

# West Oak

## PD Standards

**Prepared For:**  
**West Oak Developers, LLC**

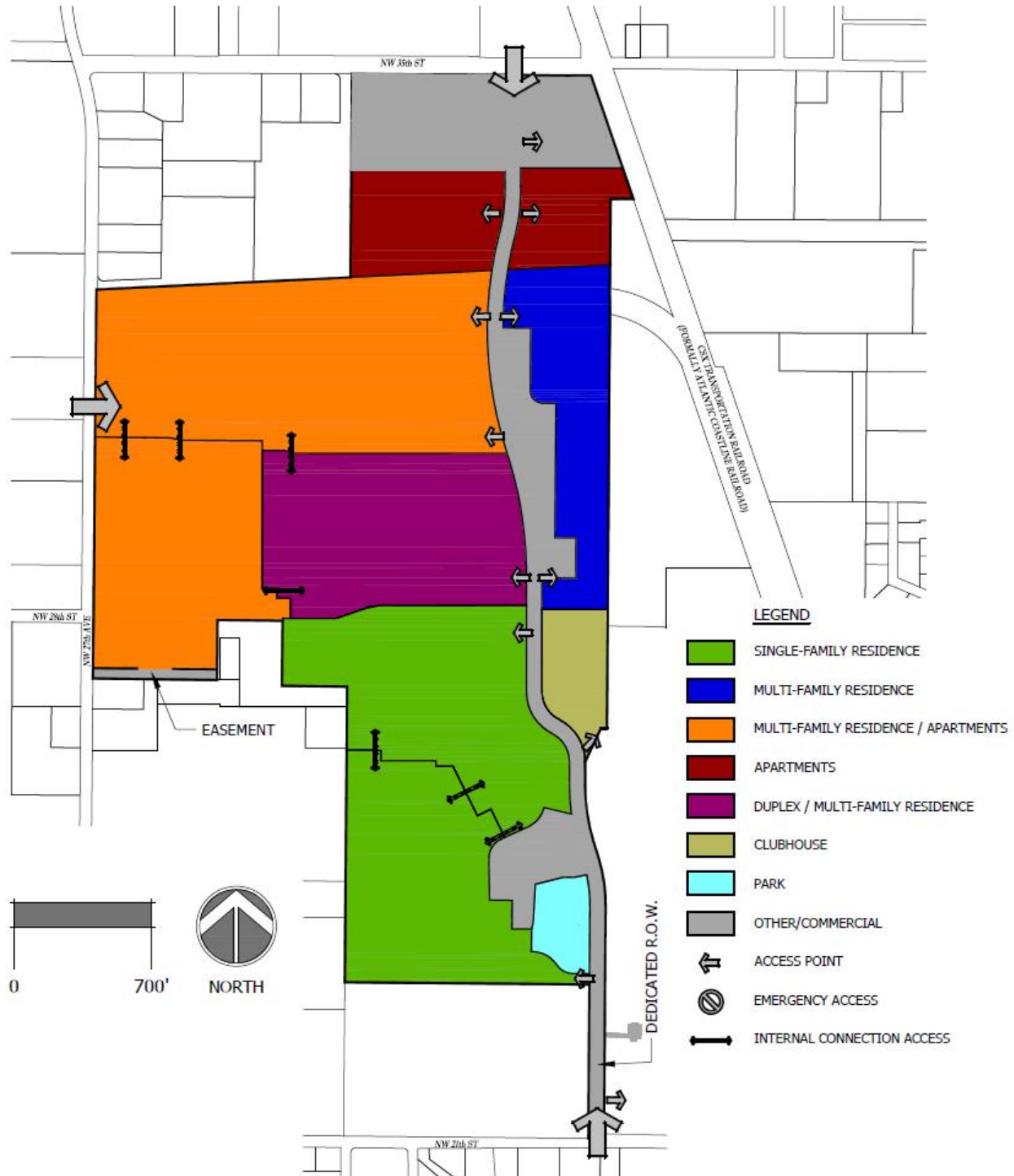
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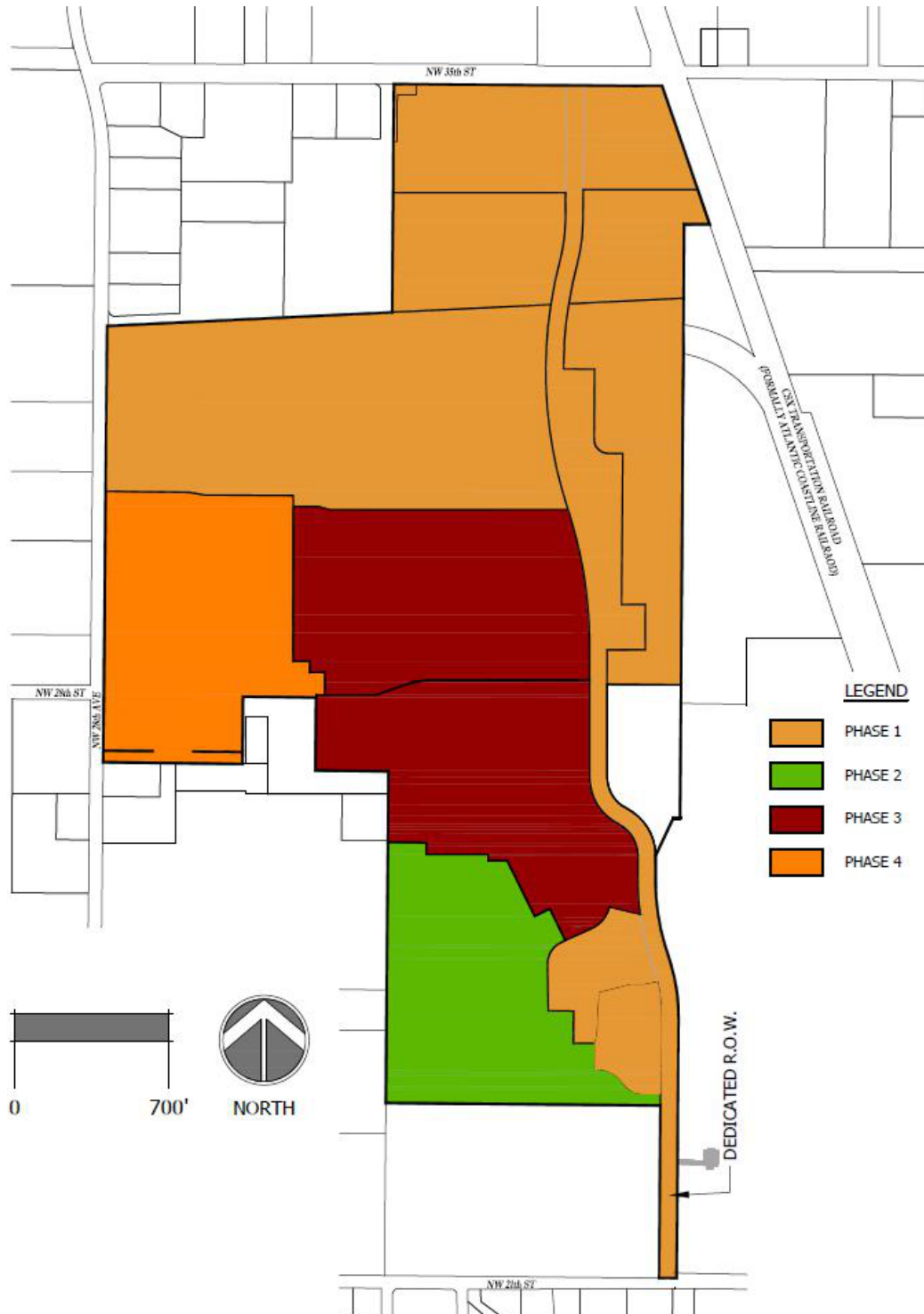
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## Conceptual Site Plan:



## Phasing:



## Introduction:

The West Oak Planned Development (PD) comprises 198.80 +/- acres within the City of Ocala located between Interstate-75 and US Hwy 441/301, south of NW 35th Street, and north of NW 21st Street. The property is located within an area of the city that includes a diverse mix of existing land uses that support the goals defined in the City's Comprehensive Plan.

The PD Plan for West Oak provides a blueprint for the preferred development patterns, design qualities, and transportation systems, at a conceptual level, for this project.

