

CHAPTER 900. DEVELOPMENT STANDARDS

SECTION 901. TRANSPORTATION

901.13. Mixed-Use Trip Reduction Measures (MUTRM)

A. Intent and Purpose

The intent of Mixed Use Trip Reduction Measures (MUTRM) is to promote a connected, mixed-use compact development pattern that incorporates multimodal opportunities. The purpose is to reduce automobile dependency and Vehicle Miles Traveled (VMT) through this form of development. If an applicant chooses to utilize the MUTRM development option, the applicant shall either:

1. at a minimum, meet the provisions provided in this Section and shall pay the associated fee as per the adopted fee schedule, as amended; or
2. obtain project approval utilizing the URBEMIS model as a trip-reducing project which estimates VMT through the consideration of: residential development density; the proposed mix of land uses; the availability of local-serving retail; transit use (which is assumed to yield no trip reduction for the purposes of this analysis in Pasco County); and the availability of bicycle/pedestrian facilities. Applicants shall pay the associated fee as per the adopted fee schedule, as amended.

B. Principles

Through the inclusion of compact development design practices and standards a MUTRM designated project shall qualify as a Trip Reducing Project (TRP) pursuant to Comprehensive Plan Policy TRA 2.4.1, and Section 901.12 of this Code. The TRP Level of Service Standards set forth in Policy TRA 2.4.1 shall apply for transportation analysis purposes.

Compact development practices and standards include the following design principles and techniques:

1. The mixture and integration of residential, local-serving commercial and employment generating land uses which contribute to increased walkability and on-site jobs to housing ratios;
2. The inclusion of local-serving commercial uses in combination with civic and open space areas, and the incorporation of transit-friendly design features (i.e. design elements/land uses that encourage the use of public transit – shade trees, bus shelters, etc.) to support and encourage the use of transit opportunities to provide an alternative to automobile use. The incorporation of transit-friendly design features shall be provided in locations identified as part of Pasco County Metropolitan Planning Organization's Long Range Transportation Plan's (LRTP) Transit Needs Plan and in other locations as deemed necessary through project review;

3. The use of complete streets characterized by an interconnected street system that prioritizes pedestrian and bicycle movement through the incorporation of roadway standards for compact development as specified in Chapter 19 of the FDOT "Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways", Chapter 19 and the associated cross-sections, with a revised minimum street planting width of 10 feet, or eight (8) feet with a root containment system. See Figures 901.13-1 through 901.13-7 of this Code.
4. The ease of pedestrian walkability as determined by block sizes, and the establishment of a comprehensive pedestrian network of sidewalks, bikeways and trails throughout;
5. Use of compact development forms including: the placement of buildings close to the street; on street parking; parking lots located to the rear of buildings; wide and shaded sidewalks and trails; and street furnishings. Minimum density (units/acre) or intensity requirements shall also be included to ensure compact development.

C. Applicability

This section shall apply to any development project wishing to qualify as a TRP for purposes of Transportation Analysis pursuant to Policy TRA 2.4.1 and this Code, Section 901.12, or opting to qualify for an adopted mobility fee reduction (as applied to the Compact Development Area only) even if a higher Vehicle to Capacity Ratio (a less stringent standard) is not sought. Such projects shall be designated as a MUTRM Project. All projects wishing to apply MUTRM standards must do so by submitting an MPUD (Master Planned Unit Development) rezoning request for the project.

Projects that contain approved phases prior to the project's designation as a MUTRM project shall have two (2) options:

Option #1 - Elect to exclude those previously approved phases from designation as being a portion of the overall MUTRM Project and be exempt from the provisions of this Section; or

Option #2 – Elect to include those previously approved phases within the overall MUTRM Project and as combined meet all requirements of this Section, including the calculation of required Compact Development Area (CDA) acreage based upon the combined project acreage.

Unless otherwise specified in Section 901.13, all MUTRM projects shall comply with the standards set forth in this Code.

D. MUTRM Project Components

A MUTRM project shall contain at least one qualifying Compact Development Area (see Section 901.13.D.1) and may contain non-CDA area(s) (see Section 901.13.D.2). Each individual CDA shall contain at least one

Neighborhood Center (see Section 901.13.D.3) located approximately one-half (½) mile from an adjacent neighborhood center.

1. Compact Development Area (CDA)

a. Description

A CDA is a specifically designated area in which established development standards shall apply. These standards shall ensure the area functions as a walkable place, as determined by area, street dimensions, block sizes, and the inclusion of a comprehensive pedestrian network of sidewalks, bikeways and/or trails in accordance with this Section, and the inclusion of one or more Neighborhood Centers. Individual CDA's shall effectively be ¼-mile radius in size to promote walkability. Whereas not all site conditions promote an exact ¼-mile radius for development, it is understood that some required CDA areas might fall beyond that dimension. However, to meet the intent of walkability, this excess area shall be minimized. CDA development standards are addressed in Section 901.13.E.1.

b. Minimum Project Area Requirements

A MUTRM project's net residential upland acres represent that portion of the project's total developable area that will be used for residential and/or non-residential development that is not attributed to employment-generating uses in association with Section 901.13.D.1.c. The following summary outlines the associated terminology and calculations for the purposes of Section 901.13:

Total Developable Area equals:

the entire project area minus wetlands and the associated required buffers, minus areas proposed for preservation or mitigation.

(Note: Proposed stormwater management features, such as wet or dry retention areas shall not be deducted to determine this area calculation.)

Net Residential Upland acres equals:

the total developable area, minus if applicable, non-residential developable acreage attributed to employment-generating uses, minus a 25% reduction for roadway network.

In accordance with Section 901.13.E.1.a.(6), development projects shall provide a minimum of fifty percent (50%) of that project's net residential upland acres, in CDA form.

The total required CDA acreage for a MUTRM project may be located in one or more designated CDAs. However, no individual CDA may be less than ten (10) net upland acres. If a project is less than ten (10) net upland acres, 100% of the project must meet the CDA requirements.

