic. Through design and development of Village E, the maximum posted speed will be up to 35 miles per hour, to encourage the use of Neighborhood Electric Vehicles as an alternative mode of transportation for trips within the West Villages. A sidewalk system will be constructed to facilitate pedestrian circulation. In addition, roadways will be landscaped and lit to enhance the community appearance and contribute to pedestrian comfort. Described below are five types of roadways and pathways that may be implemented for Village development: Boulevards, Mixed Use Streets, Avenues, Residential Neighborhood Streets, and Alleys. Typical cross sections are depicted in the subsequent sections.

The roadways and pathways depict improvements that are impact fee and mobility fee creditable and are to be constructed and maintained by the West Villages Improvement District (WVID) and/or the Master Developer. The phasing of roadways within Village E will be consistent with approved development phasing within Village E, to provide sufficient and safe access, as well as bicycle and pedestrian connectivity, concurrent with development, as determined by the Master Developer.

Roadways and Pathways

Figure 3.4.A.

Boulevard

Boulevards are generally two- to four-lane divided thoroughfares.

- Typically, a two- to four-lane divided thoroughfare
- May be designed for up to 35-mile-per-hour speed limit.
- May include trees and landscaping in median and public frontages.
- Designed to accommodate pedestrian, bicycle, and small electric-powered vehicles.

Design Parameters	Min.	Max.
Target Speed	15	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	14
Turn Lane Width	10	12
Bike Lane Width (ft)	5	7 (Buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted/Grass	
Planting Width (ft)	0	-
Walkway Width (each side) (ft)	5	-
Right Of Way	Min.	Max.
ROW Width	100	-

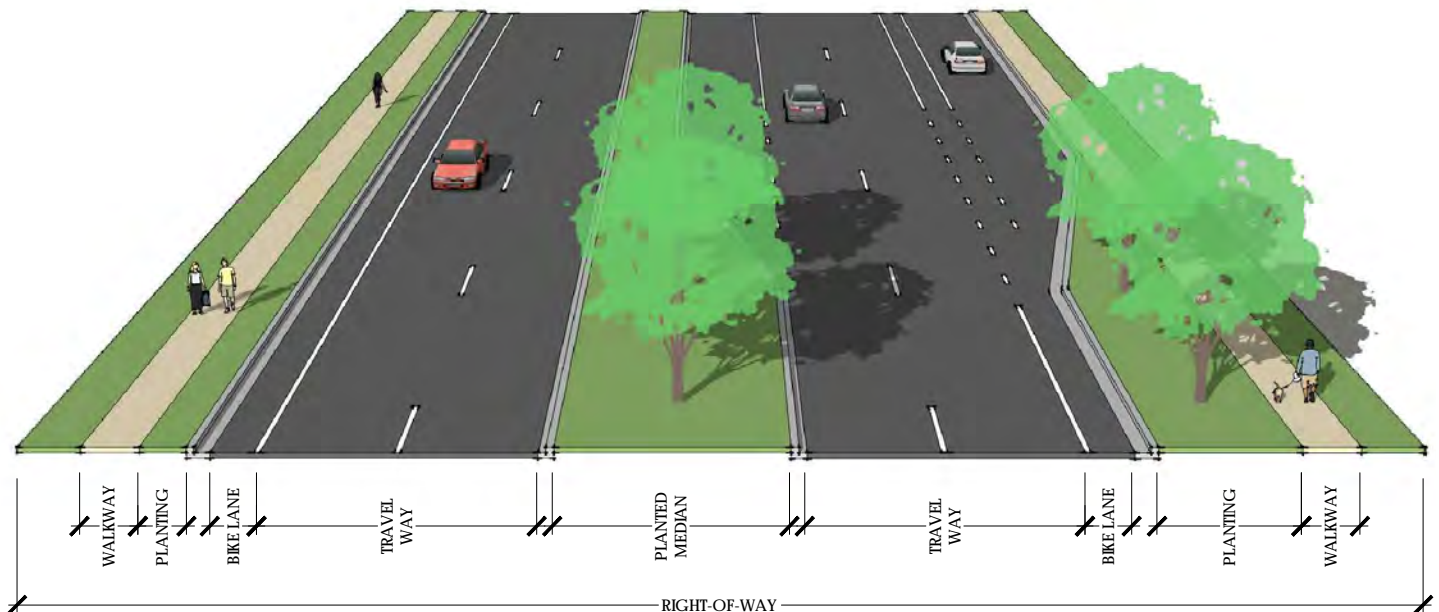


Figure 3.4.B.

Boulevard Option 2

Boulevards are generally two- to four-lane divided thoroughfares.

- Typically, a two- to four-lane divided thoroughfare
- May be designed for up to 35-mile-per-hour speed limit.
- May include trees and landscaping in median and public frontages.
- Designed to accommodate pedestrian, bicycle, and small electric-powered vehicles.

Design Parameters	Min.	Max.
Target Speed	15	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	14
Turn Lane Width	10	12
Bike Lane Width (ft)	5	7 (Buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted/Grass	
Planting Width (ft)	0	-
Walkway Width (each side) (ft)	5	-
Right Of Way	Min.	Max.
ROW Width	100	-

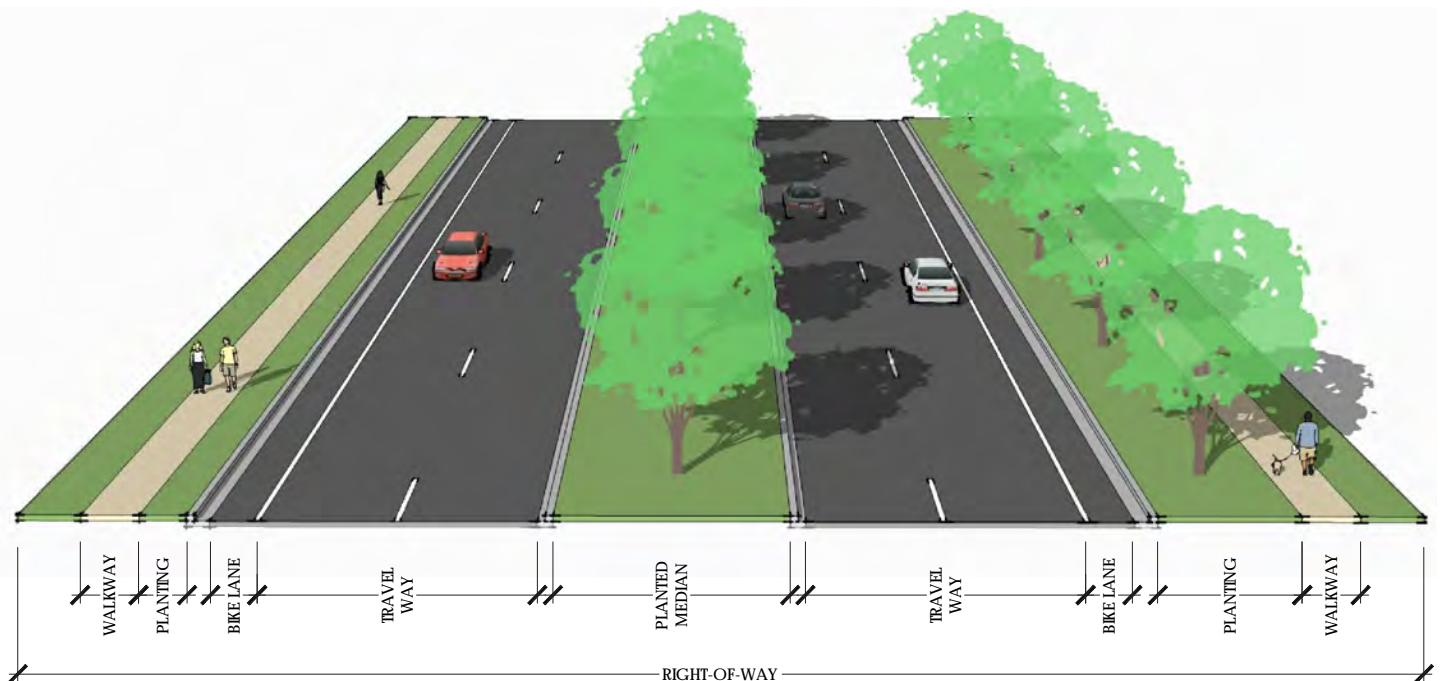


Figure 3.4.C.

Mixed Use Street A

Mixed Use Streets are generally free-movement local roadways that provide on-street parking for higher density areas, including shops, offices, multi-family buildings, and townhouses.

- Free-movement local roadway providing on-street parking for higher intensity uses including shops, offices, multi-family buildings, and townhouses.
- Typically a two- to four-lane divided roadway with turn lanes.
- Provides regional connections to the other villages and arterials.
- May be designed for up to 35-mile-per-hour speed limit.
- May include trees and landscaping in median and public frontages.
- Designed to accommodate pedestrian, bicycle, and Neighborhood Electric Vehicles.

Design Parameters	Min.	Max.
Target Speed	15	25
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Bike Lane Width (ft)	5	7 (Buffered)
Optional Parking Lane Width (Parallel Parking) (ft)	8	9
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Intermittent	
Planting Width (ft)	-	6
Walkway Width (ft)	5	-
Right Of Way	Min.	Max.
ROW Width	60	90

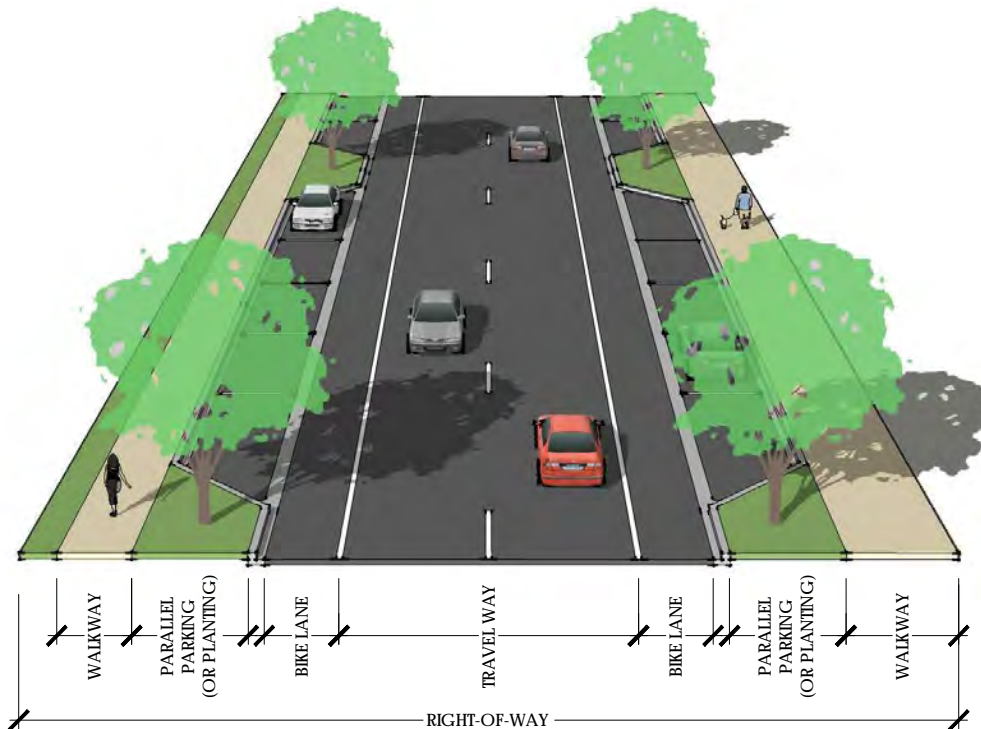


Figure 3.4.D.

Mixed Use Street B

Mixed Use Streets are generally free-movement local roadways that provide on-street parking for higher density areas, including shops, offices, multi-family buildings, and townhouses.

- Free-movement local roadway providing on-street parking for higher intensity uses including shops, offices, multi-family buildings, and townhouses.
- Typically, a two-lane undivided roadway.
- May accommodate parallel parking.
- May be designed for 25-mile-per-hour speed limit.
- Designed to accommodate pedestrian connectivity with sidewalks, separated from vehicular traffic with landscaping, as well as bicycles and Neighborhood Electric Vehicles.

Design Parameters	Min.	Max.
Target Speed	15	25
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Bike Lane Width (ft)	N/A	N/A
Optional Parking Lane Width (Parallel Parking) (ft)	8	9
Optional Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage <td>Min.</td> <td>Max.</td>	Min.	Max.
Planting Type	Intermittent	
Planting Width (ft)	4	-
Walkway Width (ft)	5	-
Right Of Way <td>Min.</td> <td>Max.</td>	Min.	Max.
ROW Width	54	80

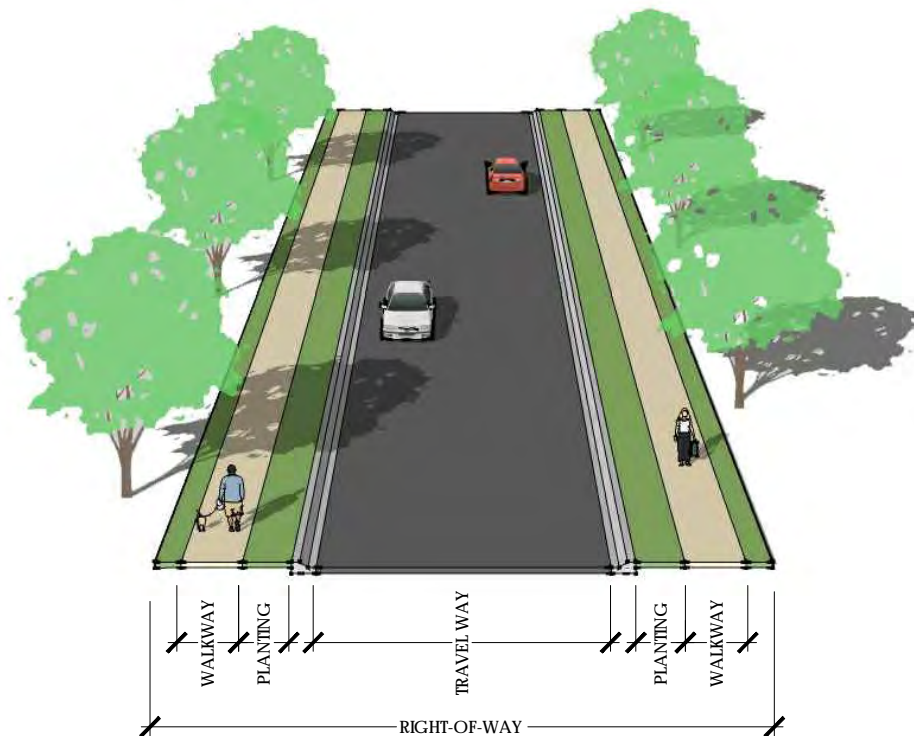


Figure 3.4.E.

Avenue

Avenues are frequently used roadways, intended to connect neighborhoods to one another. They are typically free-movement local roadways that provide circulation and connectivity to other areas of the community. Avenues are intended to divert higher traffic volumes away from residential neighborhoods while allowing for interconnectivity within the Village.

- Frequently used roadways, intended to connect neighborhoods to one another.
- Typically, a two-lane undivided roadway.
- Designed to accommodate pedestrian, bicycle, and Neighborhood Electric Vehicles (may be a trail).
- May be designed for 35-mile per hour speed limit.
- May be lined with canopy trees.