These Standards serve as the foundation for the planning development efforts of the plan, consistent with the provisions of the City's Planned Development district and Medium Intensity / Special District Future Land Use classification. In compliance with the City's PD requirements, the West Oak PD Plan is comprised of several components intended to provide assurance that the development of the property complies with the standards and requirements of the City's Comprehensive Plan and Chapter 122 of the Code of Ordinances. The PD Plan and Design Standards are the culmination of a comprehensive and collaborative planning process designed to provide the framework for the development within this area. The PD Plan identifies and graphically depicts the Pods and also provides the land uses and density/intensity envisioned within each area. The Pods have been noted in Table 1 to further identify respective design standards and other guiding principles.

The Development Standards may be amended by the Applicant and/or their designee, from time to time, to reflect changes in market conditions and development processes. The PD Plan includes Standards that have been developed based on existing site features, available infrastructure, the City's overall vision for the area and similarly situated activity and employment centers. The PD Plan provides sustainable land use which is compatible internally and with adjacent properties. The Standards provide flexibility to best respond to current and future market forces, changes in building and development patterns and community demographics. The project's proposed densities and intensities are consistent with the Medium Intensity / Special District Future Land Use classification of the city's adopted Comprehensive Plan. The project is designed to provide appropriate transitions between land uses.

**Table 1: West Oak Land Use Classification**

<b><u>Land Use</u></b>	<b><u>Intent</u></b>
SFR - Single-Family Residential	Residential lots
MFR - Multi-Family Residential	Townhomes, Duplexes
COM - Commercial	Commercial uses limited to those permitted in B-1 and B-2 zoning districts.
APT - Apartments	Affordable or market rate apartments

## Overall Guiding Principles:

The West Oak PD consists of residential uses ranging from single-family to multi-family apartments. The north boundary along NW 35th Street will have commercial land uses including retail, restaurant, service station, medical, or professional offices. Each Pod within the PD will develop into a safe, attractive, sustainable, connected, and economically viable destination. The following standards are intended to provide a framework for development and provide for implementation of the overall vision.

### Architecture

- Architecture shall be of a similar style and level of quality as the examples shown on page 13-16 of this document.
- Buildings shall include architectural features that provide visual interest, break up aesthetically similar areas, and recognize local character.
- Façade colors shall be low reflectance, subtle, or neutral tone colors. Building trim and accent areas may feature brighter colors, including primary colors.
- Buildings should be organized and arranged to reinforce the primary street edges, to provide for transit opportunities (when appropriate), and to complement the topography, vegetation, or other natural features of the site.
- The overall site design intent shall be to strengthen building-to-street relationships and to reinforce a balance between pedestrian and vehicular movements. The location of a building entrance is a key design element that can enhance or detract from a strong building/pedestrian connection. Emphasis shall be placed on logical and rational building entrances and the connection to the primary road frontage of the building.
- The location and design of surface parking is important in establishing the character of the project. Surface parking shall generally be designed as described in the City of Ocala Comprehensive Plan Medium Intensity / Special District Future Land Use category.
- Building designs within individual developments or sub-Pods should complement one another through design and/or use of similar building materials and consistent landscape design.
- The project architecture shall promote and enhance a pedestrian scale and orientation on any façade facing a street, through building articulation, transparency, or other design treatments.
- Building form should articulate site access points and other points of interest to assist in pedestrian and vehicular wayfinding.



- Buildings should be articulated to highlight access to building entrances and public/common spaces. Design elements may include but not limited to, canopies, overhangs, recesses, projections, arcades, arches, or display windows.
- The street network should be safe and interconnected, and should support multiple modes of travel including vehicular, bicycling, pedestrian, and transit where applicable.
- Streets and the roadway network should promote pedestrian activity in a safe and comfortable environment.
- Buildings shall be organized to group the utilitarian functions away from the public view from public streets. Delivery and loading operations, HVAC equipment, dumpster locations, backflow preventers and other utility and service functions shall be screened and incorporated into the overall design of the building and landscaping.
- Dumpsters shall be screened; designs and construction materials should complement the primary building.
- Vehicular service areas for multiple buildings are encouraged to be consolidated whenever possible.
- Full access driveways should be designed to minimize congestion on streets through the use of shared use entry drives at predetermined median openings.
- Pedestrian and automobile traffic should be separated to the extent possible. Where such traffic conflicts occur, consideration should be given to special paving or similar techniques to clearly mark such crossings.
- Large parking areas should contain clearly defined pedestrian corridors to provide safe access to adjacent buildings.
- Crosswalks may use enhanced paving materials that are complementary to adjacent development.
- Public space may be coordinated with water management facilities to provide amenities, such as water feature overlooks, or paths.
- Driveway and parking lot areas should be illuminated for safe maneuvering of motor vehicles. Lighting assemblies along driveways shall be consistent in type and color, with those used in the common areas and should generally not exceed 20 feet in height; pedestrian level lighting should generally not exceed 15 feet in height. Light fixtures may allow for additional elements such as noncommercial banners or hanging planters. Lighting must include cut-off fixtures to minimize light pollution on adjacent properties.
- Commercial development shall comply with Division 29 Chapter 122. Compliance shall be demonstrated at the time of site plan submittal.

### Site Lighting

- Light fixtures shall be appropriately designed and not impede the vision of pedestrians and motorist.
- Street lights shall have uniform motif and finish to provide continuity throughout the site.
- Light fixtures shall not exceed the following heights:
  - Parking lots - 30 feet
  - Pedestrians -20 feet
- The design of site and street lighting shall include existing and future tree locations to maintain appropriate levels of illumination.
- Promote use of LED lighting
- Light fixtures and security lighting shall be cut-off fixtures.
- Promote use of “dark sky” principles and practices.

### Signage

- Entrance monuments / signs shall be located to create an arrival threshold.
- Sign construction and placement shall comply with Florida Department of Transportation regulations, e.g. line -of-sight safety requirements.
- Signs shall complement the building architecture through style, material, and color.
- Signs shall not adversely impact the vision of pedestrians and motorist.
- Wall signs shall have maximum total of 64 square feet. The maximum sign area shall be 24 square feet per sign.

### Amenities

- Usable aggregate open space as required Sec. 122-942(a)(4)(d) will comprise amenities comparable to those shown on page 17 or amenities of equivalent value to future residents.

### Landscape

- Plants shall be Florida No. 1.
- Landscape plantings should include a diverse combination of deciduous and evergreen trees, shrubs, grasses, and ground covers.
- Drought tolerant plants are encouraged.
- Promote low-use irrigation.
- Landscape materials that are problematic invasive are prohibited.
- Shade trees shall be 10’ away from underground utilities.
- Shade trees shall be 4’ away from edge of pavement, curb, or sidewalk.
- Shade trees shall not conflict with buildings.



## Development Standards:

The West Oak PD is intended to provide for flexibility in design while meeting the City's intent for development of the area. The West Oak PD Standards and supporting application materials provide for a high standard of development and minimize impacts to and from adjoining land uses. The commercial and other uses are intended to provide convenient access for walking and bicycling for residents of the area. The overall program distribution may be adjusted according to the needs of the community in accordance with the City's land development regulations, providing the total densities and intensities included in the PD Plan are not exceeded. The West Oak PD Plan provides appropriate buffers, setbacks and development standards to mitigate impacts to existing adjoining residential uses. Land uses shall be in accordance with the Standards of the respective Pods contained within the West Oak PD Plan.

\*These standards apply in addition to the City of Ocala Land Development Regulations. In cases where these standards conflict with the requirements of the Land Development Regulations, then normal code requirements will apply.

**Table 2-1: Development Standards**

<b>Standard</b>	<b>Requirement</b>
Pod Size (Acres)	No minimum pod size
Intensity (Min and Max FAR)	0.15 (Min.); 4.0 (Max.)
Parking	Parking shall be pursuant to Section 122, Article VI, Division 2 of the Code of Ordinance. Developments may provide shared parking facilities as permitted by City Code or detailed parking study.
Signage	See Signage plan for further details.
Buffers	See Buffer plan for further details.
Open Space	There shall be a minimum open space requirement of 25 percent of the total gross acreage for all development in any PD project. At least ten percent of the total required open space shall be in usable aggregate form. Aggregate open space is defined as common open space areas that are designed and intended for use by all occupants/residents of a PD (Sec. 122-942(a)(4)(d)).
Building Materials	25% of the street facing side of a building and signs shall have a minimum of two different but complimentary materials. Refer to the included Architectural Styles for Single-Family Residence, Multi-Family Residence, and Apartments as examples of residential materials.
Accent Material	Accent features shall be provided to ensure an aesthetically pleasing development and may include elements reflected in the illustrative graphics and photographs included in the PD Plan including but not limited to pavers, landscape islands with vertical plantings, accent building materials, and other architectural features.
Access	Pods shall provide at least two accesses to public or private road as generally illustrated on the PD Plan.
Residential Blocks	Residential blocks required to be between 300'-600' in length. LDR Sec 114-95 (b). Residential blocks shall be less than 1000' in length.