The total required CDA acreage for a MUTRM project may be reduced through the provision of on-site employment in accordance with Section 901.13.D.1.c. However, in no case shall these reductions permit the total required CDA acreage to fall below 30% of the net residential upland acres.

c. Reduction Credits for On-Site Employment

The total CDA minimum area requirements for a MUTRM project as specified in Section 901.13.D.1.b. shall be reduced based upon the on-site inclusion of commercial, office or industrial development proposed within the MUTRM Project. Required CDA area shall be reduced in accordance with the following schedule:

<u>Land Use</u>	<u>Percent Credit</u>
<u>Commercial</u>	<u>50%</u>
<u>Office or Industrial</u>	<u>150%</u>

Explanation: For every one (1) acre of office or industrial land use proposed, the project required total CDA area shall be reduced by one and one-half (½) acre (1 acre x 150%). For every one (1) acre of commercial land use proposed, the total project required CDA area shall be reduced by one-half (½) acre (1 acre x 50%).

In order to qualify for CDA reduction credit, on-site employment uses shall provide vehicular, bicycle, and pedestrian connections directly to residential portions of the MUTRM project in order to minimize the need to use external roadways. To meet the intent of connectivity and receive the reduction credit, an applicant may provide bicycle and pedestrian access, and no vehicular connections to residential portions of the MUTRM project if such uses are obstructed by natural features.

2. Non-Compact Development Area (Non-CDA)

A Non-CDA is that portion of a MUTRM project that is not developed as a qualifying CDA. Non-CDA development standards are addressed in Section 901.13.E.2.

3. Neighborhood Center

A Neighborhood Center is a designated area comprising the minimum required park area as per Section 901.13.E.1.a.(3), and some combination of the following, in accordance with Section 901.13.E.1.a.(6):

- local-serving commercial/retail uses;
- office;
- civic/public-serving land use (e.g., public school, library, civic or cultural assembly building, place of worship, or other similar recreational, educational, or public/semi-public use);

Transit-friendly design features (i.e. design elements/land uses that encourage the use of public transit – shade trees, bus shelters, etc.) to support and encourage the use of existing and future transit opportunities to provide an alternative to automobile use shall be used. Neighborhood Centers are addressed in Section 901.13.E.1.a.(8). The incorporation of transit-friendly design features shall be provided in locations identified as part of the LRTP's Transit Needs Plan and in other locations as deemed necessary through project review.

E. Development Standards

1. Standards for Compact Development Areas

Areas proposed as CDAs shall be delineated on a MUTRM Master Plan and the associated Neighborhood Plan(s). All CDAs shall comply with the following development practices and standards.

a. Development Pattern

(1) Block Structure

All CDA's shall be arranged in compact interconnected block patterns, which may be rectilinear, curvilinear, or organic in form, and shall comply with the following standards:

- (a) Blocks shall have an average perimeter not to exceed 1,320 feet, measured at the property/right-of-way line of surrounding streets, mid-block pedestrian passages [which shall be a minimum of fifteen (15') feet in width] or mews, but not including alleys, cul-de-sacs and closes, shall be included within a block for perimeter measurement purposes. However, only one mid-block pedestrian passage or one mew per block may be used for the purpose of

defining block size. In no instance shall any block exceed a perimeter of 1,500 feet (except as provided in Section 901.13.E.1.a.(1)(b), below). If greater than 50% of the area of a block is located within the CDA, the entirety of that block shall be included in calculating the perimeter average.

- (b) Exceptions to the block perimeter requirements may be approved administratively in order to accommodate non-residential uses and natural wetland preservation areas. Lots at the edge of a neighborhood adjacent to wetlands, ponds, upland conservation areas, energy transmission corridors, are not required to be included in the block perimeter average calculation.

If proposed lots are located at the edge of an existing development with a pedestrian connection, or within proximity to a pedestrian amenity or destination, a pedestrian connection shall be provided.

If the average block perimeter requirement cannot be met for reasons other than those listed in the standards above, a five percent (5%) variation may be administratively approved by the County Administrator or designee. Exceptions to block perimeter requirements are not intended to grant relief from any other compact development design practice or standard as specified herein. Also, exceptions to block perimeter requirements are not intended to grant relief by applying to ponds, lakes and other stormwater management features, unless that feature is located adjacent to an existing wetland system into which it directly discharges (i.e. internal ponds and lakes for the purpose of creating waterfront properties shall not be accepted as a valid reason to deviate from the required block perimeter requirements.

- (c) Block Depth

All blocks within CDA's that abut non-compact development areas shall have a minimum depth of 200' to provide for ease of transition between CDA and non-CDA areas.

(d) Street Connectivity

Streets shall provide a cohesive roadway system, providing vehicular connections between all abutting neighborhoods and forming compact block sizes that encourage pedestrian activities. Gated communities are not permitted within the compact development area as they do not meet the intent of connectivity. (This does not preclude gating private parking areas, as long as the roadway network and pedestrian flow is not interrupted.)

The incorporation of methods to minimize multimodal conflict points within the roadway network shall be encouraged, (e.g., shared driveways).

(2) Street Types

All streets, other than collectors and arterials, shall be designed as either an: "Alley", "Yield Street", "Slow Street", or "Low Street", as specified in Chapter 19 of the FDOT "Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways", and the associated cross-sections, with a revised minimum street planting width of 10 feet, or eight (8) feet with a root containment system. (See Figures 901.13-1 through 901.13-7 of this Code); and shall meet FDOT Complete Street policies and any standards that are established by the FDOT. Designation of street types shall be based upon their functional use as depicted on the Neighborhood Plan(s). Roadway cross sections will vary based upon the accommodation of parking on one, both or neither side(s) of the street.

Collector roadways located within a CDA shall be designed to prohibit individual residential unit driveway access, and may include on-street parking where the design speed is 35 mph or less. These collector roadways shall be designed with an urban cross-section, incorporate on-street bikeways, and be located within the minimum width cross-section deemed practical by the County.

Street designations shall be consistent with the anticipated traffic volumes, design speed and adjacent land uses associated with each street. Specifications for Collector and Arterial Roadways, Alley, Yield, Slow and Low Streets shall be designated on all master

plans as applicable (MPUD, Master Roadway Plan, Neighborhood Plan etc.)

For roads that function as county arterial roadways, the County's adopted standard roadway typical sections for arterial roadways shall apply, unless alternative standards are approved.