Design Parameters	Min.	Max.
Target Speed	25	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Optional Bike Lane Width (ft)	5	7 (Buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted/Grass	
Planting Width (ft)	4	-
Optional Walkway Width (ft)	5	-
Multi-Modal Trail Width (ft)	8	12
Right Of Way	Min.	Max.
ROW Width	50	100

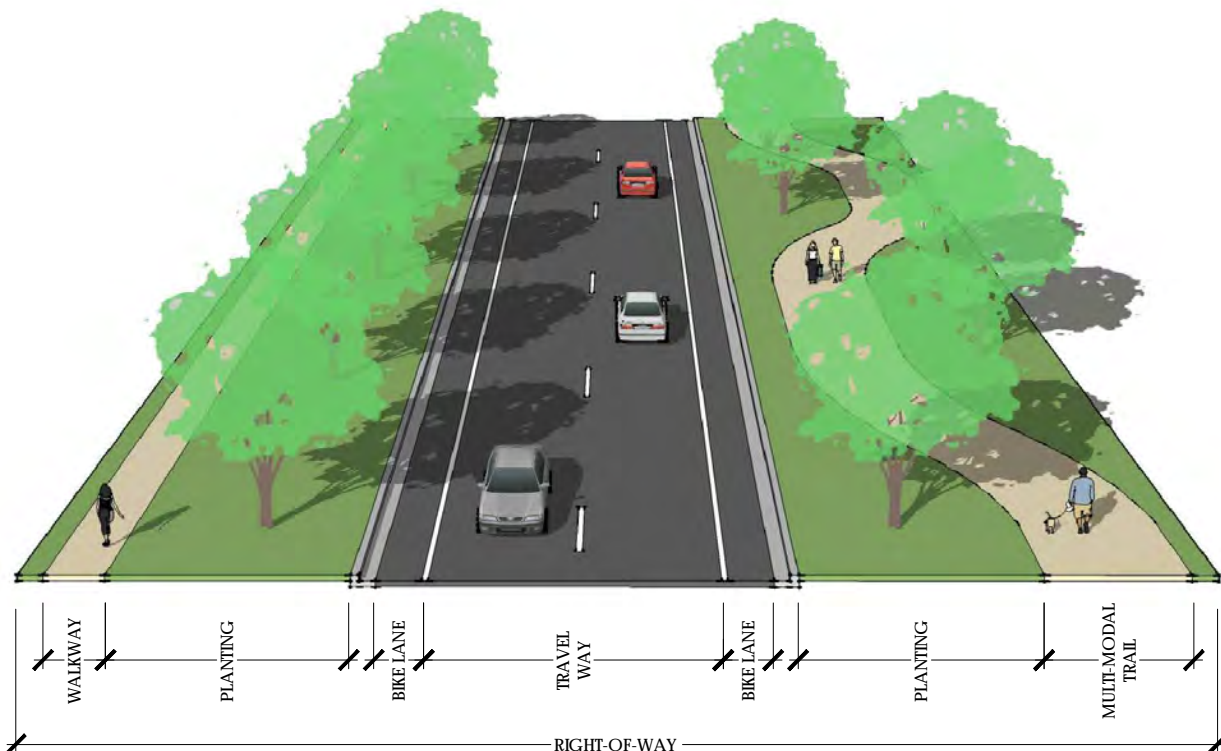


Figure 3.4.F.
Avenue At Intersection

- Frequently used roadways, intended to connect neighborhoods to one another.
- Typically a two-lane undivided roadway.
- Designed to accommodate pedestrian, bicycle, and Neighborhood Electric Vehicles (may be a trail).
- May be designed for 35-mile-per-hour speed limit.
- May be lined with canopy trees.
- Turn lanes are included to accommodate safe turning movements.

Design Parameters	Min.	Max.
Target Speed	25	35
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	11	12
Turn Lane Width (ft)	10	12
Optional Bike Lane Width (ft)	5	7 (buffered)
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planted	
Planting Width (ft)	4	-
Optional Walkway Width (ft)	5	-
Multi-Modal Trail Width (ft)	8	12
Right Of Way	Min.	Max.
ROW Width	60	120

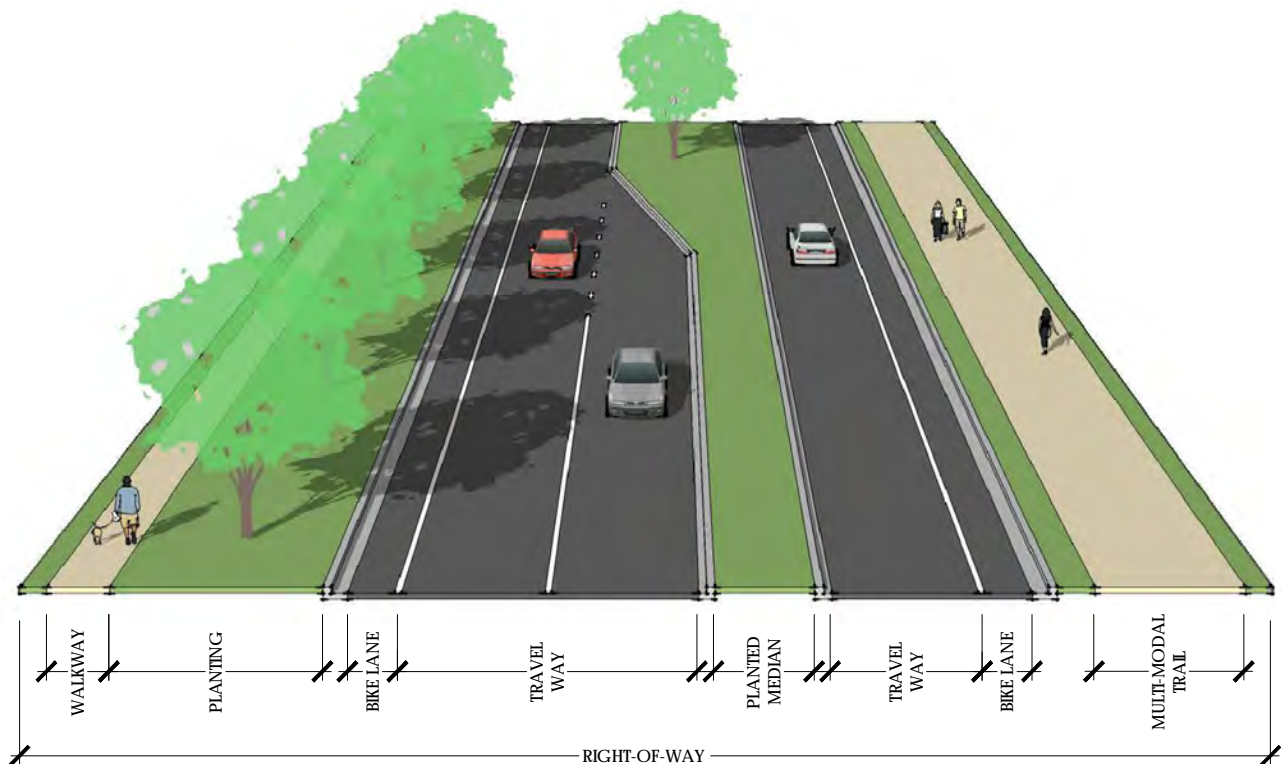


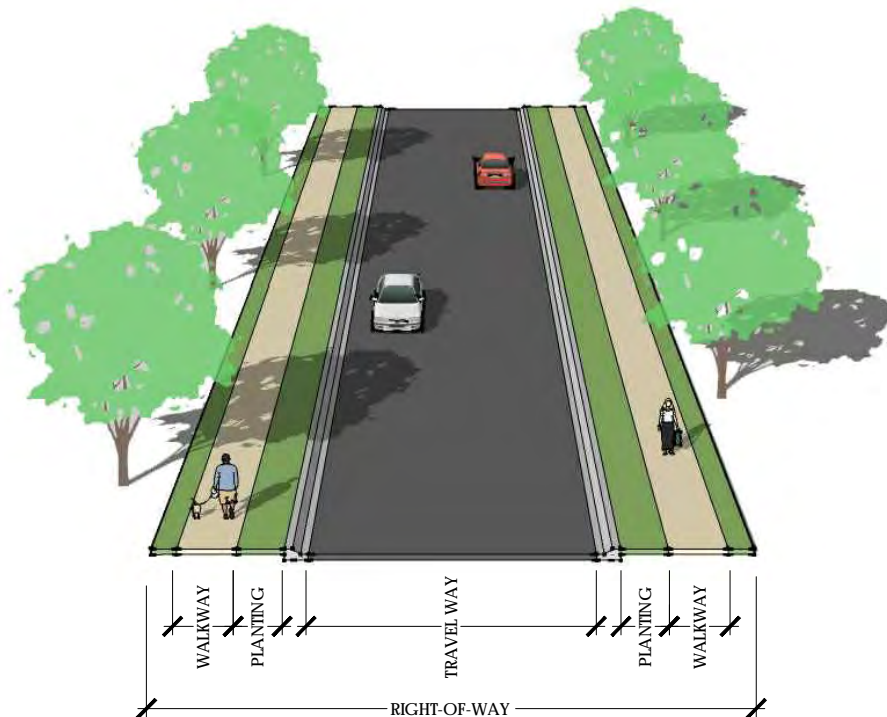
Figure 3.4.G.

Residential Neighborhood Street

Residential Neighborhood Streets are roadways intended for use in residential neighborhoods. They are intended to accommodate neighborhood vehicles, pedestrians, bicycles, and electric vehicles. They are typically two-lane, undivided roads intended to link Neighborhoods and Neighborhood Centers to Avenues.

- Small-scale, slow-movement local roadways suitable for neighborhoods.
- Typically two lanes, undivided.
- Link neighborhoods and Neighborhood Centers to Avenues.
- May be designed for speed limits of up to 25-miles-per-hour, typically posted lower.
- Accommodates neighborhood vehicles, pedestrians, bicycles and Neighborhood Electric Vehicles.

Design Parameters	Min.	Max.
Target Speed	15	25
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	10	12
Turn Lane Width (ft)	N/A	N/A
Bike Lane Width (ft)	N/A	N/A
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	Planting	Planting
Planting Width (ft)	4	5
Walkway Width (ft)	5	
Right Of Way	Min.	Max.
ROW Width	40	



NOTE: Sidewalk only required along frontage of residential units.

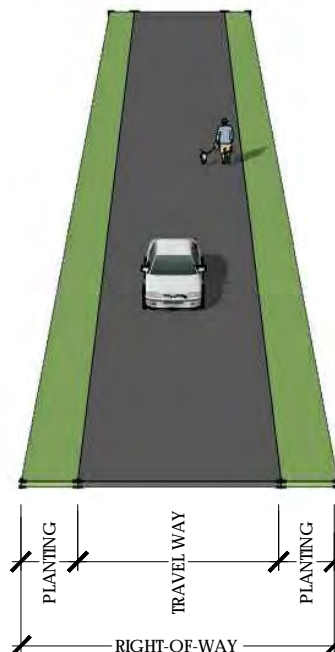
Figure 3.4.H.

Residential Neighborhood Alley

Alleys are small-scale, slow movement drives for rear access to homes.

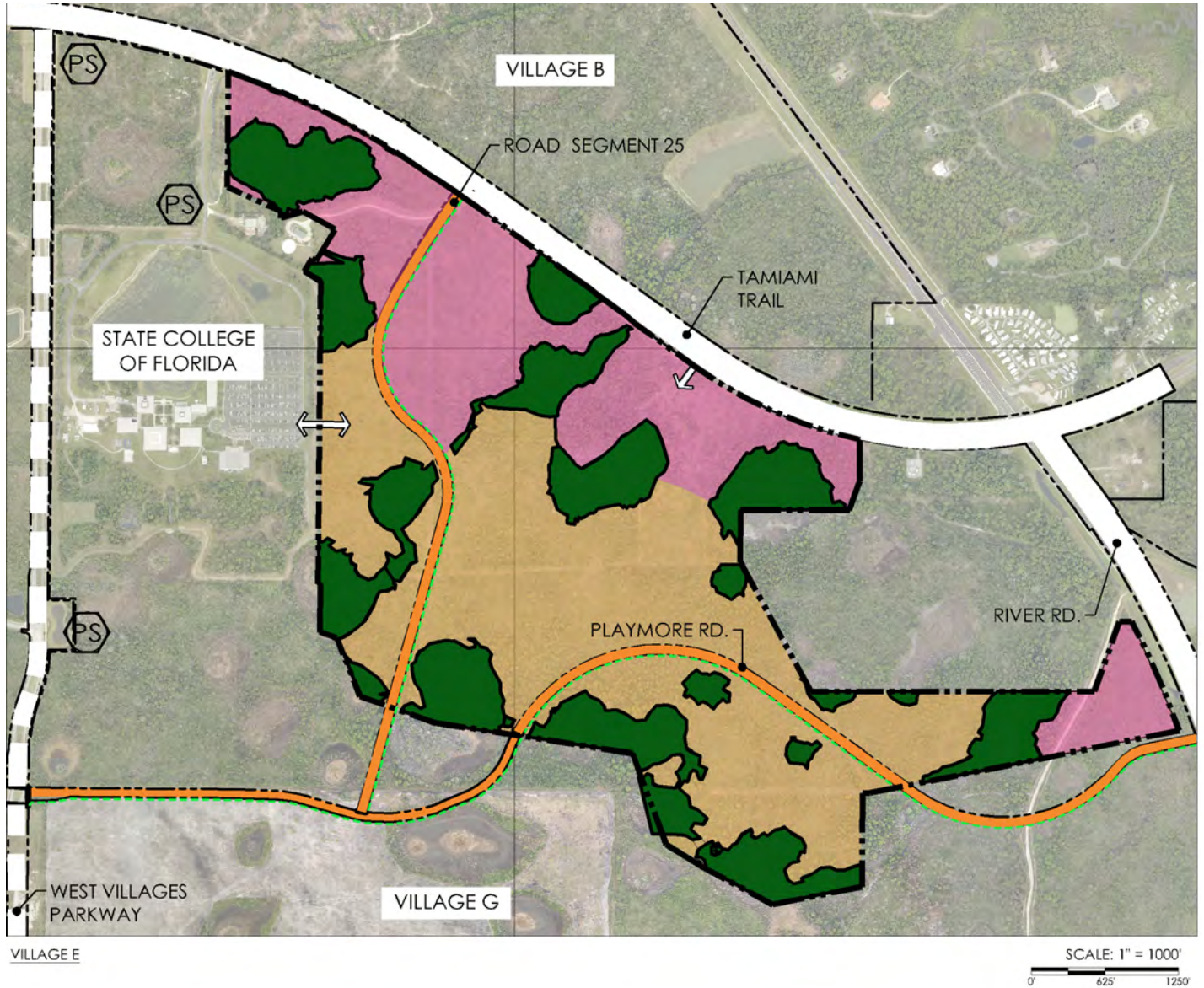
- Provide access to rear-loading garages or parking areas.
- Designed with 10-foot travel lanes.
- Designed as one-way sections.
- Intended for “traditional neighborhood designs” in neighborhoods.
- Intended to provide access to rear of commercial/mixed use buildings in Mixed Use Areas and Mixed Use Residential Neighborhood.

Design Parameters	Min.	Max.
Target Speed	N/A	N/A
Travel Way Dimensions	Min.	Max.
Travel Lane(s) Width (ft)	10	16
Turn Lane Width (ft)	N/A	N/A
Bike Lane Width (ft)	N/A	N/A
Parking Lane Width (Parallel Parking) (ft)	N/A	N/A
Parking Lane Width (Angled Parking) (ft)	N/A	N/A
Public Frontage	Min.	Max.
Planting Type	N/A	N/A
Planting Width (ft)	N/A	N/A
Walkway Width (ft)	N/A	N/A
Right Of Way	Min.	Max.
ROW Width	15	25



3.4.2 Multimodal Trails

Multimodal Trails are designed in designated rights-of-way. They are intended to be 8-12-foot trails that blend with surrounding Neighborhoods and Neighborhood Centers with landscaping, native vegetation, and trees that are consistent with surrounding areas. Finally, the surface of the trail may vary from paved to other materials (i.e., mulch, shell, etc.).



- BOULEVARD
- MIXED-USE STREET
- 8'-12" MULTIMODAL TRAIL (GREENBELT)
- PS POTENTIAL FIRE / POLICE STATION LOCATION ALTERNATIVES

ROADWAYS AND PATHWAYS PLAN
 MANASOTA BEACH RANCHLANDS, LLLP
 DATE: 4/25/2019

3.5 Final Infrastructure Plan

Provisions have been made for water, wastewater, stormwater and solid waste as required by the City of North Port's ULDC. The West Villages are already subject to the Principles of Agreement addressing the provision of major infrastructure to serve the existing and planned Villages. The Principles of Agreement and Utility Agreement serve to meet the Developers Agreement requirements pursuant to Chapter 54 ULDC.

Water, sewer, reuse, and irrigation infrastructure is available to the property. Formal negotiations are underway to ensure availability concurrent with development through mains in adjacent roadways. The agreement to accommodate long-and short-term service was formally initiated through 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 WVID for providing utility service during interim and final buildout periods for the area. At present, the City has water and sewer infrastructure capacity to serve the subject site. Additional utility infrastructure is anticipated and includes water and wastewater treatment plants that are intended to provide service to this and other Villages. The WVID was formed to provide a mechanism to construct the utility infrastructure required to serve new development within the West Villages.