**Table 2-2: Development Standards**

Proposed Uses	
Category	Uses
<b>COM</b>	B-1 (Neighborhood Business) and B-2 (Community Business) uses
<b>SFR</b>	Residential Lots
<b>MFR</b>	Townhomes, Duplexes *
<b>APT</b>	Affordable or Market Rate Apartments

Proposed Development Standards								
Structure type		Minimum lot			Minimum setbacks			Max Height
		Width	Depth	Area	Front	Rear	Side/corner	
<b>COM</b>	Principle	180'	250'	45,000 SF	40'	25'	10'/15'	50'
	Accessory				*	5'	5'/5'	30'
<b>SFR</b>	Principle	36'	100'	3,600 SF	10'	10'	5'/10'	50'
	Accessory				*	5'	5'/5'	18'
<b>MFR/AP T</b>	Principle	91'	140'	12,740 SF	10'	10'	5'/10'	75'
	Accessory				*	5'	5'/5'	30'
<b>DUPLEX *</b>	Principle	30'	106'	3,180 SF	10'	10'	5'/10'	50'
	Accessory				*	5'	5'/5'	30'

Principal structure  
A structure on a lot or parcel which is used, arranged, adapted or designed for the predominant or primary use for which the lot or parcel is or may be used, such as home, townhome, apartment, or commercial building.

Accessory structure  
A subordinate building or structure on the same lot that is devoted to the principle structure, such as outdoor Storage, carport and pool enclosure. \*Accessory structures only be allowed in the side and rear yard.

## Architectural Styles: Single Family Residence



One-story



One-story



One-story



Two-story



One-story



Two-story



## Architectural Styles: Multi-Family Residence



Townhomes



Duplexes



Townhomes



Duplexes



Townhomes



Duplexes



## Architectural Styles: Apartments





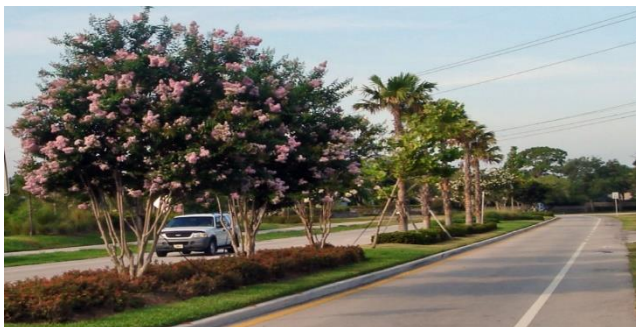
## Amenities:



Sidewalk



Multi-modal Path



Landscape Medians



Community Park

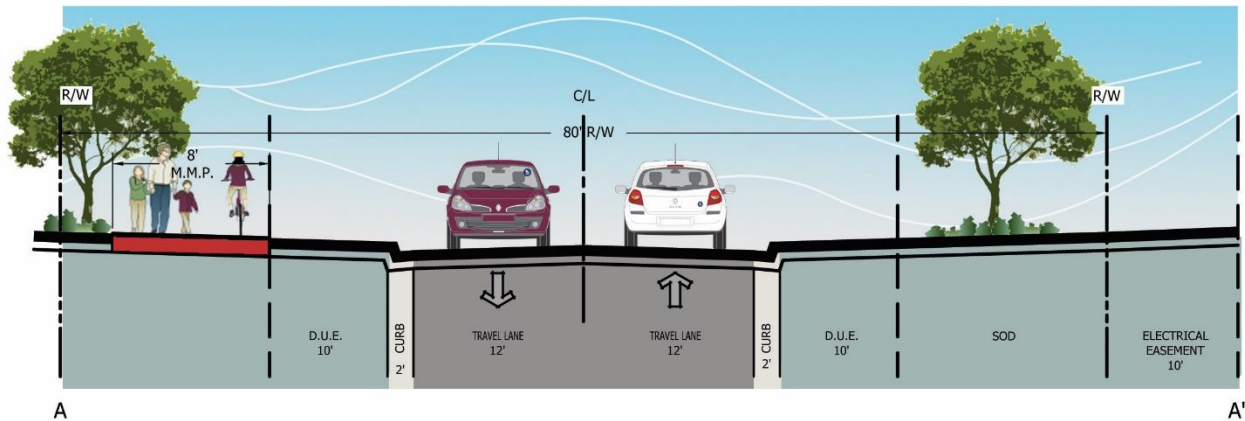


Pool



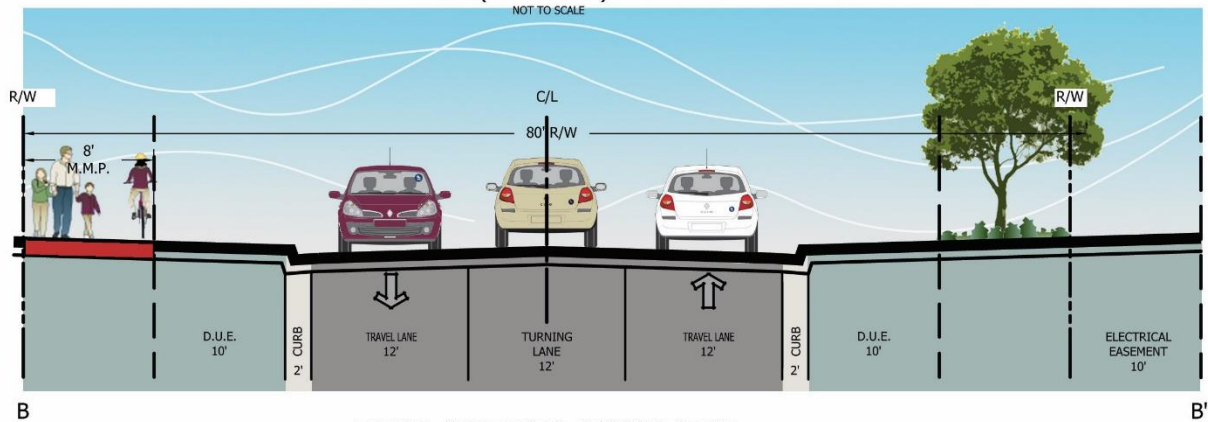
Clubhouse / Gym / Gathering Spaces

## Roadway Sections:



TYPICAL SPINE ROAD CROSS SECTION

80' R.O.W.  
(OPTION 'A')  
NOT TO SCALE

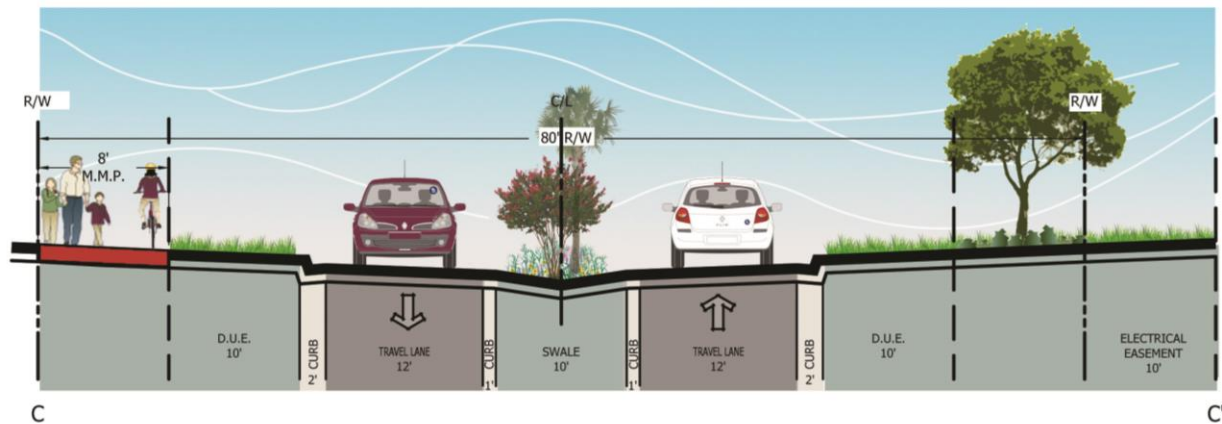


TYPICAL SPINE ROAD CROSS SECTION

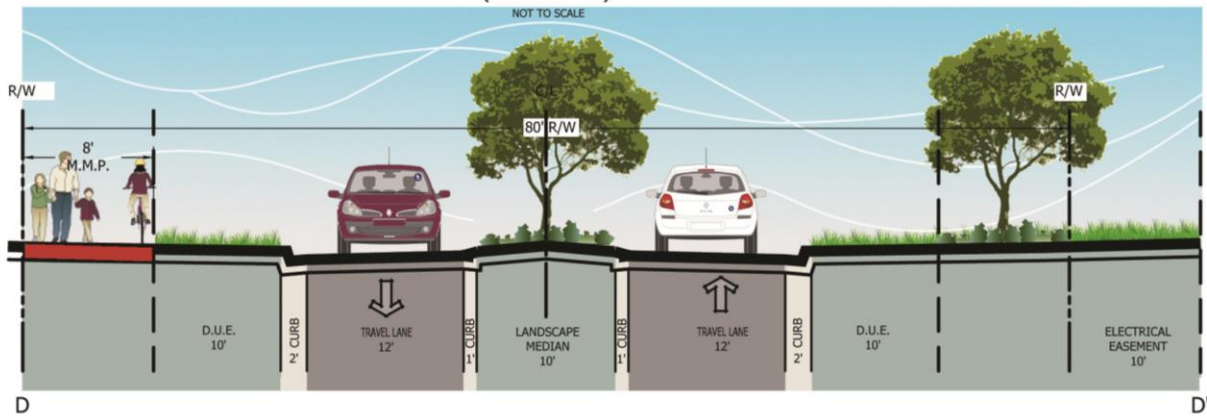
80' R.O.W.  
(OPTION 'B')  
NOT TO SCALE



## Roadway Sections:

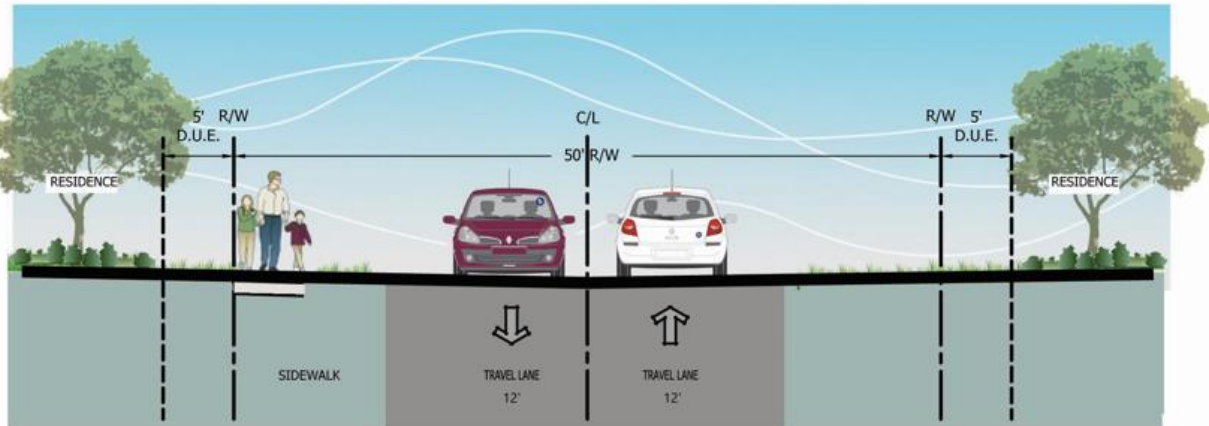


TYPICAL SPINE ROAD CROSS SECTION  
80' R.O.W.  
(OPTION 'C')



TYPICAL SPINE ROAD CROSS SECTION  
80' R.O.W.  
(OPTION 'D')

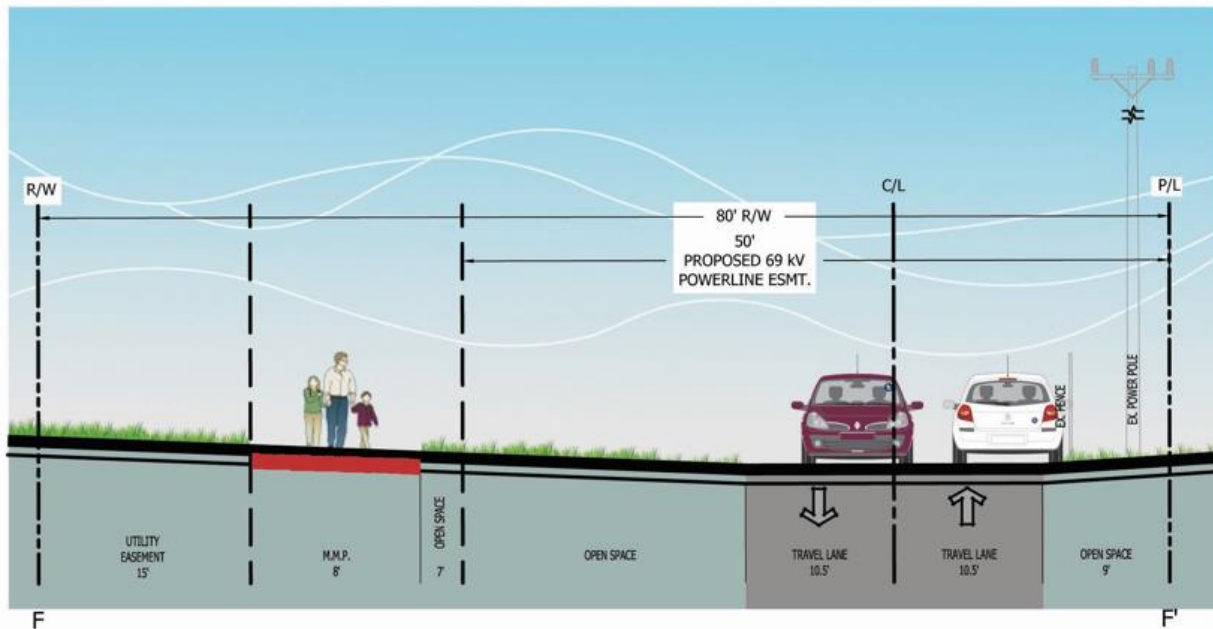
## Roadway Sections:



**TYPICAL NEIGHBORHOOD CROSS SECTION**

**50' R.O.W.**

NOT TO SCALE



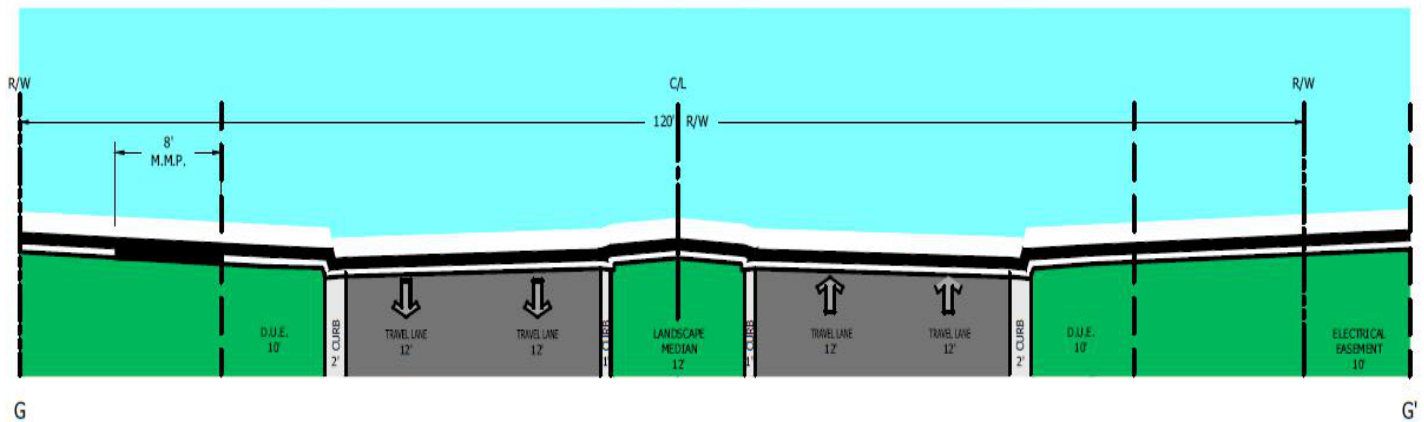
**TYPICAL SPINE ROAD CROSS SECTION**

**(CITY OF OCALA ROAD)**

**80' R.O.W.**

NOT TO SCALE

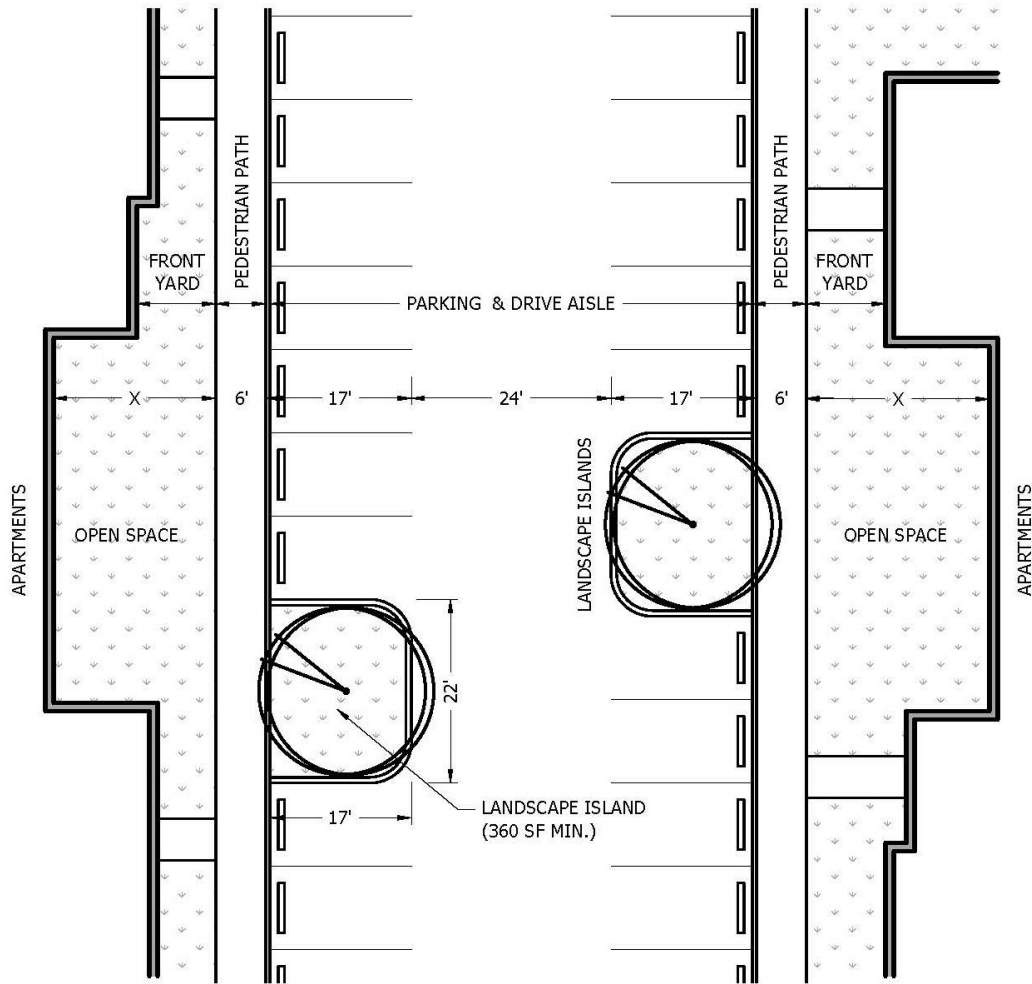
## Roadway Sections:



**TYPICAL SPINE ROAD CROSS SECTION**

120' R.O.W.  
(OPTION 'G')  
NOT TO SCALE

## Parking Lot Layout:



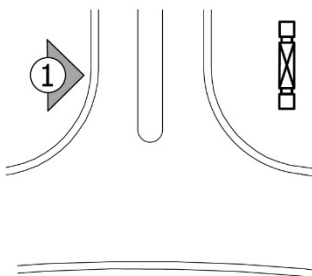
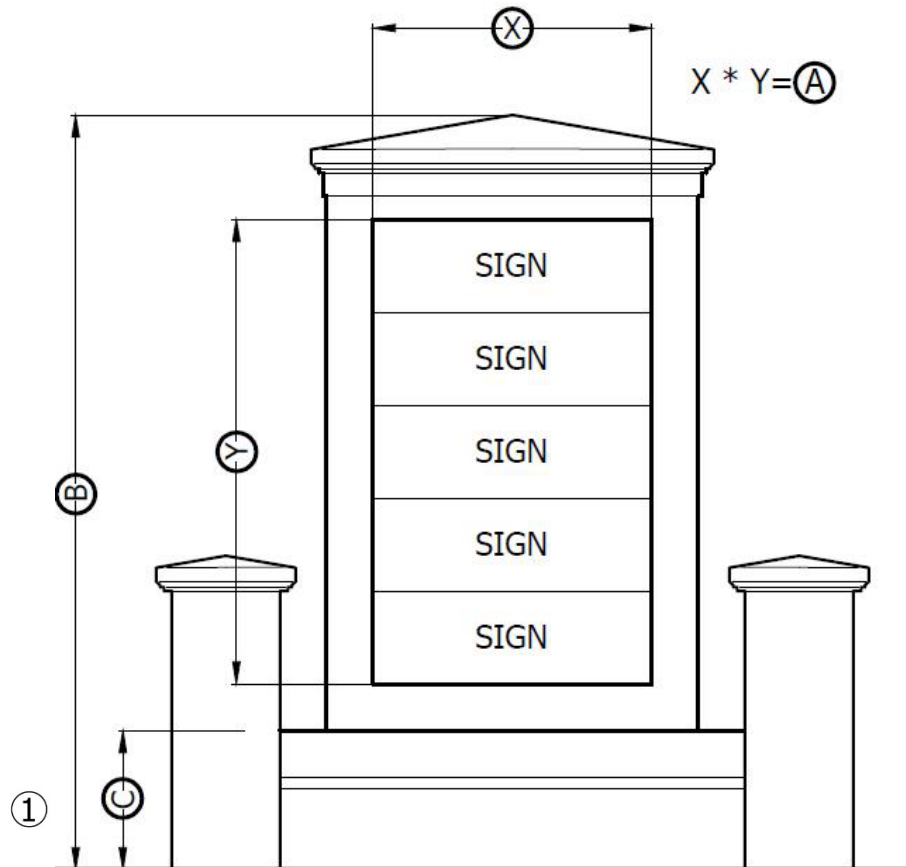
**TYPICAL PARKING AND AISLES**

NOT TO SCALE

Note: Curbing including edges of sidewalk, must be no higher than 6" and the face shall be at least 17' from the edge of the drive aisle along the stall depth. 2' of clear vehicle overhang from the face of the curb must be provided. Wheel stops, if used, are considered curbing for the provision.



## Entrance Sign:



## Entrance Sign:

### Description

- Signs are subject to the requirements set forth in Ocala Code of Ordinances Chapter 110.

### Standards

- Signs shall be set back a minimum of five feet from public rights-of-way.
- Multi-tenant signs shall have two different but complimentary materials for example cultured stone and stucco. Signs shall complement each other to create a cohesiveness throughout the development.
- Sign shall have a maximum of 5 cabinets.

### Dimensions

- |                                      |                |          |
|--------------------------------------|----------------|----------|
| Sign area maximum = 128 sf each side |                | <b>A</b> |
| Height (max):                        | <b>20'</b>     | <b>B</b> |
| Pedestal height (min/max)            | <b>3' / 6'</b> | <b>C</b> |

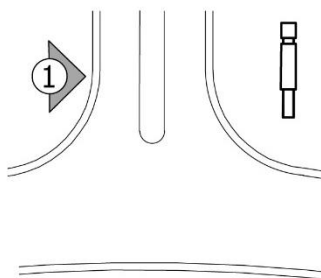
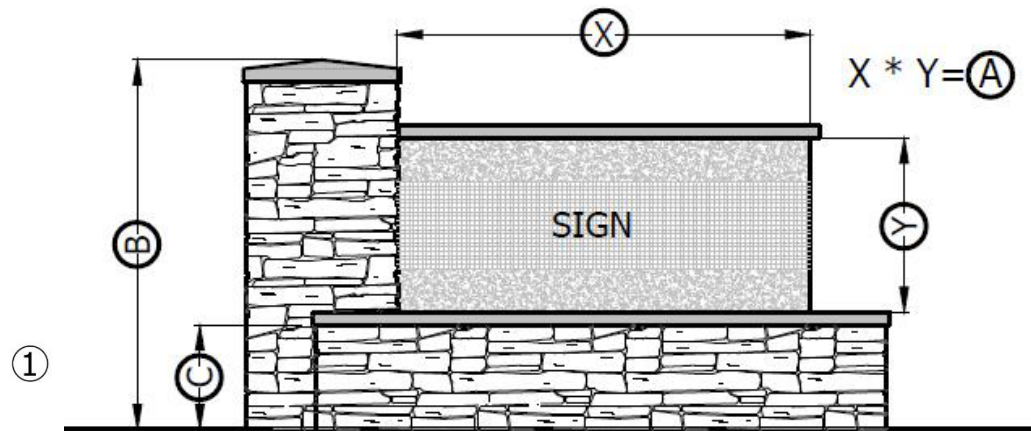
### Number of Signs

- One freestanding sign structure shall be permitted for each public right-of-way entrance on private property.