(3) Pedestrian Network, Bikeways and Open Space

The pedestrian network shall be designed to result in an interconnected system linking all uses. Sidewalks, other pedestrian walkways and bikeways shall meet the following minimum standards:

(a) Unless alternative standards are approved in conjunction with the MUTRM Master Plan and/or Master Roadway Plan approval as required, all sidewalks and bikeway lanes shall be designed in accordance with Chapter 19 of the FDOT "Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways" and the associated cross-sections, with a revised minimum street planting width of 10 feet, or eight (8) feet with a root containment system. See Figures 901.13-1 through 901.13-7 of this Code, for streets classified as either "alley", "yield street", "slow street" or "low street", and shall meet FDOT Complete Street policies and any standards established by FDOT. Collector and arterial roadways shall meet the requirements of this Code. Upon request by the applicant, the elimination of on-street bikeways on one or both sides of a street based upon the street's specific location and use may be deemed appropriate, where a parallel bicycle or multiuse trail exists, and it meets or exceeds the intent of the Code. Such requests shall be subject to approval by the County Administrator or designee.

(b) Sidewalks serving single-family residential uses shall be a minimum of five (5) feet in width.

(c) Pedestrianways serving local-serving commercial uses shall be a minimum of 12 feet in width from face of curb to building front to accommodate sufficient space for walking and socializing, as well as the placement of street furniture, street trees, landscaping and utilities.

A minimum of five (5) feet in width of the pedestrianway shall be unobstructed in order to provide clear pedestrian movement.

- (d) For all other uses, sidewalks and pedestrianways shall be of sufficient width to accommodate anticipated pedestrian use. In no event shall the sidewalk width be less than five (5) feet. Generally, pedestrian activity is greater where there is a higher density or intensity of uses, thereby requiring greater widths for sidewalks and pedestrianways.
- (e) Should pedestrian mid-block crossings be necessary, curb extensions or bulbouts, extending the width of any on-street parking spaces, shall be required to reduce the crossing distance for pedestrians. In conjunction with mid-block crossings intersecting with four-lane, divided or undivided roadways, pedestrian havens shall be provided.
- (f) Roadways at all pedestrian-crossings shall be marked for pedestrian safety through the use of textured pavement or other similar methods that clearly identify the pedestrian crossing area and appropriate signage in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).
- (g) Where bike lanes are located adjacent to the curb the gutter width shall not be considered part of the rideable surface area. All drainage inlets, grates, and utility covers in the bicyclists' expected path shall be designed to be flush with the pavement, well-seated, and have bicycle compatible grates.
- (h) A Master Bicycle/ Pedestrian Plan shall provide pedestrian connections between internal uses and interconnections to adjacent developments. MUTRM projects shall connect with a matching width into the existing or planned County trail system (as depicted on the current Greenways, Trails and Blueways Plan or other County-adopted plans depicting trail systems) where it exists or is planned adjacent to the subject project site. If a planned system does not have an approved minimum width, the on-site path shall be a minimum of 10 feet wide. Site constraints may dictate the need to reduce this

minimum width; however, this reduction shall be permitted through approval by the County Administrator when natural site conditions limit the width. The multiuse paths provided as part of the project shall incorporate green space, shade trees, and benches; and should integrate on-site wetlands, wet ponds, or other natural features into the multiuse path as amenity. The multiuse paths shall be landscaped with shade trees and shrubs at an average spacing of 60 feet. Bench seating located next to a shade tree will be required every one-half (½) mile along the multiuse path. Bicycle storage and parking shall be provided at trailheads and other locations as deemed appropriate and approved by the County.

(i) Interconnections for pedestrian walkways shall be such that the residential/multi-family component can easily access office or commercial components by proximity of the pedestrian walkways to the buildings and encourage the use of dual entry features (access front and rear) to encourage walkability.

(i) Unless otherwise noted in this Section, each MUTRM project and the associated CDA's shall meet the requirements in Section 905.1 of the Code.

In the CDAs, required neighborhood parks shall be accessible to the residents of the development by automobile, foot and bike within one-half mile distance as measured by a clear walkable route. [This requirement is not meant to require designated parking lots at every neighborhood park. Automobile access can be met through the provision of nearby parking (on- or off-street) that links pedestrian access to the park.]

In the CDAs the required neighborhood park acreage may be composed of multiple neighborhood parks; however, each required neighborhood park shall be a minimum of 1/4 acre in size. Squares, parks or plazas can be a minimum of 1/6 acre in size and count towards the requirements for neighborhood parks, provided they contain hardscape and/or

a programmatic element such as seating, sculpture, fountain, or play structure.

Dry detention areas are permitted to count towards meeting the minimum CDA park area requirement as long as useable park area that meets the minimum size requirements of this Section is provided. No more than 50% of a dry detention area shall count towards the associated required CDA park.

Open spaces shall be integrated in the multifamily residential areas and the non-residential areas in the form of squares, plazas and parks. Buildings shall, where practical, frame open spaces to create courtyards and squares, and create a sense of place.

(4) Buffering

The intent and purpose of providing landscape buffering and screening is to ensure an aesthetically pleasing developed environment that provides interest to motorists and pedestrians, and to provide separation between uses and intensities where appropriate. Unless otherwise specified in this Section, the requirements of Section 905.2 of this Code shall be met.

(a) Internal Blocks

Blocks that are internal to a CDA do not have to comply with the buffer requirements as per Section 905.2.D of this Code, except that the requirements associated with Sections 905.2.D.3 and 905.2.D.4 shall be met for vehicle use areas and building perimeters, respectively.

(b) Collector Roads

An applicant will meet the requirements for buffering/screening on Collector Roads, either through the provision of:

(i) A minimum of 10 feet of landscaped buffering along both sides of collector roads with a Type D planting scheme; or

(ii) A system of street trees (with spacing appropriate for the selected tree

species, within a minimum 10-foot wide buffer) as approved by Planning and Development Department Staff.

This buffering/screening requirement may be administratively amended for collector roads that do not exceed a 35 mph design speed limit where on-street parking is provided. The reduction in the required buffering/screening shall be addressed at preliminary site plan review.

(c) Incompatible Land Uses

Those uses that are deemed to be incompatible must provide a minimum width of 10 feet of landscape buffering between uses with a Type B planting scheme, excluding berms. Additional buffering and screening may be required depending on the specific incompatible uses identified.