3.5.1 Water and Wastewater

As each Village is developed, an interconnected network of water and sewer infrastructure will be put in place to maximize efficiency and promote redundancy in the water and sewer systems. The current force main and sewer system has limited capacity available for use and will not support the full buildout of Villages E, F, and G. As such, a wastewater treatment plant is under construction adjacent to Village E near the intersection of Tamiami Trail and River Road to serve the West Villages. This plant is currently under construction and is expected to be operational by 2020. It is important to note that the option exists to reallocate available capacity in the sewer system based on development timelines. For example, the construction of the Atlanta Braves Spring Training Facility is completed, so the project utilized a portion of the existing sewer system capacity.

The current water system can serve the full buildout of Villages E, F, and G. Through proper networking and interconnectivity, the existing water tower near the northeast edge of Village E can effectively provide sufficient pressure and flow to the water system for Villages E, F, and G at full buildout. The Utilities Agreement contemplates a water treatment plant for West Villages in the future. However, as stated, sufficient capacity exists within the system to serve Village E through the existing 16-inch water main on Tamiami Trail.

The primary irrigation source for Villages E, F, and G will be provided by the WVID from the new Waste Water Treatment Plant, supplemented through an agreement with the Englewood Water District, and Sarasota County, and may be augmented through withdrawals from wells and surface waters as permitted by existing water use permits, in this interim period. The long-term service requirements of the West Villages are planned to

be served with centralized water and sewer systems, as well as a dispersed reclaimed water system.

The WVID will be required to design and construct water and wastewater treatment plants, then ultimately turn them over to the City to own and operate.

3.5.2 Stormwater Management

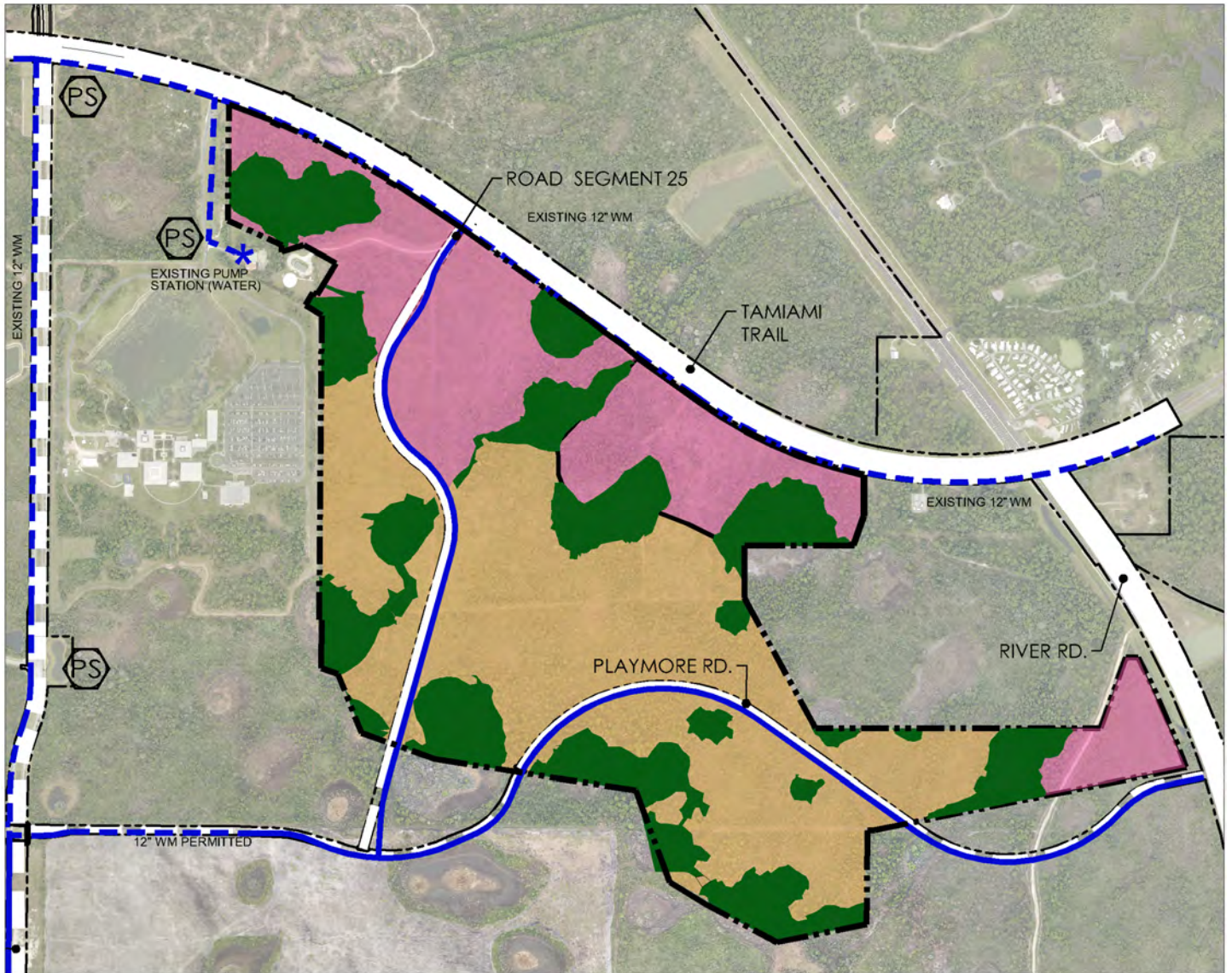
Stormwater will be retained in a system of lakes within the Village. Ideally, the lakes will serve the Village as a whole, including the individual areas and neighborhoods. The stormwater lakes are being sized to effectively accommodate stormwater demand for residential and non-residential uses. These features will 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.

The VDPB permits the consideration of Low Impact Design (LID) strategies to address stormwater management requirements in the West Villages.

3.5.3 Solid Waste

Solid waste and recycling will be collected by the City of North Port Solid Waste Division. Final plans allow collection vehicles to enter the community and collect waste and recycling either from dumpster enclosures for nonresidential or mixed use buildings, and from individual units in neighborhoods. The City of North Port has not identified any deficiencies in solid waste capacity.

Figure 3.5.1.A.
Water System Plan



VILLAGE E

SCALE: 1" = 1000'
0 625 1250

*NOTE: SUBJECT TO FINAL REVIEW AND APPROVAL BY CITY STAFF DURING SUBDIVISION / INFRASTRUCTURE REVIEW.

— EXISTING WATER MAIN

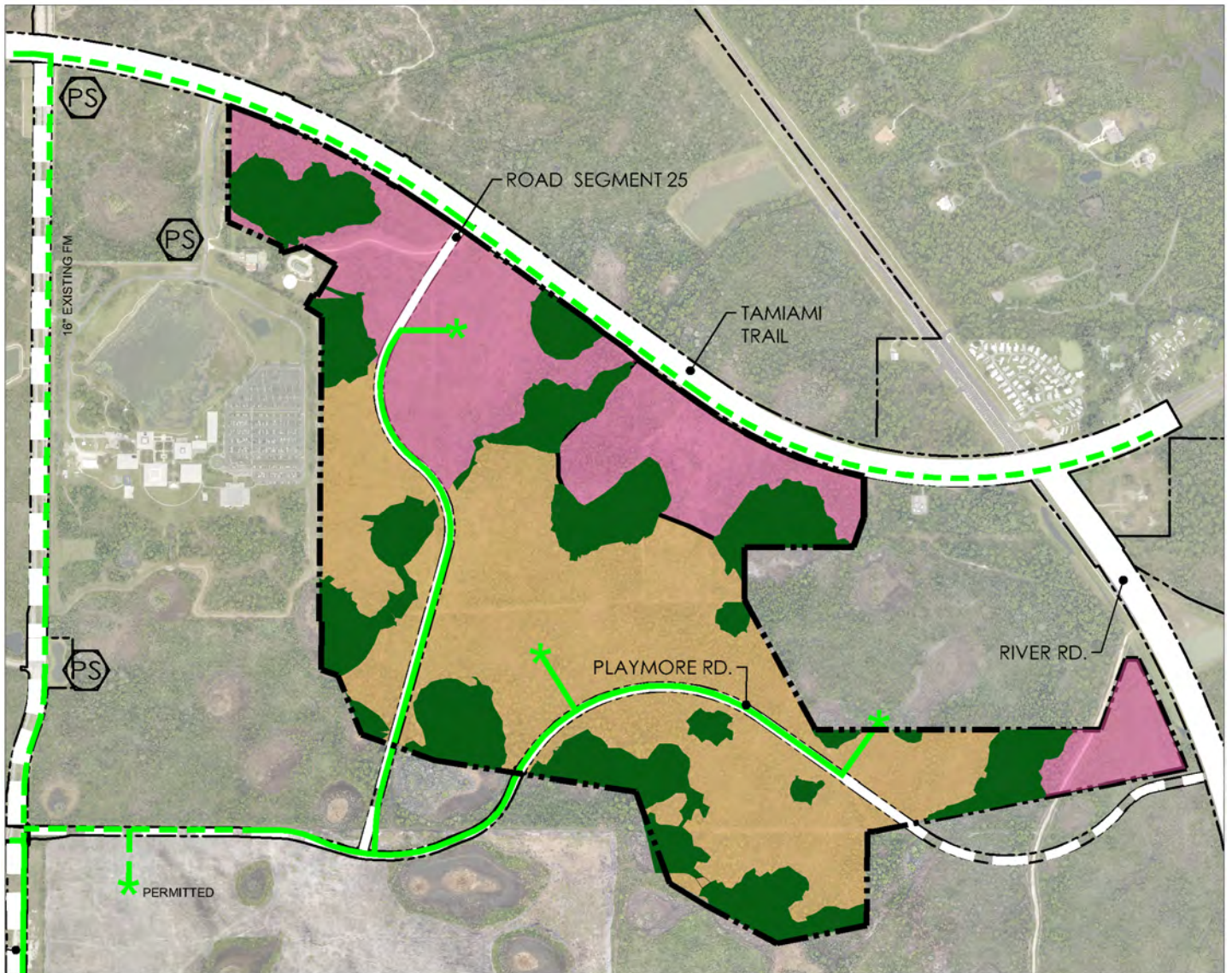
— FUTURE WATER MAIN



POTENTIAL FIRE / POLICE STATION LOCATION ALTERNATIVES

WATER SYSTEM PLAN
MANASOTA BEACH RANCHLANDS, LLLP
DATE: 5/2/2019

Figure 3.5.1.B.
Wastewater Systems Plan



VILLAGE E

SCALE: 1" = 1000'
0 625 1250

*NOTE: SUBJECT TO FINAL REVIEW AND APPROVAL BY CITY STAFF DURING SUBDIVISION/INFRASTRUCTURE REVIEW.

--- EXISTING FORCE MAIN (MAY BE RELOCATED OR ABANDONED)

— FUTURE FORCE MAIN

* LIFT STATION (APPROXIMATE LOCATION)

PS POTENTIAL FIRE / POLICE STATION LOCATION ALTERNATIVES

WASTEWATER SYSTEM PLAN
MANASOTA BEACH RANCHLANDS, LLLP
DATE: 5/2/2019

3.6 Environmental Management Plan

3.6.1 Environmental Overview

Environmental Consulting & Technology, Inc. (ECT) has identified areas of native habitats and listed species that have potential to be impacted by the Final 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). The site analysis portion of the VDPP characterized native habitats and listed species associated with Village E, which contains a total of 220.47 acres of uplands and 85.95¹ 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 jurisdictional determination expired in August 2012, but the Applicant is in the process of having SWFWMD reevaluate these wetland lines under a new formal wetland determination, which is still under review (SWFWMD Application No. 762182). Therefore, the jurisdictional extent of wetlands and surface waters reflected in this VDPP are subject to change upon issuance of these formal determinations, in which case the new wetland lines will become binding for purposes of future development permitting.

The majority of Village E (72%) is upland and is characterized by pine flatwoods (FLUCFCS 411), which is a native upland habitat. The site also contains a lot of wetlands characterized by freshwater marsh systems (FLUCFCS 641). These habitat types will be most affected by development. Native habitats and listed species that have potential to be impacted by the Final VDPP are summarized below.

3.6.2 Impacts to Native Habitats

As depicted on the Environmental Impact Plan (Figure 3.6.1.A), most development is expected to occur in uplands; however, some wetland impacts are inevitable to accommodate future roadway alignments and residential and commercial/retail uses. Although the wetlands will not be avoided in entirety, minimization efforts will be required during future site planning to comply with state and federal regulations. Since the VDPP is an early entitlement process, this Environmental Impact Plan only attempts to identify impacts that can reasonably be expected from future development. Final details pertaining to wetland impacts will be refined during future permitting efforts when site and grading plans are being developed, in which case wetland impacts could change. Below is an overview of impacts that are anticipated for upland habitats and wetlands.

Upland Habitats

In an effort to avoid and minimize wetland impacts, the uplands will be targeted for development. Pine flatwoods (FLUCFCS 411) will be most affected by development since the uplands are dominated by this habitat type. At a very minimum, buffers measuring twenty-five (25) feet will need to be maintained around all wetlands to comply with SWFWMD regulations and will encompass the pine flatwoods. Expanded buffers may also be provided along the greenway corridors surrounding the larger wetland systems which will provide for additional preservation of native upland habitats.

Wetlands and Surface Waters

The Environmental Impact Plan (Figure 3.6.1.A) identifies approximately 5.34 acres of potential impacts to wetlands that can be reasonably expected as a result of roadway alignments and development associated with residential and commercial/retail uses, particularly where the small isolated wetlands are difficult to design around. This site is also anticipated to have intensive commercial use given the frontage on Tamiami Trail. Therefore, more wetland impacts are expected on the north side of Village E to accommodate commercial development. The locations and/or acreages of these wetland impacts may change during future permitting efforts when detailed site plans are developed for these areas. The Playmore Road alignment may also shift in which case the location and extent of wetland impacts would change accordingly. Regardless of the extent of wetland impacts, avoidance and minimization efforts will be required before mitigation will be considered, and mitigation will need to be provided for unavoidable wetlands when no other reasonable alternative exists. Mitigation will be provided consistent with state and federal requirements to ensure no net loss of wetland functions and values and may consist of wetland enhancement, restoration, creation, preservation, or the use of a mitigation bank.

1. All wetlands and surface waters are considered jurisdictional to the State with the exception of a 0.91-acre stormwater pond that treats runoff from West Villages Parkway.

For all preserved wetlands, mandatory buffers will be maintained around wetlands to avoid secondary wetland impacts consistent with SWFWMD criteria. Minor buffer¹ encroachments may be necessary in some cases to accommodate roads, stormwater infrastructure, and rear grading of lots, but this will be revisited when detailed site plans are developed in support of future permitting.

3.6.3 Impacts to Listed Species

ECT conducted a preliminary listed species survey as part of the site analysis to evaluate for state and federally listed species and has also spent a substantial amount of time on this site for the delineation efforts. During these surveys, ECT has only observed gopher tortoise (*Gopherus polyphemus*) burrows. No other listed species were directly observed, but certain species are still recognized as having potential to occupy certain habitats on-site. Below is a summary of potential impacts the Final VDPP may have on listed species.

Gopher Tortoises

A few gopher tortoise burrows were observed in the pine flatwoods (FLUCFCS 411) on-site, but they also have potential to occur in the shrubland communities (FLUCFCS 329). Prior to future 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 January 2017) to locate all tortoises and their burrows within the development footprint. Once all tortoises (and their burrows) are located, appropriate permits will be obtained from FWC to relocate tortoises off-site to an approved recipient site.

Eastern Indigo Snakes

No Eastern Indigo Snakes⁴ (*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 on-site 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 on-site will be investigated further during the 100% Gopher Tortoise survey. Regardless of whether this species is observed, the Applicant will 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

No Sherman's Fox Squirrels³ (*Sciurus niger shermani*) have been observed nor are they expected to occur on-site given the upland habitats are not suitable for this species. They generally inhabit open, fire-maintained forested upland communities such as longleaf pine, turkey oak, sandhills, and flatwoods. The pine flatwoods are not considered suitable habitat for this species since they are so overgrown as a result of fire suppression. Therefore, no adverse impacts are anticipated for Sherman's Fox Squirrels.

