

CHAPTER 600. OVERLAY AND SPECIAL DISTRICT AREAS

SECTION 601. TRADITIONAL NEIGHBORHOOD DEVELOPMENT

601.1. Intent and Purpose

The intent and purpose of the Traditional Neighborhood Development (TND) Standards is to provide design criteria and standards which implement the County's Comprehensive Plan in creating livable areas and communities through traditional design standards as described in Section 601.2.

601.2. TND Principles

TNDs require efficient urban-growth patterns and ensure that each TND exhibits the following characteristics and conforms to the following design principles:

- A. Village or Town Centers with Mixed Uses. A mixture of nonresidential and residential uses of various densities, intensities, and types designed to promote walking between uses and a variety of transportation modes, such as bicycles, transit, and automobiles.
- B. Functional Neighborhoods. Residential areas are located and designed as neighborhoods, which embrace a full range of urban facilities, including neighborhood retail centers; a variety of housing types; public/civic space; and a variety of open-space amenities, schools, central water and sewer, and fire/safety accessibility.
- C. Walkable Streets. Integrated neighborhoods and a compact TND that design a community based on reasonable walking distances; the location of parking; and the design of streetlights, signs, and sidewalks.
- D. Interconnected Circulation Network. An interconnected street system that prioritizes pedestrians and bicycle features and links neighborhoods to shopping areas, civic uses, parks, and other recreational features.
- E. Respect for Natural Features. Development activity recognizes the natural and environmental features of the area and incorporates the protection, preservation, and enhancement of these features as a resource amenity to the development.

601.3. Applicability

Town Center designated developments and zoning districts, where development is traditional neighborhood design or transit-oriented design (TOD), shall adhere to the TND standards section of this Code. Where the provisions of this Code, except the Life Safety Code, conflict with the TND requirements of this section, the TND requirements shall prevail. Provided; however, except where this section contains a specific standard or requirement that differs from, or conflicts with, a specific standard or requirement governing the same aspect of development that is located elsewhere in this Code (as determined by the subsection headings in this TND

section), this section, and Section 601.4, shall not relieve a TND from compliance with the requirements of this Code or the requirement to seek variances or alternative standards from this Code where applicable.

For purposes of jurisdictional and geographic applicability, this section shall apply to all development on land within the jurisdiction of unincorporated Pasco County that is a Town Center designated development, traditional neighborhood design, or TOD designated development. This section shall apply in a municipality within the County, only upon the County and the municipality entering into an Interlocal Agreement providing for the application of this section, or portions thereof, within the municipality. For purposes of timing applicability, this section shall apply to development approvals containing Town Center designated development, traditional neighborhood design, TOD designated development, or a substantial modification thereof, for which a complete application has been filed or for which the approval has expired or been denied after December 6, 2005, unless the County and the applicant agree to an earlier application date. In addition, the County may apply this section to other development approvals containing a Town Center designated development, traditional neighborhood design, TOD designated development, or substantial modification thereof, for which a complete application has been filed or for which the development approval has expired or been denied after December 6, 2005, unless the County and applicant agree to an earlier application date. For development approvals containing Town Center designated development, traditional neighborhood design, or TOD designated development, this section shall govern in the event of a conflict between this section and prior development approvals.

601.4. **Alternate Design Standards**

Any and all deviations to the TND standards, as required, shall be reviewed in accordance with Chapter 400, Section 407.5, Alternative Standards, of this Code.

Section 601.2, TND Principles, shall be used as the foundation for evaluating the alternate design standards. Deviations to the design standards must describe how the alternate design standards meet all principles in Section 601.2, TND Principles. The proposed alternate design standards should provide alternative design solutions that do not reduce the standards or level of design included in this section.

601.5. **Application Submittal and Processing Requirements**

A TND shall undergo a two (2) step land use plan submittal process. The following tables list the required information by stage for approval of a TND.

- A. Stage One (1), Zoning Review. This stage is during the rezoning review or rezoning amendment.
 - 1. Master Land Use Plan
 - a. Nonbinding graphic showing the detail of neighborhoods and the town center (where applicable).
 - b. Parks and recreation plan.

- c. Zoning classification.
 - d. Residential/nonresidential mix by neighborhood center and town center (where applicable). Indicate uses within 500 feet of a town center.
 - e. Public facilities plans (this is not a technical submittal; it is for the applicant to address how utilities will be provided):
 - (1) Water.
 - (2) Wastewater.
 - (3) Stormwater.
 - (4) Emergency Services.
 - (5) Solid Waste.
- B. Stage Two (2), Development Plan Review. This stage is at the preliminary plan review.
- 1. Design Component Plan
 - a. Circulation
 - Location of major roads external to the site.
 - b. Street Design
 - (1) Cross sections.
 - (2) Traffic calming; describe the types being utilized, if any.
 - c. Network Pattern
 - (1) A and B streets identified.
 - (2) Block layout and dimensions.
 - (3) Bike/pedestrian network.
 - (4) Identify public-edge conditions.
 - (5) Identify network connections (internal and external).
 - d. Site Design and Lot Layout
 - (1) Identify block types.

- (2) Show joint access if applicable.
 - (3) Identify the types of open space within neighborhoods and centers.
- e. **Building Types**
- (1) Identify each block type that will be permitted by neighborhood, neighborhood center, and town center (where applicable).
 - (2) Housing-type mix; i.e., multiple family, attached, detached housing, etc.
 - (3) General description of the types of architectural style that will be included in neighborhoods, town centers, and neighborhood centers. It can be a list of types and not specificity to neighborhoods or centers.
- f. Create a signage plan for the town center and neighborhood center, which consists of the type, location, and materials that will be used for each center and any theming, wayfinding, and directional signage needed for the center.

601.6. **Site Design and Lot Layout**

The following applies to all town centers, neighborhoods, and neighborhood centers within a TND.

A. **Form Requirements**

1. **Town Centers**

- a. **Town Center Size.** A town center shall be a minimum of forty (40) acres in size.
- b. **Intent.** A town center shall provide a mix of medium-density residential, employment, commercial uses, and civic uses.
 - (1) **Retail.** A minimum of twenty-five (25) percent of the total, buildable land area shall be developed as nonresidential uses. Vertically mixed-use buildings that provide retail uses on the ground floor shall count toward meeting this requirement. Additionally, a minimum of thirty (30) percent and a maximum of seventy-five (75) percent of the total nonresidential, including retail and office, floor space shall be constructed for retail uses.

- (2) Residential. A minimum of twenty-five (25) percent of the total, buildable land area shall be developed as residential use.
- (3) Community Common Areas. A minimum of fifteen (15) percent of each town center shall be usable community common areas and open space accessible to the public. Two (2) types of community common areas, as described below, are required. All community common areas shall be owned and maintained by the property owner, property owner associations, homeowners' associations, or similar entities.
 - (a) A minimum of five (5) percent of the total land area shall be provided in the form of greens, squares, and plazas.
 - (b) A community park, a minimum of one (1) contiguous acre in size, shall be provided within the land-use designation. Community parks shall include, at minimum, one (1) shelter and walking paths/trails. Parks may also include open-play areas and ball fields.

2. Neighborhood. TNDs shall be developed as a collection of neighborhoods that have been designed so that a majority of the housing units are within a walking distance or one-fourth mile radius of a neighborhood center.

- a. Neighborhood Size. A neighborhood shall be sized such that the majority of housing is within a walking distance or one-fourth mile radius of a neighborhood center.
 - (1) Minimum Size: Forty (40) Acres
 - (2) Maximum Size: 160 Acres

The minimum and maximum size may include existing or approved neighborhoods that are connected to the TND and considered an integral part of the TND.

- b. Neighborhood Interconnection. Neighborhoods shall be connected by a system of interconnected streets that provide local public-road connections between all adjacent parcels and that is designed to discourage, and provide alternatives to, the use of the arterial roadway system.
- c. No Restricted Access to Neighborhoods. Access into and through the village neighborhoods shall not be restricted by

gates or other security measures that would inhibit vehicular or pedestrian connectivity and accessibility. This regulation does not prohibit entry features for neighborhoods, provided that they do not restrict vehicular access to any person.

d. Neighborhood Center

- (1) Neighborhood Center Locational Requirements. Neighborhood centers shall be located within a one-fourth mile radius or walking distance for the majority of the residences within the neighborhood.
- (2) Co-Location of Neighborhood Centers. No more than two (2) neighborhood centers may be located adjacent to one another.
- (3) Neighborhood Center Mix of Uses. Neighborhood centers shall have a core, which shall be a combination of at least two (2) of the following uses: recreational space; public/civic use; or small-scale, neighborhood-oriented commercial uses. The size of each neighborhood center shall be determined during the master land use plan process and shall be based upon the size of the neighborhood and adequately sized to provide a public/civic focal point for the neighborhood.
- (4) Maximum Size of an Individual Retail Use. The maximum size of an individual retail use within a neighborhood center is 10,000 square feet. The maximum size of an individual retail use within neighborhood centers that have been co-located is 20,000 square feet.

B. Development Block Structure. The following shall apply to a town center, all neighborhoods, and neighborhood centers located within a TND.

In order to create a system of land subdivision and development which links one (1) neighborhood to another and to provide interconnected streets that are designed to balance the needs of all users, new development within the neighborhood centers and a town center, where applicable, shall be organized by development blocks to the maximum extent feasible given the topography and physical characteristics of each individual site. Flexibility to design each site to preserve on-site environmental resources and preservation areas is permitted through the development approval processes and the design criteria provided herein.

Development activity shall be modeled after the town center prototype (Figure 601.B), the traditional neighborhood prototype (Figure 601.C), and shall conform in all material respects to the principles illustrated in one (1) or more of the following development block types:

1. Mixed-Use Development Block with Surface Parking (Figure 601.D) and Mixed-Use Development Block with Structured Parking (Figure 601.E). The mixed-use development block accommodates a range of multiple family; retail; and mixed-use building types within the town center, including "anchor" retail, "out-parcel" or "liner" retail, and "main street" retail buildings.
 2. Retail Development Block (Figure 601.F). The retail development block accommodates a range of multiple-family residential, retail, and mixed-use buildings.
 3. Multiple-Family Development Block (Figure 601.G). The multiple family development block accommodates a range of multiple family building types, including multiplex, apartments, community residential homes, housing for older persons, and nursing and extended-care facilities.
 4. Attached, Detached, and Accessory-Unit Development Block (Figures 601.H, 601.I, 601.J, and 601.K). The attached, detached, and accessory residential development block accommodates a range of residential building types, including single-family detached and attached two (2) family, townhouses, and multiplex units that are four (4) units or less per structure as well as accessory residential units.
- C. Use of Prototypes. Prototypes are described within a single-use prototype for illustrative purposes. Development applications for specific sites are required to assemble structures into mixed-use blocks or half blocks, as appropriate, for the site. Each site plan shall be required to identify how the proposed development, including buildings and structures, are assembled within a context that conforms in all material respects to the design standards for the block or half block within which the building occurs. Specific development block standards are located in Section 601.9.C.
- D. General Development Block Standards. The method of internal connection and linkages for neighborhood centers and a town center shall be based upon a prototypical block which represents an ideal development form. Blocks shall be designed to conform to a street pattern that is connected and may be in a gridiron, curvilinear, organic, radial, or any other style that provides internal connections and external linkages (See Illustration 601.D.1).
- E. Height
1. Mixed-Use Development Blocks and Retail Development Block. Building height shall range from a minimum of twenty-four (24) feet, including parapet walls, for single-story buildings to a maximum height

of fifty-one (51) feet. The building height may be increased to a maximum of seventy (70) feet within a town center when vehicular parking is provided within the building or as structured parking. The maximum height of a building is measured to include parking within the structure.

2. Multiple-Family Development Block. Building height for a multiple family, single-use structure shall range from a minimum of twenty-four (24) feet to a maximum height of forty-five (45) feet. The building height may be increased to a maximum of sixty-five (65) feet when vehicular parking is provided within the building. The maximum height of a building is measured to include parking within the structure.
3. Attached, Detached, and Accessory Block (Detached Units). Building height for detached units shall range from a minimum of eighteen (18) feet (one [1] story) to a maximum of thirty-five (35) feet. Building height shall be further limited by the compatibility requirements of each individual site.
4. Attached, Detached, and Accessory Block (Attached Units). Building height for attached units shall range from a minimum of twenty-four (24) feet (two [2] stories) to a maximum of thirty-five (35) feet. Building height shall be further limited by the compatibility requirements of each individual site.
5. Exceptions. The Development Review Committee (DRC) may grant an exception to the maximum height on a case-by-case basis during the master land use plan review process based upon the following findings:
 - a. The increased height would not be incompatible with adjacent uses.
 - b. The applicant has demonstrated that the granting of the exception(s) does not adversely affect the ability of the TND as a whole to meet the intent of the TND principles.

F. Setbacks

1. External Compatibility Setbacks
 - a. When a nonresidential or multiple-family (apartment) use within a TND is abutting any residential property that is adjacent or external to a TND, there shall be an additional setback required for any yard of that use which is contiguous to the residential property as follows. When any side of a structure equal to or less than thirty-five (35) feet in height abuts a residentially zoned property, that portion of the structure(s) shall be set back at a minimum of twenty (20) feet.

- b. The specific minimum setbacks and other compatibility requirements for structures greater than thirty-five (35) feet in height shall be determined during the rezoning process and shall become a condition of the zoning amendment. At a minimum, structures that are greater than thirty-five (35) feet in height shall comply with the following building-height, transition-zone requirements:

Transition Zone Height and Setbacks	
Height	Minimum Setback, Rear or Side Yard, when Adjacent to Detached Single-Family Residential
≤35'	20'
36'-45'	30'
46'-55'	60'
>55'	110' (1)

Any structure greater than fifty-five (55) feet is required to transition from the edge of the town center with buildings of shorter height located between the residential areas and the edge of the town center. If the edge of a town center is located on a major arterial or collector street, the shorter height adjacent to this roadway is not required; however, the requirement for the adjacent residential areas will remain. The intent is to provide an opportunity for this additional height to occur internal to the town center only and not along the perimeter boundary of the town center. There shall be at least one (1) transition structure between the residential area and any building greater than fifty-five (55) feet in height with a minimum height of thirty-five (35) feet within the town center.

- c. **Building Design.** The side of the building that is facing or backing up to any residential development must be treated with the same architectural design standards as the front of the building.
2. **Mixed-Use Development Block and Retail Development Block.** Building setbacks along "A" street frontages shall be a minimum of zero (0) feet to a maximum of fifteen (15) feet. On arterial roadways, building setbacks along "A" street frontages shall be a maximum of twenty-five (25) feet.
 - a. A nonresidential or mixed-use structure is required to be located on a corner parcel at the intersection of two (2) "A" streets and shall be set back a minimum of zero (0) feet and a maximum of fifteen (15) feet for both the front and side yards.

Lot Width		Max. Building Coverage	Front Yard (4')		Rear Yard (7')	Side Yard (1, 6)		Garage and Accessory Structures		Height (Stories)
Min.	Max.		Min. (5')	Max.		Interior	Corner	Front-Yard Min. (2')	Rear-Yard Min.	
Detached Residential										
40'	100'	80%	10'	30'	20'	5' (1 story)	10'	5'	4' w/alley 10' w/o alley	2½
Attached Residential										
Townhouse, Apartment, Condominium		N/A	5'	20'	10'	0'	5' (end unit)	5'	4'	3½
Duplex/Triplex		N/A	10'	25'	20'	5' (1 story)	7.5'	10'	4' w/alley 10' w/o alley	2½
Quadplex		N/A	10'	25'	20'	7.5'	7.5'	10'	4' w/alley 10' w/o alley	3½
Nonresidential										
		N/A	0'	15'	N/A	0'-15'	N/A	N/A	N/A	51'-75' (8)

- (1) Structures that are located on a corner parcel at the intersection of two (2) "A" streets shall be set back a minimum of zero (0) feet and a maximum of fifteen (15) feet for both the front and side yards. Side-yard setbacks apply to both primary structures and accessory structures.
- (2) Measured from the primary facade of the residential structure.
- (3) Garages served by a shared driveway that is located along the center line on the common-side lot line may encroach into the setback.
- (4) Front porches may encroach in the front-yard setback by five (5) feet.
- (5) The finished floor of all detached residential units with a front setback ranging from ten (10) to fifteen (15) feet must be elevated a minimum of three (3) feet above finished grade. The finished floor of all attached residential units with a front setback ranging from five (5) to ten (10) foot standards must be elevated a minimum of three (3) feet measured from the sidewalk.