The use of a parcel of land in a manner which interrupts, conflicts, or otherwise interferes with the use of a neighboring parcel of land such that the neighboring land is impaired for its original intended use is deemed to be incompatible.

(5) Building and Parking Standards

Shared and on-street parking is permitted and encouraged for all development in accordance with this Code, Section 601.7.E.3.b.(5).

(a) Single-Family Detached Residential

Single-family detached residential development shall meet the requirements of this Code, Section 907 unless this Section or applicable conditions of approval delineate otherwise. At least one of the required parking spaces that may be provided on-street shall be located proximate to the dwelling unit.

(b) All Other Development

To ensure compact forms of development for all non-single family detached residential uses the following design standards shall apply:

- (i) A building's primary orientation shall be toward the pedestrian environment, which shall connect to the street;
- (ii) Pedestrian use and access areas shall extend from the back of curb to building front, and may contain street furnishings and landscaping, as described in Section 901.13.E.1.a.(3)(c); and
- (iii) Except for on-street parking, all primary parking lots shall be located at the rear or side of principle buildings, away from the main entrances that front on pedestrian activity centers, (e.g., courtyards, sidewalks adjacent to the front entryway and the primary street network, etc.). Parking quantity shall meet the requirements of this Code, Section 907 unless this Section or applicable conditions of approval delineate otherwise.

(6) Residential Density

The average net density of all combined CDA residential areas shall be in compliance with the minimum density requirements outlined in Table 1. Accessory dwelling units shall count towards the residential density requirement.

Table 1
MUTRM Density Requirements

<u>Net Residential Upland Acres Built as CDA (%)*</u>	<u>Minimum Number of Average Dwelling Units per Acre</u>	<u>Neighborhood Center Use Types**</u>
<u>100</u>	<u>3</u>	<u>2 (can be same use type)</u>
<u>90</u>	<u>4</u>	<u>2 (can be same use type)</u>
<u>80</u>	<u>5</u>	<u>2</u>
<u>70</u>	<u>6</u>	<u>2</u>
<u>60</u>	<u>7</u>	<u>2</u>
<u>50</u>	<u>8</u>	<u>2</u>

*The percent of net residential upland acres built as CDA is applied to the employment-adjusted net residential upland acres and shall not be less than 30% of the total net residential upland acres.

**All MUTRM projects must meet the minimum park/open space requirements. In addition to the required park area, each CDA must provide a mix of the following use types as per Table 1: local commercial; office; or civic/institutional. School sites may be used to meet the civic, or the commercial/office land use requirement in accordance with Section 901.13.E.1.b.(4).

(7) Commercial and Office Standards

Local-Serving Commercial:

Commercial uses (as per Section 901.13.E.1.b.) within Neighborhood Centers shall be provided at a minimum ratio of 22 square feet of gross leasable area (GLA) per CDA residential unit, per individual CDA (i.e. 500 units @ 22 SF GLA/unit = 11,000 SF GLA), in accordance with Table 1 of this Section.

Office:

When office is provided, yet no local-serving commercial is provided, the minimum office required shall be based on a one-to-one (1:1) jobs to housing ratio for the entire project, with a minimum of 133 SF per job; (i.e. 500 units @ 1:1 jobs to housing = 500 jobs x 133 SF per job = 66,500 SF.) Office uses may be located either inside or outside of the CDA to meet this requirement. A minimum of 22 square feet per CDA unit shall be located within the neighborhood center(s).

When office is provided in conjunction with local-serving commercial within each individual CDA, the office use need only meet the minimum established for local-serving commercial.

(8) Neighborhood Center Standards

Distinguishable Neighborhood Center(s), in accordance with Section 901.13.D.3, shall be located approximately every one-half (½) mile, and shall be depicted on the MUTRM Master Plan and more completely described and detailed on the required Neighborhood Plan(s).

(a) Composition

Each Neighborhood Center shall include the minimum required park area as per Section 901.13.E.1.a.(3) and at least two of the following uses in accordance with Table 1:

- (i) Local-serving commercial/retail;
- (ii) Office; and/or
- (iii) Civic/public serving land use (i.e. school, library, civic or cultural assembly building, place of worship, or other similar civic, recreational, or educational use).

(b) Commercial

Local-serving commercial uses, as per Section 901.13.E.1.b., shall be oriented toward the street and in proximity to each other in order to create an enhanced walkable pedestrian environment. A maximum building setback of 20 feet as measured to the back of curb shall be provided.

(c) Mixed-Use

A required neighborhood center may vertically incorporate residential uses with the commercial/office component.

(d) Commercial/Office Reverter Option for Alternative Use

Any parcel or parcels located within a CDA and designated for local-serving commercial or office uses as specified in Section 901.13.E.1.a.(7) shall not be redesignated to any alternative use until such time as 75% of the associated required CDA residential units have been issued a certificate of occupancy (CO). After achieving 75% occupancy for that individual CDA, the developer or entity that controls any designated local-serving commercial or office use parcel may at their option, redesignate that parcel or parcels for other permitted uses in accordance with Section 901.13.E.1.b. Such redesignation shall not constitute a substantial amendment to the approved MUTRM plan.

Upon intent to utilize this Option, an applicant shall provide official written notification to the County of such intent to redesignate the subject parcel(s). The notification shall include the exiting land use designation, the proposed land use designation, and associated proof of 75% CO issuance of the required CDA residential units.

b. Land Uses

Development land uses shall be arranged to provide the integration of residential, local-serving commercial, office and employment generating land uses.

(1) Residential

All residential use types are permitted provided the overall residential density requirements as defined in this Section are met.

(2) Commercial

Minimum commercial requirements within a CDA shall be met by local-serving commercial uses in accordance with Section 901.13.E.1.a.(7). As it relates to MUTRM projects, local-serving commercial uses are those uses primarily comprised of retail, and personal service businesses that directly serve the day-to-day needs of local residents. These uses include those businesses that typically serve as satellite uses located within grocery-anchored neighborhood and community-scale shopping centers. The most common of these businesses include: restaurants; local food markets or groceries; ethnic food sales; liquor stores; card and gift shops; ice cream shops; dry cleaners; small fitness facilities; hair, nail and beauty salons; pool supply sales; and other similar uses.