Florida Scrub Jays

No Florida scrub-jays (*Aphelocoma coerulescens*) were observed nor does the site contain any suitable xeric scrub habitat or scrubby flatwoods. The pine flatwoods on this site are too overgrown from fire suppression and not considered ideal habitat for scrub jays. Regardless, formal scrub jay surveys were conducted on Village E (and portions of Village G) in Spring of 2017 because the City of North Port scrub jay database shows Scrub Jay habitat mapped on Village E. The scrub jay database is extremely outdated, but the surveys were done as part of the permitting efforts for the Atlanta Braves site to rule out concerns for this species. No scrub jays were observed or responded to the calls during the formal scrub jay surveys. Therefore, development of Village E is not expected to have an adverse effect on scrub jays.

Bald Eagles

Bald Eagles⁵ (*Haliaeetus leucocephalus*) have been observed on Village E, but they can be expected to use the site for foraging opportunities since an active eagle nest is located on Village D approximately one (1) mile west of this site. The eagles successfully nested this year (2017/2018) and two eaglets have been observed that just fledged the nest (in April 2018). They are still actively using the nest and ECT has observed a lot of activity with the adults bringing food to their young. As a result, eagle sightings can be expected on Village E and other neighboring lands, but it is well outside of the 660-foot protection zone of this nest. Therefore, future development on Village E is not expected to result in adverse impacts to bald eagles.

1. 15-foot minimum width, 25-foot average width, per SWFWMD requirements

2. 15-foot minimum width, 25-foot average width, per SWFWMD requirements

3. Species of Special Concern

4. Federally Threatened

5. Protected under the Bald and Golden Eagle Protection Act

Southeastern American Kestrels

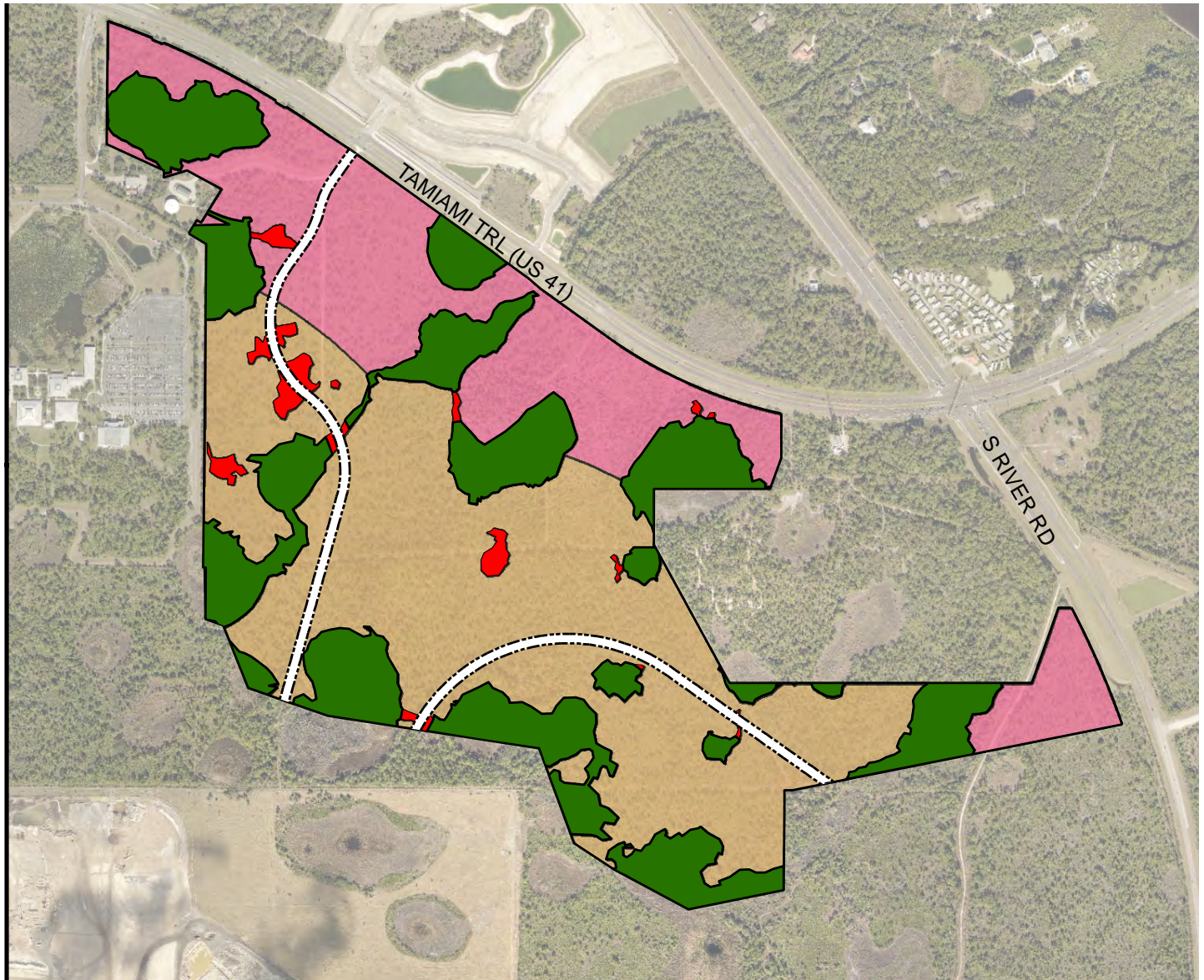
Southeastern American Kestrels¹ (*Falco sparverious paulus*) have previously been observed on Village D to the west, but no kestrels have been observed on Village E nor are they expected since the pine flatwoods are too overgrown to provide suitable foraging opportunity for this species. Furthermore, kestrel sightings on Village D occurred during the winter season when the nonlisted northern subspecies (*Falco sparverious*) typically migrates to Florida. The kestrels on Village D were likely the nonlisted species because no kestrels have been observed since the migratory season ended in April. ECT will continue to monitor for kestrel activity, but future development on Village E is not expected to result in adverse impacts to this species.

Listed Wading Birds

No listed wading birds have been directly observed on Village E, but wading birds are expected to utilize this site given the extent of wetlands. A wood stork² (*Mycteria americana*) colony is also located in the Myakka River two miles from the site. Development of this site is not expected to result in adverse impacts to wading birds since most of the wetlands will be avoided and any impacts that occur as a result of development will be mitigated. Furthermore, stormwater ponds will be created as part of future development, which will provide substantial foraging opportunities for wading birds in addition to the habitat that already exists.

1. State Threatened
2. Species of special concern

Figure 3.6.1.A.
Wetland Impact Plan



VILLAGE E

SCALE: 1" = 1000'
0' 625' 1250'

- WETLAND
- PRELIMINARY WETLAND IMPACT AREA

WETLAND IMPACT PLAN
MANASOTA BEACH RANGLANDS, LLLP
DATE: 9/17/2018

3.7 Public Facilities Plan

3.7.1 Roadways

Comprehensive Plan Policy 13.6 requires that each Village District Pattern Plan include an evaluation of the public facilities needed to support the development. A combined Transportation Impact Analysis for Village E, F, and G has been completed to predict the impacts of the three Villages on the transportation system, and to identify improvements. The traffic impacts are based on the final Village Plan with an initial phase, Phase 1, to be completed in 2025 and a buildout year of 2032.

Because each Village will act as a separate project under the larger umbrella of the West Villages, the overall study area was based on the combined study areas of each Village (i.e. Village E, F, and G). The study area was based on the total buildout of the Villages and consists of arterial and collector roads where project traffic equals or exceeds five percent of the adopted two-way peak-hour service volume, as specified by the 2012 FDOT Generalized Service Volume Tables or Sarasota County's 2016 Generalized Level of Service Tables.

Per the criteria, 21 segments meet or exceed the five percent significance threshold for at least one Village. In addition to the roadway segments evaluated in the study area, intersections of regulated roadways within the study area were evaluated. The 20 regulated roadway intersections that were studied are listed below.

1. River Rd/I-75 NB
2. River Rd/I-75 SB
3. River Rd/Venice Ave
4. River Rd/Center Rd
5. River Rd/W Villages Pkwy
6. River Rd/US 41
7. River Rd/East River Rd
8. River Rd/Winchester Rd
9. River Rd/Pine St
10. Jacaranda Blvd/US 41
11. Woodmere Park Blvd/US 41
12. Venice E Blvd/US 41
13. Rockley Blvd/US 41
14. Preto Blvd/US 41
15. W Villages Pkwy/US 41
16. Ortiz Blvd/US 41
17. Biscayne Dr./US 41
18. Pan American Blvd/US 41
19. North Port Blvd/US 41
20. Tuscola Blvd/US 41

A transportation concurrency analysis was performed for the PM peak-hour. The transportation concurrency analysis identified roadway and intersection deficiencies for the existing, background, and total traffic conditions. Pursuant to Chapter 163.3180, Florida Statutes, the necessary improvements to correct preexisting deficiencies shall be considered in place. A developer is only responsible for correcting those transportation deficiencies that are directly created by the addition of their project traffic. A summary of the background and project-related deficiencies is shown in Figure 3.7.1.A.

Access will be provided via connections to US 41 and River Road from thoroughfare roadways that will be constructed within the West Villages. These roadways are:

West Villages Parkway:

Current Terminus to Manasota Beach Road

(4-lane divided)

Preto Boulevard:

US 41 to Manasota Beach Road

(4-lane divided)

Manasota Beach Road:

River Road to western West Villages boundary

(4-lane divided)

Playmore Road:

IslandWalk (Village C) to Village E

(2-lane undivided)

Figure 3.7.1.A.
Improvement Summary

Improvement Location	Background Improvements (Not Project Related)		Project Improvements		Villages E, F, & G Combined PM Peak-Hour Project Unit Threshold ¹
	Phase 1	Buildout	Phase 1	Buildout	
Roadway Segments					
River Rd from US 41 to I-75	Widen to 4-lane roadway				
US 41 from Jacaranda Blvd to Woodmere Park Blvd		Widen to 6-lane roadway			
US 41 from Woodmere Park Blvd to National Blvd				Widen to 6-lane roadway	3,600th unit
US 41 from National Blvd to Village E Driveway					2,500th unit
US 41 from Village E Driveway to the Myakka River					2,000th unit
Intersections					
River Rd/I-75 NB Ramps	Signalize				
River Rd/I-75 SB Ramps	Signalize			Add 2nd EB right turn lane	2,000th unit
River Rd/Venice Ave	Add 2nd NB/SB through lanes on River Road as part of roadway improvements				
River Rd/Center Rd					
River Rd/West Villages Pkwy					
River Rd/East River Rd				Signalize	3,600th unit
Jacaranda Blvd/US 41	Adjust phase splits and offset	Add 3rd EB/WB through lanes on US 41 as part of roadway improvements			
Woodmere Park Blvd/US 41	Add SB left turn phase, adjust phase splits and offset	Adjust phase splits		Add 3rd EB/WB through lanes on US 41 as part of roadway improvements	3,600th unit
Venice E Blvd/US 41	Signalize and add a southbound right turn lane				3,600th unit
Rockley Blvd/US 41					2,500th unit
Preto Blvd/US 41	Signalize				2,500th unit
West Villages Pkwy/US 41					2,500th unit
River Rd/US 41					2,000th unit
Ortiz Blvd & US 41		Change cycle length to 150 seconds and update phase splits and offsets			
Biscayne Dr & US 41					
Pan American Blvd & US 41					
North Port Blvd & US 41					
Tuscola Blvd & US 41					

1. The development thresholds were based on residential units. If nonresidential is constructed, it can be traded-out using the equivalency matrix provided.

Currently, the land uses at buildout are envisioned to consist of 1,000 dwelling units, 300,000 square feet of commercial, and 100,000 square feet of office. Future market conditions may dictate a different mix of residential, commercial, and office uses or the inclusion of a different type of use. The equivalency matrix (Fig 3.7.1) shows how different development types and intensities can be exchanged without increasing the trip generation from the site.

Land use exchanges will be limited to non-residential uses, until such time that all residential units within the West Villages (16,400) have been exhausted. A tracking chart, prepared by the Master Developer, will be submitted with a request for a Land Use Exchange, to confirm entitlements for Village E. These land use exchanges will be approved administratively up to the entitled 16,400 units while maintaining the area's assigned density.

Figure 3.7.1.B.

Land Use Equivalency Matrix

		CHANGE TO:						
		270: Residential Planned Unit Development	310: Hotel	445: Multiplex Movie Theater	492: Health/Fitness Club	495: Recreational Community Center	710: General Office Building	820: Shopping Center
CHANGE FROM:	270: Residential Planned Unit Development		2.818 room/du	0.126 ksf/du	0.176 ksf/du	0.226 ksf/du	0.416 ksf/du	0.167 ksf/du
	310: Hotel	0.355 du/room		0.045 ksf/room	0.062 ksf/room	0.08 ksf/room	0.148 ksf/room	0.059 ksf/room
	445: Multiplex Movie Theater	7.919 du/ksf	22.318 room/ksf		1.391 ksf/ksf	1.792 ksf/ksf	3.295 ksf/ksf	1.323 ksf/ksf
	492: Health/Fitness Club	5.694 du/ksf	16.045 room/ksf	0.719 ksf/ksf		1.288 ksf/ksf	2.369 ksf/ksf	0.951 ksf/ksf
	495: Recreational Community Center	4.419 du/ksf	12.455 room/ksf	0.558 ksf/ksf	0.776 ksf/ksf		1.839 ksf/ksf	0.739 ksf/ksf
	710: General Office Building	2.403 du/ksf	6.773 room/ksf	0.303 ksf/ksf	0.422 ksf/ksf	0.544 ksf/ksf		0.402 ksf/ksf
	820: Shopping Center	5.984 du/ksf	16.864 room/ksf	0.756 ksf/ksf	1.051 ksf/ksf	1.354 ksf/ksf	2.49 ksf/ksf	

1. Land use changes are based on the peak-hour of adjacent street traffic, one hour between 4 and 6 PM.
2. Equivalency factors are based on the ITE Trip Generation Manual 9th Edition average rate for each land use.
3. du = dwelling unit; ksf = 1,000 square feet.

Village E, F, and G will have internal connections to West Villages Parkway, Preto Boulevard, Manasota Beach Road, and Playmore Road. The number and location of those connections is not known at this time. In addition, Village E will have a connection to US 41, and Village G will have a connection to River Road. Operational analyses to determine turn lane requirements at the project access points were not evaluated as part of this analysis due to the uncertainty of the number, location, and amount of development accessing each driveway connection. The access analysis will be deferred and completed as part of each project’s site plan submittal.

If intersection improvements are required to support background growth and other future developments in the general vicinity, they may be funded and constructed by public agencies or other developments in the area, or as part of private partnerships between development entities

3.7.2 Schools

Residential development contemplated for Village E has the potential to add school-aged children to the population of West Villages. This property is primarily located in the Taylor Ranch Elementary, Venice Middle School, and Venice High School attendance zones, among others.

In consideration of the long-range development of West Villages, and the demands it may place on existing schools, the owners of West Villages entered into a Real Property Dedication Agreement with the School District of Sarasota County on October 6, 2016. This agreement memorializes the owners' completed conveyance of 60+/- acres of property, having frontage on West Villages Parkway and generally located west of Village E.

The School Board is entitled, but not obligated to construct Educational Facilities on the donated land, and may construct an elementary school, middle school, high school, or any combination of such schools as a shared campus. In exchange, the owners are entitled to Educational System Impact Fee Credits, as described in the Agreement.

School concurrency review is required at time of plat, plan, or functional equivalent, in accordance with the requirements of the Sarasota County School Board Policy, the Interlocal Agreement for Public School Facility Planning (as amended), and Objective 1.6, and Policy 1.6.1. of the City of North Port Comprehensive Plan, as applicable.

3.7.3 Fire and Police Protection

The final village design will include sufficient water supply lines and infrastructure to provide the required fire flows and pressures. Fire hydrants will be appropriately located and readily available for fire protection. The West Villages Index Map depicts nine (9) alternative future fire station locations necessary to serve future development.

The City of North Port and Sarasota County currently have an interlocal agreement for County fire services. Sarasota County Fire Station #26 is located adjacent to the State College of Florida campus, west of this Village, and accessed from US 41. The City also provides services from its Station #82, located at Dallas White Park. Normal protocol for Firefighters/EMTs is to respond to emergencies, regardless of political boundaries.