- (6) The development must comply with those standards set forth in Section 902.2.
 - b. An increase in the maximum setback may be approved by the DRC for individual buildings that require additional setback from the property for pedestrian-oriented uses, such as outdoor dining and active-merchandise display and sales as permitted to promote pedestrian activity.
3. Multiple-Family Development Block. Building setbacks along "A" street frontages shall be a minimum of zero (0) feet to a maximum of fifteen (15) feet.

FIGURE 601.A

TRADITIONAL TOWN CENTER

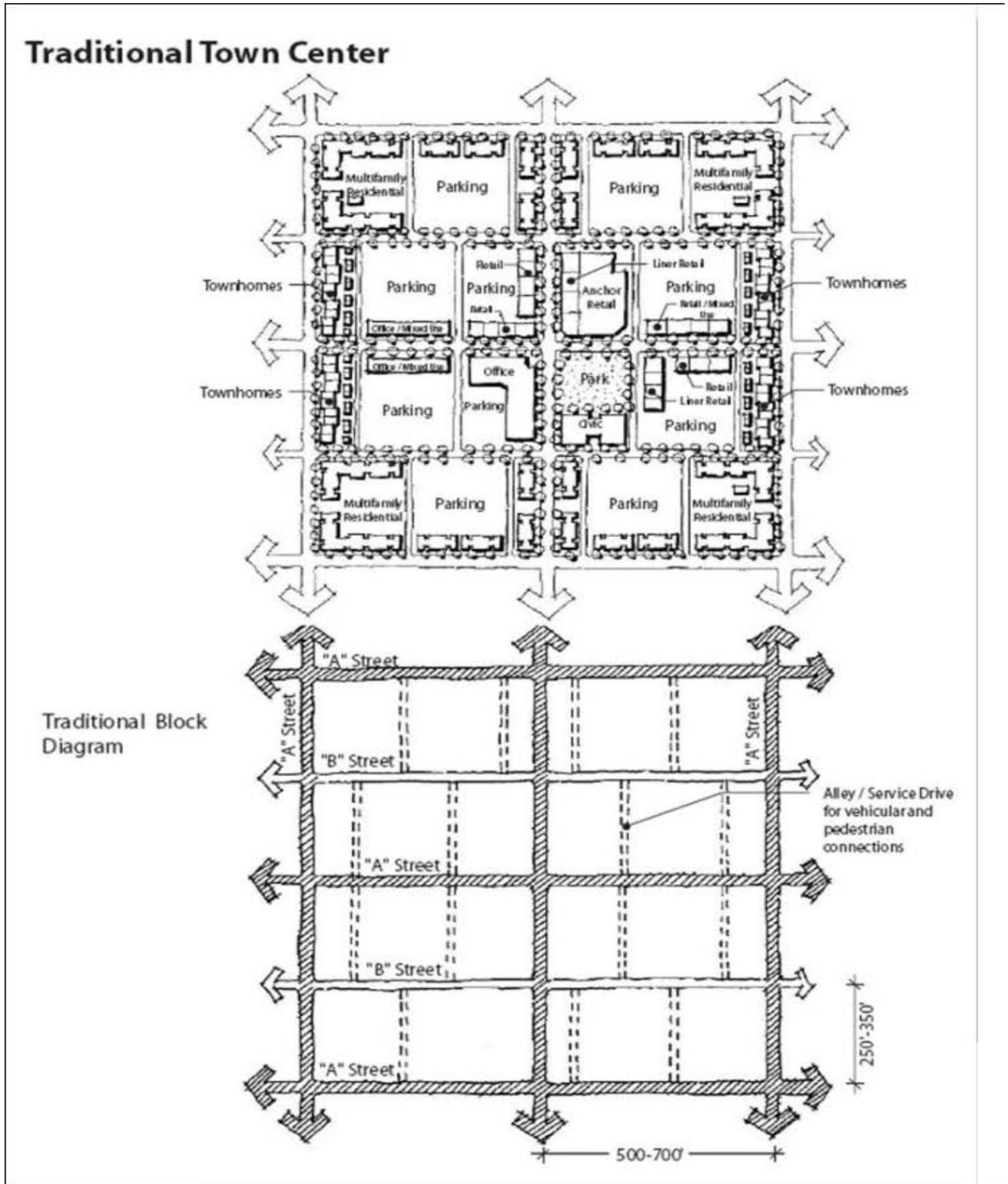


FIGURE 601.B

TOWN CENTER PROTOTYPE

Town Center Prototype

Maximum - 300,000
Minimum - 50,000



FIGURE 601.C

TRADITIONAL NEIGHBORHOOD PROTOTYPE

Traditional Neighborhood Prototype

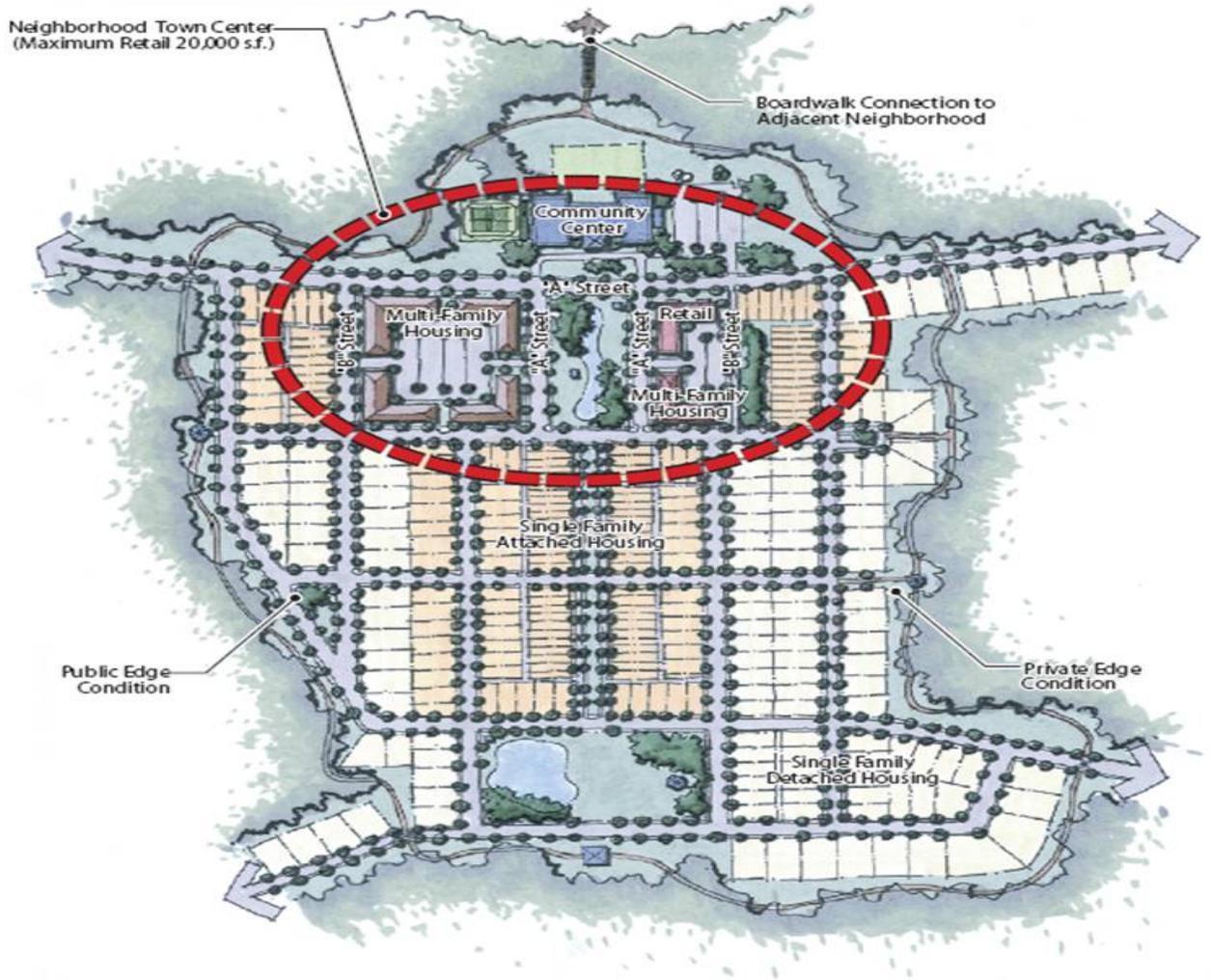


FIGURE 601.D

MIXED-USE COMMERCIAL (WITH RETAIL ANCHOR)

Mixed Use Commercial
(with Retail Anchor)

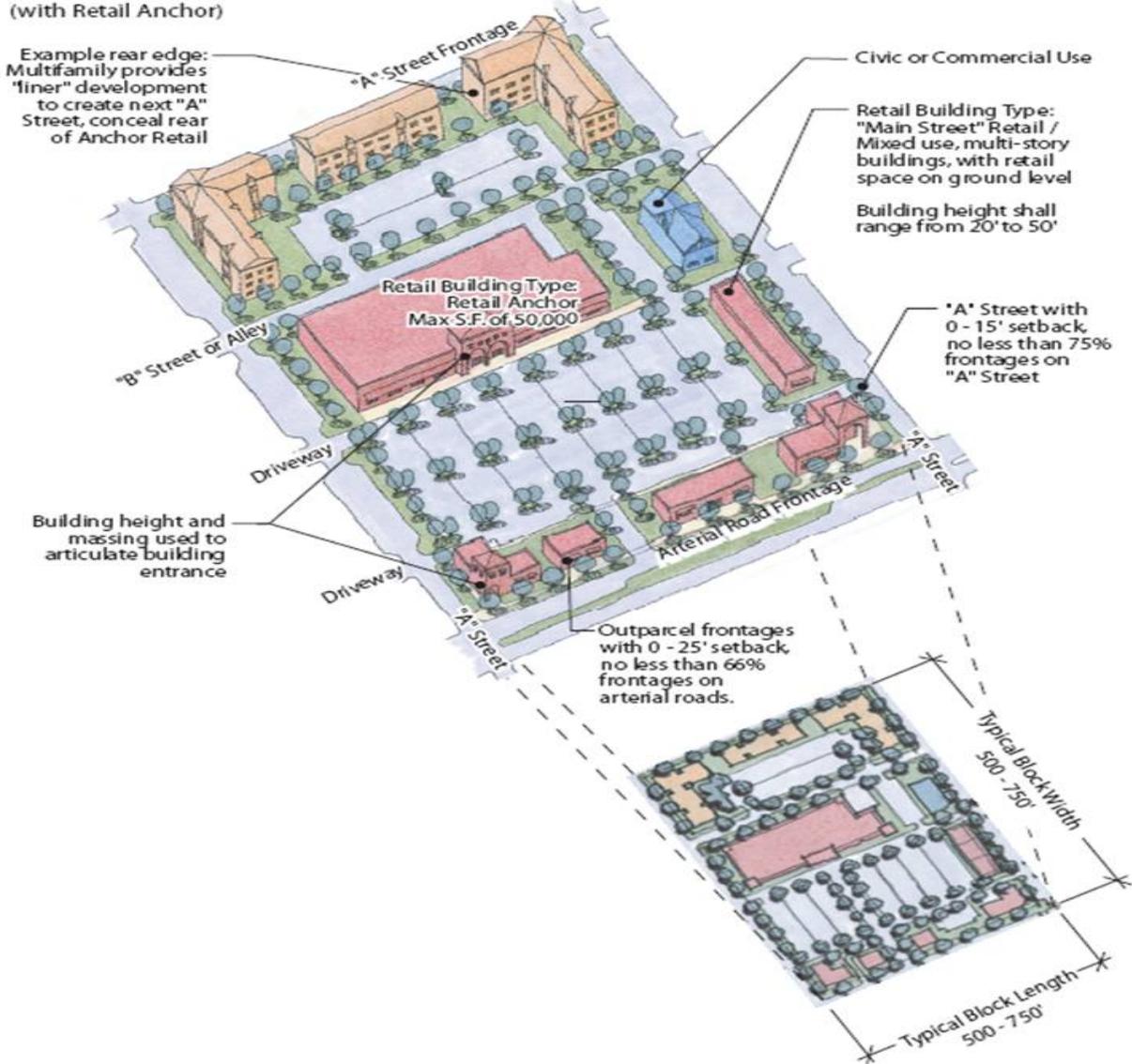


FIGURE 601.E

MIXED-USE DEVELOPMENT BLOCK (WITH STRUCTURED PARKING OPTION)

Mixed-Use Development Block
(With Structured Parking Option)

Structured parking decks shall be located behind 'A' street frontage buildings with vehicular access restricted to 'B' streets.

Building setbacks along 'A' street frontages shall be a minimum of 0' to a maximum of 10'.

The primary building entrances shall be visible and directly accessible from a public street.

Building height shall range from a minimum of 1 stories to a maximum of 6 stories.

Building frontage shall occupy no less than 75% of a block's 'A' street frontage.

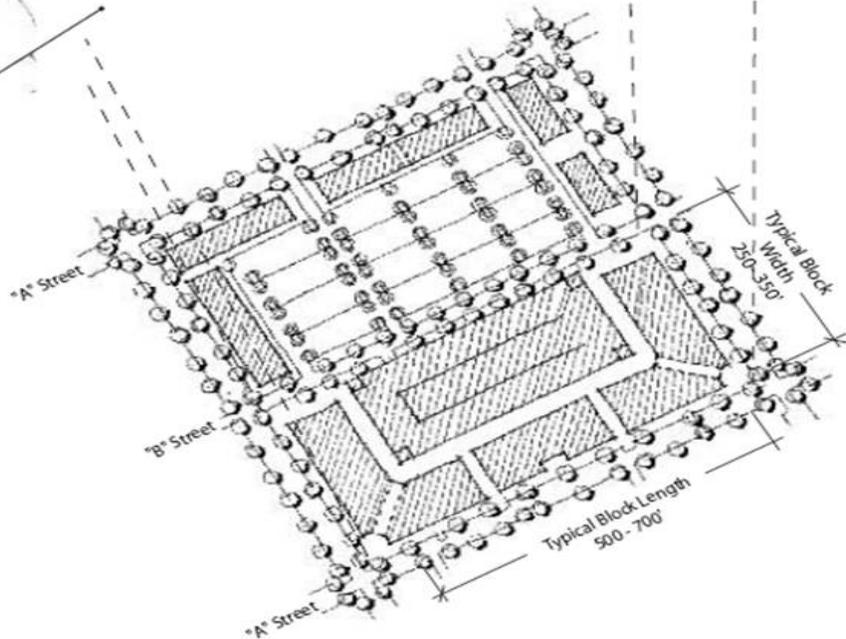


FIGURE 601.F

RETAIL DEVELOPMENT BLOCK

Retail Development Block



FIGURE 601.G

MULTIPLE-FAMILY DEVELOPMENT BLOCK

Multifamily Development Block

(with Retail Anchor)