(3) Office

Minimum office requirements within a CDA shall be met in accordance with Section 901.13.E.1.a.(7).

(4) School Sites

Schools meet the civic use requirement. Due to the transportation impact mitigation associated with schools located in close proximity to residences, public schools that are required on-site as part of a Master Planned Unit Development (MPUD) approval and are located within the CDA may count towards a portion of the commercial/office land use requirement. If a school site is used to meet the commercial or office land use requirement, it would not also meet the civic use requirement of this Section.

The portion of required commercial or office that a school site can replace is the average total required local-serving commercial or office per proposed number of Neighborhood Centers (NC), as expressed below:

School Site (as replacement use) =

Total Required Local-Serving Commercial or Office
Proposed # of Neighborhood Centers

If an individual CDA is required to have less commercial or office square footage than is reduced by the provision of the school, the difference may not be reduced from the required commercial or office square footage in the other designated CDAs.

If an individual CDA is required to have more commercial or office square footage than is reduced by the provision of the school, the difference shall be provided in that same individual CDA.

(5) Mixed-Use

A required neighborhood center may vertically incorporate residential uses with the commercial/office component.

2. Standards for Non-Compact Development Areas

Development standards outside of a CDA shall be specified through MPUD Conditions of Approval. However, all non-CDA development shall incorporate the following development practices. Where inconsistencies result, the following shall take precedence:

a. Street Connectivity

All streets shall, to the maximum extent feasible, provide a cohesive roadway system with the goal of providing vehicular connections between all abutting neighborhoods and forming block sizes that encourage pedestrian activities. While gated communities are permitted within the non-compact development area, gated roadways do not meet the intent or associated requirements of street connectivity. Where necessary, restricted access points leading into a gated community can be located off of a non-restricted interconnect.

b. Open Spaces Systems

Open space systems shall be established that include preserved wetlands and uplands and their buffer edges, proposed parks, proposed lakes and other potential open space amenities. These open space systems shall provide connection to CDA-designated open spaces where possible.

c. Pedestrian Systems

Sidewalks and multi-purpose trails shall be provided throughout the project in accordance with this Code and any additional standards as required in the MPUD conditions of approval.

d. Integration of Mixed-Uses

The various proposed project land uses shall be integrated to promote ease of pedestrian access between uses and to assist in the reduction of automobile dependency.

e. Employment-Generating Uses

The amount and location of employment-generating uses (office, research and development, manufacturing, assembly, etc.), shall be as depicted on the MUTRM Master Plan.

F. Approval Process for MUTRM Projects

The approval process for MUTRM projects shall be as follows:

1. MUTRM Master Plan

As part of an MPUD application involving a proposed MUTRM designated project, a MUTRM Master Plan shall be submitted. All plans shall be in graphic form and of sufficient scale for review (as determined by the County Administrator or designee). The plan shall graphically depict the overall MUTRM project area, including the project's Compact Development Area(s) and associated neighborhood center(s), general block configurations, location of residential and non-residential uses, residential net density, square footage and location of CDA-required uses. This Plan shall include the step-by-step calculations for the required CDA area (including any employment adjustment credits), the minimum number of CDA residential units, and the minimum neighborhood serving commercial square footage. The MUTRM Master Plan shall be used by Planning and Development Department to evaluate whether the proposed MUTRM Project is consistent with this Section.

2. Neighborhood Plan

a. Prior to Preliminary Development Plan/Preliminary Site Plan submittal for any development within a designated individual CDA and Non-CDA areas, a Neighborhood Plan shall be submitted to the Planning and Development Department for review approval.

b. CDA Neighborhood Plan submittals shall include the following components in graphic form and be of sufficient scale for review, (as determined by the County Administrator or designee), which may be accompanied by any request(s) for consideration of alternative development standards to be applied in any CDA:

- (1) A block plan for each individual CDA demonstrating compliance with the Section 901.13.E.1.a.(1), "Block Structure";
- (2) The location, configuration and designation of all CDA roadways and alleys pursuant to Section 901.13.E.1.a.(2), "Street Types";
- (3) The location and general configuration of bikeway and pedestrian systems and open space sufficient to demonstrate compliance with Section 901.13.E.1.a.(3), "Pedestrian Network, Bikeways and Open Space";
- (4) A graphic and textual description of proposed on-street and off-street parking provided, in order to demonstrate compliance with Section 901.13.E.1.a.(5), "Building and Parking Standards";
- (5) A graphic and textual description of proposed buffering/screening plan to demonstrate compliance with Section 901.13.E.1.a.(4), "Buffering".
- (6) The conceptual location of building types and associated unit counts, and uses, as well as proposed off-street parking areas sufficient to demonstrate compliance with Section 901.13.E.1.a.(5), "Building and Parking Standards";
- (7) The location and description of proposed residential product types, and density calculations sufficient to demonstrate compliance with Section 901.13.E.1.a.(6), "Residential Density";
- (8) Areas proposed for local-serving commercial uses, including approximate building gross leasable area, and off-street areas proposed for parking sufficient to demonstrate compliance with Sections 901.13.E.1.a.(5), (7) and (8), "Building and Parking Standards", "Commercial Standards" and "Neighborhood Center Standards", respectively;
- (9) Areas located within CDA Neighborhood Centers and descriptive and graphic representations sufficient to demonstrate compliance with the "Composition", "Residential", "Commercial" and "Mixed Use" subsections within Section 901.13.E.1.a.(8), "Neighborhood Centers Standards"; and
- (10) Descriptive and graphic representations sufficient to demonstrate that land uses shall be arranged to provide the integration of residential, local serving commercial and employment generating land uses in compliance with Section 901.13.E.1.b., "Land Uses".

c. Non-CDA Neighborhood Plan submittals shall be reviewed in accordance with this Code, Sections 522 and 901.13.E.2, as applicable.

3. Previously Approved MPUDs

If an applicant has a non-MUTRM MPUD approval issued prior to the effective date of Section 901.13 and opts to become a MUTRM project, the MUTRM review will be considered a nonsubstantial modification in accordance with Section 402.2.N.2. The applicant shall submit a Neighborhood Plan in accordance with Section 901.13.F.2. The County Administrator or designee may require the applicant to submit a MUTRM Master Plan concurrently, as necessary; which shall be administratively approved by the County Administrator or designee if the Master Plan meets the requirements of Section 901.13.F.1.