Residential neighborhoods within the West Villages are anticipated to have gated entrances or other security features. These elements are expected to minimize demand for police presence.

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.

3.7.4 Transit

Public bus lines serve this area of Sarasota County; however, ridership is relatively low. Some possible reasons for this low ridership could be a result of limited population densities in the area, as well as limited pedestrian-oriented design in this part of the City. The final village plan for Village E includes pedestrian linkages and multi-modal trails that will encourage alternative forms of transportation. Given the design of Village E, use of transit is expected to be more feasible. However, it is important to note that transit use is typically relatively low in this less urbanized area.

The Sarasota County Area Transit (SCAT) has a fixed route, #9 that traverses Tamiami Trail, linking the City of North Port to the City of Venice, where riders may transfer to buses that reach the City of Sarasota. Route #9 begins service at the intersection of Tamiami Trail and Sumter Boulevard and takes approximately 55 minutes to reach the intersection of East Tampa and Tamiami Trail Business. State College of Florida, south of Tamiami Trail, and west of Village E, has one transit stop on route #9.

Future transit routes and stops within Village E will be coordinated with SCAT during future thoroughfare roadway design. At a minimum, design for transit stops and/or bus shelters will follow the design criteria established by SCAT.

3.7.5 Hurricane Evacuation

Policy 13.1.l of the Comprehensive Plan states that where appropriate, civic structures, schools, clubhouses, and other structures shall be designed as hurricane shelters to provide a safe environment for residents or employees.

Village E is located primarily in Evacuation Zones A and B.

In the event of an evacuation order for a Category one or two storm, residents will be required to evacuate. For that reason, civic structures, schools, clubhouses and other structures are not planned to be designed as hurricane shelters. Rather, residents will be required to evacuate.

The primary evacuation route from West Villages is I-75, from either River Road or Jacaranda Boulevard.

River Road is considered the “Englewood Interstate Connector (EIC)” and serves as a major hurricane evacuation route for both Sarasota and Charlotte counties. The Florida Department of Transportation (FDOT) will improve four miles of River Road from I-75 to West Villages Parkway and Sarasota County will improve the section between West Villages Parkway and US 41. Sarasota County has designed and plans to construct a six-lane improvement project for River Road from Tamiami Trail North to Center Road, and four lanes from Center Road to I-75.

3.7.6 Solid Waste

Future residents and businesses of Village E will receive waste services from the City of North Port Solid Waste Division.

It is important to note that this project is part of the WWID and will be subject to the agreement reached between the City and WWID, as it relates to proportionate share of cost of services.

3.8 Miscellaneous Performance Standards

The following standards are intended to ensure land use compatibility and an attractive community within all of Village E. The following subsections establish additional and specific performance standards for various uses within Village E.

3.8.1 Perimeter Walls

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 throughout the Village. In addition, these walls provide separation, safety, and tranquility for various uses and outdoor spaces in and out of the village. Appropriate locations for such walls are around the Village edges, within the Village Greenbelt, along neighborhood boundaries, along the Town Center boundary, and around any use within a Village or Town Center. Perimeter walls may be permitted up to ten (10) feet in height, exclusive of any berm. Village perimeter walls must 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.

3.8.2 Utility Facilities

Utility facilities such as ground-mounted transformers, wells, storage tanks, and lift stations shall be allowed anywhere within the Village.

3.8.3 Temporary Model Homes/Sales Center

Model homes and sales centers shall be permitted anywhere within Village E. Model homes and sales centers within Village E 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, with approval of the Building Official. Up to ten (10) model homes and twenty (20) parking spaces may be constructed in each neighborhood, upon approval of an Infrastructure Plan, identification of a water source, and provision of stabilized access. Upon completion of sales, parking spaces will be removed.

3.8.4 Open Space

Minimum open space criteria shall be established for each area within Village E, as shown on Figure 3.3.A - Development Standards.

Open space areas include, but are not limited to, the following:

- Buffers
- Landscaped areas in off-street parking areas
- Dry detention areas
- Existing or planned bodies of water, including stormwater management areas, consistent with the ULDC
- Active and passive recreation areas, such as playgrounds, golf courses, multimodal trails, and other similar open spaces
- Interior landscaped areas within commercial and mixed use areas
- Building perimeter landscaping
- Pedestrian oriented hardscape areas such as plazas and outdoor dining spaces, when pervious materials are used

3.8.5 Lighting

In addition to the lighting design standards outlined in Section 10 of the VDPB, Residential Neighborhoods within Village E may, as an alternative to Metal Halide Lighting, use a High-Pressure Sodium Vapor (HPSV) or LED as a softer lighting source. Village E may also utilize the standard poles and fixtures provided by FPL. Sidewalks located along roadways are considered part of the roadway and will comply with the lighting requirements of the adjacent roadway. Other sidewalks will be illuminated per the Pedestrian Pathway Lighting standards, per Section 10 of the VDPB, or may be unlit.

3.9 Village E Design Standards

The architectural fabric for West Villages is intended to provide a unique community experience that draws its architectural context from the local identity. The elements in the overall architectural arrangement are designed to encourage individuality. There will be multimodal trails, pedestrian paths, and an integrated roadway network connecting neighborhoods to Village E. The integrated multimodal network will help to establish a sense of community. With the development of Village E, each developer/tenant is encouraged in its design efforts to creatively develop a community atmosphere with canopy overhangs, transoms, and signage personalities that will reflect individual product presentation, while retaining the integrity of the overall project.

Although an architectural framework has been established for residential and non-residential development, no prerequisites or predetermined design solutions shall be enforced. Each design shall be evaluated on its individual merit and creativity. It is not the intent to, in any way, constrain the expression of personality. Notwithstanding the above, by virtue of the control of both the quality of materials and range of color scheme choices, a unique community atmosphere which both enhances the individual shops and businesses and establishes a cohesive setting will be created.

The objectives for Village E Town Center development include:

- Achieve harmony of development with neighboring buildings and areas of development.
- Achieve a better environment by employing superior design and planning standards.

Figure 3.9.A



Figure 3.9.B



Town Center is intended to have a functional and attractive development pattern that promotes a commercial, residential, mixed use, and walkable destination where people can live, work, shop, and play. The following conceptual site plan graphics offer a general example of what may be developed in Town Center. Buildings, landscape, and hardscape areas are intended to provide a comfortable pedestrian and vehicular environment and may include outside gathering spaces such as squares, plazas, and parks. Architectural styles will be complementary and create interest within Town Center. A coordinated vehicular and pedestrian network will allow for comfortable and functional pedestrian and vehicular movement.

Figure 3.9.C



3.9.1 Town Center Design Principles

The following standards shall be used in designing the Town Center in Village E:

- Approximate Size: 306 Gross Acres
226 Adjusted Gross Acres
- Minimum Density: See Figure 3.3.A – Design Standards
- Maximum F.A.R.: See Figure 3.3.A – Design Standards

Density and Intensity shall be calculated for the land areas identified on Figure 3.3.A – Development Standards (Mixed Use Area, Mixed Use Residential Neighborhood), and as shown on the Final Village District Pattern Plan (Figure 3.2.A).

Figure 3.9.A

Land Use Mix	Minimum Land Area Required	Maximum Land Area Required
1. Residential	10%	60%
2. Commercial Retail Services	30%	85%
3. Office	0%	30%
4. Light Industrial	0%	20%
5. Overall Commercial, Office and Industrial (2, 3, 4)	30%	85%
6. Parks and Open space	10%	No Max

Land area dedicated to vertically integrated mixed use buildings and associated parking, shall count toward commercial/office/residential for the purpose of calculating Land Use Mix, based on use at time of establishment. Should first phase ground floor residential convert to non-residential, the land use mix allocation shall be reevaluated. Any residential unit that is developed within a mixed use building shall be counted towards the overall entitlement for the West Villages.

To ensure incremental development of the Village E Town Center, consistent with the density and intensity thresholds established with this VDPP, and the required Land Use Mix indicated above, a Tracking Chart shall be included on the cover sheet of each Site & Development Plan, Subdivision/Infrastructure Plan, Plat/Replat, and Major Site and Development Plan.

Public, non-profit, and institutional uses are permitted and shall count toward non-residential intensity or residential density for

the purpose of calculating land use mix. The analysis of impacts for those uses is the responsibility of the public, nonprofit or institutional entity (i.e., approved commercial entitlement may not be utilized for public/nonprofit/institutional uses unless otherwise approved by the Master Developer).

Site clearing shall be permitted upon approval of appropriate development order for:

- (i) Plat
- (ii) Minor site and development plan.
- (iii) Major site and development plan.
- (iv) Subdivision plan, infrastructure areas only.
- (v) Special exception approval.

3.9.2 Use Restrictions

The range of permitted uses for Village E are established with this VDPP (see Fig. 3.3.A – Development Standards), and those permitted by the City of North Port and the West Villages. Uses such as utility trailer display and storage and adult book stores or other “Adult” oriented businesses or establishments shall not be allowed. Other accessory uses are permitted.

1. There shall be no permanent outside display or storage of materials, products, or goods except in designated areas approved by the WVRC. Events such as “sidewalk sales” are permitted on a periodic basis. There shall be no advertising flags, pennants, streamers, or the like displayed on any building or on the property unless they are a part of the overall project identity graphics and approved by the WVRC.
2. Free-standing “kiosk” type buildings or small light structures are permitted in the general areas or service areas outside of the main building.
3. No commercial vehicle of any kind shall be permitted to be parked on the property for a period of more than four (4) hours unless said vehicles are temporarily present, necessary, and incidental to the business on the property. No commercial vehicle shall be parked overnight, except within a screened enclosure (out of public view).
4. Overnight parking of recreational vehicles and boats, boat trailers or trailers of any kind, and campers or mobile homes may be permitted to park on or near common areas (i.e., parking lots) within Town Center, as authorized by the WVRC.
5. None of the vehicles named in 3. and 4. above shall be used as a domicile or residence, either permanent or temporary.

3.9.3 Site Development

Re-platting, subdividing, and establishing required utility easements will be subject to the review and approval, and the requirements of the governing agencies, utility companies, etc.

Design should be conscious of providing an open space network of pedestrian walkways, open areas, and buffers throughout the site. This open space network should be designed to promote and provide pedestrian/bicycle access from the public and private streets to individual buildings.

Connections and transitions to and from adjacent and nearby properties shall be provided through the use of the multimodal transportation network, as well as appropriately located plazas, public spaces, and landscape materials both around the structure and throughout the site.

Areas on-site that are not devoted to structures, pedestrian areas, or paved vehicle use areas, must be landscaped, and irrigated per the minimum standards in the Landscape and Irrigation Standards Section of the VDPB and/or these Standards. Where conflicts exist, these standards shall govern. A continuous concrete curb shall protect all landscaped areas adjacent to roads and parking areas unless Low Impact Development methods are used.

No outside antennas, antenna poles, antenna masts, antenna towers, satellite dish, or electronic devices shall be permitted unless screened from view, or as approved by the WVRC. Any such devices shall comply with Federal and/or State Regulations.

Temporary construction facilities and signs are permitted during construction. All such temporary facilities and signs shall be further subject to applicable City Codes and Ordinances.

Garbage and trash containers or compactors, oil tanks, bottles, gas/LP tanks, tank exchanges and irrigation system pumps may be underground, or placed in screened areas, with landscaping. If enclosures are used for screening purposes, walls, or fences, up to a height of eight-feet (8') and finished opaque screening gates shall be used.

All air-conditioning units, mechanical equipment, etc., whether roof-mounted or ground-mounted, shall be located to minimize off-site noise impacts and contained or shielded to minimize visibility, as determined by the WVRC.

For nonresidential uses, provisions may be made through site design, to provide adequate space for service and delivery vehicles to park at the rear of buildings, where physically possible. For buildings that are within 10-feet of an interior roadway that provides on-street parking (i.e., mixed-use street, see Fig. 3.4.B), the available on-street parking may be utilized for service and delivery vehicles where no other alternative exists.

The use of decorative paving is permitted within the project. Suggested finishes and products include colored concrete, concrete pavers, stamped concrete, brick pavers, or natural stone suitable for outdoor/pedestrian application.

3.9.4 Non-Residential Signage Standards

Except for traffic control signage in conformance with the requirements of regulatory agencies and Manual on Uniform Traffic Control Devices (MUTCD) and public purpose signage on West Villages Improvement District Property and rights-of-way; no signs, either permanent or temporary, shall be erected or displayed on the property, or any building, structure, or window, unless the placement, character, form, size, and time of placement of such sign comply with the standards or comparable standards approved by the West Villages Review Committee (WVRC). In case of conflicts, these VDPP requirements shall apply. The West Villages Improvement district shall issue approvals for any signs on its roads or right-of-ways.

Building wall signs, logos, and insignia will receive review of the following elements:

1. size
2. style
3. types
4. placement

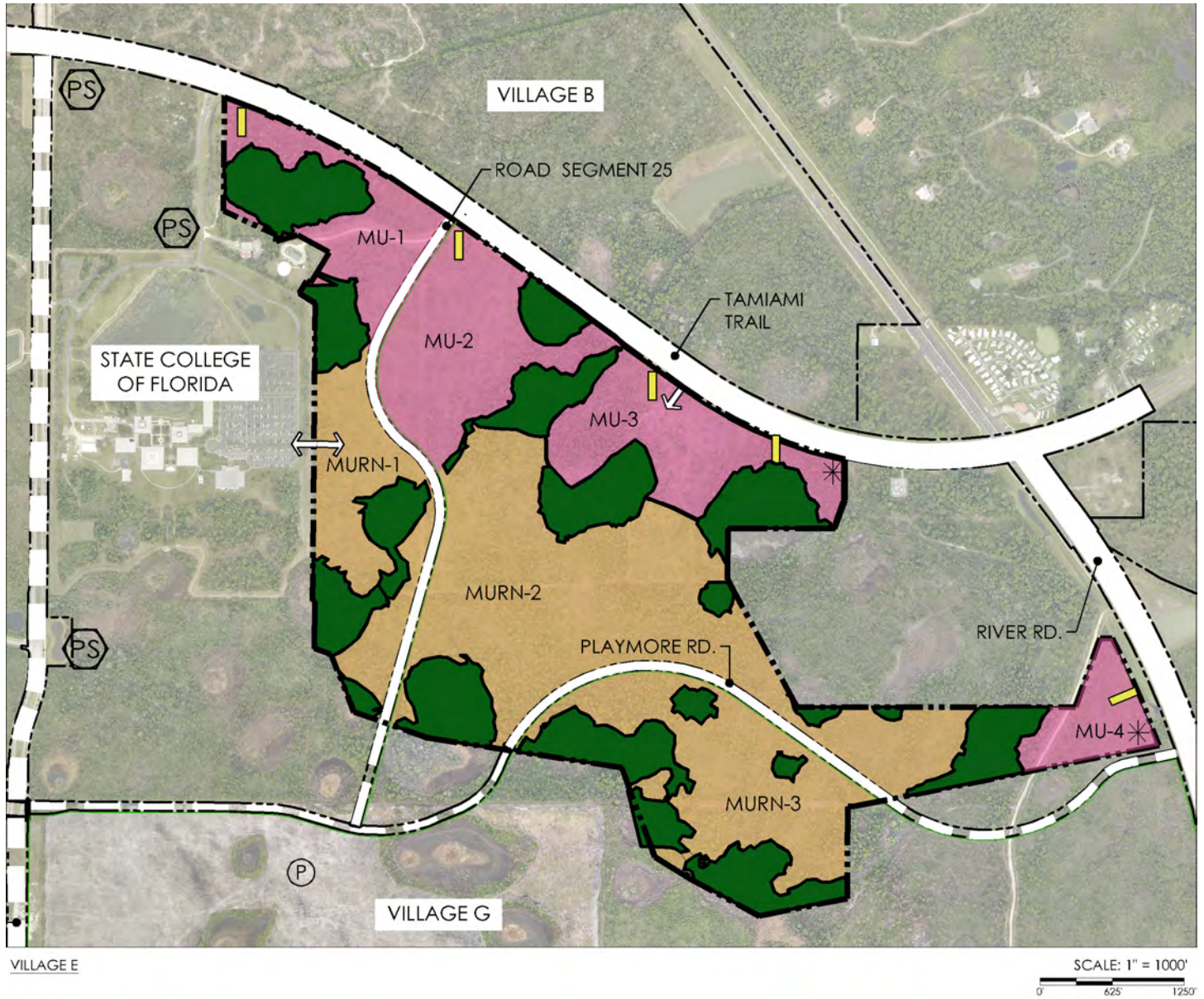
National logos, flags, or insignias will be allowed, provided they are sized, executed, placed, and out of the sight triangles.