FIGURE 601.H

DETACHED RESIDENTIAL: FRONT-LOADED RESIDENTIAL DEVELOPMENT

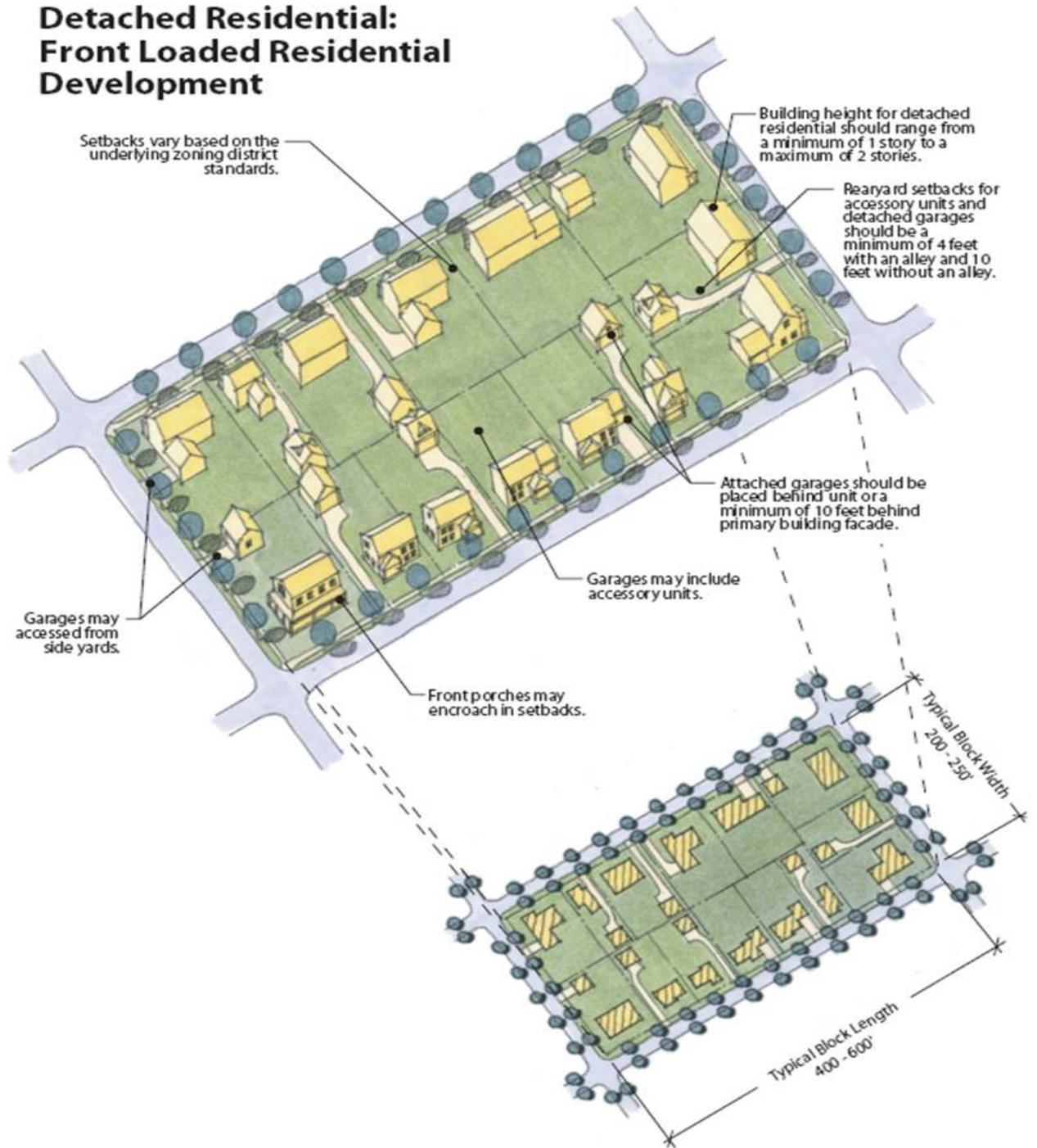


FIGURE 601.I

DETACHED RESIDENTIAL: REAR-LOADED RESIDENTIAL DEVELOPMENT

**Detached Residential:
Rear Loaded Residential
Development**

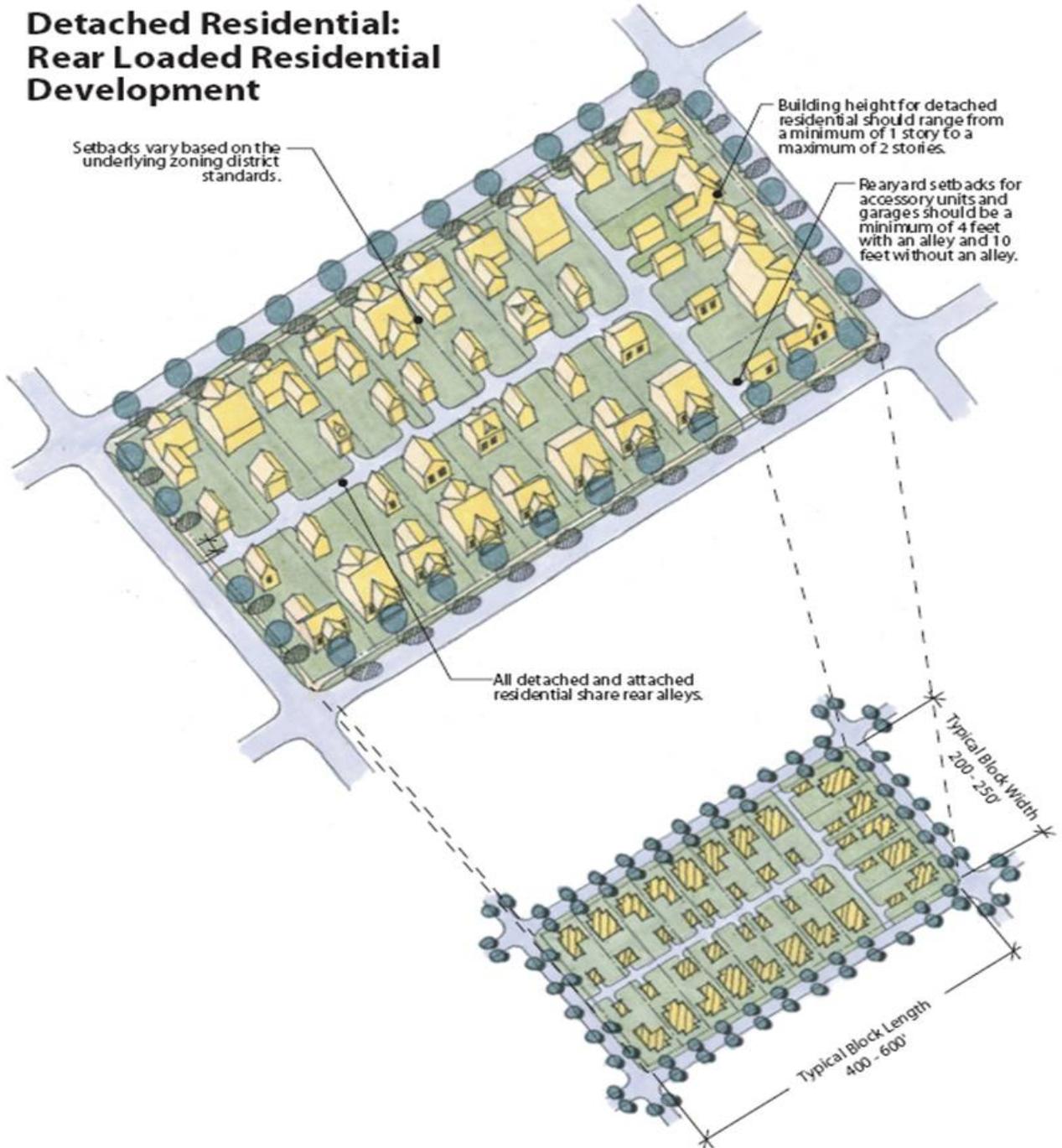


FIGURE 601.J

ATTACHED RESIDENTIAL: DUPLEX AND QUAD-RESIDENTIAL DEVELOPMENT

**Attached Residential:
Duplex & Quad Residential
Development**

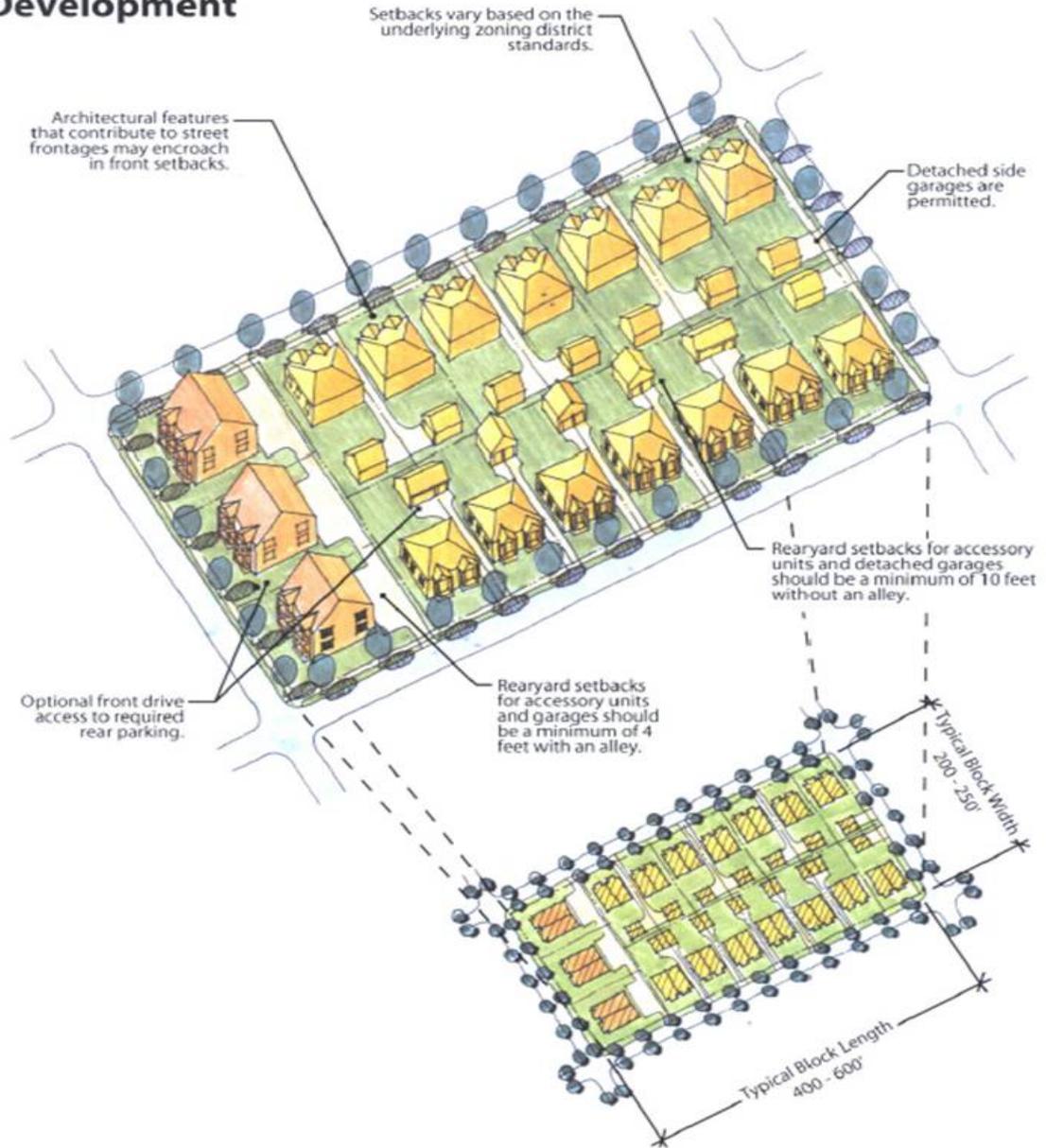
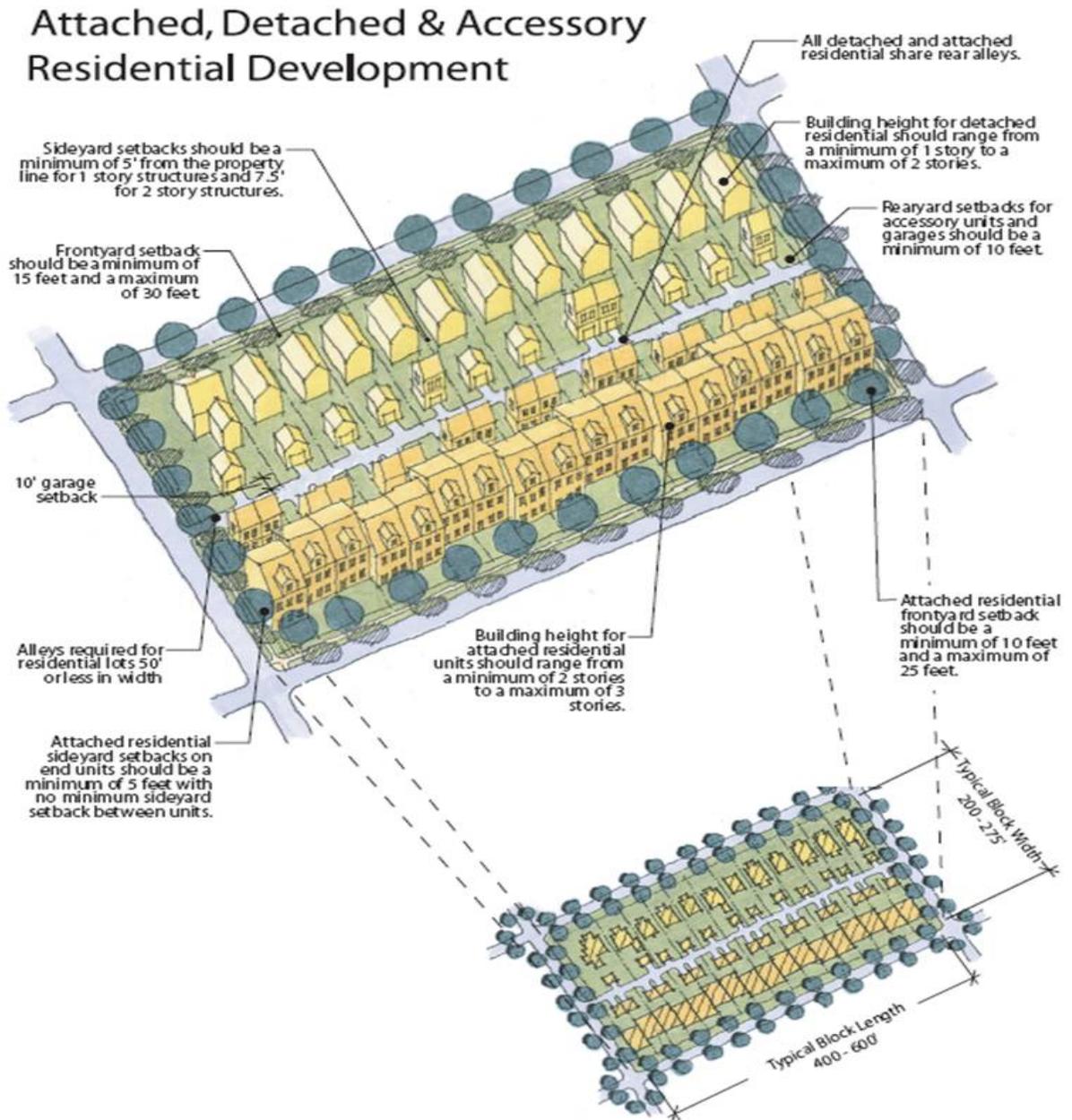


FIGURE 601.K

ATTACHED, DETACHED, AND ACCESSORY RESIDENTIAL DEVELOPMENT



G. General Site-Design Standards: Town Centers

1. Building Frontage. Building frontages shall occupy no less than seventy-five (75) percent of a block's "A" street frontage. On arterial

roadways, building frontages shall occupy no less than sixty-six (66) percent of a block's street frontage.

2. **Adjacent Building Types: Urban Form.** Similar building types shall generally face across streets; e.g., detached residential shall face detached residential and attached residential shall face attached residential. Dissimilar building types, when adjacent; e.g., attached residential adjacent to multistory structure, shall abut at rear lot lines separated by a shared alley, service drive, or common wall. Each of the following shall be considered dissimilar building types: detached residential, detached nonresidential, attached residential, and any multistory structure greater than two (2) stories regardless of use.
3. **Screening.** Trash, recycling receptacles, loading docks, service areas, and other similar areas must be located in parking areas or in a location that is not visible from "A" street frontages, and must be screened to minimize sound to and visibility from residences and to preclude visibility from adjacent streets. Service areas shall be screened by a masonry wall and landscape buffer. The wall shall be a minimum of one (1) foot higher than that which is being screened not-to-exceed ten (10) feet in height using architectural design, materials, and colors that are consistent with those of the primary surrounding structure. The landscape buffer shall be a minimum of five (5) feet in width and a minimum of three (3) feet in height.
4. **Equipment Screening.** Mechanical equipment at ground level shall be placed on the parking lot side of the building away from view from adjacent "A" street frontage and shall be screened from view of any street by fencing, vegetation, or by being incorporated into a building. All loading, service, and trash collection shall be accessed from "B" streets or alleys.
5. **Rooftop Equipment.** All rooftop mechanical equipment shall be integrated into the overall mass of a building by screening it behind parapets or by recessing it into the roof structure.
6. **Utilities.** All internal subdivision utilities shall be located underground.
7. **Parking.** Parking lots shall be located at the rear and side of primary buildings. Building frontage requirements enforce this requirement.