### Prohibitions

- Any sign which constitutes a traffic hazard or a detriment to traffic safety by reason of its size, location, movement, content, coloring, or method of illumination.
- Signs which move or give the appearance of moving, including banners, pennants, streamers, string pennants, balloons and all other signs which flutter, undulate, swing, oscillate, rotate, or otherwise move by natural or artificial means.
- Roof signs that are constructed or maintained upon the roof of any building or any wall sign extending more than thirty-six (36) inches above the roof line or parapet wall of a building.
- Signs should not interfere with views of buildings.
- Excessive number of individual signs.

## Entrance Sign:



## Entrance Sign:

### Description

- Signs are subject to the requirements set forth in Ocala Code of Ordinances Chapter 110.

### Standards

- Monument signs must display the street address of the property. Where multiple addresses exist with the same street frontage, the highest and lowest street address numbers must be identified. Numbers must be a minimum of 8 inches in height and be visible from both directions of travel.
- Monument signs must be set back at least 10' from side lot line and 5 feet from R.O.W.
- Monument signs shall have two different but complimentary materials for example cultured stone and stucco. Signs shall complement each other to create a cohesiveness throughout the development.

### Dimensions

- |                                       |                  |
|---------------------------------------|------------------|
| • Sign area maximum = 32 sf each side | <b>A</b>         |
| • Height (max):                       | <b>12' B</b>     |
| • Pedestal height (min/max)           | <b>3' / 6' C</b> |

### Number of Signs

- Two monument signs (one at each entry) are allowed along street frontage.

### Prohibitions

- Any sign which constitutes a traffic hazard or a detriment to traffic safety by reason of its size, location, movement, content, coloring, or method of illumination.
- Signs which move or give the appearance of moving, including banners, pennants, streamers, string pennants, balloons and all other signs which flutter, undulate, swing, oscillate, rotate, or otherwise move by natural or artificial means.
- Roof signs that are constructed or maintained upon the roof of any building or any wall sign extending more than thirty-six (36) inches above the roof line or parapet wall of a building.
- Signs should not interfere with views of buildings.
- Excessive number of individual signs.

## Plant Sample:

Planting material	
Botanical Name	Common Name
<b>Shrubs, Grasses, Groundcovers</b>	
Agapanthus africanus	Lily-of-the-Nile
Dianella tasmanica 'Variegata'	Variegated Flax Lily
Dietes vegeta	African Iris
Illicium parviflorum	Yellow Anise
Ilex vomitoria 'Stokes Dwarf'	Schilling's Dwarf Yaupon Holly
Ligustrum japonicum	Ligustrum
Liriope muscari	Liriope
Muhlenbergia capillaris	Muhly Grass
Paspalum notatum 'Argentine'	Argentine Bahia
Pittosporum tobira 'Variegata'	Variegated Pittosporum
Serenoa repens	Saw Palmetto
Spartina bakeri	Cordgrass
Stenotaphrum secundatum 'Floritam'	St. Augustine 'Floritam'
Tulbaghia violacea	Society Garlic
Trachelospermum jasminoides	Creeping Jasmine
Viburnum obovatum 'Mrs. Shillers Delight'	Dwarf Walters Viburnum
Viburnum odoratissimum	Sweet Viburnum
Viburnum suspensum	Sandankwa Viburnum
Zamia floridana	Coontie
<b>Trees</b>	
Acer rubrum 'Florida Flame'	Flame Red Maple
Ilex x 'Nellie R. Stevens'	Nellie Stevens Holly
Ilex vomitoria	Weeping Yaupon Holly
Lagerstroemia indica	Crape Myrtle
Ligustrum japonicum	Ligustrum, tree-form
Liquidambar styraciflua	Sweetgum
Magnolia grandiflora 'D.D. Blanchard'	D.D. Blanchard Magnolia
Myrica cerifera	Wax Myrtle
Pinus elliottii	Slash Pine
Pinus palustris	Longleaf Pine
Prunus angustifolia	Chickasaw Plum
Sabal palmetto	Sabal Palm
Taxodium distichum	Bald Cypress
Ulmus alata 'Winged'	Winged Elm
Quercus shumardii	Shumard Oak
Quercus virginiana	Live Oak



# Tillman & Associates

## ENGINEERING, LLC.

### Exhibit 'A' Legal Description:

A PARCEL OF LAND LYING IN SECTION 1, TOWNSHIP 15 SOUTH, RANGE 21 EAST, MARION COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 1, S.00°22'41"W, 356.57 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF CSX TRANSPORTATION RAILROAD (FORMERLY ATLANTIC COASTLINE RAILROAD AND BEING 120 FEET WIDE); THENCE DEPARTING SAID EAST BOUNDARY LINE, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, S.18°53'16"E, 349.97 FEET TO A POINT ON THE SOUTHERLY BOUNDARY OF BLOCK J, OF HOME ACRES AS RECORDED IN PLAT BOOK "D", PAGE 5, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE, ALONG SAID SOUTHERLY BOUNDARY LINE, N.89°54'10"W, 115.55 FEET TO A POINT ON THE EAST BOUNDARY LINE OF THE NORTHWEST 1/4 OF SAID SECTION 1; THENCE DEPARTING SAID SOUTH BOUNDARY LINE, ALONG SAID EAST BOUNDARY LINE THE FOLLOWING FOUR (4) COURSES, 1.) S.00°22'59"W, 475.50 FEET; 2.) THENCE S.00°01'50"W, 112.48 FEET; 3.) THENCE S.00°44'27"W, 188.69 FEET; 4.) THENCE S.00°22'51"W, 1395.32 FEET TO THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 1; THENCE DEPARTING SAID EASTERLY BOUNDARY, ALONG THE EASTERLY BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 1, S.00°25'08"W, 2613.00 FEET TO THE NORTH RIGHT OF WAY LINE OF N.W. 21ST STREET (HAVING A 50' RIGHT OF WAY); THENCE DEPARTING SAID EAST BOUNDARY LINE, ALONG SAID NORTH RIGHT WAY LINE, N.89°28'23"W, 1327.69 FEET TO THE WEST BOUNDARY LINE OF EAST 1/2 OF SAID SECTION 1; THENCE DEPARTING SAID NORTH RIGHT OF WAY LINE, ALONG SAID WEST BOUNDARY LINE, N.00°28'33"E, 2289.05 FEET TO THE SOUTH BOUNDARY LINE OF THE NORTHEAST 1/4, OF THE NORTHEAST 1/4, OF THE NORTHWEST 1/4, OF SAID SECTION 1; THENCE DEPARTING SAID WEST BOUNDARY LINE, ALONG THE SOUTH AND WEST BOUNDARY LINE OF THE NORTHEAST 1/4, OF THE NORTHEAST 1/4, OF THE NORTHWEST 1/4, OF THE SOUTHWEST 1/4, OF SAID SECTION 1, THE FOLLOWING TWO (2) COURSES, 1.) N.89°12'32"W, 331.94 FEET; 2.) THENCE N.00°31'04"E, 330.57 FEET TO A POINT ON THE NORTH BOUNDARY LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 1; THENCE DEPARTING SAID SOUTH AND WEST BOUNDARY LINE, ALONG SAID NORTH BOUNDARY LINE N.89°12'29"W, 331.33 FEET TO THE EAST BOUNDARY LINE OF THE NORTH 1/2, OF THE NORTHWEST 1/4, OF THE NORTHWEST 1/4, OF SAID SECTION 1; THENCE DEPARTING SAID NORTH BOUNDARY LINE, ALONG THE EAST AND SOUTH BOUNDARY LINE OF THE NORTH 1/2, OF THE NORTHWEST 1/4, OF THE NORTHWEST 1/4, OF THE SOUTHWEST 1/4, OF SAID SECTION 1, THE FOLLOWING TWO (2) COURSES; 1.) THENCE S.00°30'06"W, 306.18 FEET; 2.) THENCE N.89°14'15"W, 632.65 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF N.W. 27TH AVENUE (HAVING A 60 FEET RIGHT OF WAY); THENCE DEPARTING SAID EAST AND SOUTH BOUNDARY LINE, ALONG SAID EAST RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES: 1.) N.00°33'44"E, 306.31 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 1; 2.) THENCE N.00°29'24"E, 1325.79 FEET TO THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 1; 3.) THENCE N.00°33'55"E, 348.17 FEET TO THE SOUTHWEST CORNER OF PINE OAKS INDUSTRIAL PARK AS RECORDED IN PLAT BOOK 2, PAGE 123 OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE, ALONG THE SOUTH AND EAST BOUNDARY LINE OF SAID PINE OAKS INDUSTRIAL PARK THE FOLLOWING THREE (3) COURSES: 1.) N 86°04'19"E, 10.78 FEET; 2. THENCE N.87°14'51"E, 1285.06 FEET; 3.) THENCE N.00°28'30"E, 774.61 FEET TO THE SOUTH BOUNDARY OF LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 5690, PAGE 909 OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE DEPARTING SAID SOUTH AND EAST BOUNDARY LINE, ALONG THE SOUTH AND EAST BOUNDARY LINE OF LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 5690, PAGE 909 OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA, THE FOLLOWING FOUR (4) COURSES: 1.) S.89°42'04"E, 316.29 FEET; 2.) THENCE N.00°29'29"E, 42.21 FEET; 3.) THENCE S.87°15'49"E, 735.74 FEET; 4.) THENCE N.00°03'42"W, 248.59 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF N.W. 35TH STREET (HAVING A 120 FOOT RIGHT OF WAY PER ROAD BOOK 2, PAGE 1 OF THE PUBLIC RECORDS OF MARION COUNTY FLORIDA); THENCE DEPARTING SAID SOUTH AND EAST BOUNDARY LINE, ALONG SAID SOUTH RIGHT OF WAY LINE S.89°43'19"E, 168.79 FEET TO THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE OF CSX TRANSPORTATION RAILROAD; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE, ALONG THE AFOREMENTIONED WESTERLY RIGHT-OF-WAY LINE OF CSX TRANSPORTATION RAILROAD, S.18°52'46"E, 314.71 FEET TO THE POINT OF BEGINNING; SAID LANDS CONTAINING 216.75 ACRES, MORE OR LESS.