G. Alternative Standards

The intent of an alternative standard is to provide design alternatives for MUTRM projects in order to provide unique housing alternatives, creative/flexible design or land use solutions for CDA neighborhood centers, or to provide relief when no feasible engineering or construction solutions can be applied to satisfy one or more MUTRM project requirements. The County Administrator or designee is authorized to approve alternative standards with or without conditions.

1. Requests for Alternative Standards

Requests for alternative standards may be made in conjunction with the filing of a development application for a MUTRM project or with the filing of any required Neighborhood Plan. Sufficient information must be provided for the administrative official to make a determination.

2. Criteria

The applicant shall demonstrate how all of the following criteria in either Part 1 or Part 2 have been satisfied:

Part 1:

a. No feasible engineering or construction solution can be applied to satisfy the requirement for which an alternative standard is being sought;

Or

Part 2:

a. Connectivity of multi-use trails, bike trails, and sidewalks shall be provided throughout the entire project; and

b. The incorporation of transit-friendly design features shall be provided in locations identified as part of the LRTP's Transit

Needs Plan and in other locations as deemed necessary through project review; and

c. In no case shall the total required CDA area be less than 30% of the net residential upland area; and

d. The alternative standard is consistent with the applicable provisions of the Comprehensive Plan; and

e. The alternative standard is not in conflict with the intent or purpose of this Section, the intent of Section 901.13.B. Principles, nor the standards for non-compact development areas outlined in Section 901.13.E.2.

3. Denials

Any request for an alternative standard which does not meet the criteria above will be denied, and the applicant shall either:

a. Comply with this Code, Section 901.13 (MUTRM); or

b. Appeal the denial to the Development Review Committee pursuant to this Code, Section 407.1; or

c. Withdraw the request to be treated as a MUTRM Project.

H. Determination of Compliance with MUTRM Requirements

The following projects have been approved in compliance with the URBEMIS model as a trip-reducing project:

1. Smith 54 MPUD

The project as approved October 23, 2012

2. Wiregrass MPUD

The project as approved February 25, 2014 meets MUTRM. The Compact Development Areas are the MUTRM Designated Parcels on Exhibits N and O of the Wiregrass Development Agreement recorded at OR Book 8858, Page 167 of the public records of Pasco County, Florida.

3. Starkey Ranch MPUD

The project as approved September 11, 2012, as amended December 17, 2013, and as amended May 14, 2014 meets MUTRM. The Compact Development Areas include the Longleaf Neighborhood, the Western Neighborhood, the Central Neighborhood, and the Downtown Neighborhood.

These projects may retain the URBEMIS/MUTRM status upon amendment provided such amendment is not inconsistent with the MUTRM principles outlined in Section 901.13.B, or that the applicant otherwise demonstrates that the amendment is in compliance with Section 901.13 or URBEMIS.