H. General Site-Design Standards: Residential

1. **Residential Development.** The location of residential development lots shall be configured to meet the following standards in all material respects:

Residential lots shall be arranged in a contiguous pattern and shall be clustered in such a way as to preserve the function, purpose, and integrity of the on-site natural resource and

environmental systems to the maximum extent practicable. The location of residential development lots shall minimize disturbance to woodlands, wetlands, and other natural features.

2. Utilities. All internal subdivision utilities shall be located underground.
3. Location of Highest Density. Within each neighborhood, higher-density, residential-housing types shall be located closer to the neighborhood center and town center (where applicable).

I. Special Site-Design Considerations/Block Configuration

1. Schools/Parks (Figure 601.L). Developments that incorporate or are adjacent to a school or a park site, including any stormwater facilities that are included with or adjacent to the school or park, that is larger than one-half acre in size, shall configure the development blocks in such a manner as to create a "public-edge condition" between the school or park site and the development block(s). A "public-edge condition" requires that the development blocks that are adjacent to the school or park site shall be designed such that a public street which forms the edge of the block shall be located between the school or park site and the lot(s) or building site(s) within the development block. The orientation of all of the primary structures on such lot(s) or site(s) shall be toward the street.

FIGURE 601.L

SCHOOL/CIVIC DEVELOPMENT BLOCK

School / Civic Development Block



NOTES:

- | | | |
|--|--|--|
| <p>1. Joint use school park site +/- 30 Acres. Includes required Elementary School facilities adjacent to school to make joint use "small children's" park.</p> <p>2. Larger fields located beyond for "large children / adult" active park.</p> | <p>3. Residential "fronts" on joint use park - with pedestrian access.</p> <p>4. Parking, bus drop, school and park facilities available for weekend and after-hours use.</p> <p>5. Trail system throughout.</p> | <p>6. School "fronts" on East / West road for strong neighborhood presence.</p> <p>7. Parking to side or rear of building.</p> |
|--|--|--|

2. Golf Courses (Figure 601.M). Golf courses using best management practices may be designed to be located adjacent to a neighborhood within the open-space areas in which case they shall be treated as a "private-edge condition" or they may be integrated into the neighborhood in which case they shall be treated as a "public-edge condition" for a minimum of fifty (50) percent of the perimeter of the fairway/course. The public-edge requirement shall be measured based upon the total perimeter of the areas within the neighborhood that are regulated under this standard and not each feature individually.
 - a. Private-Edge Condition. Development blocks that are adjacent to a golf course in a "private-edge condition" are permitted to have a single row of lots or building sites adjacent to the golf course.

- b. Public-Edge Condition. Development blocks that are adjacent to a golf course that require a "public-edge condition" shall be designed such that a public street or multiuse trail, which forms the edge of the block, shall be located between the golf course and the lot(s) or building site(s).

FIGURE 601.M

NEIGHBORHOOD WITH GOLF RESIDENTIAL

Neighborhood with Golf Residential



3. Environmental Protection Area/On-Site Water Bodies. Developments that incorporate, or are adjacent to, an area that is to be preserved as an environmental protection area or lake amenity shall be required to configure the development blocks in such a manner as to create a "public-edge condition" for a minimum of fifty (50) percent of the perimeter of either the environmental protection area(s) or the lake(s)/pond(s). This requirement shall be measured based upon the

total perimeter of the areas within the TND that meet this criteria and not each feature individually.

601.7. **Traffic Circulation**

A. **Access and Circulation**

Access and circulation requirements and design shall be as required by this Code, Section 901.3, Access Management, except as modified herein for the TND.

B. **Mobility Standards**

1. A highly interconnected street and pedestrian network is central to creating walkable communities.
2. The streets within the TNDs shall provide accessibility and mobility for those living and working in the area, those visiting the area, and those passing through the area.
3. Streets shall be considered public outdoor rooms with structures on either side representing the walls; paving surface and landscaping representing the floor; tree canopy representing the ceiling; and lighting, signage, and benches representing the furniture. Like public spaces, streets shall be designed to create rooms for public movement and gathering.
4. The County hereby finds and determines that the following standards for street-network connectivity, street widths and design, intersection design, and traffic-calming measures will enhance the safety and efficiency of access to adjacent areas, while promoting pedestrian activity and transit utilization.
5. Except as otherwise provided by this section, all transportation and mobility standards shall be in accordance with this Code.

C. **Street Design Standards.** In order to create a system of land subdivision and development which links one neighborhood to another and to provide interconnected streets that are designed to balance the needs of all users, new development within the neighborhood centers and a town center (where applicable) shall be organized by development blocks to the maximum extent feasible given the topography and physical characteristics of each individual site. Flexibility to design each site to preserve on-site environmental resources and preservation areas is permitted through the development approval processes and the design criteria provided herein.

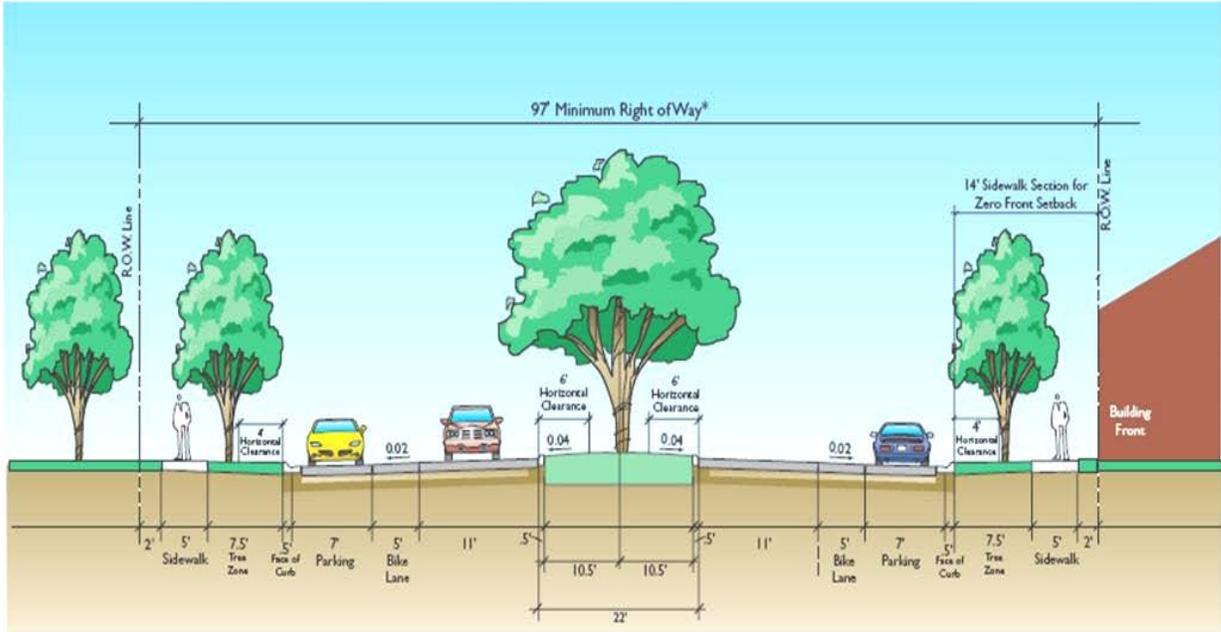
1. **Support of Adjacent Land Uses.** The choice of street cross-sectional elements and minimum street-design specifications shall provide safe and efficient access for vehicles, including transit, bicyclists, and pedestrians. First and foremost, street design shall be connected to

and shall support the land uses that the street will serve. For example, narrower streets are appropriate for medium- to low-density residential areas, while wider streets with on-street parking or medians are appropriate for high-density residential, commercial, industrial, and mixed-use areas.

2. Minimum Street Design Specifications. All streets shall be designed in accordance with the following minimum specifications as depicted in Table 601.A and Figures 601.N through 601.S. These street standards are hereby called the TND street standards, and lane widths and required rights-of-way are established herein. The figures and illustrations are intended to give clear direction as to the intent of the street cross-section requirements. The figures and illustrations are intended to supplement and clarify the written text. In the event a figure or illustration conflicts with written text, the written text shall prevail.
3. Alternative Street Designs. Alternative street designs may be approved by the DRC where the design is found to be consistent with the intent of the zoning district and is found to further the design standards included herein. Standards may include modifications to street types, consideration for one-way streets, and arterial streets where such roadways are able to reinforce the design principles of a TND. One-way streets must have at least one public-facing edge that may be a park, open space, or environmental area. Arterial streets and major collectors should be designed with context-sensitive principles, which may include decreasing right-of-way and cross-section widths, lowering design speeds, and incorporating traffic-calming designs. In addition, the County may adopt, by resolution, alternative typical sections for arterial and major collector roadways with context-sensitive design standards.

FIGURE 601.N

AVENUE

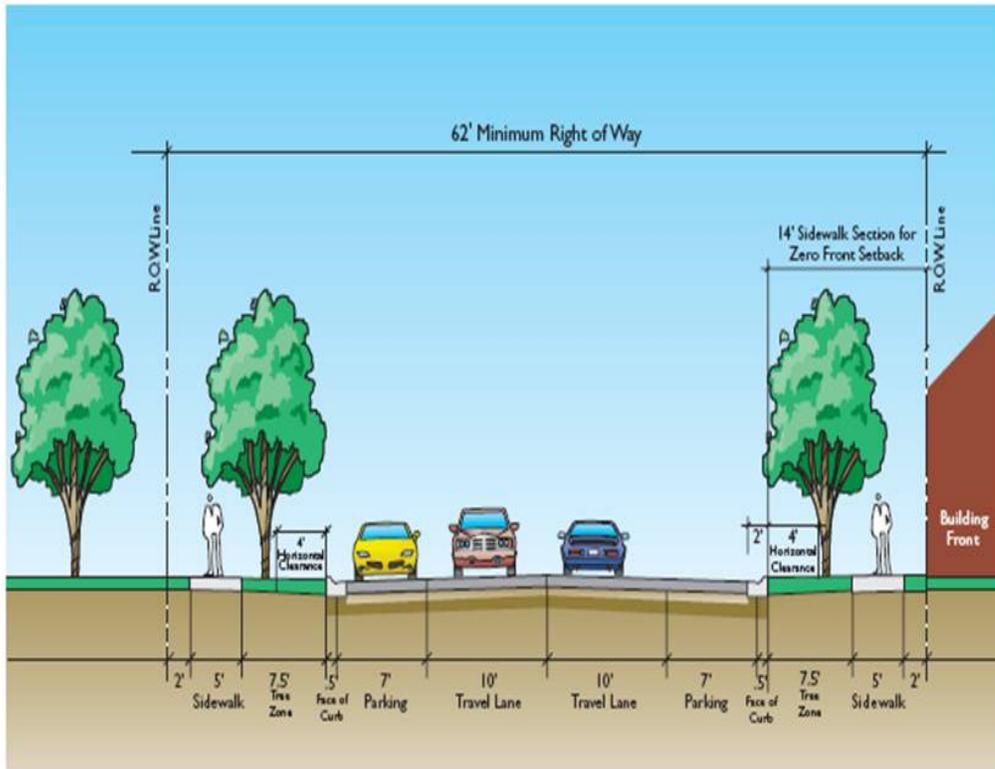


* If only one parking lane is desired the minimum right-of-way required will be 90 feet.

Function	Articulation
Traffic Lanes	One Lane in each direction, 11'
Parking Lanes	Both sides, marked, 7'
Bike Lanes	Both sides, marked, 5'
ROW Width	97'
Street Width	76'
Median	22'
Curb Radius Design	WB40
Vehicle Design Speed	30mph
Sidewalk Width	5' - 10'
Landscaping Width	7' - 6'

AVENUE

FIGURE 601.O
MAIN STREET

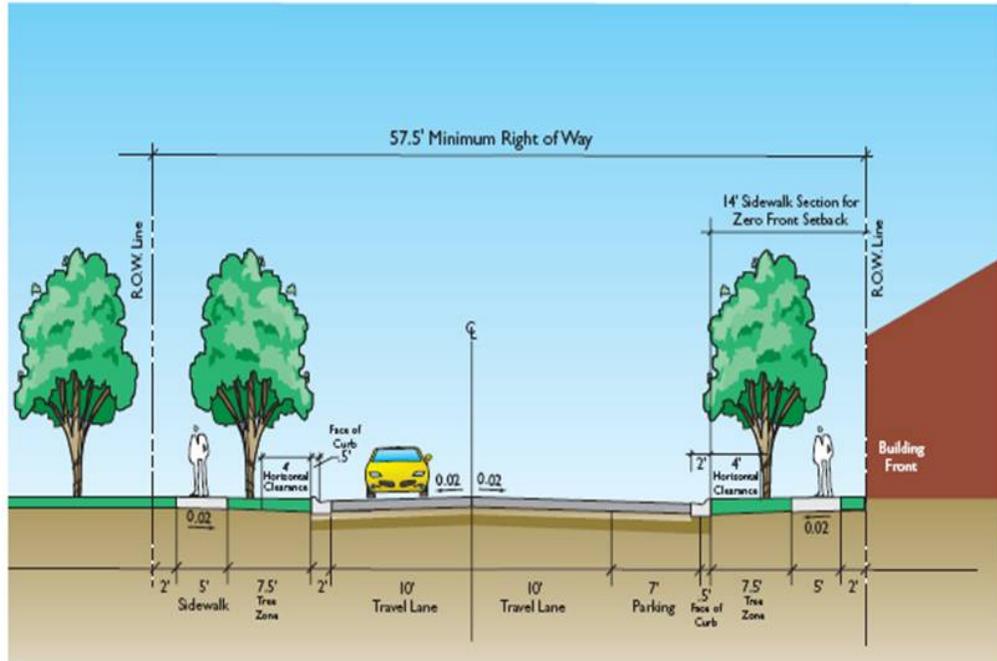


Function	Minor Urban Collector
Traffic Lanes	One lane in each direction, 11'
Parking Lanes	Both sides, marked, 7'
Bike Lanes	none
ROW Width	62'
Street Width	34' including gutter
Median	None
Curb Tacklet Design	W&A
Vehicle Design Speed	25 mph
Sidewalk Width	5' - 10'
Landscaping Width	7'

MAIN STREET

FIGURE 601.P

ROAD

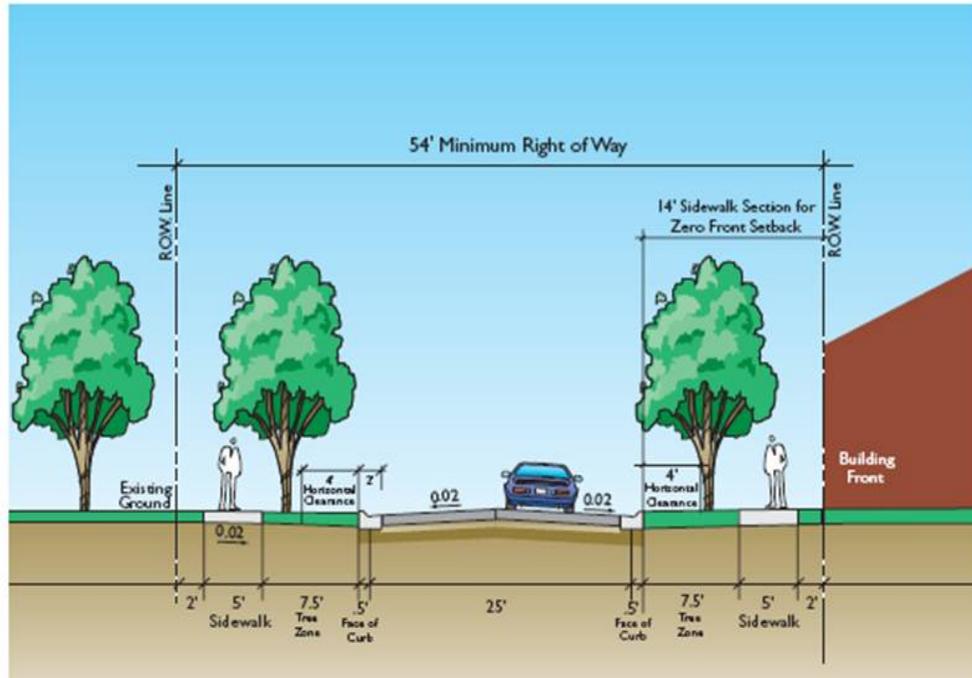


Function	Collector or Local Residential - Volume > 1,500 VPD
Traffic Lanes	One Lane in each direction, 10'
Parking Lanes	One side, marked, 7'
Bike Lanes	None
R.O.W. Width	57.5'
Street Width	24'-39'
Width	
Median	None
Curb Radius Design	W846
Vehicle Design Speed	25mph
Sidewalk Width	5' - 10'
Landscaping Width	7' - 8'