AND

(PER OFFICIAL RECORDS BOOK 7949, PAGE 1455)

COMMENCE AT THE NE CORNER OF THE NE 1/4 OF THE NW 1/4 OF SECTION 1, TOWNSHIP 15 SOUTH, RANGE 21 EAST, MARION COUNTY, FLORIDA THENCE N89°41'36"W ALONG THE NORTH BOUNDARY OF SAID NE 1/4 OF NW 1/4 A DISTANCE OF 1321.17 FEET; THENCE DEPARTING SAID NORTH BOUNDARY PROCEED S00°18'24"W A DISTANCE OF 35.00 FEET TO A CONCRETE MONUMENT (NO ID.) ON THE MONUMENTED SOUTH RIGHT OF WAY LINE OF NW 35TH STREET AND THE WEST BOUNDARY OF THE NE 1/4 OF THE NW 1/4 OF SAID SECTION 1; THENCE PROCEED S00°28'25"W ALONG SAID WEST BOUNDARY A DISTANCE OF 22.00 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID WEST BOUNDARY PROCEED S89°33'01"E A DISTANCE OF 1048.39 FEET; THENCE SOUTH A DISTANCE OF 248.53 FEET; THENCE N87°15'28"W A DISTANCE OF 735.76 FEET; THENCE S00°19'18"W A DISTANCE OF 42.21 FEET; THENCE N89°41'36"W A DISTANCE OF 315.37 FEET TO THE WEST BOUNDARY OF THE NE 1/4 OF THE NW 1/4 OF SECTION 1, TOWNSHIP 15 SOUTH, RANGE 21 EAST; THENCE N00°28'25"E ALONG SAID WEST BOUNDARY A DISTANCE OF 262.09 FEET TO THE POINT OF BEGINNING. CONTAINING 254,139 SQUARE FEET MORE OR LESS.

**LESS AND EXCEPT: (SOUTH APARTMENTS PHASE 1 - PARCEL NO: 21385-001-01)**

A PARCEL OF LAND LYING IN SECTION 1, TOWNSHIP 15 SOUTH, RANGE 21 EAST, MARION COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 1; THENCE ALONG THE EAST BOUNDARY OF THE NORTHWEST 1/4 OF SAID SECTION 1, S.00°22'41"W, 356.57 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF CSX TRANSPORTATION RAILROAD (FORMERLY ATLANTIC COASTLINE RAILROAD AND BEING 120 FEET WIDE); THENCE DEPARTING SAID EAST BOUNDARY LINE, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, S.18°53'16"E, 349.97 FEET TO A POINT ON THE SOUTHERLY BOUNDARY OF BLOCK J, OF HOME ACRES AS RECORDED IN PLAT BOOK "D", PAGE 5, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE, ALONG SAID SOUTHERLY BOUNDARY LINE, N.89°54'10"W, 115.55 FEET TO A POINT ON THE EAST BOUNDARY LINE OF THE NORTHWEST 1/4 OF SAID SECTION 1; THENCE DEPARTING SAID SOUTH BOUNDARY LINE, ALONG SAID EAST BOUNDARY LINE THE FOLLOWING FIVE (5) COURSES, 1.) S.00°22'59"W, 475.50 FEET; 2.) THENCE S.00°01'50"W, 112.48 FEET; 3.) THENCE S.00°44'27"W, 188.69 FEET; 4.) THENCE S.00°22'51"W, 1395.32 FEET; 5.) THENCE S.00°25'08"W, 2613.00 FEET TO THE NORTH RIGHT OF WAY LINE OF N.W. 21ST STREET AVENUE (HAVING A 50' RIGHT OF WAY); THENCE DEPARTING SAID EAST BOUNDARY LINE, ALONG SAID NORTH RIGHT WAY LINE THE FOLLOWING TWO (2) COURSES, (1.) N.89°28'23"W, 80.00 FEET TO THE POINT OF BEGINNING; (2.) THENCE N.89°28'23"W, 1247.69 FEET TO THE WEST BOUNDARY LINE OF EAST 1/2 OF THE SOUTHWEST 1/4 OF SAID SECTION 1; THENCE DEPARTING SAID NORTH RIGHT OF WAY LINE, ALONG SAID WEST BOUNDARY LINE, N.00°28'33"E, 783.50 FEET; THENCE DEPARTING SAID WEST BOUNDARY LINE, S.89°28'23"E, 1246.92 FEET TO THE WESTERLY RIGHT OF WAY LINE OF A PROPOSED 80' RIGHT OF WAY; THENCE ALONG SAID PROPOSED WESTERLY RIGHT OF WAY LINE, S.00°25'08"W, 783.50 FEET TO THE POINT OF BEGINNING. SAID LANDS CONTAINING 22.43 ACRES, MORE OR LESS.