Building sign design shall be submitted in accordance with the Sign Criteria. Signs shall be either internally illuminated or externally illuminated. No exposed fluorescent exterior illumination shall be allowed.

The WVRC shall review and approve all logos, flags, and insignia. They shall determine color palate consistency and compatibility of the architectural finishes for signs, to ensure overall theme, as well as compatibility between buildings and signage.

Sign types and associated permitted square footage of sign face are permitted for each lot, parcel, or building. Each lot, parcel or building shall be entitled to erect each sign type.

Figure 3.9.4.A



*NOTE: SIGN LOCATIONS ARE CONCEPTUAL. FINAL LOCATIONS WILL BE DETERMINED AT TIME OF PERMIT APPLICATION.

- MIXED-USE
- MIXED-USE RESIDENTIAL NEIGHBORHOOD
- GREENBELT/WETLANDS
- VILLAGE BOUNDARY
- 8'-12' MULTIMODAL TRAIL (GREENBELT)
- ACCESS POINTS
- ✱ GATEWAY MONUMENT SIGN
- FREESTANDING SIGNS
- P PARK
- PS POTENTIAL FIRE / POLICE STATION LOCATION ALTERNATIVES

CONCEPTUAL FREE STANDING SIGN PLAN
 MANASOTA BEACH RANCHLANDS, LLLP
 DATE: 5/22/2019

Pylon Signs

Maximum number of Pylon Signs in Mixed Use Area 1:	1 Sign
Maximum number of Pylon Signs in Mixed Use Area 2:	1 Sign
Maximum number of Pylon Signs in Mixed Use Area 3:	2 Signs
Maximum number of Pylon Signs in Mixed Use Area 4:	1 Sign
Maximum Height of Pylon Signs:	25 feet (Tamiami Trail and River Road)

Sign Area:

Pursuant to ULDC Section 29-12. D.(a). and (b), Pylon signs shall be permitted a maximum of seventy-five (75) square feet for a building up to one hundred fifty (150) feet in length. For buildings over one hundred fifty (150) linear feet, the sign area shall be 0.50 square feet of sign area per linear foot of building frontage. Maximum sign area for Pylon signs shall be one hundred twenty (120) square feet.

Monument Signs

Monument signs in Mixed Use Areas: 1 monument sign (maximum height of 10 feet) per outparcel.

Sign Area

Monument signs shall be permitted a maximum of 100 square feet per sign face.

Changeable copy/electronic signs

Changeable copy/electronic signs shall be permitted as part of a Pylon/pylon and/or monument sign, within Mixed Use Residential Neighborhoods and Mixed Use Areas. as determined by the WVRC. The changeable copy portion of the sign shall be included in total sign area calculations and the electronic portion shall not measure greater than 60% of the permitted sign area. Signage shall be reviewed and approved by the WVRC.

Gateway Monument Sign

Gateway Monument signs may include major tenant names for the project.

Maximum Height of Gateway Monument Signs:
25 feet (Tamiami Trail and River Road)

Sign Area:

Gateway Monument Signs shall be permitted a maximum of 120 square feet per sign face.

Building Signs

The following parameters apply to building signs. Local authority review, approval, and permitting is also required.

All storefront signage and graphics are to be reviewed and approved by the WVRC. All sign packages shall include locations, sizes, colors, style of lettering, materials, types of illumination, installation details, and logo design.

- a. No roof-mounted signs are permitted.
- b. "Box" or "can" type signs are not permitted.
- c. Any sign, notice, or other graphic display, particularly self-illuminated signs, located in the interior of the premises and easily legible from the exterior, except those which are required by applicable laws, codes, ordinances, or regulations, are permitted, upon approval of the WVRC.
- d. All attachment devices, wiring, clips, transformers, lamps, tubes, bulbs, lighting sources, manufacturer's labels or plates, and other mechanisms required for signage shall be concealed from public view.
- e. Letters may be interior-illuminated with lamps contained entirely within the depth of the letter.
- f. Maximum of four (4) wall signs for that portion of the building that is leased/owned by a tenant/occupant, which is visible and/or accessible to the public. Maximum cumulative sign area shall be calculated as follows: ten percent (10%) of the surface area of the exterior wall included in an occupant's individually leased or owned premises, up to a maximum sign area of one hundred (100) square feet.
- g. The following types of storefront signs will be permitted:
 - Individual dimensional work or metal back-lit ("halo effect") letter. These letters must be a minimum of 6" in height.
 - Internally-illuminated channel letters with opaque metal sides and translucent plastic faces. Letters must be at least 6" high; or Exposed neon tubes forming letters and/or logo; may be used in a decorative, as well as informative, manner.

- h. No exposed neon cross-over, raceways, ballast boxes, or transformers will be permitted for wall mounted signs. Raceways needed to support otherwise floating letters (not mounted to a wall) shall be painted to match the adjacent building. All penetrations of the building structure required for sign installation shall be sealed in a watertight condition and shall be patched to match adjacent finish.
- i. Sign company names or stamps must be concealed.
- j. The following types of signs and sign components and devices shall not be permitted unless otherwise approved by the WVRC:
 - Boxed or cabinet type, except where totally recessed;
 - Cloth, paper, cardboard and similar stickers or decals around or on the exterior surfaces of the storefront;
 - Exterior changeable letters or signs;
 - Signs painted directly on the storefront sign band;

Project Identity Monument Signs

Project Identity Monument signs shall be limited to the sizes and locations permitted in the ULDC and as approved by the WVRC.

Peripheral Parcel Identity Monument Sign

Peripheral Parcel Identity Monument signs shall be permitted. These monument signs may be internally or externally illuminated, as approved by the WVRC.

a. Entrance Features

All entrance features shall correspond with the theming of the development, as approved by the WVRC.

Select colors that are compatible with exterior colors, as approved by the WVRC. Keep color scheme simple and avoid combinations of primary or Day-Glo colors.

b. Wayfinding

1. Wayfinding signs shall be a maximum of twenty (20) square feet in copy/graphic area and a maximum of ten (10) feet in height.

c. Directional Signs

1. Directional signs, symbols or devices relating to traffic, parking, public services, facilities, or warnings on private property include, but are not limited to,

“entrance”, “exit”, “slow”, “no trespassing”, “restrooms”, and “telephones”.

2. These signs shall be a maximum of twelve (12) square feet in copy/graphic area and a maximum of four (4) feet in height.

d. Light Pole Banners

1. Light pole banners may be installed in parking lot areas, along entrances to, and roadways within Mixed Use and Mixed Use Residential Neighborhoods.
2. These banners shall be exempt from regulation of quantity, location, and design.
3. The internal banner designs may be changed without review and approval of the City of North Port.

Signage Design and Installation Standards

Blanks

Sign blanks must be 0.80-gauge aluminum; thicker, 0.125-gauge aluminum should be used for signs prone to vandalism, such as the ‘no motorized vehicle’ signs. Blanks must be covered with reflective sheeting of street transportation quality vinyl. There must be two, pre-drilled, 3/8-inch holes. The holes must be centered horizontally with the center of each hole being 1/2 inch from the top and bottom edges. Corners must be rounded with a 1-inch to 1-1/2 inch radius, depending on the size of the sign.

Sign Mounting Hardware

8-inch, vandal-resistant, steel-drive rivets.

Post Specification

Posts shall be constructed of 1 3/4" x 1 3/4", 12-gauge, square steel tubing with 7/16 inch, pre-punched knockouts on 1-inch centers. Post lengths must be 6'-0" feet. All steel posts shall be powder coated with color to match the design theme for the development. Prior to fabrication, color samples shall be submitted for approval by the WVRC.

Sleeve and Anchor Specification

Sleeves and anchors shall be used in locations where it is possible for a vehicle to come into contact with the signpost, such as adjacent to a street. The use of the sleeve and anchor promotes easy breaking away of the sign post in the event of a collision and increases the ease at which the sign can be replaced.

Installation

Signposts adjacent to streets are to be installed according to the City of North Port Standard Details, and the MUTCD with style and finish as outlined in the Pattern Book and VDPP for the proposed development.

In non-roadside locations the signpost can be mounted directly into concrete. The finished height of the post should be 5'-6". Various combinations of signs can be mounted on a single post to address management needs of the particular area.

Lettering

Font must be consistent (or similar styles)

Point size should be relative to the size of the sign.

Colors

Background must be the same color, consistent with the overall theme of West Villages, with reflective lettering and symbols. For regulatory signs such as the 'no motorized vehicle' sign, shall be as required by the City.

3.9.5 Non-Residential Building Criteria

1. General

Architectural design of all peripheral property buildings shall be designed to be compatible with one another. Actual color and material shall be approved by the WVRC.

2. Sustainable Construction

All building construction will apply elements of the Leadership in Energy and Environmental (LEED) Green Building Rating System or Florida Green Building Coalition (FGBC) Florida Green Development, Commercial, High Rise Residential, and Residential Development Standards, without the requirement to obtain certification from LEED

or FGBC. These elements shall be identified as a part of the site plan, subdivision, or infrastructure approval process.

3. Exterior Design Elements

The style of the development is intended to reflect a variety of architectural forms exemplified by the original architectural styles such as, but not limited to: Neo Classical, Old World European, Florida Coastal, Craftsman, Colonial, Federal, West Indies, and Mission, or other forms, as approved by the WVRC.

Figure 3.9.5.A



Figure 3.9.5.B



Figure 3.9.5.C



Figure 3.9.5.D



Figure 3.9.5.E



Figure 3.9.5.F



Figure 3.9.5.G



Figure 3.9.5.H



4. Exterior Materials

All materials shall be compatible with the overall scope of the community. All materials and colors shall be submitted for review and approval by the WVRC. Acceptable materials include, but are not limited to:

- Asphalt Shingles (Dimensional)
- Hard Coat Section Stucco
- Clay Roof Tiles
- ArcusStone
- Concrete Roof Tiles
- Finish Concrete
- Cast Stone
- Marble
- Precast Stone
- Brick (possibly painted)
- Metal roof
- Siding
- Stone Veneer
- Natural stone
- Decorative shutters
- Aluminum awnings
- Cementitious siding

5. Exterior Requirements:

The following exterior standards are intended to ensure continuity of style and quality of appearance. This may be accomplished through articulated entrance(s), variegated roof lines, sloping roof planes, ordered variety of window shapes and sizes, and vertically and horizontally varied building masses.

No single architectural style has been established for the surrounding developments.

Materials should be selected which provide an appearance of weight, mass, and permanence.

Wood, tile, and metal may be used for accent, embellishment, or accessory detailing only. These materials should generally not exceed 15% coverage on structures. (Windows and door frames, metal roofs, and rollup doors are excluded from the coverage limitations).

Figure 3.9.5.I



Entries may be articulated. The use of overhangs, covered entries and courtyard entries is encouraged in order to create interest, provide weather shelter and foster an inviting pedestrian scale.

Color should be integral to the materials; where painted or applied finishes occur, use complementing hues.

Awnings are permitted, but should be used as accent, accessory elements only.

Surface printed signage is permitted as well as cast lighting onto awning surface for graphic illumination and awning accent.

Varied and pitched roof – Roofing finishes, dimensional shape and color shall be submitted for review and approval by the WVRC. Raised seam metal, dimensional architectural asphalt shingle and concrete tiles are encouraged as approved surfaces.

Retaining walls where required should be carefully integrated into the building form or resolved into landscape materials.

Figure 3.9.5.I



6. **Building Height**
Maximum building heights are established in the Development Standards of this VDPP (see Figure 3.3.A).
7. **Solar Collectors**
Solar collectors may be permitted at locations approved by the WVRC.
8. **Exterior Planting and Furniture**
Open space areas are to be landscaped in accordance with the landscape theme established by the VDPB, as may be amended from time to time, landscaping shall also be consistent with these Standards. Modifications for individual Purchaser/Lessee identity, will be permitted as approved by the WVRC.

Purchaser/Lessee shall be permitted to place flower pots, window boxes, planters, and furniture within their entrance areas, subject to approval of the WVRC.

All furniture and bicycle racks should be durable and intended for exterior use.

Photograph or cut sheet on all furnishings will be submitted for review and approval by the WVRC, prior to installation or placement.

3.9.6 General Off-Street Parking Lights

1. All general off-street parking lighting fixtures may be either metal halide, LED, or High Pressure Sodium “cut-off” light with a concealed source.
2. Light posts shall be round, tapered metal, painted black; or integrally colored, octagonal, tapered concrete to match West Villages standards.
3. The color of the light fixture and arm (if applicable) shall be black, unless otherwise approved by the WVRC.
4. No general parking lot illumination light shall be attached to any structure.
5. The total illumination caused by all property outdoor lighting, including light sources, diffraction, and reflections from on-site objects, shall be limited as shown below.
6. **Criteria - Commercial**

(min) Average:	5.0 foot-candle for metal halide; 3 foot-candles for LED
(max) Average:	10.0 foot candle
Avg./Min:	N/A
Max/min:	10:1 foot-candle for metal halide; 5:1 for LED.
Max. foot candle:	N/A
Min. foot candle:	0.5-foot candle (priority design requirement)
Trespass:	0.2-foot candle (max) adjacent to residential 0.5-foot candle (max) adjacent to commercial
Mounting Height:	35' (Max)
Fixture Wattage:	400 (Max), Cutoff
Source:	Metal Halide (MH) LED or High Pressure Sodium

3.9.7 Landscape and Irrigation Standards

Consistent with the Comprehensive Plan Policy 13.8 and ULDC Sec. 53-216 village greenbelts for West Villages are comprised of several elements that are shown on the VDPP and will take on more definition during site design and development. The village greenbelt may include perimeter buffers and/or perimeter walls, preserved environmental features, wetlands and wetland buffers, as well as adjacent roadways and multi-use pathways within rights-of-way. These elements are intended to discourage sprawl by providing a definable village edge. The landscape standards in this section establish requirements for non-residential development. Any landscape requirements that are not detailed below will be in compliance with the ULDC, and will be reviewed and approved by the WVRC.

Landscape areas are four (4) separate zones: landscaping against major roads and parkways, against abutting properties, interior landscaping, and building perimeter landscaping.

The WVRC shall have authority to review and approve designs consistent with the Southwest Florida Water Management District (SWFWMD) Design Standards.

3.9.8.1 Landscape Requirements for Major Roads and Parkway

Street trees, shrubs, and sod within the right of way will be provided and installed by the West Villages Improvement District. All landscape requirements between the right-of-way and development will be provided and installed by the developer, unless otherwise specified.

Berms may be used as landscape treatment. No building structures, except walls, freestanding signs, or fencing, shall be constructed on the berm.

- a. There will be a landscaped frontage yard no less than 15'-wide on the Purchaser/Lessee property between the right-of-way line and the paved ground surface area. It will be continuous along the entire right-of-way containing trees, shrubs, ground cover and turf grass (except for pedestrian and vehicular access locations).
- b. The frontage yard shall include two (2) canopy trees and three (3) ornamental trees planted every 100 feet, or fraction of frontage yard. No canopy tree shall be planted closer than five (5) feet to the Purchaser/Lessee curb, or closer than seven (7) feet to a sidewalk. See Figure 3.9.8.1.A.
- c. The opaque screen will be entirely of living landscaped material which will be 18" in height at the time of building

occupancy and must be continuous along the entire frontage yard. All shrub beds will be mulched.

- d. The entire frontage yard shall be irrigated. It is recommended that the main supply line be held tight to the inside Purchaser/ Lessee curb (as opposed to the right-of-way line) and to minimize soil disturbance in the natural vegetation areas.
- e. When the vehicular entrance/exit intersects a right-of-way or internal drive, all landscaping within the triangular areas described below shall allow unobstructed cross-visibility between 2' to 6'-0" above finished grade. Trees will have all foliage removed (clear trunk) to a height of 6'-0". Only turf or ground cover will be permitted closer than 3'-0" to the entrance/exit paved surface.