ROAD

FIGURE 601.Q

LANE

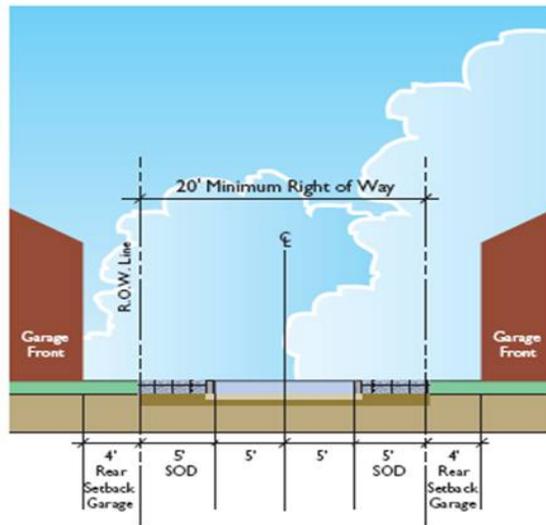


Function	Local - Volume < 1,300 VPD
Traffic Lanes	One Lane in each direction, 10'
Unmarked Parking	Both sides
Bike Lanes	None
ROW Width	54'
Street Width	24'
Median	None
Curb Radius Design	WB40
Vehicle Design Speed	25mph
Sidewalk Width	5' - 10'
Landscaping Width	7' - 8'

Figure 9.4
LANE

FIGURE 601.R

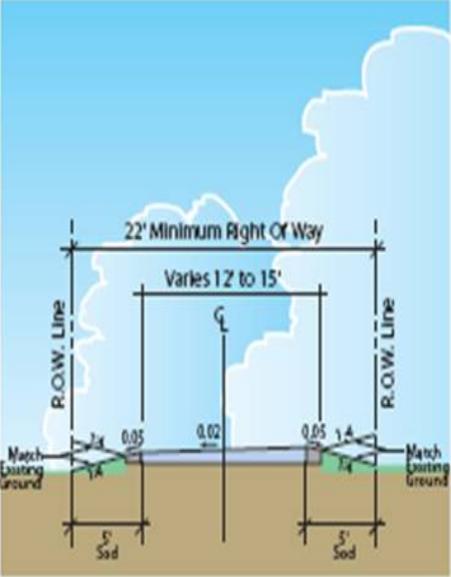
ALLEYS



ROW Width	20'
Pavement Width	10'

ALLEYS

FIGURE 601.S
MULTIUSE TRAIL



MULTI-USE TRAIL

TABLE 601.A

CHARACTERISTICS OF STREET TYPES

	Avenue (Figure 601.N)	Main Street (Figure 601.O)	Road (Figure 601P)	Lane (Figure 601.Q)	Alley (Figure 601.R)	Multiuse Trail (Figure 601.S)
Function	Minor Urban Collector	Minor Urban Collector	Local	Local	N/A	N/A
Traffic Lanes	One Lane in Each Direction; 11'	One Lane in Each Direction; 11'	N/A	One Lane in Each Direction; 10'	N/A	N/A
Parking Lanes (3)	Both Sides, Marked; 7'	Both Sides, Marked; 7'	One Side Marked; 7'	None	N/A	N/A
Bike Lanes	Both Sides, Marked; 5'	None		None	N/A	N/A
ROW Width	90'-97'	62'	57.5'	54'	20'	22'
Street Width	76', Including Curb and Gutter	36', Including Curb and Gutter	24'-38', Including Curb and Gutter	24', Including Curb and Gutter	10'	12'-15'
Median	18'	None	None	None	N/A	N/A
Curb Radius Design (2)	WB40	WB40	WB40	WB40	N/A	N/A
Vehicular Design Speed	30 MPH	25 MPH	25 MPH	25 MPH	N/A	N/A
Multiuse Path/Sidewalk Width	5' or 14'	5' or 14'	5' or 14'	5' or 14'	N/A	N/A
Landscaping Width	7'	7'	8'	7'	N/A	N/A
Planting Street Tree Spacing	A: Approx. 30'-40' or Fraction Thereof B: 30-50' on Center	A: Approx. 30'-40' or Fraction Thereof B: 30-50' on Center	A: Approx. 30'-40' or Fraction Thereof B: 30-50' on Center	A: Approx. 30'-40' or Fraction Thereof B: 30-50' on Center	N/A	N/A

- a. Under circumstances of extreme constraint, including constraints of environmentally sensitive areas, the minimum pavement width for a multiuse trail of twelve (12) feet may be reduced to ten (10) feet if approved by the DRC as an alternate standard.
 - b. Textured pavers, mortared boulders, and rumble strips that include a mountable curb of at least four (4) inches may be permitted to meet the turning radius of the road. Only one (1) vehicle must be accommodated within the regular pavement.
 - c. Parking is measured to the face of the curb.
4. Design and Construction of the Street Network. Design and construction of the street network and the streets is limited by the following standards:
- a. Eighty-five (85) percent of the detached residential units within a neighborhood shall be served by a lane.

- b. Turning radii shall reflect the minimum required for ninety (90) degree turns for WB40' design vehicles, assuming encroachment into the full, next, adjacent vehicular lane. Other standards, such as angles and lengths of tapers and stacking-area length for left-turn lanes, are dependent on the expected mix and level of traffic and turning volumes.
 - c. On streets with on-street parking (avenue, main street, lane with parking), within every 125 linear feet of on-street parking, on-street parking shall cease and the curb shall extend to the travelway for a length of twenty-five (25) feet, including tapers. The resulting bulb-out shall be landscaped with a street tree.
 - d. On all "A" street block faces, there shall be a maximum of two (2) access drives/curb cuts.
 - e. Regarding street-design elements not specified in the TND street standards, final street design for all streets shall encourage pedestrian and bicycle safety and comfort through the application of minimum standards for vehicles.
 - f. The TND street standards are typical, thus shall be modified to accommodate special circumstances. Such modifications shall be reviewed by all pertinent County departments and shall be approved by the DRC.
5. Sidewalks and Other Pedestrian Walkways. Sidewalks and other pedestrian walkways shall meet the following, minimum design standards:
- a. Sidewalk design shall comply with the TND street standards and shall be a minimum of five (5) feet wide when not located on street curbs and six (6) feet wide when located on street curbs. Within 1,320 feet of a school site or planned future school site, sidewalks that lead to the school shall be seven (7) feet in width and not located on street curbs. The Sidewalk design shall comply with the Americans with Disabilities Act (ADA) and Florida Accessibility Code standards. When multiuse trails are utilized to achieve pedestrian network standards, they shall comply with the ADA and Florida Accessibility Code standards.
 - b. As required in the TND street standards, sidewalks are required on both sides of every street. The fourteen (14) foot sidewalk section provided is required for all zero (0) foot front-setback buildings and available to all nonresidential parcels and residential parcels that are sixty (60) feet wide or less. The entire fourteen (14) foot sidewalk area, except tree-planting areas, shall be finished with an appropriate sidewalk pavement.

- c. Sidewalks shall be well lit with pedestrian lighting that is decorative and complements the architecture within the TND and has a minimum height of twelve (12) feet. The light omitted from pedestrian lighting shall not shine into adjacent residential homes.
 - d. When pedestrian crossings are provided at midblock locations, raised crosswalks (or other traffic-calming measure(s) identified in this section) shall be located at all points where the pedestrian crossing traverses the lane of vehicle travel. When pedestrian crossings are provided at intersection locations, the requirements in intersection design and traffic calming shall be followed.
 - e. In special areas designed as permanent or occasional plaza areas, curbs between on-street parking and sidewalk are optional. Curbs are optional only in limited special areas as permanent or occasional plaza areas; on only the main street, road, and lane-street types; and shall have design speeds of twenty-five (25) mph or less.
 - f. The sidewalk and pedestrian walkway standards are typical, thus shall be modified to accommodate special circumstances. Such modifications shall be reviewed by all pertinent County departments (Planning and Growth Management, Development Services Branch [Public Works Department and Engineering Services Department], Emergency Services Department, Sheriff's Office, and Solid Waste and Resource Recovery Section) and shall be approved by the DRC.
6. Right-of-Way Landscaping
- a. The TND street standards denote appropriate locations for street trees and other landscaping. Parcels that front streets shall be built to street cross-section standards. Within the TND street buffer tree zones and landscaping areas, trees shall have a minimum two (2) inch caliper trunk and be of Florida No. 1 grade per "Grades and Standards for Nursery Plants," Florida Department of Agriculture and Consumer Services (FDACS). All landscaping shall meet FDOT visibility standards and not obstruct the view of any traffic-control devices.
 - b. Tree Spacing. For "A" streets, one (1) street tree shall be planted approximately thirty (30) to forty (40) linear feet, frontage, or fraction thereof, taking into consideration the type of plant species. For "B" streets and residential streets, one (1) street tree shall be planted forty (40) to sixty (60) feet on center, taking into consideration the type of plant species.

Street trees shall be planted a minimum of ten (10) feet from any above-ground utility, such as transformer pads and fire hydrants.

- c. Street trees shall be installed in tree pits with irrigation and subdrainage as applicable.
 - d. Traffic-calming measures that create landscaping opportunities (midblock bulb-outs, gateways, chicanes, and midblock yield points) shall be landscaped. All landscaping design shall be in accordance with appropriate regulations of this Code. Modifications of these standards shall be reviewed by all pertinent County departments and shall be approved by the DRC. All landscaping shall meet FDOT visibility standards and not obstruct the view of any traffic-control devices.
 - e. All streets shall be lit through decorative street lamps that are appropriate for surrounding architecture and conform to County standards. Streetlights shall be between fifteen (15) feet and twenty-four (24) feet in height. Silver, cobra-headed and shoebox-type fixtures shall be prohibited.
7. Continuation of Street Pattern Between Phases. The street layout of subsequent phases shall be connected with the street system of previous phases.
8. Intersection Design. The design of intersections shall balance the needs of all street users, including pedestrians and bicyclists. Safe pedestrian crossings shall be included on every arterial and collector.
- a. Dedicated Turning Lanes:
 - (1) To promote mobility and accessibility, dedicated left-turn lanes shall be provided at all intersections on "A" streets where turn-lane warrants are expected to be met or are required by the County Engineer. No left-turn lanes are permitted on the lane street type.
 - (2) On street types with medians (avenue), the median shall be narrowed to allow the left-turn lane without disrupting on-street parking and bulb-outs.
 - (3) On street types without medians and with on-street parking (main street, lane with parking), on-street parking shall cease a safe distance from the intersection and travel lanes shall shift to allow for a dedicated left-turn lane. See Illustration A.

- (4) Double left-turn lanes and dedicated right-turn lanes shall be prohibited, except in extraordinary circumstances and with the permission of the County Engineer.
 - b. Bulb-Outs. Bulb-outs are curb extensions at intersections that reduce roadway width curb-to-curb, depicted in Illustration B. Bulb-outs are encouraged where possible. At a safe distance from the intersection, on-street parking shall cease and the curb shall be extended to the travel lane.
 - (1) Medians. On street types with medians, TND street standards allow for a ten (10) foot median at intersections after a left-turn lane has been provided. Construction and landscaping of these medians shall provide a midintersection pedestrian refuge.
 - (2) Roundabouts. A roundabout is a raised circular structure constructed at a three (3) way or four (4) way intersection, depicted in Illustration C. Urban, single-lane roundabouts may be installed in all areas; mini-roundabouts may be constructed at intersections of lane with parking and lanes only. Roundabout design shall comply with all applicable County, State, and Federal design guidelines such as the Federal Highway Administration's *Roundabouts: An Informational Guide*. Urban, single-lane roundabouts shall be designed to minimum WB40' standards.
 - (3) Raised intersections. As described in traffic calming, each intersection of two "A" streets within the town center shall be designed and constructed as a raised intersection with textured pavement, regardless of traffic conditions. Other intersections within the town center may also be designed as raised intersections.
 - c. The intersection design standards are typical, thus shall be modified to accommodate special circumstances. Such modifications shall be reviewed by all pertinent County departments and shall be approved by the DRC.
9. Alleys. Alleys shall be required for residential housing that has a lot width of fifty (50) feet or less. When provided, alleys shall be in accordance with the alley street standard as provided in the TND standards. The minimum right-of-way width for an alley includes an additional ten (10) feet, which may comprise of any of the following: stamped, decorative, or scored concrete paving and/or sod. The ten (10) feet of sodded area within the right-of-way must be held in common form of ownership for maintenance.

ILLUSTRATION A
ON-STREET PARKING CESSATION

A. On-Street Parking Cessation

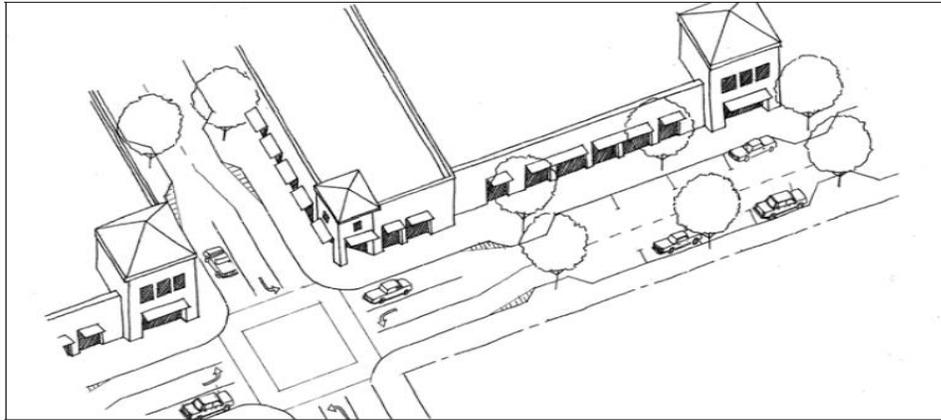


ILLUSTRATION B

BULB-OUTS

B. Bulb-outs

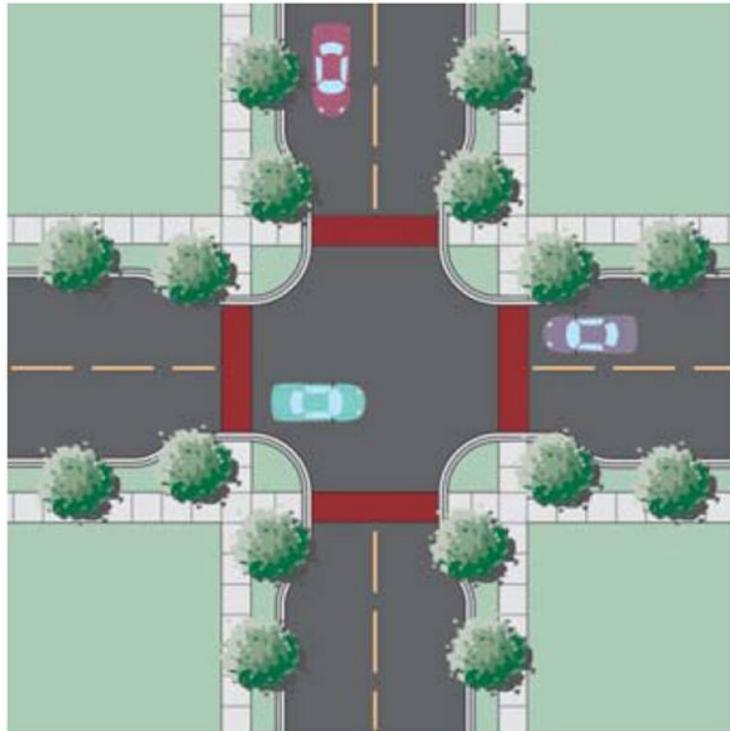


ILLUSTRATION C
ROUNDAABOUT

C. Roundabout



10. Street Standards for Promotion of Transit. Development within the TND shall allow and promote efficient transit-service opportunities.
 - a. Required Transit Facilities
 - (1) Town Center. A town center shall be considered a major stop on the existing or future local-transit network. Transit-stop facilities shall be integrated into the design of a town center, centrally located and easily accessible for pedestrians walking to or from the surrounding neighborhoods.
 - (2) Neighborhood Centers. Each neighborhood center shall have at least one (1) transit-accessory pad designed as a primary local stop, which shall include shelter, transit-route information, seating, trash receptacle, bicycle rack, and adequate lighting. The developer and representatives of Pasco County Public Transportation shall choose the design of the transit shelter. If determined by the DRC that the public-transit facilities are not needed for a neighborhood center, the County Administrator or designee may waive the primary local-stop requirement.
 - b. The design of transit stops, connections, and infrastructure shall be consistent with the pedestrian accessibility provisions contained in the Florida Accessibility Code, ADA requirements, and the County's adopted transit infrastructure guidelines.
 - c. Transit stops shall be located on the street and should be located near pedestrian, bicycle, and multiuse trail connections.
 - d. Connections between transit stops and sidewalks shall be paved. Connections between transit stops and main entry points for nearby nonresidential buildings and recreational areas shall be clearly marked.
 - e. Corner Radii. Turning radii shall reflect the minimum required for ninety (90) degree turns for WB40' design vehicles, assuming encroachment into the full, next, adjacent vehicular lane.
11. Traffic Calming. All streets within the TND shall be constructed and designed to encourage appropriate vehicle speeds and other driver behavior that promote the safety of pedestrians and bicyclists.
 - a. Traffic-calming measures described in Table 601.C may be used to modify vehicle speeds and other driver behavior. A

"Y" means that the device is permitted, while an "N" means that the device is not permitted.