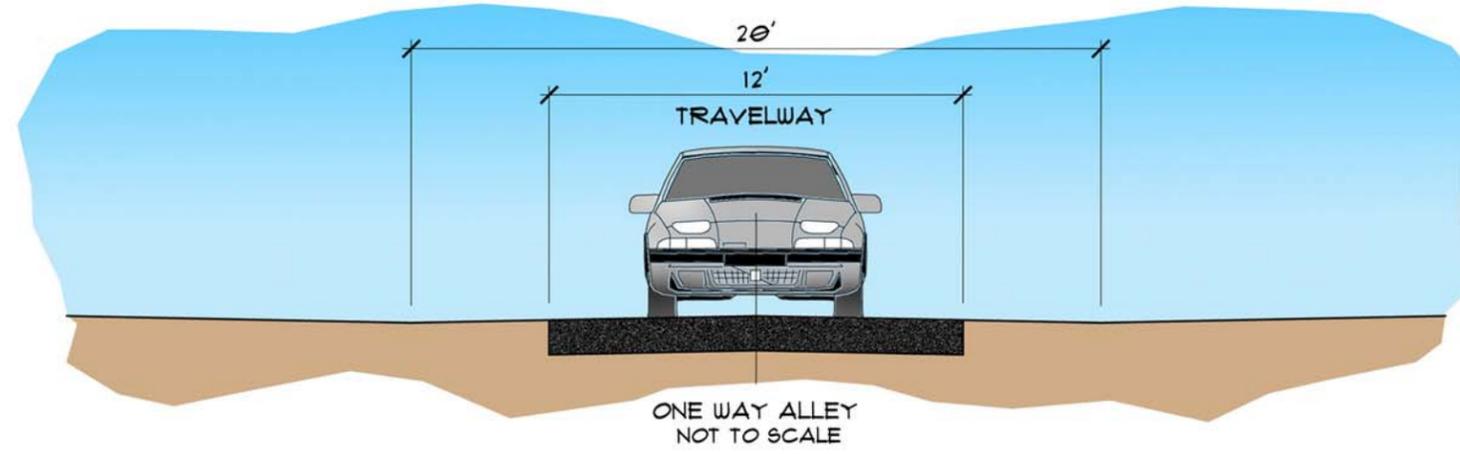


Figure 901.13 – 1

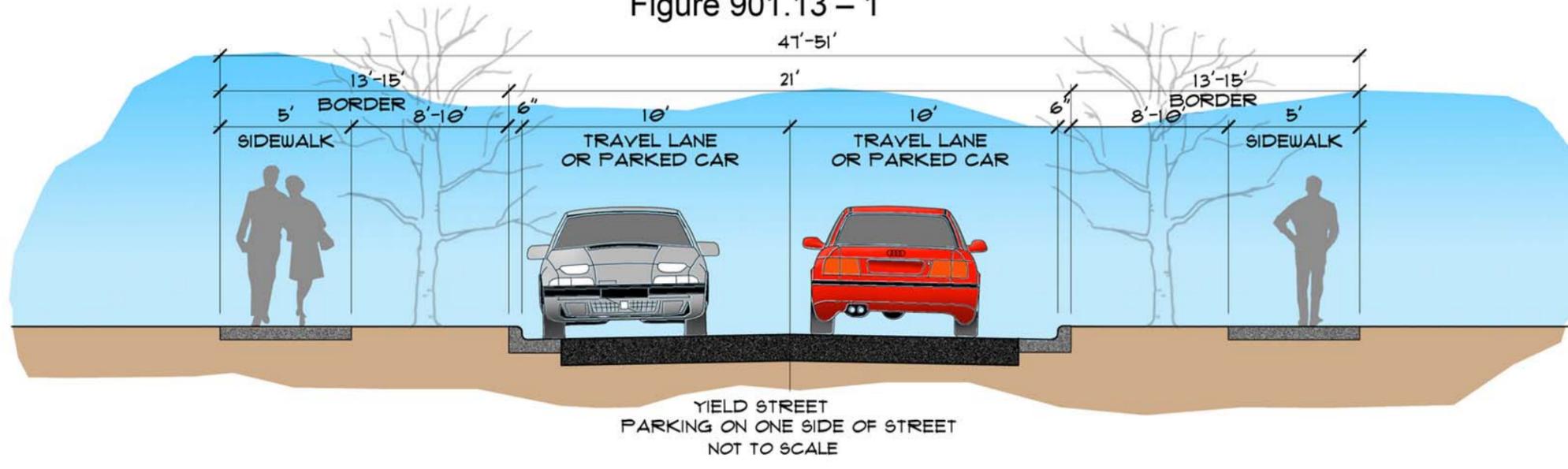


Figure 901.13 – 2

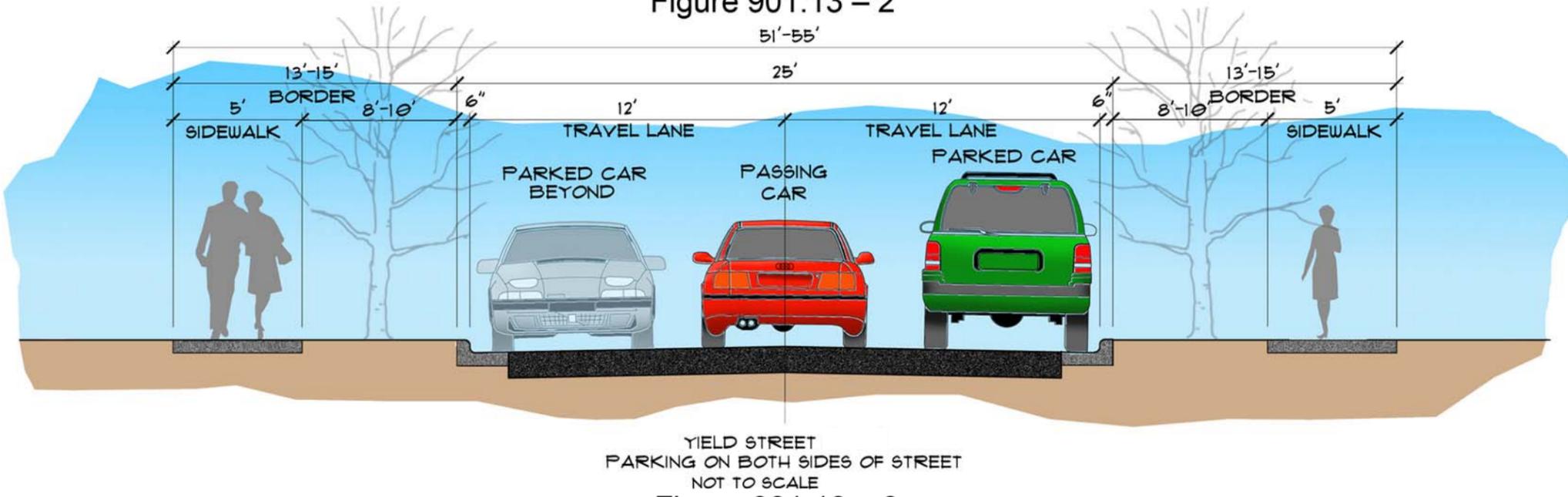


Figure 901.13 – 3

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ADAPTED FROM FDOT MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS CHAPTER 19 TRADITIONAL NEIGHBORHOOD DEVELOPMENT
MINIMUM PLANTING WIDTH SHALL BE 10' OR 8' WITH ROOT CONTAINMENT SYSTEM