The triangular areas are:

- At interior roads, from intersection of the right-of-way line with entrance/exit road edge line to 2 points each 10'-0" along those lines and connecting those 2 points defines the first cross visibility triangle. See Figure 3.9.8.1.B.
- At the main entrance drives to large commercial tracts, from intersection of the dedicated right-of-way line of major parkways with an access right-of-way line to 2 points each 30'-0" along those lines and connecting those 2 points defines the second cross visibility triangle. See Figure 3.9.1.C.

Site visibility triangles will be subject to final approval through the City of North Port's regulatory review process.

3.9.8.2 Abutting Property Requirements

Abutting property requirements will apply between the Purchaser/Lessee and (1) common properties / drives, (2) other adjacent Purchaser/Lessee, and (3) private West Villages space. For all three conditions, there shall be a continuous landscape buffer yard the entire length of the common property between the property line and the Purchaser/Lessee's paved ground surface area. Entrance/exit or cross access paving width plus three-feet each side will be deducted when computing the buffer yard length requirements. The buffer yard minimum width shall be as detailed below. There shall be no ground surface left uncovered (shrubs, ground cover or turf) and it shall be irrigated. All plant materials shall be from Appendix A of the VDPPB.

Site improvements shall include coordination and construction of a concrete sidewalk to the adjacent parcel(s) property line to promote positive pedestrian circulation throughout the development parcels (See Adopted Index Map).

Figure 3.9.8.1.A

Major Roads and Parkways

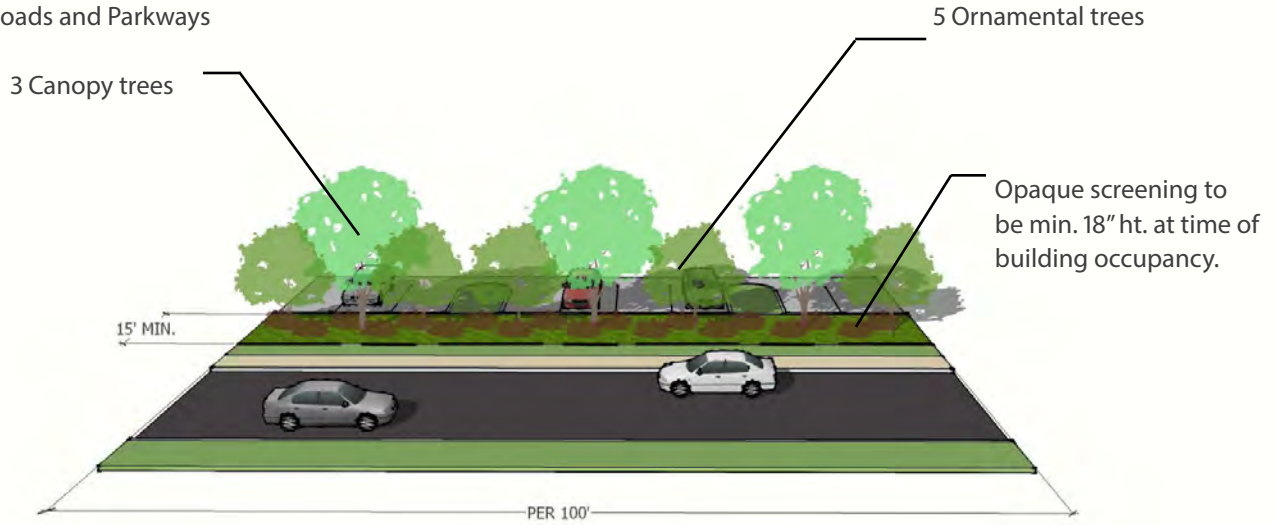


Figure 3.9.8.1.B

Sight triangles

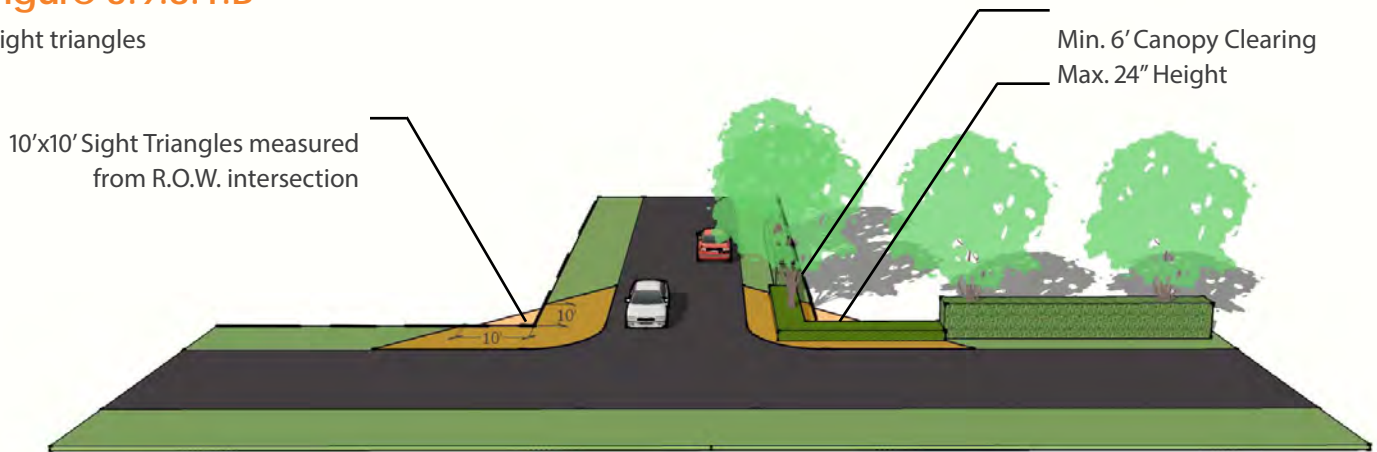
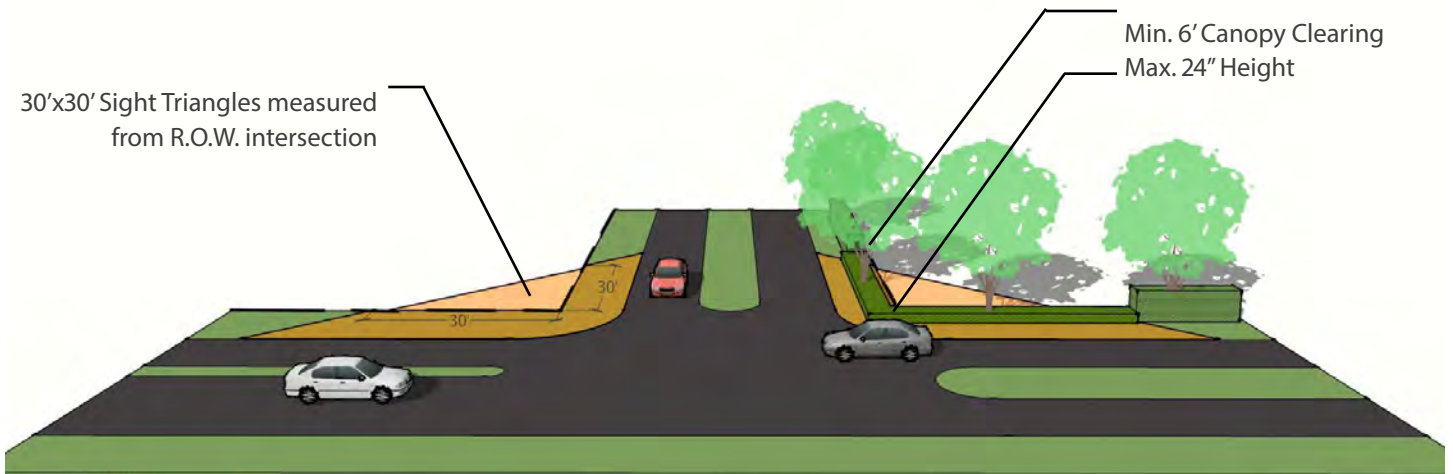


Figure 3.9.8.1.C

Sight triangles



a. Against common internal street/entry drives:

For all buildings that are not built to within 10 feet of internal roadways (US 41 and Road Segment 25 are considered Major Roads), there shall be one canopy tree planted for every 50 lineal feet or fraction thereof in a 15' minimum (20' at required sidewalks) width buffer yard. Tree species shall be per Appendix A of the VDPB. For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in the VDPP.

b. Against other adjacent Purchaser/Lessee properties:

The buffer yard shall be a minimum of 8' wide. The Purchaser/Lessee who causes initial construction (1st Purchaser/Lessee) shall install canopy trees for every 30 linear feet or fraction thereof, an opaque screen of living landscape material (minimum 24" in height), groundcover, and sod.

The second Purchaser/Lessee will not be required to provide or install a landscape buffer yard against the common property line.

Where Purchasers/Lessees abut one another in a common access drive, the required landscape buffer may be deleted.

Internal street/drive buffers shall not be required for Mixed Use Street A (see Figure 3.4.B).

c. Against private West Villages property:

The buffer yard shall be a minimum of 15'-0" wide (Figure 7.E of VDPB). There will be three (3) canopy trees, five (5) ornamental trees planted for every 100 lineal feet or fraction thereof of the buffer yard as well as shrubs, groundcover, and sod. New trees shall be planted to match the species of the West Villages existing trees. Purchaser/Lessee shall plant and irrigate to the right-of-way line or back of sidewalk within private West Villages property as required.

Where adjacent property is to be developed as a continuation of commercial development and/or parking area, the buffer yard shall not be required.

Where future development of adjacent property is residential or unknown, the buffer yard shall be required.

If the adjacent property has provided a buffer which meets or exceeds the buffer width and plant quantities identified, the buffer yard and plantings shall not be required.

3.9.8.3 Interior Landscape Requirements for non-residential and mixed use development

Interior landscape areas are in the parking field between the building perimeter curb and the outer parking lot edge. Interior

landscape area requirements are in addition to roadway or abutting property requirements, unless otherwise approved.

Sidewalks should provide direct and clear connection from all public rights-of-way to the façade of all development/buildings, as determined by the WVRC. At a minimum, one coordinated pedestrian sidewalk, interior to the development, connecting across and through parking lots to serve buildings and/or sites should be provided. Parking spaces shall not disrupt sidewalk connections to building entries.

A maximum of 20 continuous parking spaces may be provided. Parking islands shall be provided at each end of a row of parking spaces. Each island shall be no less than 8'-0" back of curb to back of curb. Each island shall be planted with one (1) canopy tree, shrubs, and groundcover.

Landscaped divider strips may be provided at an average of every sixth (6th) row of parking and may be designed with a minimum 10-foot wide strip containing a minimum five-foot sidewalk. Wheel stops shall not be used adjacent to these walkways. Landscaped divider strips, not exceeding a 4:1 slope, may be utilized for stormwater retention purposes.

Where interior landscape areas abut the roadway, the roadway buffer may serve as the perimeter parking lot buffer. However, where the vehicle use area does not abut a roadway, the perimeter landscaping requirements shall be a minimum width of four (4) feet containing two (2) canopy trees per one hundred (100) linear feet or substantial fraction thereof, and either shrubs, hedges, berms, or fences or any combination thereof.

All landscaped buffer areas and sidewalks adjacent to off-street parking areas shall be protected from encroachment of vehicles with curbs and/or wheel stops. Wheel stops and/or curbs shall have a minimum height of six (6) inches above finished grade of the parking area. Wheel stops shall be properly anchored. Where wheel stops are located two (2) feet from the front of a parking space, that two (2) feet is not required to be paved. However, the area between the wheel stop and the landscaped area shall receive appropriate landscape treatment, including planting of grass or ground cover. Where wheel stops are not used, all landscape material, excluding sod/ground cover, shall be installed a minimum of two feet from the face of curb. All parking spaces, except parallel parking spaces, that abut landscaped areas or sidewalks within a parking lot shall have wheel stops or curb to prevent obstruction within the landscaped areas, unless otherwise approved by the WVRC.

Prepared planting soil shall provide for drainage and percolation prior to installation of all plant material. Soil shall be free of debris, rubbish, and any plant/root material.

Figure 3.9.8.2.A

Abutting Property Against Common Internal Street/Entry Drive

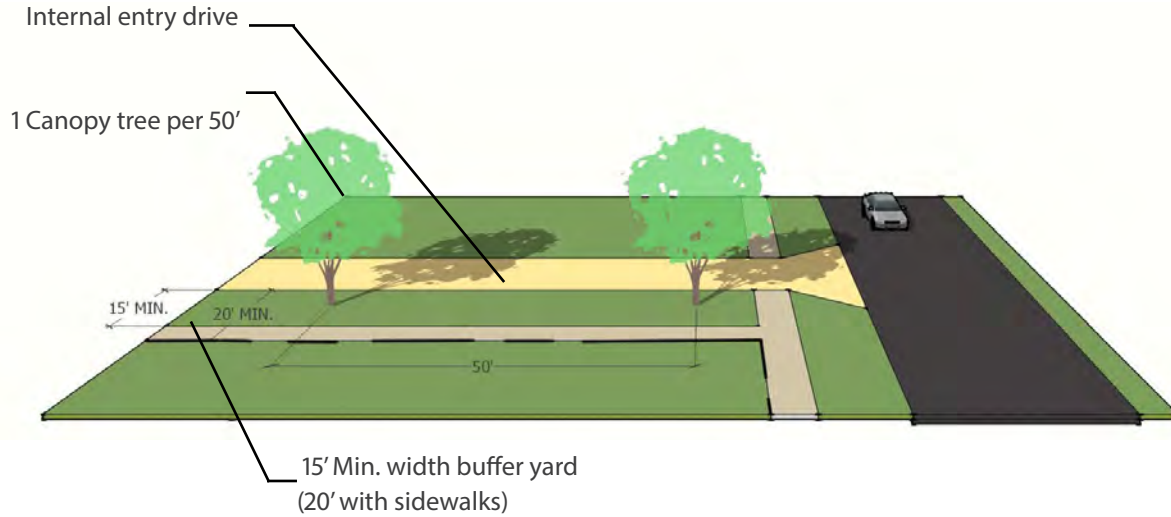


Figure 3.9.8.2.B

Abutting Property Against Adjacent Purchaser/Lessee Properties:

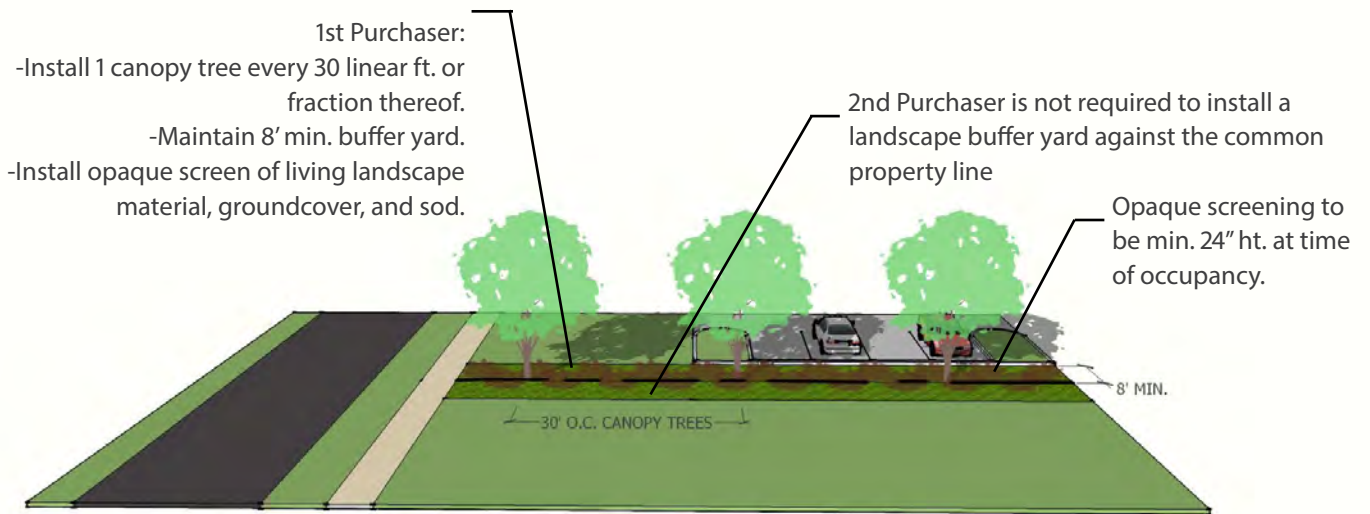
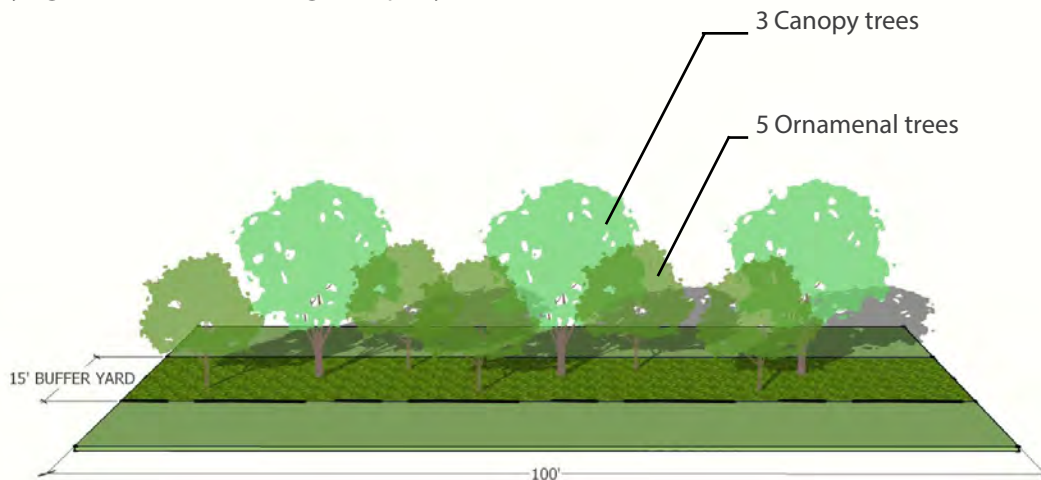


Figure 3.9.8.2.C

Abutting Property Against Private West Villages Property



3.9.7.4 Building Perimeter Landscape Requirements

Foundation plantings shall provide visual breaks along monotonous building façades, provide direction to and enhance entrances, and be used or installed to screen mechanical equipment that is attached to or adjacent to the building.