- b. Traffic-calming measures may be incorporated into the street standards design, with the selection of appropriate measures matched to permissible street standards. Traffic calming shall be installed on streets with unsafe conditions for pedestrians, including street crossings longer than forty (40) feet without a pedestrian refuge, sidewalks that are narrower than five (5) feet or absent, sidewalks directly adjacent to traffic with average speeds higher than the posted speed limit, any street with average traffic speeds higher than 125 percent of the posted speed limit, and other conditions deemed unsafe by the County Engineer or designee.
- c. The choice, design, and installation of traffic-calming measures on any collector or arterial road shall be balanced with its regional vehicle, traffic-carrying role.
- d. The planning and installation of traffic-calming measures shall respect the presence of driveways, drainage structures, and intersections.
- e. When textured pavements and or raised intersections are used, provisions shall be made in the design to provide for any and all required pavement markings in accordance with the *Federal Manual on Uniform Traffic Control Devices*.

TABLE 601.C

TRAFFIC CALMING MEASURES

	Traffic Calming Measures	Avenue	Main Street	Road	Lane
Street Narrowing	Midblock Bulb-Outs. Midblock bulb-outs reduce the width of the roadway for a midblock section. They shorten crossing distances for pedestrians and draw attention to pedestrians via raised peninsulas. Bulb-outs can be built within the marked on-street parking area or on residential roadways over twenty (20) feet in width.	Y	Y	N	N
	Restriping. A street can be restriped to create lanes that are nine (9) to eleven (11) feet wide. The excess space can be used to create bike lanes or marked on-street parking on one (1) or both sides. Bicycle lanes shall be a four (4) foot wide minimum and on-street parking shall be a seven (7) foot wide minimum. The parking can be staggered to create a weaving path on the roadway, further informing drivers that caution should be used in the neighborhood.	Y	Y	Y	Y
	Gateways. Gateways appear to narrow the street and also serve as highly visible entryways into neighborhoods. Gateway features can also double as transit waiting areas.	Y	Y	Y	Y
Vehicle Deflection	Chicanes. A chicane changes the physical characteristics of a roadway section from an existing, straight alignment to a series of horizontal curves. Trees can be planted in the slow point to restrict the driver's vision down the street, creating the feeling of a "closed" street.	N	N	N	Y
Pavement Sharing	Midblock Yield Point. The midblock, single-lane yield point reduces the street width to a single lane for a short section at some point between intersections. A variety of designs are possible for the remaining single lane of traffic: centered on the existing street, offset to one side, or aligned in a curve from one side of the street to the other.	N	N	N	Y

	Traffic Calming Measures	Avenue	Main Street	Road	Lane
Pavement Sharing (cont.)	Unmarked On-Street Parking. Allowing on-street parking on streets without designated on-street parking areas will create a series of single-lane yield points wherever parked cars are present. This "informal" single-lane yield point occurs when the street width is narrow enough to prevent simultaneous passing of two moving vehicles past a parked vehicle. For streets up to thirty (30) feet in width, allowing parking on both sides of the street is necessary to create a yield point.	N	N	Y	Y
Pavement Surface Treatments	Textured Pavement. Textured pavement, such as brick streets, is also an effective traffic-calming measure. The advantages of a brick street are that it is aesthetically pleasing and it calms traffic better as it ages, as the surface wears out. Installation costs are higher than those for asphalt roadways, but long-term maintenance costs are lower. However, textured pavement can be loud.	Y	Y	Y	Y
	Raised Intersections. Raised intersections slow cars down throughout an entire intersection, providing an extra level of safety for pedestrians crossing an intersection. This improvement may be most appropriate for commercial areas where both vehicular and pedestrian traffic volumes are high. Textured pavement can also be part of this improvement.	Y	Y	N	N

D. Network Pattern Standards

1. General Purposes

- a. A highly interconnected street and pedestrian network is central to creating a walkable community and to help minimize automobile trip lengths.
- b. The streets within the town center and neighborhood center shall provide accessibility and mobility for those living and working in the area, those visiting the area, and those passing through the area.
- c. Streets shall be considered public outdoor rooms with structures on either side representing the walls; the paving surface and landscaping representing the floor; tree canopy representing the ceiling; and lighting, signage, and benches representing the furniture. Like public spaces, streets shall be designed to create rooms for public movement and gathering.

- d. The following standards for street network connectivity, street widths and design, intersection design, and traffic-calming measures will enhance the safety and efficiency of access to adjacent areas, while promoting pedestrian activity and transit utilization.
 - e. The following standards for street network connectivity, street widths and design, intersection design, and traffic-calming measures will enhance the safety and efficiency of access to adjacent areas, while promoting pedestrian activity and transit utilization.
2. **Block Size.** The size, location, and placement of blocks shall respect natural features by recognizing the natural and environmental features of the area and incorporating the protection and preservation of these features as an amenity to the development, where such protection is required by applicable environmental regulations. The relative size and functional value of each feature shall be assessed as a part of the site-design process to determine the protection measures required. Within town centers and neighborhood centers, the following block-size limitations shall apply:
- a. For commercial, apartments, and mixed-use development, the range of the block length which is preferred shall be from 500 to 700 feet, including alleys that may bisect the block, and the preferred half-block width shall range from 250 to 350 feet.
 - b. For attached and detached residential uses, the range of the block length shall be from 400 to 600 feet, including alleys that may bisect the block, and the preferred half-block width shall range from 200 to 300 feet.

For neighborhoods, a maximum block perimeter shall be no more than 2,100 feet. Pedestrian breaks and pedestrian access must follow the ranges provided in Subsections 60.1.7.D.2.a and 607.1.D.2.b.

3. **Designation of "A" Streets and "B" Streets within Town Centers**
- a. All streets within a town center, excluding alleys, shall be designated as an "A" street or a "B" street on the master land use plan.
 - b. "A" streets are intended to be the primary pedestrian-oriented streets that provide a mix of uses promoting pedestrian activity, cycling, and transit. These streets have building-frontage requirements that place buildings close to the street and restrict parking and service uses along them.

- c. "B" streets are intended to provide vehicular and service access to development blocks. These streets have no building-frontage requirements. While "B" streets are not intended to be primary pedestrian streets, at a minimum they must include sidewalks and street trees in accordance with specified street-design standards.
 - d. In order to maximize the pedestrian-friendly character of new development, the lineal footage of "B" streets shall not exceed thirty-five (35) percent of the total linear length of all new streets.
 - e. "B" streets may be designated by individual block faces; however, no block face shall be split by "A" street and "B" street designations.
4. Street Network Connectivity
- a. External Connections. Internal streets shall be designed to provide vehicular connections from the town center to adjacent collector and arterial roadways, these connections shall number at least two (2). For the extent of all external connection streets, a sidewalk shall be included in the external connection street cross-section or a multiuse trail shall run roughly parallel and within one-fourth mile of the external connection streets.
 - b. Street Network Standards.
 - (1) The street network shall provide direct vehicular pathways between the town center and all neighborhood centers within a TND.
 - (2) Within neighborhood centers and town centers, the street network shall be in a block pattern. The block length shall range from 500 to 700 feet, including alleys that may bisect the block, and the half-block width shall range from 250 to 350 feet. The ideal street pattern is internally connected and may be in a gridiron, curvilinear, organic, radial, or any other style that provides for internal connections and external linkages. Street network pattern types are illustrated in Illustration 601.D.1.
 - (3) Within neighborhoods the following standards shall apply:
 - (a) The ideal street pattern is internally connected and may be in a gridiron, curvilinear, organic, radial, or any other style that provides for

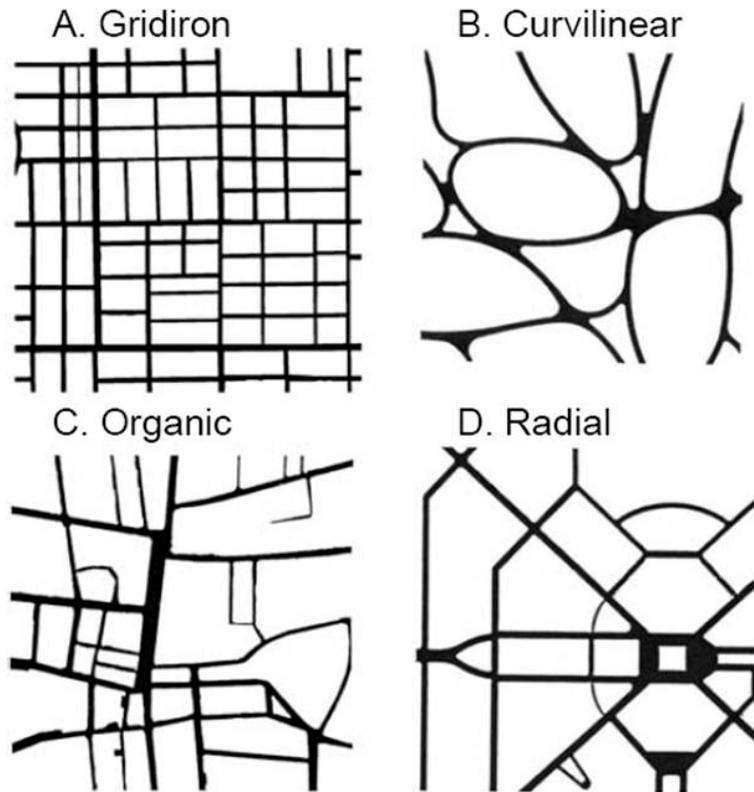
internal connections and external linkages. Street network pattern types are illustrated in Illustration 601.D.1.

- (b) The street network shall respect topography and physical characteristics, thus the street network pattern may be modified due to topography, physical characteristics, or to protect designated environmental resources.
- (c) Dead-end streets shall be prohibited, except when necessary next to geographical features. An individual neighborhood shall not be designed to include more than two (2) dead-end streets or cul-de-sacs. At the neighborhood plan stage, exceptions to the number of cul-de-sacs may be considered if geographical features, such as existing lakes and wetlands, dictate that the use of cul-de-sacs cause the least impact on the land and internal street connectivity. A dead-end street or cul-de-sac shall not exceed 1,000 feet in length. Turning radii of a cul-de-sac shall reflect the minimum required for ninety (90) degree turns for emergency vehicles.
- (d) An intersection shall occur on every street within the neighborhood at least every 1,000 feet.
- (e) The neighborhood center should be located at the intersection of at least two (2) streets. None of the streets shall terminate in a cul-de-sac within one (1) block of the neighborhood center.

ILLUSTRATION 601.D.1

STREET NETWORK DESIGN PATTERNS

Illustration D.1: Street Network Design Patterns



c. Pedestrian Network Standards

(1) The following standards shall apply:

- (a) The pedestrian network shall provide direct pedestrian and bicycle pathways between and among the town center, all neighborhood centers, public and private schools, and recreational spaces greater than or equal to five (5) acres in size within a TND.
- (b) The pedestrian network shall be in a connected block pattern throughout the developed area. Intersections of pedestrian facilities shall occur

on every pedestrian facility every 500 feet at a minimum.

- (c) The following elements qualify as a pedestrian facility and may form a side of a block: (1) continuous sidewalks along roadways, (2) alleys less than or equal to 500 feet in length, (3) pass-throughs located at midblock locations or at cul-de-sac heads, (4) boardwalks, and (5) multiuse trails.
- (d) The following elements do not qualify as pedestrian facilities and may not form a side of a block: (1) recreational or open space without a designated pedestrian or multiuse path; (2) alleys greater than 500 feet in length; and (3) trails, sidewalks, and boardwalks that dead-end.
- (e) Pedestrian network standards may be modified under the following circumstances: (1) boardwalks crossing environmental areas are physically impractical due to required length or (2) boardwalks crossing environmental areas are prohibited due to avoidable impacts to wetlands or native habitat.

E. **Parking.** Parking and loading requirements and design are required per this Code, Section 907.1, Off-Street Parking, Loading and Unloading Regulations, as modified by the following for development within the TND.

- 1. **Alleys.** The function of alleys shall not be obstructed for service-area use and vehicular access; therefore, vehicular parking shall be prohibited on any alley.
- 2. **Off-Street Parking Ratios.** The parking ratio requirements contained in this Code, Section 907.1, shall not apply in the neighborhood center and town center. In lieu of said requirements, the following shall apply:
 - a. **Single, Two (2) Family, and Multiple-Family Dwellings.** A minimum of one (1) off-street parking space for each dwelling unit. Tandem parking of two (2) vehicles associated with an individual dwelling unit may be permitted.
 - b. **All other permitted or permissible uses:**
 - (1) There shall be no off-street parking requirement for those uses that occupy a structure of less than 5,000 square feet in floor area.

- (2) For all other uses, the total quantity of required parking, as set forth in this Code, Section 907.1, Off-Street Parking, Loading and Unloading Regulations, shall be reduced by up to fifty (50) percent.
3. Vehicular Parking Requirement Reduction Methods. The oversupply of vehicular surface-parking area detracts from the pedestrian orientation of the town center. Vehicular parking requirements shall be reduced through the following methods, as applicable:
 - a. On-Street Parking Credit. After calculating the required, minimum number of off-street vehicle parking spaces on a one (1) for one (1) basis, credit for off-street parking spaces shall be given for each adjacent on-street parking space. When an extended parcel line splits an on-street parking space, that space shall be deducted from the parking requirements of the parcel that fronts the majority of the on-street parking space. On street types with parking on only one (1) side, on-street parking spaces shall be evenly distributed among parcels on both sides of the street.
 - b. Shared Parking. The County Administrator or designee may approve shared parking facilities for developments or uses with different operating hours or different peak-business periods if the shared parking complies with the all of the following standards:
 - (1) Ineligible Activities. Shared parking may not be used to satisfy the off-street parking standards for upper-story residential uses. Required parking spaces reserved for persons with disabilities may not be located off site. There shall be no off-street parking requirement for those uses that occupy a structure of less than 5,000 square feet in floor area.
 - (2) Location. Shared parking spaces must be located within 600 feet of the primary entrance of all uses served. Required parking spaces reserved for persons with disabilities shall meet all requirements of the Florida Accessibility Code.
 - (3) Zoning Classification. Shared parking areas for uses located in a nonresidential district shall not be located in any residential district.
 - (4) Shared Parking Study. Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the County Administrator or designee that clearly

demonstrates the feasibility of shared parking. The study must be provided in a form established by the County Administrator or designee and made available to the public. It must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.