AND

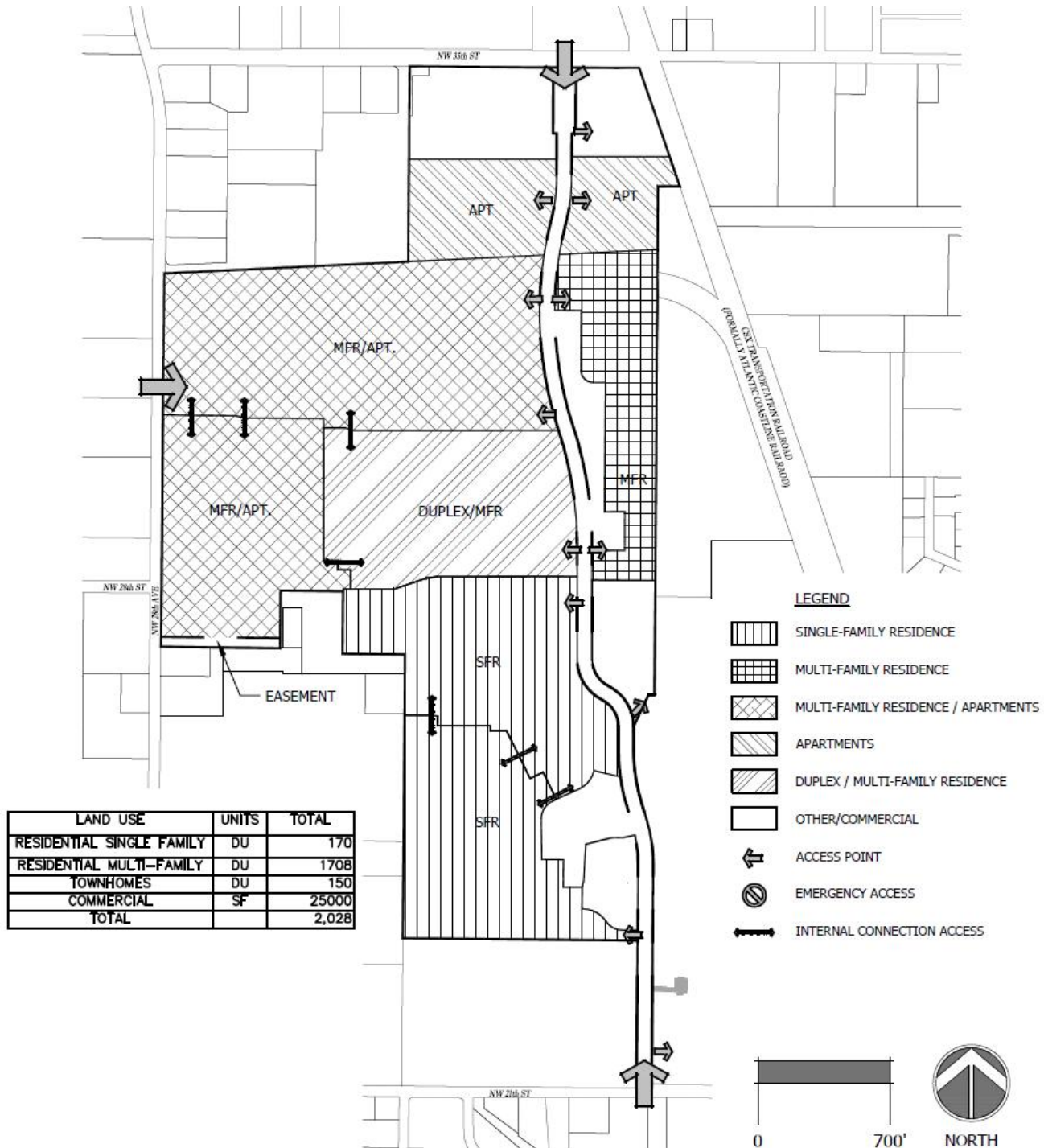
**LESS AND EXCEPT: (A PORTION OF CITY OF OCALA PARCEL 21448-000-01)**

A PARCEL OF LAND LYING IN SECTION 1, TOWNSHIP 15 SOUTH, RANGE 21 EAST, MARION COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 1, THENCE ALONG THE EAST BOUNDARY OF THE NORTHWEST 1/4 OF SAID SECTION 1, S.00°22'41"W, 356.57 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF CSX TRANSPORTATION RAILROAD (FORMERLY ATLANTIC COASTLINE RAILROAD AND BEING 120 FEET WIDE); THENCE DEPARTING SAID EAST BOUNDARY LINE, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, S.18°53'16"E, 349.97 FEET TO A POINT ON THE SOUTHERLY BOUNDARY OF BLOCK J, OF HOME ACRES AS RECORDED IN PLAT BOOK "D", PAGE 5, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE, ALONG SAID SOUTHERLY BOUNDARY LINE, N.89°54'10"W, 115.55 FEET TO A POINT ON AFOREMENTIONED EAST BOUNDARY LINE OF THE NORTHWEST 1/4 OF SAID SECTION 1; THENCE DEPARTING SAID SOUTH BOUNDARY LINE, ALONG SAID EAST BOUNDARY LINE THE FOLLOWING FOUR (4) COURSES, 1.) S.00°22'59"W, 475.50 FEET; 2.) THENCE S.00°01'50"W, 112.48 FEET; 3.) THENCE S.00°44'27"W, 188.69 FEET; 4.) THENCE S.00°22'51"W, 1395.32 FEET TO THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 1; THENCE DEPARTING SAID EASTERLY BOUNDARY, ALONG THE EASTERLY BOUNDARY OF THE SOUTHWEST 1/4 OF SAID SECTION 1, S.00°25'08"W, 524.14 FEET TO THE POINT OF BEGINNING. THENCE CONTINUE ALONG SAID EAST BOUNDARY, S.00°25'08"W, 907.98 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 840.00 FEET, A CENTRAL ANGLE OF 17°34'53", AND A CHORD BEARING AND DISTANCE OF N08°22'19"W, 256.75 FEET; THENCE DEPARTING SAID EASTERLY BOUNDARY LINE, NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 257.76 FEET TO A POINT OF TANGENCY; THENCE N.17°09'47"W, 81.89 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 960.00 FEET, A CENTRAL ANGLE OF 17°09'47", AND A CHORD BEARING AND DISTANCE OF N.08°34'53"W, 286.49 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 287.57 FEET TO A POINT OF TANGENCY; THENCE N.00°00'00"E, 115.69 FEET; THENCE N.25°58'29"E, 154.80 FEET; THENCE N.18°43'29"E, 39.89 FEET; THENCE S.89°34'52"E, 30.34 FEET TO THE POINT OF BEGINNING. SAID LANDS CONTAINING 1.34 ACRES, MORE OR LESS.



## Exhibit 'B' Master Development Plan



## Exhibit 'C' Equivalency Matrix:

### A: Land Use Equivalency Rates

	From	To	210	215	220	221	252	822
			DU	DU	DU	DU	DU	KSF
Single Family	210	DU	1.00	1.49	1.55	1.64	3.56	0.30
Single-Family (Attached)	215	DU	0.67	1.00	1.04	1.10	2.39	0.20
Multi-Family Housing (Low-Rise)	220	DU	0.65	0.96	1.00	1.06	2.30	0.19
Multi-Family Housing (Mid-Rise)	221	DU	0.61	0.91	0.94	1.00	2.17	0.18
Sr. Adult Housing - Attached	252	DU	0.28	0.42	0.43	0.46	1.00	0.08
Strip Retail Center (<40k)	822	KSF	3.32	4.93	5.13	5.45	11.80	1.00

### B: Equivalency Examples

Example 1: To change 100 units of Single Family to Strip Retail Center (<40k)  
 $100 \text{ units} / 0.3 = 332 \text{ units}$

Example 2: To change 250 units of Multi-Family Housing (Mid-Rise) to Single Family  
 $250 \text{ units} / 0.61 = 411 \text{ units}$

Example 3: To change 500 units of Strip Retail Center (<40k) to Multi-Family Housing (Low-Rise)  
 $500 \text{ units} / 5.13 = 97 \text{ units}$

### C: Source Information & Documentation for Equivalency Rates

ITE 11th Edition			AM		PM		ADT	
Land Use	Code	Intensity	In	Out	In	Out	In	Out
Single Family	210	170 DU	31	90	103	61	822	822
Single-Family (Attached)	215	138 DU	20	46	45	34	501	501
Multi-Family Housing (Low-Rise)	220	150 DU	17	52	54	31	518	518
Multi-Family Housing (Mid-Rise)	221	1752 DU	175	584	417	267	4155	4155
Sr. Adult Housing - Attached	252	90 DU	6	12	13	10	142	142
Strip Retail Center (<40k)	822	25 KSF	35	24	83	82	642	642
Total			284	808	715	485	6,780	6,780

### D: Net Trips Calculation

ITE 11th Edition	Total		AM			External		Total		PM			External	
			In	Out	Pass-by					In	Out	Pass-by		
Single Family	31	90	1%	1%	0%	31	89	103	61	4%	2%	0%	99	59
Single-Family (Attached)	20	46	1%	1%	0%	20	46	45	34	4%	2%	0%	43	33
Multi-Family Housing (Low-Rise)	17	52	1%	1%	0%	17	52	54	31	4%	2%	0%	51	30
Multi-Family Housing (Mid-Rise)	175	584	1%	1%	0%	172	579	417	267	4%	2%	0%	401	260
Sr. Adult Housing - Attached	6	12	1%	1%	0%	6	12	13	10	4%	2%	0%	12	9
Strip Retail Center (<40k)	35	24	17%	14%	0%	29	21	83	82	10%	26%	34%	48	39
	284	808				275	799	715	485				654	430

**Note:** Trip Generation was calculated for each land-use of the proposed project based on the 11<sup>th</sup> edition of the Institution of Transportation Engineers (ITE) Trip Generation Manual and Trip Generation Handbook (3<sup>rd</sup> edition).