The Purchaser/Lessee is encouraged to employ creative design and include such amenities as earth mounding, water features, landscape lighting, various sidewalk materials and patterns, boulders, sculpture, etc. The design intent should be toward an entranceway that enhances and complements the building's architecture.

Minimum Planting Requirements (Commercial/Mixed Use):

Calculation: One foundation plant or shrub shall be required for every 3 linear feet and one ornamental tree or palm shall be required for every 30 linear feet of publicly visible façade (i.e. excluding alley/internal drive or loading area).

Location: Foundation landscaped areas shall be a minimum of 2' in width. Clustered planting locations shall occupy a minimum of 20%, and be located within 30 feet of publicly visible façade.

For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in the VDPP.

Minimum Planting Requirements (Single-use Residential within Mixed Use Areas):

Calculation: One foundation plant or shrub shall be required for every 3 linear feet and one ornamental tree or palm shall be required for every 30 linear feet of all buildings.

Location (Single-use Residential within Mixed Use Areas):

Foundation landscaped areas shall be located no less than 3' and no more than 5' from the face of the building.

If plantings are clustered, they shall occupy a minimum of 50% of building facade, and be located within 15 feet of the building.

For buildings that are built to within 10 feet of internal roadways, no landscaping shall be required, but provided for in the right-of-way for those internal streets/entry drives, and consistent with roadway standards in the VDPP.

The transitional space between public and private space offers an opportunity to establish a "sense of arrival" through the use of specialty paving, plazas, decorative lighting, and site furnishings. The use of such elements shall be encouraged throughout the Village E Mixed Use Areas.

Screening:

All structures and facilities for trash, storage, loading and outdoor equipment must be screened so as not to be visible from the street or pedestrian circulation areas. At a minimum, screening shall be either an opaque screen of evergreen shrubs and/or evergreen trees or by solid walls at least 6' in height. Shrubs must be at least 4' in height with a minimum 2' spread and trees at least 6' in height with a 4' minimum spread at the time of building occupancy. Shrubs shall be spaced no farther apart than 3' and trees spaced at the most appropriate spacing for the species; but no farther than 12' on center. Walls should be designed to express the appropriate West Villages theme and be coordinated with the building architecture.

To the extent possible, expanses of solid building wall area without architectural detail should be minimized. Where solid building wall areas are without architectural detail, they may not exceed 50' in length without being covered by landscape treatment unless the building wall faces an alley, the rear of another building or a loading/service area that is not facing a street or driveway, and is not visible to the public.

Fifty percent of a blank wall that exceeds 50 linear feet and is visible to the public shall either be covered or accentuated with planting areas near the foundation of the building that contain large maturing trees and shrubs/vines. Planting requirements shall be calculated as follows:

For every 10 feet beyond 50 feet of blank wall, one maturing canopy tree or palm cluster, and 3 shrubs or vine shall be provided, and such materials should be planted within 15 feet of the façade. As an alternative, the required materials may be incorporated into the required foundation landscaping planting areas in those areas where the blank wall exists.

Figure 3.9.7.4.A

Building Perimeter Requirements - Commercial/Mixed Use

5' min. width for foundation landscaping areas

Clustered planting location shall occupy 30% of publicly visible building facade and be located within 30' of facade

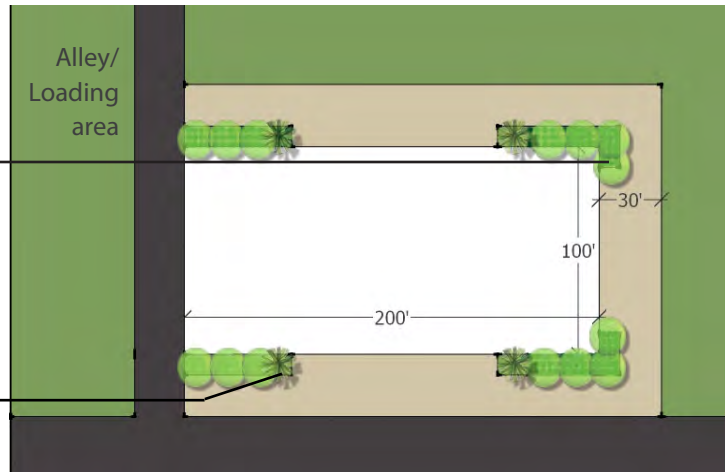
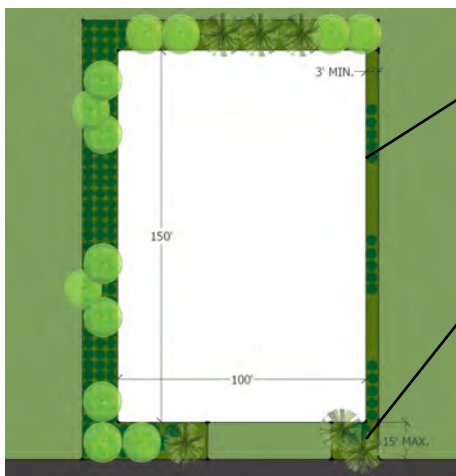


Figure 3.9.7.4.B

Building Perimeter Requirements - Single-use Residential within Town Center



3' min. and 15' max. width for foundation landscaping areas

Clustered planting locations shall occupy a minimum of 50% of required landscape planting areas, and be located within 15' of the building facade.

3.9.8 Mixed Use Parking Requirements

Required off-street parking facilities shall be located on the same lot or parcel of land that they are intended to serve, except where parking facilities are built to serve the general public and are not intended to serve a single or group of primary businesses or entities.

Spaces shall be a minimum of 9 feet in width by 18 feet in length.

Commercial establishments providing drive-up service windows or service lanes shall provide stacking lanes to accommodate 4 cars for each window. Restaurants shall provide stacking lanes to accommodate 5 cars per service lane, measured from the pick-up window.

Minimum Parking Standards:

- Parking for mixed use buildings may be the sum of the requirements of the various uses computed separately. The total parking requirements for such permitted uses shall be reduced by twenty-five percent (25%) for combined off-street parking facilities, as approved by the WVRC.
- The minimum parking requirement for single-use residential buildings in Mixed Use Areas shall be 2 spaces per unit. Parking for residential buildings may be provided through the provision of structured parking on the lower levels of the building, in an adjacent parking structure, or in parking lots adjacent to the buildings. If the residential building is less than 1/4 mile from commercial parking areas, the parking ratio may be reduced to 1.5 spaces per unit.

Minimum Parking Requirements for Non-Residential Uses within Mixed Use Areas shall be calculated as shown in table 3.9.9.A.

Drive-up service windows or service lanes shall be located to minimize, to the greatest extent, possible, visibility from internal and external roadways.

Figure 3.9.9.A

Commercial / Service Uses	
Office	1 per 500 s.f. of floor area
Services	1 per 500 s.f. of floor area
Finance, Insurance, and Real Estate (FIRE)	1 per 500 s.f. of floor area
Financial Service Center	1 per 500 s.f. of floor area
Assisted Living Facility	1 for every 4 beds
Health-Care Facility	1 for each bed, plus 1 for every 3 employees on the largest shift
Health-Care Services	1 per 500 s.f. of floor area
Intermediate Care Facility (ICF)	1 for every 4 beds
Health Club	1 per 500 s.f. of floor area
Veterinary Hospital	1 per 500 s.f. of floor area
Artist's Studio	1 per 500 s.f. of floor area
Funeral Home	1 per 500 s.f. of floor area
Research Laboratory	1 per 500 s.f. of floor area
Research Park	1 per 500 s.f. of floor area
Child-Care Center	1 per employee plus adequate and safe provisions for loading and unloading children away from streets and rights-of-way

Retail Uses	
Commercial Use	1 per 500 s.f. of floor area
Retail Services	1 per 500 s.f. of floor area
Big-Box Store	1 per 500 s.f. of floor area
Retail Store, Convenience	1 per 500 s.f. of floor area
Gasoline Station and Convenience Center	1 per 700 s.f. plus stacking lanes to accommodate 2 cars for each gas pump island
Retail Store, Express	1 per 500 s.f. of floor area
Hotel/Motel	0.5 per guest room, plus one for every 6 employees
Theater	1 for every 6 seats, plus one for every 6 employees
Parking / Community Uses	
Utility Box	N/A
Parking Area	As necessary to accommodate use(s) being served
Wireless Telecommunications Towers and Facilities	N/A
Essential Services	N/A

Definitions

The Following are included and permitted under Residential Uses:	
Community Center	Concentration of activities, services, and land uses that serve, and are focal points for, the immediate neighborhoods and used for recreational, social, educational, and cultural activities.
Gatehouse	Guardhouse and/or electronic barrier limiting access to a neighborhood.
Single-Family Detached	A building containing one dwelling unit and that is not attached to any other dwelling by any means and is surrounded by open space or yards.
Single-Family Semidetached	A one-family dwelling attached to one other one-family dwelling by a common vertical wall, with each dwelling located on a separate lot.
Townhouse Dwelling	A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls.
Stacked Townhouse Dwelling	Townhouses that have multiple units vertically, typically two in number, each unit having its own private entrance from the street or at least from the outside.
Multi-Family Dwelling	A building containing three or more dwelling units, including units that are located over another.
Mixed-Use Development	The development of a neighborhood, tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, and recreation, in a compact urban form.
Accessory Apartment	An accessory dwelling unit with a separate means of ingress and egress containing separate kitchen, bathroom, and sleeping facilities, that is (1) physically attached to or contained within an existing single-family house or (2) occupies the second story of an existing garage or accessory building on the same lot as the principal dwelling.
The Following are included and permitted under Residential Support Uses:	
Park/Recreation Facilities	A tract of land owned or controlled and used by government or specific and designated entities or persons for active and/or passive recreational purposes
Active Recreation	Leisure-time activities, usually of a formal nature and often performed with others, requiring equipment, and taking place at prescribed places, sites, or fields.
Passive Recreation	Activities that involve relatively inactive or less energetic activities, such as walking, sitting, picnicking, and board and table games.
Religious Use	A structure or place in which worship, ceremonies, rituals, and education pertaining to a particular system of beliefs are held.

The Following are included and permitted under Commercial/Service Uses:

Office	A room or group of rooms used for conducting the affairs of a business, profession, service, industry, or government and generally furnished with desks, tables, files, and communication equipment.
Services	Establishments primarily engaged in providing assistance, as opposed to products, to individuals, business, industry, government, and other enterprises.
Finance, Insurance, and Real Estate (FIRE)	Establishments such as banks and financial institutions, credit agencies, investment companies, brokers of and dealers in securities and commodities, security and commodity exchanges, insurance agents, lessors, lessees, buyers, sellers, agents, and developers of real estate (including drive through facilities).
Financial Service Center	A non-bank entity that does not accept deposits or make loans like traditional banks or financial institutions but that provides monetary services that include the sale or redemption of traveler's checks or money orders, money wire transfers, check cashing, and currency exchange.
Assisted Living Facility	Residences for the frail elderly that provide rooms, meals, personal care, and supervision of self-administered medication. They may provide other services, such as recreational activities, financial services, and transportation.
Health-Care Facility	A facility or institution, whether public or private, principally engaged in providing services for health maintenance and the treatment of mental or physical conditions.
Health-Care Services	Establishments providing support to medical professionals and their patients, such as medical and dental laboratories, blood banks, oxygen, and miscellaneous types of medical supplies and services.
Intermediate Care Facility (ICF)	A facility that provides health-related and personal care services to the chronically ill, disabled, or elderly people, including assistance with dressing and eating.
Health Club	An establishment that houses exercise equipment and space for the purposes of physical exercise.
Veterinary Hospital	A place where animals are given medical care and the boarding of animals is limited to short-term care incidental to the hospital use.
Artist's Studio	A place of work for an artist, artisan, or craftsman, including persons engaged in the application, teaching, or performance of fine arts such as, but not limited to, drawing, vocal or instrumental music, painting, sculpture, and writing.
Funeral Home	A building used for the preparation of the deceased for burial and the display of the deceased and rituals connected therewith before burial or cremation.
Research Laboratory	A facility for the investigation into the natural, physical, or social sciences, which may include engineering and product development
Research Park	A research facility or group of buildings dedicated to scientific research or business purposes, often linked to a major research facility.
Child-Care Center	An establishment providing for the care, supervision, and protection of children.

The Following are included and permitted under Retail Uses:

Commercial Use	Activity involving the sale of goods or services carried out for profit.
Retail Services	Establishments providing services or entertainment, as opposed to products, to the general public for personal or household use, including eating and drinking places; hotels and motels; finance, real estate, and insurance offices; personal services; theaters; amusement and recreation services; health, educational, and social services; museums; and galleries; self-storage (including drive through facilities).
Big-Box Store	A large, freestanding, single-story retail store, of generally more than fifty thousand square feet, and usually part of a regional or national chain (including drive through facilities).
Retail Store, Convenience	A retail establishment of up to five thousand square feet selling primarily food products, beverages, newspapers and magazines, candy, cigarettes, household items, and a limited amount of freshly prepared foods such as sandwiches and salads for off-premises consumption (including drive through facilities).
Gasoline Station and Convenience Center	A retail facility combining a gasoline station and a convenience store.
Retail Store, Express	Smaller version of the large-scale retail store (big-box retailer), serving rural areas or smaller urban areas.
Hotel/Motel	A facility offering transient lodging accommodations to the general public and that may include additional facilities and services, such as restaurants, meeting rooms, entertainment, personal services, and recreational facilities.
Theater	A building or part of a building used to show motion pictures or for drama, dance, musical or other stage performances.

The Following are included and permitted under Parking/Utility/Communication Uses:

Utility Box	Electric transformers switch boxes, telephone pedestals and telephone boxes, cable television boxes, traffic control boxes, and similar devices.
Parking Area	Any public or private area, under or outside of a building or structure, designed and used for parking motor vehicles, including parking lots, garages, private driveways, and legally designated areas of public streets.
Wireless Telecommunications Towers and Facilities	A parcel of land containing a tower, sending and receiving antennas attached to the tower, and a prefabricated or modular structure or cabinets containing electronic equipment
Essential Services	Services and utilities needed for the health, safety, and general welfare of the community, such as underground, surface, or overhead electrical, gas, telephone, steam, water, sewerage, and other utilities and the equipment and appurtenances necessary for such systems to furnish an adequate level of service for the area in which they are located, including community entry way, art, and monumentation.