- (5) Agreement for Shared Parking. A shared parking plan shall be enforced through a written agreement among all owners of the property to be served by the shared parking area. The owner(s) of the shared parking area shall enter into a written agreement acceptable to the County Attorney's Office and the County with enforcement running to the County and providing that (1) the land comprising the parking area shall never be disposed of, except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; (2) that the owner agrees to bear the expense of recording the agreement; and (3) that such agreement shall bind his or her heirs, successors, and assigns. A recorded copy of an attested copy of the agreement between the owners of record shall be submitted to the County Administrator or designee. Recordation of the agreement must take place before issuance of a Building Permit for any use to be served by the shared parking area. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided on site in accordance with the off-street parking schedules in this section. The written agreement shall be voided by the County if other off-street facilities are provided in accordance with these regulations.
 - (6) Change in Use. Where the uses subject to a shared parking agreement change, the County Administrator or designee shall have the authority to require a revised shared parking study and a new shared parking agreement when the revised shared parking study indicates additional parking is required.
4. Vehicular Parking Requirement Expansion Methods. Within a town center, the County Administrator or designee may approve installation of more than the minimum required number of vehicular parking spaces in surface lots, up to 120 percent of the minimum required number of vehicular spaces as required in Section 907.1, if the property owner provides the site-design amenities as described below. Since additional parking spaces in surface lots detract from

the pedestrian and bicycle orientation of the town center, the additional site-design amenities seek to re-establish the balance. For the County Administrator or designee to approve up to 120 percent of the minimum number of required vehicular parking spaces, 100 percent of the landscaping required by this Code, Section 905.2 shall qualify as Florida Fancy grade per "Grades and Standards for Nursery Plants," FDACS. In addition, where a landscaped area median between abutting tiers of parking is provided, one (1) canopy tree shall be provided for each thirty 30 lineal feet of such landscaped area. Required parking landscape areas may be relocated to other portions of the site, provided that the tree canopy at five (5) years is greater than or equal to the tree canopy resulting under this Code, Section 905.2.

601.8. **Landscaping and Open Space**

A. **Special Landscape Requirements**

1. Landscape Requirements for Neighborhood Center and Town Center. The following landscaping requirements shall apply within the neighborhood center, town center, and shall modify applicable requirements of this Code, Section 905.2:
 - a. No street buffer and project-boundary buffer landscaping shall be required for commercial, office, industrial, and multiple-family uses that are built on a block that conforms to the preferred block length and width. These areas shall follow the street planting guidelines as detailed in Table 601.A.
 - b. Where a building is located within five (5) feet or less of a sidewalk or right-of-way line, no street buffer landscaping is required; however, this area shall be filled in with a decorative, hard surface. Where a building is located more than five (5) feet from a sidewalk or right-of-way, the street landscaping shall be provided by at least one (1) of the following:
 - (1) Planters may be located within the front setback, one (1) planter per twenty (20) linear feet of storefront. The planters shall be filled with flowers, ground cover, and similar landscaping. All planters shall be irrigated with an automatic-drip irrigation system.
 - (2) When buildings are being brought up to the street and utilizing a build-to-line, an urban buffer should be considered as an alternative to the required front-buffer standards. The required front buffer for an urban-type development shall be allowed to provide potted plants that total, at a minimum, a forty-five (45) inch pot per twenty (20) linear feet. If a mix or combinations of potted plants are being used to meet this standard,

varying heights and sizes with a minimum size of a fifteen (15) inch planter and a minimum plant material of one (1) gallon or four (4) inch annuals should be utilized. All planter pots should be irrigated with an automatic-drip irrigation system.

Any pavement materials used shall comply with the pedestrian accessibility provisions contained in the Florida Accessibility Code and ADA requirements.

2. Native Landscaping Requirements. Within the TND, the use of native, drought-resistant vegetation shall be utilized. A list of native plants is specified by the Florida Native Plant Society's "Native Plants for Landscaping Florida" or the Southwest Florida Water Management District.
3. Water-Efficient Landscaping Regulations. It is the intent of this section to require resourceful landscape planning, installation of water-efficient irrigation, and to encourage appropriate maintenance measures to promote conservation of water resources.

B. Public-Space Standards

1. A minimum of five (5) percent of the total land area of each town center shall be public spaces, which shall be provided in addition to Section 601.8.C, Park Space Standards. Public spaces shall take one (1) or more of the following forms and shall be located within a block.
 - a. Green. A public space available for unstructured recreation, bounded on at least two (2) sides by streets with facing buildings on all sides. A green is landscaped with lawns and trees, including existing or natural vegetation, paths, and trails. The minimum size shall be one (1) acre.
 - b. Square. A public space located at the intersection of streets and bounded on at least two (2) sides by streets with facing buildings on all sides. A square includes paved walks; lawns; trees; and ornamental structures, such as fountains and gazebos. The minimum size shall be one-half acre and the maximum size shall be five (5) acres.
 - c. Plaza. A public space at the intersection of streets devoted to civic purposes and temporary commercial activities, such as craft shows, farmers markets, etc. A plaza is surrounded by streets with facing buildings or may abut a civic structure with streets on the remaining sides and includes lawns; trees; walks; ornamental structures, such as fountains and gazebos; buildings; and durable pavement for parking. The minimum

size shall be one-half acre and the maximum size shall be two (2) acres.

- C. Park Space Standards. The following park space standards shall replace Section 905.1, Neighborhood Parks, to provide for a variety of parks that will complement a TND.
 - 1. Residential Level of Service Requirements
 - a. Residential development shall provide a minimum of five (5) percent of a neighborhoods gross acreage toward on-site parks.
 - b. Locational Criteria. All residential units shall be located no more than one-eighth mile walking distance from a park.

TABLE 601.D

PARKS CLASSIFICATION TABLE FOR RESIDENTIAL DEVELOPMENT

Classification	General Description	Minimum Size	Maximum Size	Facilities/ Character	Location
Mini-Park	Used to address limited, isolated, or unique recreational needs.		¼ to 1 Acre	Play structures, benches, picnic areas, open spaces, landscaping.	Less than an ⅛ mile distance in a residential setting.
Green	Public space available for unstructured recreation, bounded on at least two (2) sides by streets with facing buildings on all sides.	1 Acre	5 Acres	A green is landscaped with lawns and trees, including existing or natural vegetation, paths, and trails. May be a joint-use facility that may include a school, library, etc., if the park is open to the public and at least 3 acres in size.	
Square	A public space located at the intersection of streets and bounded on at least two (2) sides by streets with facing buildings on all sides	½ Acre	5 Acres	A square includes paved walks, lawns, trees, and ornamental structures, such as fountains and gazebos.	Neighborhood centers, town centers, attached housing, or higher residential areas facing the square.
Plaza	A public space at the intersection of streets devoted to civic purposes and temporary commercial activities, such as craft shows, farmers markets, etc.	½ Acre	2 Acres	A plaza is surrounded by streets with facing buildings or may abut a civic structure with streets on the remaining sides and includes lawns; trees; walks; ornamental structures, such as fountains and gazebos; buildings; and durable pavement for parking.	Neighborhood centers, town centers, attached housing or higher residential areas facing the square.

Classification	General Description	Minimum Size	Maximum Size	Facilities/ Character	Location
Neighborhood Park	The basic unit of the park system that serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.	5 Acres	No Maximum	Some areas that are naturally vegetated, play structures, recreation buildings, court games, hard courts, tennis courts, internal trails that connect to a greenway, shuffle-board, volleyball courts, picnic area, open area, and landscaping.	Preferred location is at a neighborhood edge.

- c. Trails. Multipurpose trails are encouraged throughout a TND; however, they may not count towards the required parks percentage per development.
- d. Maintenance. A community development district or other funding mechanism approved by the County shall maintain all parks.
- e. Stormwater Facilities. Any stormwater facility that is included within a park must be designed as an amenity without a fence and must be landscaped. Stormwater facilities underground pipes are not to be calculated into determining the size of the facility.
- f. Golf courses and associated clubhouses shall not qualify as recreational space.

601.9. **Building Design Standards**

- A. Architectural and Design Standards for Nonresidential and Multiple-Family Development. All new nonresidential, mixed-use, and apartment-building development within the TND shall comply with the following standards:
 - 1. Public Entrance. Buildings that are open to the public shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive, functionally be a distinctive and prominent element of the architectural design, and shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surface, or finish to give emphasis to the entrances.
 - 2. Primary Entrance. Triplexes, quadplexes, and apartments may have their primary entry facing a central, landscaped courtyard. Ancillary dwelling units may face an internal walkway, driveway, or alley.

3. **Building Facade.** Blank walls shall not occupy more than fifty (50) percent of a street-facing frontage and shall not exceed twenty (20) linear feet without being interrupted by a window or entry. No more than twenty (20) feet of horizontal distance of wall shall be provided without architectural relief for building walls and frontage walls facing the street. Buildings shall provide a foundation or base that extends from the ground to the bottom of the lower windowsills that is distinguished from the building face by a change in volume or material. A clear, visual division shall be maintained between the ground-level floor and upper floors, which may include changes in volume; materials; or other architectural detailing, such as a belt course or cornice. The top of any building shall contain a distinctive finish consisting of cornice or other architectural termination.
4. **Corner Parcels.** Ground-floor retail uses that are located in nonresidential or mixed-use structures, that are located on a corner parcel, and have two (2) "A" street frontages, shall provide either:
 - a. Ground-floor, storefront display windows that shall cover a minimum of forty (40) percent and a maximum eighty (80) percent of a storefront's linear frontage. Blank walls shall not occupy over fifty (50) percent of a street-facing frontage and shall not exceed twenty (20) linear feet without being interrupted by a window or entry; or
 - b. "Liner" Retail Uses. Liner retail buildings shall not be relieved of building-facade requirements.
5. **Form.** Buildings shall form a consistent, distinct edge, spatially delineating the public street and the private-block interior.
6. **Building Orientation.** A building's primary orientation shall be toward the street rather than the parking areas. The principal entrance must be readily apparent from the street. Building massing, such as tower elements, shall be used to call out the location of building entries.
7. **Large-Scale Commercial-Retail Design Standards.** This Code, Section 1102, provides standards for commercial buildings equal to or exceeding 25,000 square feet. All standards in Section 1102 shall be maintained within the TND as written, with the exception of G.1., Parking Lot Design; H.1., Building Perimeter (Landscape); H.1.a., Facade with Customer Entrance; and H.1.b., Other Facades, Except Facade with the Service Area. A large-scale commercial building may not exceed a block length of 500 feet x 500 feet.
8. **Alternative Design Standards.** A TND may request to use alternative design standards and architectural themes that meet and/or exceed the design standards provided in the TND ordinance during the zoning amendment process. Deviation from the architectural and design

standards provided herein shall be specifically delineated by the applicant and submitted to the Board of County Commissioners (BCC) for review and action. Upon approval by the BCC, any such alternative design standards shall be incorporated as a binding condition of the zoning amendment development order.

B. Architectural and Design Standards for Single-Family Residential. All new attached and detached single-family residential development within the TND shall comply with the following standards. Such development is encouraged to construct homes that have a distinct and defined architectural style, such as Craftsman, Colonial, Spanish Eclectic, etc., and any other well-known architectural style.

1. Orientation. Primary facades shall contain the primary entry, be street facing, and be parallel or nearly parallel to the streets they face. Where public parks are located across a street, the primary facade should face the public park.
2. Primary Entrances. With the exception of quadplexes, apartments, and ancillary dwelling units, every home shall have its primary entry (front door) facing a public street.

C. Specific Development Block Standards

1. Mixed-Use Development Block and Retail Development Block
 - a. "Main-Street" Retail. The main-street, retail-building type permits multistory, mixed-use buildings with retail uses on the ground floor.
 - b. "Out-Parcel" or "Liner" Retail. The out-parcel or liner-retail building type permits single-story retail uses along street frontages.
 - c. "Anchor" Retail. The anchor-retail building type permits grocery stores and larger-format retail within the mixed-use commercial development block. At least one (1) building entrance shall face a public street and shall be articulated with additional height and massing.
 - d. Transparency. All street-facing, park-facing, and plaza-facing structures shall have windows covering a minimum of forty (40) percent and a maximum of eighty (80) percent of the ground floor of each storefront's linear frontage. Blank walls shall not occupy over fifty (50) percent of a street-facing frontage and shall not exceed twenty (20) linear feet without being interrupted by a window or entry. Mirrored glass, obscured glass, and glass block cannot be used in meeting this requirement. Display windows may be used to meet this

requirement, but must be transparent and shall not be painted or obscured by opaque panels or signage.

- e. Shelter. Buildings shall incorporate arcades, roofs, alcoves, porticos, or awnings that protect pedestrians from the rain and sun.
 - f. Setback Encroachment. Special architectural features, such as balconies, bay windows, arcades, awnings, etc., may project into front setbacks and public right-of-ways on "A" or "B" streets, provided they are eight (8) feet above the sidewalk and leave a minimum five (5) foot wide unobstructed sidewalk. Support structures for these features shall be located such that they do not affect the clear recovery zone for travel lanes or the on-street parking.
 - g. Drive-Through Services. Drive-through customer services shall be located at the rear or the side of the building or on a side facing a "B" street. Driveways shall not be permitted along "A" streets. Landscaping of drive-through windows and drive-through lanes shall have a five (5) foot wide buffer located between the lane and the perimeter of the property that is visible from the street. The length shall be determined by the length of the window and lane. The buffer shall be planted with shrubs a minimum of twenty (20) inches in height at the time of planting and be capable of attaining a height of two (2) feet within one (1) year and three (3) feet within two (2) years. Automatic teller machines shall be visible from the street.
2. Multiple-Family Development Block.
- a. Garages. Street-facing ground-floor parking, including individual unit garages, is not permitted on the first floor of a multiple-family structure on an "A" street. Parking shall occur within parking garages or within surface lots that do not front on an "A" street. Driveways shall not have direct access onto an "A" or "B" street and shall only be accessed from an alley or interior-parking courts.
 - b. Habitable Street Frontage. The first twenty (20) feet of depth of the first floor of any structure facing an "A" street shall be constructed as habitable space.
3. Attached, Detached, and Accessory Residential Development Block
- a. Housing Types. Each development of 100 or more homes shall have at least four (4) models with three (3) elevations and material treatments each. No street block should have

more than two (2) consecutive single-family homes with the same house model.

- b. Access. All residential development on lots that have a lot width less than fifty (50) feet shall be served by rear alleys. Alleys and other streets shall be interconnected.
 - c. Garage. If located facing a street, garages shall be setback a minimum of five (5) feet from the primary structure.
 - d. Porches. Porches may extend six (6) feet into the setback. Front porches must have a minimum depth of six (6) feet clear and comprise a minimum of thirty (30) percent of the width of a building's primary front facade (not including the garage) or ten (10) feet clear, whichever is larger.
 - e. Bay Windows. Bay windows and balconies may extend up to three (3) feet into required front setbacks, but not for a width of more than eight (8) feet. Bay windows and balconies must be separated by at least twelve (12) feet from one another.
- D. Prototypes. The town center and neighborhood prototypes are development models that illustrate a typical assemblage of permitted structure types within permitted block types and details the specific design standards for each structure type within the context of a block. The "prototypical" block is not intended to be used to regulate development and therefore does not address specific or individual conditions of each site.

601.10. **Signs**

- A. Location Restrictions. Signs shall not be erected, constructed, or maintained so as to obstruct any fire escape, window, door, or opening used as a means of egress or so as to prevent free passage from one part of a roof to any other part thereof. A sign shall not be attached in any form, shape, or manner to a fire escape, nor be placed in such manner as to interfere with any opening required for ventilation.
- B. Conflict with Other Regulations. Where the provisions of this Code, Section 406.1, Signs, conflict with the TND signage requirements, the TND signage requirements shall prevail. Signs standards not addressed in these subsequent sections shall defer to any applicable standards.
- C. Measurement of Building Frontage. For purposes of sign-area computation, the building frontage shall be that part of the building where lines perpendicular to a straight line connecting the corners of the building site intersect the building.
- D. Maximum-Allowable Copy Area. Within the town center or neighborhood center, a total sign area of one (1) square foot shall be allowed for each linear foot of building frontage along the primary business site building frontage.

Primary frontage shall be the narrow dimension of the primary business site building facing a street, park, plaza, or parking lot. If the building has frontage on more than one (1) street, additional sign area shall be allowed based on one-half square foot of sign area for each linear foot of building frontage along the secondary street(s) frontage of the building site.

Sign types excluded from this calculation are:

1. Accessory Service Use Signs
2. Directional Signs
3. Hours and Address Signs
4. Restaurant Menu-Box Signs
5. Temporary Signs

- E. Sign Shape and Area Computation. In computing sign area in square feet, standard mathematical forms for common shapes will be used. Common shapes shall include squares, rectangles, trapezoids, and triangles. The total sign area will be the area of the smallest common shape that encompasses the several components of the sign. All words and components of a sign or related message shall be included as one (1) sign. Individual words or components may be considered separate signs only if they express a complete, independent message and are separated so as to be obviously disassociated from other messages or components.