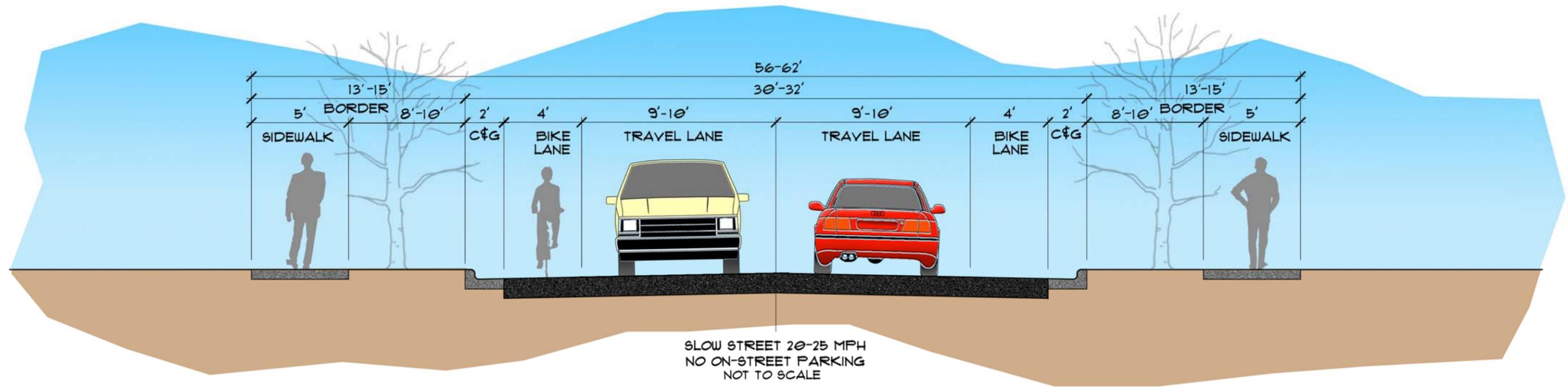


Figure 901.13 – 4

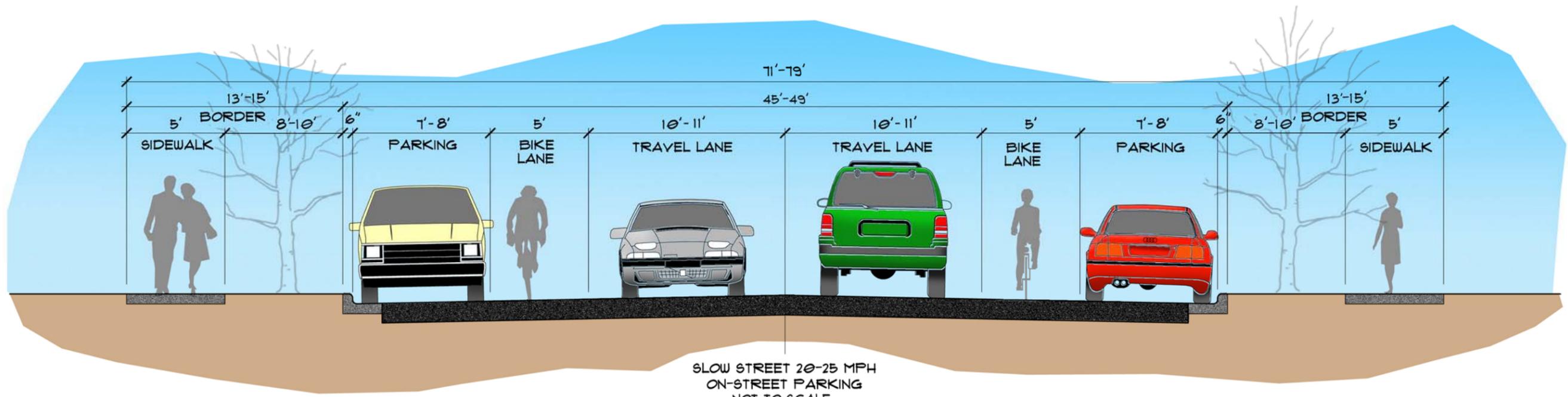
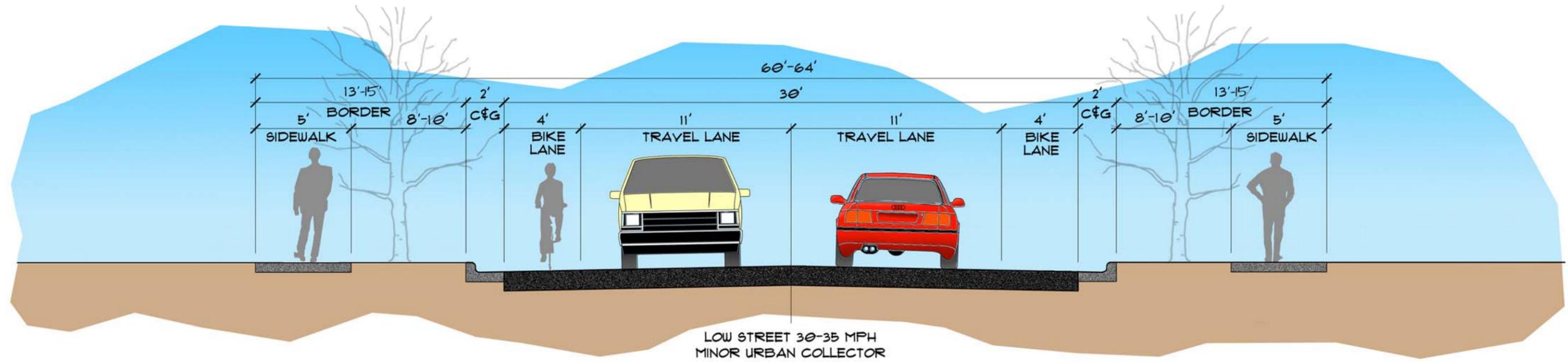


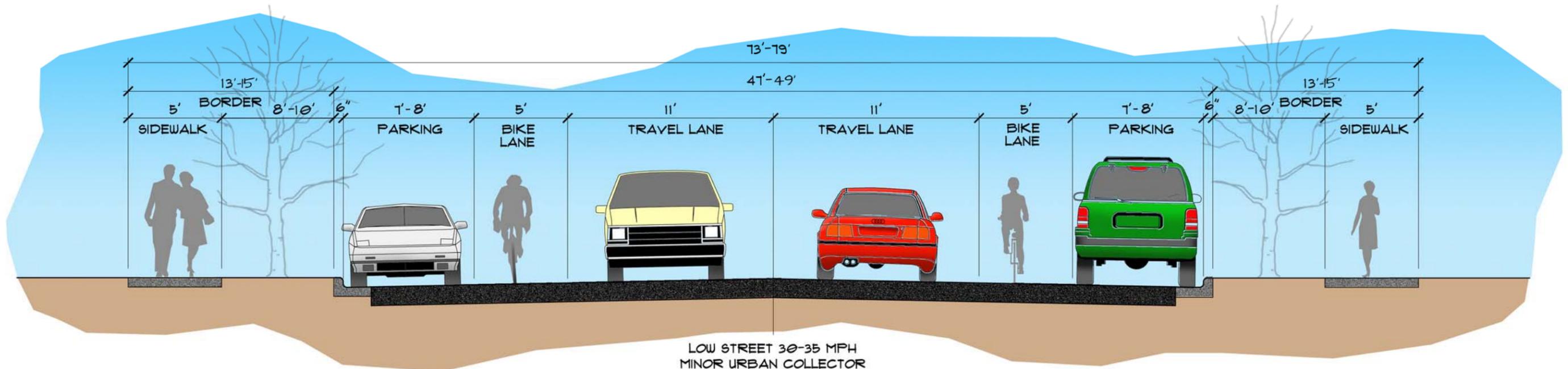
Figure 901.13 – 5

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LOW STREET 30-35 MPH
 MINOR URBAN COLLECTOR
 NO ON-STREET PARKING
 NOT TO SCALE

Figure 901.13 – 6



LOW STREET 30-35 MPH
 MINOR URBAN COLLECTOR
 ON-STREET PARKING
 NOT TO SCALE

Figure 901.13 – 7

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