When signs are enclosed in a border or highlighted by background graphics, the perimeter of such border or background will be used to compute area.

- F. Number of Signs Permitted. Each business within the town center and neighborhood center may have up to three (3) signs. The total copy area permitted is for all of the signs combined and not for each individual sign. Signs that are not included in copy-area calculations shall be exempt from the total number of signs permitted.
- G. Multifaced Signs. On any sign with more than one face, the maximum number of advertising surfaces visible from any location will be counted, provided; however, that all advertising surfaces of a multi-faced sign shall be equal in size and height and contained within a common perimeter.
- H. Illumination of Signs. Back-lit, halo-lit illumination, or reverse-channel letters with halo illumination are the only type of illumination permitted within a TND. White light and neon are the only colors permitted as illumination within the TND.

- I. Permitted Signs. The following sign types are permitted within the town center and neighborhood center:
 1. Building Types:
 - a. Accessory-Use Service Areas
 - b. Hours and Address
 - c. Wall Signs
 - d. Window Signs
 2. Projecting Types:
 - a. Projecting Signs
 - b. Hanging Signs
 3. Other, Additional Types:
 - a. Awning Signs
 - b. Canopy Signs
 - c. Directional Signs
 - d. Menu Boards/Street-Art Signs
 - e. Restaurant Menu Boxes
 - f. Temporary Signs

- J. Building-Type Signage. The following building-type signs are permitted as detailed herein.
 1. Accessory Service-Use Signs. Only one (1) nonilluminated sign shall be permitted for an accessory service use. Such sign shall be limited to a maximum of three (3) square feet in area, be limited to the name of the business, and be located at the business entrance and shall not be included in total sign allotment and copy area. Ground or pole signs, roof signs, and high-rise (parapet) signs shall not be permitted.
 2. Hours and Address. The minimum size of each letter shall be a minimum of one (1) inch and a maximum of six (6) inches.
 3. Wall Sign. No wall sign or supporting structure shall project more than twelve (12) inches from the wall of a building. No wall sign shall

extend more than thirty (30) feet above ground level to the top of the sign, nor above the roof line.

4. Window Signs, Attached. Signs which are physically attached or painted to any surface of a window are permitted and the area of any such sign shall count in the maximum-allowable sign area.
5. Window Signs, Unattached and Temporary. Signs located on the interior of a structure, but visible from the exterior of the building, are permitted and are not charged against the maximum-allowable signage area if such signs are not physically attached or painted to the window and do not obscure more than ten (10) percent of ground-floor, street-side building transparency. The ten (10) percent is not-to-exceed total glass area calculated for both unattached and temporary window signs.

Temporary signs can take the form of banners, window graphics, or as cards integrated with a window display. Temporary signs are permitted on the interior of the business establishment only and shall be no more than five (5) square feet of text; shall not exceed ten (10) square feet in size; and no more than ten (10) percent of ground-floor, street-side building transparency. Temporary signs shall not be displayed more than thirty (30) days in a calendar year.

6. Projecting and Hanging Signs. No projecting sign or supporting structure shall extend above the roof line, nor shall any such sign extend into any street centerline setback or more than thirty (30) feet above ground level to the top of the sign and shall provide a vertical clearance of nine (9) feet along pedestrian areas.
7. Awning Signs. An awning sign where allowed by the County (insert position in the County that would assess the liability of awnings hanging in the right-of-way) and built in accordance with the Florida Building Code shall be permitted, but shall count in allowable signage for the building.
8. Directional Signs. One (1) private directional sign, not exceeding three (3) square feet in area, may be permitted at each access drive, providing such sign only directs motorists to the location of off-street parking areas.
9. Sandwich Boards. One (1) menu board shall be allowed per street address. Menu boards shall not exceed eight (8) square feet in size (sign and copy area is calculated on one [1] side only), shall be positioned so as to be adjacent to that restaurant or business listed on the board and information on that board shall advertise exclusively the goods and services of that business, and be placed in a manner which is clearly visible to pedestrian traffic. All signs shall be removed at the end of each business day. All signs shall be securely anchored to the ground.

10. Menu-Box Signs. Menu signs shall be located in a permanently mounted display box on the surface of the building within eight (8) feet to the entry.

The allowable area for menu signs shall be a maximum of four (4) square feet and shall not be included in the calculation of allowable copy area.

11. Ground-Mounted Signs. One (1) shopping-center sign shall be allowed within the town center and may not exceed thirty-four (34) square feet of copy area per side. This sign shall be a monument sign no higher than six (6) feet. The illumination of this shopping-center sign shall not be internally lit and may have external lighting that is concealed to the sign. An increase of ten (10) percent copy area shall be permitted if an architectural base is as described below in Subsection i. The ground-sign support base shall be encased or provide external support and meet the following standards:

- a. Signs shall be in an enclosed base possessing a minimum width of two-thirds the width of the sign.

- b. If any support; upright, bracing, or framework is utilized or proposed to support a ground sign, said support; upright, bracing, or framework shall be:

- (1) Architectural Feature. Encased in an ornamental shell of stone, brick, ornamental metal, or similar and/or compatible materials with the architecture of the building or other site features; and

- (2) The maximum size of the background structure of a sign shall not exceed 110 percent of the total square footage of copy area. For example, fifty (50) square feet of copy area can have fifty (55) square feet of background-structure area (see Multitenant Ground-Sign Illustration). If the sign is encased in an architectural feature (see Single-Tenant Ground Sign) which is the base of the sign, the maximum background structure may be up to 150 percent of the total square footage of copy area and increase maximum copy area by an additional twenty-five (25) percent per total copy area.

- (3) The base shall not be intended or designed to include messages and shall not include colors, trademarks, or any other decorative design features that are primarily intended to attract attention, rather than be unobtrusive or compatible with the architecture of the building or other site features.

- c. A minimum width of thirty-six (36) inches of landscaping shall be incorporated around the base to include low-growing shrubs and ground cover and/or flowering annual to promote color and must have an automatic-drip irrigation system.
 - d. Ground signs are permitted within the town center if the building is setback more than fifteen (15) feet from the right-of-way. The maximum height shall be six (6) feet.
12. Home-Based Business Sign. One (1) home-based business sign is permitted. A business may have one (1) square foot of signage per four (4) lineal feet of building frontage not-to-exceed sixteen (16) square feet. A home-based building sign shall not be illuminated.
13. Street-Art Signs. Street-art signs shall be permitted by meeting the following standards:
- a. Street art shall be counted toward the maximum-allowable copy area; the square footage of the street art shall be calculated by multiplying the greatest width by the greatest height of the object.
 - b. The maximum sign area per street-art sign is eight (8) square feet. Sign and copy area is calculated on one (1) side only.
 - c. One (1) piece of street art shall be allowed per street address. A storefront must be a minimum width of twenty (20) feet in order to have street art.
 - d. Street art shall be removed at the end of the business day.
 - e. Street art shall be located in the front of the business, address the name on the Sign Permit, and advertise that business exclusively.
 - f. The applicant may have one (1) street-art piece or a menu board, but not both.

601.11. **Definitions**

The following words, terms and phrases, and their derivations shall have the meaning ascribed to them in this section, except where the context clearly indicates a different meaning. Words not defined in this section shall have the meaning as defined within this Code. Words not defined in this section or this Code shall have the meaning as defined within the Comprehensive Plan. When not inconsistent with the context, words in the present tense include the future. The word "shall" is always mandatory and not merely directory.

- A. "A" Street. The primary, pedestrian-oriented streets within a neighborhood center and a town center that provide a mix of uses promoting pedestrian activity, cycling, and transit. These streets have building-frontage requirements that place buildings close to the street and restrict off-street parking and service uses along them.
- B. Accessory Service-Use Area. A service area that is used for loading, unloading, and a staff entrance which is not used as a public entrance, but has access to the building.
- C. Anchor. Large national or regional retailer that serves as primary draw for a shopping center. At regional malls, anchor tenants are typically department stores and at community and power centers, they are food/drug stores, discount department stores, etc.
- D. Architectural Relief. Decorative finish that will provide a visual break in building facade.
- E. Awning. Temporary shelter supported entirely from the exterior wall of a building and composed of nonrigid materials, except for the supporting framework.
- F. "B" Street. The secondary streets within a neighborhood center and a town center that provide vehicular and service access to development blocks. These streets have no building-frontage requirements. While "B" streets are not intended to be primary pedestrian streets, at a minimum they must include sidewalks and street trees in accordance with specified street-design standards.
- G. Bicycle Lane. A portion of a roadway that has been designated by striping, signage, and pavement marking for the preferential or exclusive use of bicyclists.
- H. Block Faces. The building facades on one (1) side of a block's street frontage.
- I. Buffer. An area reserved or designed to separate potentially incompatible land uses.
- J. Buildable Area (Also, Buildable Land Area). The area within the boundary of a development or parcel, excluding areas devoted to right-of-way, transmission power-line easements, lakes, wetlands, or areas within the 100-year floodplain.
- K. Building Facade. An exterior wall of a building that is set along a frontage line.
- L. Building Frontage. The linear length of a building facing a public street right-of-way, exclusive of alleys.

- M. Building Massing. The three (3) dimensional bulk of a structure: height, width, and depth.
- N. Building Orientation. The position in which the primary facade of a building is located on a block.
- O. Caliper. The measure of the trunk diameter of a tree at six (6) inches above the soil line.
- P. Community Common Areas. Includes a park; green and/or plaza; centralized recycling areas; mailbox kiosks; informal open space, both active and passive; fountains; monuments that serve as a community identity; and other, additional meeting areas within the town center which precludes streets, parking lots, and sidewalks. Sidewalks that are located internal to a common area are permitted to count towards this requirement, but not sidewalks that are provided throughout the development.
- Q. Cul-de-Sac. A turnaround at the end of a dead-end street.
- R. Development Blocks or Blocks. A unit of development that is surrounded on all sides by "A" streets. Example dimensions: 500 feet to 700 feet in length by 500 feet to 700 feet in width.
- S. Encroachment. Entering into adjacent area.
- T. Finish. The final, exterior material or treatment applied to a building, such as brick or stucco.
- U. Half-Blocks. A subunit of a development block that is surrounded on three (3) sides by "A" streets and on one (1) side by "B" streets. Example dimensions: 500 feet to 700 feet in length by 250 feet to 350 feet in width.
- V. Hanging Signs. Hanging signs are similar to projecting signs, except that they are suspended under a canopy or attached to a ceiling. Hanging signs are generally smaller than projecting signs due to their lower mounting height.
- W. Linear Facilities. The legal definition of linear facilities is set forth in Section 704.06(11), Florida Statutes, and includes electric, telecommunication, other transmission and distribution lines and facilities, and public or private transportation corridors and related appurtenances. Linear facilities also include water distribution and sewer-collection systems.
- X. Liner Retail. Liner retail is defined as a building type designed to mask surface parking lots or anchor retail uses in order to provide building frontage along "A" streets, typically single story.
- Y. Live Work Unit. An apartment unit that is integral with a commercial building. Only the owner, operator, or an employee of the principal permitted use and the immediate family may occupy such units.

- Z. Main Street (within a Town Center). An "A" street that serves as the primary, nonresidential corridor for a town center.
- AA. Mass. See "Building Massing."
- BB. Mixed-Use Building. The combination of either commercial or office and residential uses within a single building of two (2) or more stories, wherein at least fifty 50 percent of the floor area contains residential-dwelling unit(s).
- CC. Multi-Modal Transportation System. A network of transportation infrastructure that supports multiple modes of travel, including vehicles, transit, walking, and biking.
- DD. Neighborhood. Neighborhoods are characterized by a mix of residential housing and neighborhood services that may include schools, parks, neighborhood shopping, and houses of worship.
- EE. Neighborhood Center. The public core of a neighborhood, which may be a combination of parks; schools; public-type facilities, such as churches or community centers, and may include small-scale, neighborhood-oriented commercial uses.
- FF. Neighborhood-Oriented Commercial Uses. Retail or office land uses that serve most of the daily needs of residents of the neighborhood in which it is located.
- GG. Nonresidential Use. Office, business, commercial, including retail uses, or light-industrial uses.
- HH. Open Space. Undeveloped land or water body which is free of structures and equipment, except those incidental to the land's open-space uses. Open space may include the following: flood protection, creating a sense of spatial separation for incompatible land uses, areas for agricultural operations, passive recreation, active recreation, conservation uses, or historical site preservation.
- II. Parking, Diagonal. Parking spaces within the right-of-way that is adjacent to and at an angle between forty-five (45) and ninety (90) degrees. Diagonal parking may be back-in parking only.
- JJ. Parking, Off-Street. Parking spaces that are located outside of any street right-of-way or easement and designed to accommodate the parking of domestic vehicles. Parking spaces are allowed within the travel lanes of some streets as illustrated in the street sections.
- KK. Parking, On-Street. Space located inside of any street right-of-way or easement and designed to accommodate the parking of domestic vehicles.
- LL. Parking, Parallel. Parking spaces within the right-of-way that is adjacent to and parallel to travel lanes.

- MM. Plaza. A public space at the intersection of streets devoted to civic purposes and temporary commercial activities, such as craft shows, farmers markets, etc. A plaza is surrounded by streets with facing buildings and includes lawns, trees, walks, ornamental structures, buildings, and durable pavement for parking.
- NN. Principal Entrance. Entrance of a structure in which a primary access point is provided.
- OO. Private-Edge Condition. A development block that is permitted to create a single row of lots or building sites as an edge or boundary.
- PP. Primary Local Stop: A bus stop that is located within a neighborhood which includes shelter, transit-route information, seating, trash receptacle, bicycle rack, and adequate lighting.
- QQ. Prototype. A generalized development diagram that illustrates the basic design principles to be applied to actual development conditions.
- RR. Public-Edge Condition. A requirement for development blocks to share a public street as a common edge or boundary.
- SS. Public Entrance. Entrance that is available for access by the general public during operating hours of business.
- TT. Public Space. Any publicly accessible square, plaza, or green that is available for passive or active recreation.
- UU. Public/Civic. A class of land uses that includes the following public and civic-use categories as defined within the County zoning ordinance: community service; education facilities; government facilities (limited to city, county, State or Federal government offices; emergency services; fire; sheriff; medical station; or post office); and places of worship.
- VV. Recreational Space. Passive or active recreational areas.
- WW. Residential Use. The use of land, buildings, or structures for uses which include, but are not limited to, community residential facilities, dwelling units, fraternity and sorority houses, life-care treatment facilities, private-pleasure craft used as a residence, professional-residential facilities, and temporary living facilities.
- XX. Restaurant Menu-Box Signs. Signs that incorporate a menu containing a listing of products and prices offered by the business.
- YY. Service-Function Area: An Equipment Area. Loading area or dock; trash-collection area; trash-compaction area; truck-parking area; recycling area; or other, similar service-function area.

- ZZ. Shade/Street Tree. A self-supporting woody plant, typically having a minimum height at maturity of at least twenty (20) feet, planted primarily for its high crown of foliage.
- AAA. Street-Art Signs. Any freestanding, three (3) dimensional inanimate object that is not merchandise and is used to attract the attention of potential customers.
- BBB. Surface. See "Finish."
- CCC. Town Center. A concentration of development within a neighborhood that includes identified residential, retail, office, public spaces, and public/civic uses.
- DDD. TND. A collection of neighborhoods around a town center.
- EEE. Urban Development Form. A development pattern that is designed on a grid using a system of blocks that are limited in width and length; that are framed by a street system that prioritizes pedestrian activity; and that has buildings and structures that form a consistent, distinct edge spatially delineating the public street and the private block interior.
- FFF. Walking Distance. The distance a resident of average health and age may be expected to walk for the purposes served by the neighborhood center considering the available sidewalks, streets, and paths; conditions which enhance the walking experience, such as tree canopies, shade and visual interest; or which detract from it, provided that in no event shall "walking distance" exceed one-half mile of pedestrian travel.
- GGG. Window Signs, Attached. Signs that are painted, posted, displayed, or etched on an interior translucent or transparent surface, including windows or doors.
- HHH. Window Signs, Unattached. Signs that serve as advertising display located within twenty-four (24) inches of a business window or door.